

CITY OF WESTMINSTER			
PLANNING APPLICATIONS COMMITTEE	Date 20 October 2015	Classification For General Release	
Report of Director of Planning		Wards involved West End	
Subject of Report	22 Hanover Square, London, W1S 1JA		
Proposal	Demolition and redevelopment to provide a new building on three basement levels, lower ground, ground and first to ninth floors to provide a hotel with ancillary bar/lounge/restaurant/gym/ swimming pool and private dining rooms/meeting rooms (Class C1), up to 41 self-contained flats with terraces at sixth and eighth floor levels; a flexible/alternative restaurant (Class A3)/hotel restaurant (Class C1)/retail (Class A1) use on part ground and part lower ground floors; basement car and cycle parking, plant at basement and roof levels; creation of living roof and installation of photovoltaic panels, alterations to existing access on Brook Street and associated highway works.		
Agent	DP9 Limited		
On behalf of	Eros Limited		
Registered Number	15/03972/FULL	TP / PP No	TP/8437
Date of Application	06.05.2015	Date amended/ completed	06.05.2015
Category of Application	Major		
Historic Building Grade	Unlisted		
Conservation Area	Mayfair		
Development Plan Context - London Plan July 2011 - Westminster's City Plan: Strategic Policies 2013 - Unitary Development Plan (UDP) January 2007	Within London Plan Central Activities Zone Within Central Activities Zone		
Stress Area	Outside Stress Area		
Current Licensing Position	No licences applied for at current time		

1. RECOMMENDATION

For Committee's consideration:

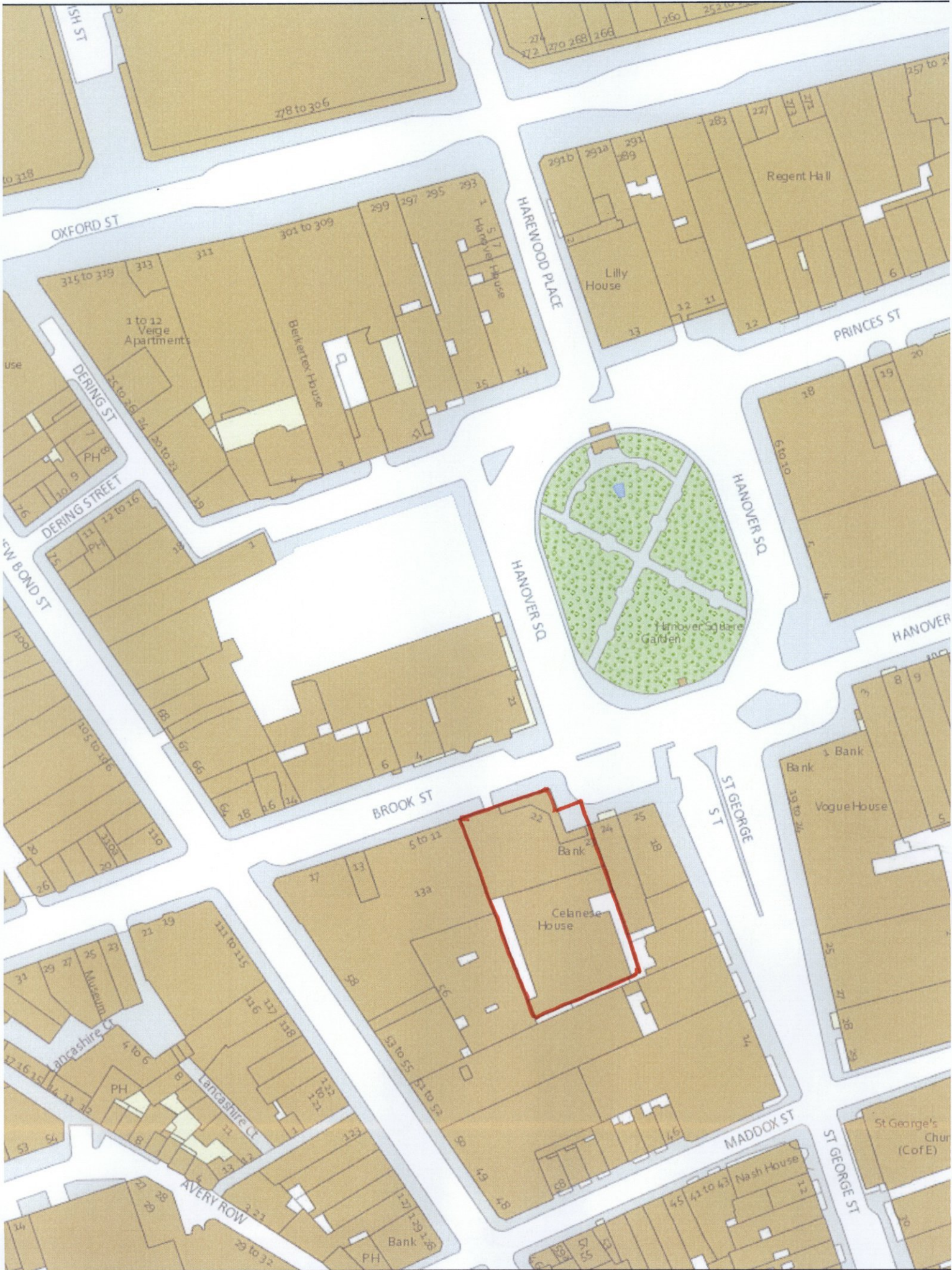
1. Does the Committee consider that the proposed contribution of £10,000,000 is acceptable, subject to the whole sum being paid to the City Council's affordable housing fund prior to the commencement of development?

2. If so, subject to referral to the Mayor of London, grant conditional permission subject to a S106 legal agreement to secure:

- i) a contribution of £10,000.000 towards the City Council's affordable housing fund (index linked and payable upon commencement of development).
- ii) compliance with the City Council's Code of Construction Practice and submission of a SEMP (Site Environmental Management Plan) with an annual cap of £32,000.
- iii) costs relating to highways works around the site to facilitate the development (including creation of a relocated crossover).
- iv) provision of unallocated residential parking.
- v) monitoring costs.

2. If the S106 legal 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; however, if not
- 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 an 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.



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22 HANOVER SQUARE, W1

2. SUMMARY

The existing office building dates from the 1920s and occupies a prominent site on the south-west corner of Hanover Square, within the Mayfair Conservation Area. Permission is sought for the redevelopment of the site to provide a building comprising three basements, lower ground, ground and first to ninth floors to provide a hotel, incorporating public bars and dining areas, together with a spa/gym; 41 market flats, with access to hotel facilities, and a flexible hotel/retail/restaurant unit on part ground and part lower ground floors. Basement parking will be provided for 41 cars.

The key issues for consideration in this case are:

- The impact of the proposed building on the townscape and the character and appearance of the Mayfair Conservation Area.
- The acceptability of the proposal in land use terms.

Whilst the existing building contributes to the character and appearance of the conservation area, the replacement building is considered to be an innovative design and improves the site's relationship with neighbouring listed buildings. The mix of uses is proposed is considered appropriate to the Core Central Activities Zone and, subject to appropriate conditions, the proposals are considered acceptable in amenity and highways terms.

The scheme is generally considered acceptable in land use terms. However, the applicants have submitted a viability report which concludes that the development could not support any financial contribution in lieu of on-site affordable housing provision. They have since offered to make a payment of £10M (in addition to other, separate, s106 obligations/payments) of which they anticipate that £8.5M would be put towards affordable housing, with the remaining contribution being put towards public realm improvements in Hanover Square. They propose that payment of the contribution would be split, between the commencement of development and occupation of the completed building, although these contributions are normally expected to be paid in full upon the commencement of works. The City Council's consultant valuers are firmly of the view that the scheme could deliver a policy compliant affordable housing contribution of £15,875,000 (there is no policy requirement for a public realm contribution). However, taking into account compromise figures for residential values, the residential/hotel premium and other costs, and the applicants "no growth" model, they have advised that a contribution of £14,250,000 would fall within "acceptable tolerances". In these circumstances the Committee's views are sought as the acceptability of the applicant's offer.

3. CONSULTATIONS

GREATER LONDON AUTHORITY

The application complies with some London Plan policies, but not with others, for the following reasons:

The loss of office floorspace does not raise any strategic concerns

The provision of hotel, retail and restaurant floorspace is supported in principle

The provision of 41 flats is supported in principle; the residential density, quality of the accommodation and range of units is acceptable.

The Council should confirm if off-site contributions are required for children's play space.

The applicant's viability report should be independently assessed and, subject to the outcome of this exercise, the Council should confirm whether the proposed affordable housing provision is in line with local needs.

The demolition of the existing building is not considered to cause any harm to the historic environment and the proposed, high quality, development is welcomed.

The indicative public realm proposals are supported but the Council should confirm how these improvements would be secured.

The proposals meet London Plan requirements in terms of inclusive access but confirmation is required concerning design features incorporated within the public realm proposals to ensure that all areas are fully accessible and safe.

The proposed level of residential parking (1:1) is excessive and a reduction should be sought. Electric vehicle charging points, disabled parking provision; additional short-stay, off-site, cycle parking and staff showering/changing/storage facilities should be secured. Detailed Servicing Management Plans, Construction Management Plans and Travel Plans should all be secured. Future residents should not be permitted to apply for residents' parking permits.

Further information is required in relation to potential overheating of the development; details of the size and location of the proposed energy centre are required; detailed of the size of the CHP system and energy efficiencies required together with information on the management of the proposed system; applicants required to investigate higher efficiencies to maximise available space for photovoltaics.

On-site carbon dioxide savings fall short of London Plan targets and should be met off-site.

CROSSRAIL

Construction conditions required to safeguard the constriction of Crossrail.

LONDON UNDERGROUND LTD

Do not wish to comment.

HISTORIC ENGLAND

Do not wish to comment.

HISTORIC ENGLAND (ARCHAEOLOGY)

Conditions required to safeguard the archaeological interest of the site.

RESIDENTS' ASSOCIATION OF MAYFAIR & ST JAMES'S

No objection - development welcome.

GO GREEN MANAGER

Any response to be reported verbally.

BUILDING CONTROL

No objection.

ENVIRONMENTAL HEALTH

Conditions required relating to plant noise and vibration, internal noise levels to flats from internal and external noise sources and noise transmission through the building structure;

Concern re noise disturbance and air quality to new external terraces and noise disturbance from use of terraces

details of CHP flues and levels of flue emissions, filters required to air intake

Operational controls required for hotel use. Finalised Operational Management Strategy for hotel and a separate OMS for any future Class A3 use.

Details of kitchen extract systems required for hotel and potential A3 use,

Requirements re SEMP and Code of Construction Practice

HIGHWAYS PLANNING

Concern re potential highway obstruction from vehicles waiting to access basement car parks; servicing hatch in highway should be relocated; car lift maintenance and management plan and site servicing management plan required; levels of car park and cycle parking provision acceptable; ; electric vehicle charging points should be provided. Waste storage arrangements acceptable

CRIME PREVENTION OFFICER

No objection. Met with applicants and discussed general security issues.

ADJOINING OWNERS/OCCUPIERS AND OTHER REPRESENTATIONS

No. Consulted: 229; Total No. of Replies: 2.

One letter of objection on the following grounds:

*Impact of this major development on traffic, road access parking and servicing of neighbouring properties; the area is already subject to large scale construction projects including Crossrail.

- Noise disturbance from the completed development and during the course of construction
- One letter raising no objection in principle but expressing concerns re the impact on the adjacent retail store:
- impact on existing means of escape from upper floors of adjoin store, which is via the application building
- *on- street servicing proposals could affect deliveries to Fenwick and other properties a Servicing Management Plan is required which should be consistent with Council's wider strategy for delivery /freight and waste consolidation in Bond Street area.*
 - effect on rights to light.

4. DETAILED CONSIDERATIONS

4.1 The Site

The application site, known as Celanese House, is an unlisted building located on the south-west corner of Hanover Square at its junction with St George Street and Brook Street. The building is located within the Mayfair Conservation Area and the Core Central Activities Zone. The site adjoins a listed building at 24 Hanover Square, is at the rear of listed buildings at 14, 15, 16 and 17 St. George Street and opposite those at 20 and 21 Hanover Square. With the exception of nos. 15 St. George Street and 20 Hanover Square (Grade II*), all these neighbouring buildings are Grade II listed.

The building was purpose-built as offices in the 1920s. It has Portland stone facades to the front and glazed brick to the rear. The building was extended at the rear in the 1930s and a seventh floor added in the 1950s. The accommodation comprises basement, ground and seven upper floors, with a roof level plant room. The building steps back on fifth, sixth and seventh floors, providing a series of terraces. A ground floor parking/servicing area is accessed from Brook Street, and provides 10 parking spaces.

The building is currently sub-let to a serviced office provider whose lease expires in March 2017.

Hanover Square is characterised by commercial uses - principally large office buildings with retail and restaurant uses at street level and some residential flats on the upper floors. The Fenwick department store and neighbouring commercial buildings are located immediately to the west of the site on Brook Street/New Bond Street. The buildings to the east and south are in office/commercial use, with the exception of a national embassy at 16 St George Street.

Oxford Circus and Bond Street underground stations are in close proximity. The new Bond Street West Crossrail station entrance, with over- station development, is under construction on the opposite side of Brook Street. A number of other sites on the square are also under development or have been recently completed, including those at 5 Hanover Square, 7-10 Hanover Square/Princes Street and 18-20 Hanover Square (Crossrail), all of which include new flats.

Records indicate that the nearest residential properties are the two flats on the top floors of 21 Hanover Square, flats on the upper floors of each of the buildings at 46-58 Maddox Street (which are separated from the application site by offices comprising the rear part of office developments on New Bond Street and St George Street), and five flats on the upper floors of 25-27 St George Street.

4.2 Relevant History

Various permissions have been granted for rear and roof extensions and minor alterations to the building but none are directly relevant to the current application.

5. THE PROPOSAL

Permission is sought for the demolition of the existing buildings and for the redevelopment of the site to provide a 5* boutique hotel, incorporating restaurant/bar/lounge areas, with a flexible hotel/retail/restaurant use at part ground and part first basement levels, and residential apartments on the upper floors.

Three new basement levels would provide residential parking for 41 cars (accessed via a car lift on the Brook Street frontage), residential cycle storage, cycle stores for hotel/restaurant staff; plant accommodation and refuse stores for the residential and commercial uses. A hotel gym and pool, back of house hotel accommodation, additional staff cycle storage and showers would be located at first basement level (B1).

The lower ground floor (existing basement level) would provide hotel bar, lounge and dining areas, adjacent to an internal courtyard; additional back of house facilities and refuse stores, private dining rooms/meeting rooms and the lower level of the proposed flexible floorspace unit.

The ground floor frontage would take the form of a covered public walkway providing shared access to the (separate) hotel reception/lobby and residential reception, (which are served by separate cores) and to the upper level of the flexible floorspace unit. This flexible space would operate as either as a restaurant as part of the hotel or as an independent restaurant, or as a separate shop. The central space also provides access to the two-storey covered courtyard and to the hotel bars/lounge/dining areas at lower ground floor level. Three of the hotel bedrooms would also be provided at this level.

All of the hotel bar, dining and spa facilities would be open to the general public. The access walkway would be gated at night, providing secure access for residents and hotel guests only.

The majority of hotel bedrooms would be located at rear first to fourth floors. The submitted plans show 51 hotel bedrooms (102 bed spaces). The applicants have advised that, once a hotel operator is agreed, the number of bedrooms could change. It is intended that the hotel amenities will be publically accessible and available for future residents.

The front first to fourth floors (overlooking Hanover Square/Brook Street), and the whole of the fifth to ninth floors would provide up to 41 flats, with terraces at sixth and eighth floor levels. Additional plant and stair enclosures would be sited on the main roof and a living roof would also be provided over the greater part of the roof.

The application has been amended to relocate a servicing hatch, originally shown in the pavement on the Brook Street frontage, to a site within the building. In addition, an area of the main roof has been reserved for the installation of photovoltaic panels. Minor amendments have also been made to the detailed design including alterations to the profile of the party wall with 24 Hanover Square to follow the line of the adjacent mansard; a continuation of the anthracite grey concrete framing onto the upper levels, to provide more cohesion between the upper and lower floors, and a change in the colour of the fritting to the insulated glazing panels on the upper floors (from white to grey).

The application is referable to the Mayor as the new building would be more than 30m tall.

6. DETAILED CONSIDERATIONS

6.1 Land Use

The existing and proposed floorspace figures (GEA) are set out in the table below:

	Existing m2	Proposed m2	+/- m2
Offices (B1)	11,601	0	- 11,601
Hotel (C1)	0	6184	+6184
Hotel (C1)/Retail (A1)/Restaurant (A3)	0	598	+598
Residential (C3)	0	9948	+9948
Parking/loading servicing/refuse stores/non-convertible plant areas.	629	2324	+ 1632
Total	12293	19054	+ 6815

6.1.1 Loss of offices

The proposal would result in the loss of 11,601 m2 of office floorspace.

6.1.1.i Policy context

Policy S47 of the City Plan which advises that 'when considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable

development contained in the National Planning Policy Framework to secure development that improves the economic, social and environmental conditions in the area.’

Paragraph 51 of the NPPF advises that local planning authorities should normally approve planning applications for change of use to residential and any associated development from commercial buildings (currently in the B use class) where there is an identified need for additional housing in that area, provided that there are no strong economic reasons why such development would be inappropriate.

Given recent pressures to convert office buildings to residential use, the City Council recognises that there is now an under-supply of office accommodation within the borough. Consequently, in the case of applications submitted after 1 September 2015, proposals involving the replacement of offices with new residential floorspace will be determined under a ‘presumption in favour of sustainable development’ in line with national policy. This means that within the Core CAZ (and in other specified locations) housing is no longer acceptable in principle where it results in the loss of office floorspace, although the loss of offices will be acceptable where this is to another commercial use.

However, as the current application was submitted prior to 1 September, it falls to be considered in relation to adopted UDP and City Plan policies which were the relevant policies at the time of submission, in which case there is no objection to the proposed loss of offices.

6.1.1.ii Employment opportunities

Notwithstanding the relevant policy considerations, the applicants acknowledge the direction of emerging policy and have assessed the contribution of the existing building to the office market. They contend that there is limited demand for a large headquarters office building in Mayfair because of the considerable occupier costs, and as demonstrated by the fact that the previous tenant vacated the premises and sub-let the building to a serviced office provider. They contend that the current demand is for smaller offices (typically 300-500m²), and that the existing building provides inefficient and inconsistent accommodation, which does not readily lend itself to a multi-let arrangement. On this basis, and given significant new office development scheduled in the immediate area, they conclude that the loss of the existing offices will not undermine the Mayfair office market.

Although the amount of commercial floorspace will be reduced on the site, 58% of the existing office floorspace (excluding parking and loading areas etc) will be converted to another commercial use, namely the hotel. The applicants estimate that the proposed hotel use will support a minimum of 101 full time equivalent jobs, many providing local employment opportunities, with a potential greater number of jobs created as a result of longer opening hours, shift patterns and part-time employment. The submitted Operational Management Plan states that hotel management will actively encourage the use of local services – florists, newsagents etc. Additionally, significant employment opportunities will be created during the course of construction.

The Stage 1 response from the GLA, is supportive of the scheme in strategic terms. Whilst the London Plan does not specifically protect office uses Policy 4.2 does support the rejuvenation of office stock within the CAZ, to improve its quality and flexibility to meet the demands of the central London office market. However, given the City Council’s adopted policies, the level of employment offered by the proposed use and the fact that a significant amount of new office floorspace is under construction, or has recently been completed in the area, the GLA raises no objection to the loss of the existing offices.

6.1.2 Residential use

The scheme would provide 9948m² (GEA) of new residential floorspace on the site, which is supported by Policies H3 of the UDP and S14 of Westminster's City Plan. Given the policy context outlined in section 6.1.1 above, the loss of the existing offices and the introduction of new residential floorspace on the site is considered acceptable in land use terms.

6.1.2. i Number of units, residential mix and standard of accommodation

The residential floorspace would be provided in the form of 41 flats, as follows:

Units	Number	%	Floor area m ² (GIA)
1 bed	3	7	102
2 bed	22	54	115-176
3 bed	14	34	233-257
4 bed	2	5	392
Total	41		102-392

City Plan Policy S14 requires the number of residential units on development sites to be optimised and policy S15 requires an appropriate mix of units in terms of size and type to be provided, with at least 33% units being family-sized (with three or more bedrooms). In this case 16 (39%) of the 41 units would be family-sized.

The proportion of family sized units has been reduced since the proposals were submitted at pre-application stage (originally 50%) and the proportion of 2 bed units increased (from 42 to 54%). The applicants make the point that the units do not include large ancillary spaces such as home cinemas and fitness rooms, and that the number of units per floor (typically 7) is at the higher end of the range (2-8) which the Mayor's Housing Design Guide considers desirable in order to give future residents a greater sense of privacy, security and ownership.

Of the 41 proposed flats most would be dual aspect. 11 would be single aspect including 3 west-facing flats (1 bed) and 3 east-facing flats (2 bed). The London Plan states that care should be taken with creating single-aspect north-facing flats, but sometimes this is difficult to avoid in large floorplate developments such as this, and in this case there would be 5 north-facing flats. However, in the context of the development and the policy requirement to optimise the number of units on the site, the number of units, range of unit sizes (with 61% of 1 and 2 bedroom units) and orientation of the flats, is considered acceptable.

All units exceed the Mayor's dwelling space standards set out in London Plan Policy 3.5. The flats are designed in accordance with Lifetime Homes Standards and 10% of the units have been designed to be easily adaptable to wheelchair accessibility standards. All units have level access from the lift lobbies.

Some external amenity space is provided in the form of residential terraces on the sixth and eighth floors. It is acknowledged that site constraints and the relationship between the hotel and residential uses would make the provision of additional terraces difficult.

Background noise levels in this area of the City are high. Policy ENV6 of the UDP requires new residential developments to provide adequate protection from existing background noise as well as from noise within the development itself, in this case, the hotel and commercial uses.

The redevelopment will incorporate double glazed windows and sufficiently high specification building fabric necessary to meet modern performance standards. All residential windows are

openable. However, a system of mechanical ventilation is proposed should residents choose to keep their windows shut.

The Environmental Health Officer has reviewed the submitted noise report and has requested that conditions are imposed to ensure that satisfactory noise levels are achieved within the new flats, in relation to potential noise and vibration nuisance from external and internal noise sources. Further information is also required with regard noise transmission between the commercial and residential uses and from internal mechanical equipment i.e. the lifts.

The EHO has expressed some concern regarding poor air quality and potential noise disturbance to future residents using the proposed residential terraces. Although these concerns are noted, the choice as to whether to use the terraces, which are situated high above street level, lies with future occupants of the flats, who may also choose to keep their windows open. It is not considered that these concerns could reasonably justify withholding planning permission.

It is considered that the new flats, due to the extent of glazing and their location on the site and relationship with neighbouring buildings, would benefit from good levels of natural light and overall the quantity of the new residential accommodation is considered acceptable.

6.1.2 ii Affordable Housing

Policy H4 of the UDP and S16 of Westminster's City Plan and Interim Guidance Note Implementation of Affordable Housing are relevant.

In new housing developments of either 10 or more additional units or where over 1000m² of new residential floorspace is created, a proportion of that floorspace is expected to be provided as affordable housing.

The scheme would provide 9948 m² of new residential floorspace which according to the relevant formula requires 2487 m² of affordable housing, equating to 31 units of on-site provision. However, the policy states that where on-site provision is accepted as being impractical or unviable, the housing may be provided on another site in the vicinity, and where this is not feasible the affordable housing requirement can be met through a financial contribution to the City Council's affordable housing fund. On the basis of the proposed residential floorspace, this sum would equate to a contribution of £15,875,000.

6.1.2.i. a Viability assessment

A viability report prepared on behalf of the applicants has been submitted which concludes that the provision of on-site affordable housing is unviable and also impractical as the building only has one street frontage which is required to accommodate the hotel entrance, restaurant, car lift and servicing access. They contend that it would not be possible to introduce a separate entrance and access core to the affordable housing without materially affecting the scheme's viability and compromising the building frontage. They have advised that the applicants do not own a donor site, either in the vicinity or elsewhere in the borough, where the affordable housing requirement could be met and that the scheme is unable to support any affordable housing contribution.

However, the applicant's viability consultant acknowledges that the delivery of affordable housing is an important planning objective. Consequently, the report states the applicants view that to propose a development which makes no contribution to affordable housing could be "politically unpalatable" to the Council.

The submitted viability appraisal includes a potential CIL payment of £2,622,225, along with other planning obligations that would be separate from CIL including £1,020,000 for public realm improvements and £221,000 to meet other contributions such as public art. However, should permission be forthcoming, and in advance of the Westminster CIL coming into effect (which is likely to sometime in 2016), the appraisal confirms that the applicants would combine the CIL liability with the already identified s106 contributions to swell the overall s106 contributions to £3,863,225. Given that public art should form an integral part of the building design (rather than being reliant on a sum of money) and that there is no policy requirement for a contribution to public realm improvements for this development, this full amount could be earmarked for affordable housing.

The submitted viability report has been reviewed by consultants acting on behalf of the City Council who have concluded that whilst the affordable housing could not practically/viably be provided on site, the scheme could deliver the full affordable housing contribution of £15,875,000.

Whilst not accepting the conclusions of the Council's consultant, the applicants subsequently increased their offer, firstly to £6M (including a public realm contribution of £1M) and subsequently to £10M (including a public realm contribution of £1.5M. This offer is based upon 50% of the contribution being paid on the implementation of the scheme, with the remainder being paid prior to the occupation of the building. However, the Council's viability consultants have undertaken their appraisals on the basis that all contributions would be payable on commencement of the development in accordance with the Council's usual requirements.

As there continues to be unresolved areas of disagreement between the two viability consultants, officers have asked the Council's consultants to consider whether the difference between the £10M and £15,875,000 falls within "reasonable tolerances" of professional disagreement in these matters. The Council's consultant has responded that compromises based on professional disagreement could reduce the amount sought by the Council to £14,250,000. Given this advice, the committee's views are sought on these issues:

Firstly, whether the applicants offer of £10M is acceptable?

Secondly, if so, given that there is no policy requirement to contribute to public realm improvements in the vicinity of the site whether the entire sum should be paid to the City Council's affordable housing fund?

Thirdly, the applicant's proposal to pay 50% of the affordable housing contribution upon commencement of development, and the remainder prior to the occupation of the building should not be accepted?

6.1.3 Hotel/entertainment uses

6.1.3.1 Hotel use

The scheme would result in the introduction of a 51 bedroom hotel incorporating ancillary facilities, and depending on the future use of the flexible floorspace unit, the hotel would measure either 6184 or 6782m². It is proposed that all the hotel entertainment and leisure facilities would be open to the general public

City Plan Policy S23 and UDP Policy TACE 2 recognise the importance of Westminster as one of the world's premier visitor destinations. UDP Policy TACE 2 states that permission will be granted for new hotels on sites within the CAZ which do not have a predominantly residential character, where no adverse environmental and traffic effects would be generated and where 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 for taxis serving the hotel. City Plan policy S23 includes similar provisions.

Even taking into account recent permissions for new developments incorporating new residential floorspace, Hanover Square (including the surrounding streets) is still predominantly commercial in character. In these circumstances, the introduction of a new hotel on this site is considered acceptable in principle in land use terms.

6.1.3.2 Entertainment/spa uses

The majority of new hotels within Central Westminster provide bars, restaurants and leisure facilities. In this case the hotel would provide 926sqm entertainment floorspace as follows:

Restaurant – capacity 175

Bar – capacity 80

Lobby/lounge – capacity 10

Private dining rooms – capacity 60.

(In addition the flexible floorspace could potentially provide a second hotel restaurant of 598m², with a customer capacity of 140):

It is intended that these facilities will be open to the general public between 07.00 and 24.00 each day. Only hotel residents and their guests would be permitted to use the private dining/meeting rooms and the lobby bar after this time - between 24.00 and 02.00.

Residents of the flats in the development would enjoy the same access to hotel facilities as hotel guests.

City Plan policy S24 states that new entertainment uses are appropriate in terms of their type and size, scale of activity and any cumulative impact and that they do not adversely impact on residential amenity, health and safety, local environmental quality and the character and function of the area, and confirms that large scale entertainment uses will not generally be appropriate within Westminster.

With regard to the flexible floorspace unit which could potentially provide an independent restaurant of 598m², UDP Policy TACE 10 is relevant which states that large entertainment uses of 500m² or more will only be granted in exceptional circumstances. In this consideration particular regard will be given to the number of people on the premises, the opening hours, servicing and arrangements to safeguard amenity and where it can be demonstrated that the proposals would not have an adverse impact on local environmental quality or residents' amenities or the character or function of the area, this may constitute exceptional circumstances

Given the character of Hanover Square, and the use of adjoining buildings, and the fact that there are few residential properties in the immediate vicinity of the site, it is not considered that the proposed hotel or independent entertainment uses would, in principle, have an adverse impact upon the character or function of the area.

As this is currently a speculative scheme, the application is supported by a draft Operational Management Strategy which includes measures designed to ameliorate the impact of the hotel and entertainment uses on residents' amenities and local environment quality and this is discussed in section 6.3 below. The impact of the proposals on traffic and parking is set out in section 6.4.

6.1.4 Retail use

The scheme includes a potential retail use (598m²) within the flexible unit on part ground/part lower ground floors.

City Plan Policy S21 states that new retail floorspace will be directed to the shopping centres. However, the supporting text acknowledges that retail development may also be appropriate in other parts of the Core CAZ where it can be introduced sensitively.

Although the site is not located on a designated shopping centre it is located directly adjacent to the Fenwick store, which is on the New Bond Street primary shopping frontage, and immediately to the east of the boundary with the West End Retail Policy Area.

Given that any retail use is likely to be appropriate to its setting as part of a boutique hotel development, it is considered likely that any future retail use which would create an active ground floor use serving visiting members of the public, could be introduced without detriment to the character of the area.

It is noted that the current proposals include fully opening frontages to this ground floor unit. The applicants have advised that, should the retail use be implemented, this is likely to involve alterations to the shopfront design.

6.2 Design/townscape

6.2.1 The existing building

No.22-23 Hanover Square is an imposing building faced with Portland stone. It was built in 1928 and stands at the south-west corner of the square, in the Mayfair Conservation Area. It is next to No.24 and opposite No.21 Hanover Square, which are grade II listed buildings. They are both part of the first phase of development in the Square and are substantially smaller than the application property, as are the unlisted buildings in Brook Street and the listed buildings in St. George Street, which also adjoin the site.

While No.22-23 is an imposing building, this is mainly because of its size. Any architectural merit that it possesses is modest and its contribution to the Square and conservation area is greatly diminished because of its, somewhat elephantine, scale which is most unfortunate and detracts from neighbouring and nearby listed properties. Furthermore, the building has been extended at roof level and it is of no merit at the rear, or internally. Redevelopment of the site therefore offers the opportunity to create a better building and one which improves the setting of designated heritage assets.

6.2.2 The proposed building

The new building will be a substantial improvement on the existing. The key improvements offered by the building in townscape terms are derived from its reduced bulk and mass next to the grade II listed No.24 and the neighbouring unlisted buildings in Brook Street. The reduced height of the building next to No.24 will greatly improve its setting when seen from Hanover Square, and the careful balancing of horizontal and vertical lines on the new facades recalls the historic architecture of the square, which further enhances the setting of No.24 and No.21.

The detailed design and palette of materials are well considered and carefully chosen and create facades of appropriate scale and detail, with the set-back upper floors of the main block further reducing the apparent size of the building when compared to the existing monolithic structure.

The facades are designed to ensure that their materials and detailed design enhance the conservation area and the setting of neighbouring listed buildings by reintroducing a more appropriate palette of materials particularly as regards their colour and use on the facades. Facing Hanover Square the main structural framework of the building is subtly expressed and formed in dark grey concrete. Infill panels are of elongated dark red brickwork from first to sixth floor levels. The seventh floor has translucent glass infill panels with light grey horizontal fritting, and this continues on the set-back eighth and ninth floors. The ground floor is fully glazed and all the openings have reveals lined with white powder-coated aluminium panels. Balcony fronts are of white-finished steel slats with glazing behind. The sides and rear of the building are the same. The core walls, where visible, are of white pre-cast concrete set either side of the lifts and stairs which are visible through full height glazing.

Verified views demonstrate that the new building will have a positive impact in longer views as well, as those from Hanover Square and the design is considered to fully meet UDP policies DES 1, DES 9 and DES 10, as well as Westminster City Plan Strategic Policies S25 and S28 and supplementary planning guidance 'Development and Demolition in Conservation Areas'.

6.2.3 Archaeology

The scale of excavation is substantial. The application is supported by an archaeological desk-based assessment which has been reviewed by officers at Historic England (Archaeology). They have concluded that the archaeological potential of the site is low, and that the excavation of the existing basement will already have compromised archaeological survival across the site. Subject to a condition requiring the submission of a Written Scheme of Investigation, the implementation of a scheme of archaeological investigation undertaken in accordance with this document and the publication of a post-investigation assessment, they have raised no objection to the proposals.

In structural design terms, an outline submission has been prepared setting out the likely impact of the excavation on neighbouring buildings and a proposed monitoring strategy. Full details may be secured by condition.

6.2.4 Public Art

The submitted viability report includes an allowance of £221,000 set aside for scheme of public art to be provided as part of the wider public realm proposals for the area. However, UDP policy ENV7 encourages the provision of public art as part of redevelopment proposals and requires the artwork to be spatially related to the development in question, and where fixed to a building, integral to the design of that building.

This issue has since been raised with the applicants as officers consider that the scheme provides ample opportunity to provide public art which is integral to the building, most notably in the form of the gates to the entrance arcade. The applicants have indicated that they are willing to accept a condition requiring the submission of details of public art as part of the building design. An amending condition is recommended requiring the submission of these details.

6.2.5 Public realm improvements

The City Council is currently developing proposals for public realm improvements in Hanover Square. The enhancement of Hanover Square and its surrounding streets is a key priority of the West End Partnership's 'Public Realm Board', which is tasked with improving the environment of the West End ahead of Crossrail Line 1's opening in December 2018. A scheme is currently being drawn up which will include consideration of traffic flows up to and around the square, the location of taxi, cycle and motorbike facilities and the need to create

safe and hard-wearing spaces for the many visitors that will be arriving into the West End through the new station entrance at the north western corner of Hanover Square.

The applicants have appointed consultants to undertake a public realm study to bring forward illustrative proposals for the immediate site context to demonstrate how these might sit within proposals for the wider public realm. Illustrative proposals for the wider area have also been submitted and the applicants have been in discussions with the relevant Council officers in order to “adapt and guide” the work undertaken. The applicants have stated that they are willing to contribute to funding towards the “redefinition of the southern end of Hanover Square, Brook Street and St George Street”. However, these illustrative designs are for information only and do not form part of the current application.

6.3 Amenity

6.3.1 Impact of hotel/entertainment use

In assessing the impact of the proposed hotel and entertainment uses upon residential amenity and local environmental quality, particular regard would be had to noise from the proposed use, particularly from increased late night activity, noise and vibration from plant, potential smell nuisance and increased parking and traffic generation.

UDP Policy ENV 6 requires new developments to incorporate design features and operational measures to minimise and contain noise in order to protect neighbouring noise sensitive properties. Activities associated with the proposed hotel use, and particularly non-resident guests arriving at and leaving the restaurants and bars throughout the evening, are likely to have a significantly greater impact on this part of Hanover Square than would the existing office use.

As previously noted, the Square is largely commercial in character. However, there is a flat on the top floor of 21 Hanover Square, immediately opposite the proposed hotel entrance and ground floor restaurant, where it is proposed to incorporate fully opening elements to the restaurant frontages. There are also flats in the wider area, including on the east side of St George Street. Flats are also proposed within the new building. An objection has been received from the occupiers of 2-4 Brook Street on the grounds of (unspecified) noise disturbance from the completed development.

Given the size and nature of the development it is considered that it could, potentially, integrate large dining and bar areas but this would be subject to appropriate management and operational controls. No hotel operator has yet been signed up to the project, although it is understood that the applicants are currently in discussion with one. It is acknowledged that the applicants are keen to address the potential impact of the hotel/entertainment uses upon neighbouring residents, on future residents of the upper floors, which will be located directly above the hotel entrance and ground floor restaurant. Consequently, they have submitted a draft Operational Management Plan, with some subsequent amendments, which includes measures relating to:

- opening hours of “public” facilities, generally 07.00 to 24.00
- the capacity of drinking and dining accommodation
- site security, including the installation of CCTV equipment/and the keeping of an incident log,
- the publication of a dedicated 24 hour telephone number for residents and businesses to contact the hotel management, with a log of calls received and response.
- the arrangement of quarterly liaison meetings with local residents’ and business associations to discuss issues and update on developments

- the staffing of the hotel entrance at all times that the premises are open to the general public (a night porter in attendance after midnight). The management of evening guests and visitors would be strictly controlled.
- the placement of notices at the entrances asking patrons to leave in an orderly and quiet manner.
- the closure of the opening elements of the ground floor restaurant facade at 22.00 each day.
- the provision of appropriate bins for the disposal of cigarettes/cigars at the building entrances.
- site servicing, which will take place from Brook Street between 06.00 and 22.00. (It is recommended that the finalised OMS include a schedule detailing a maximum number of essential deliveries which would take place between 06.00 and 07.00). A goods-in received will be in position at all times. Management would seek to ensure that noise disturbance and any inconvenience to adjoining occupiers is kept to a minimum.
- The daily schedule of refuse and recycling collections (including glass) which would be undertaken by arrangement with a private contractor at hours least likely to cause disruption to neighbouring occupiers.
- the cleaning of the service entrance (Brook Street) and adjacent public realm at least once a day.
- taxis servicing the hotel, which would only wait in authorised ranks, unless arrangements change as a result of public realm improvements in the Square.
- an undertaking for the hotel to explore the potential provision of off-site visitor parking through local car park operators.
- the inclusion of details of local car parking locations on the hotel website
- arrangements with a private car hire company to ensure that departing guests leave with a minimum of disturbance.
- An undertaking that maintenance issues will be attended to immediately and neighbours will be notified of any significant works.

It is considered that with such controls the impact on local residential would be limited and acceptable. Should the flexible floorspace unit be operated as an independent restaurant a separate Operational Management Strategy will be required in association with that use.

6.3 Amenity

UDP Policy ENV13 seeks to protect existing premises, particularly those in residential use, from the impact of new development and to ensure that neighbouring properties do not experience and material loss of daylight or sunlight, increased sense of enclosure to windows or a loss of privacy. Similarly, policy S29 states that the Council will resist development proposals which result in a material loss of amenity to existing residents.

On the lower floors of the building (up to fourth floor level) the relationship of the proposed building to its neighbours would be similar to that of the existing building. The most significant changes occur on the eastern side of the building where additional floorspace is created in place of the existing fifth and sixth floor terraces, which step back from the boundary with St George Street, and at seventh floor level, where the existing topmost storey (seventh floor) would be extended over the terrace infills below. Two new additional storeys would also be provided. At the rear, the new eighth and ninth floors would replicate the footprint of the building beneath. However, at the front, the replacement sixth and seventh floors, an new eighth and ninth floors, are set away from the boundary with 24 Hanover Square, creating a gap between the buildings on the upper floors, where none currently exists. In addition, the two topmost floors are set back from the main building line on three sides, enabling the creation of a "wrap around" terrace to the eighth floor flat.

6.3.1 Daylight and Sunlight

The application is supported by a daylight/sunlight report, based on guidance published by the Building Research Establishment, which assesses the impact of the development on levels of light received to neighbouring residential properties. In this case, the nearest residential building which has the potential to be affected by the proposals is at 21 Hanover Square.

6.3.1.i Daylight

In assessing daylight measuring the Vertical Sky Component (VSC) is the most commonly used method. It is a measure of the amount of light reaching the outside face of a window. If the VSC achieves 27% or more, the BRE advise that the window will have the potential to provide good levels of daylight. It also suggests that reductions from existing values of more than 20% should be avoided as occupiers are likely to notice the change. The BRE stresses that the numerical values are not intended to be prescriptive in every case and are intended to be interpreted flexibly depending on the circumstances.

The distribution of daylight within individual rooms can also be assessed using the No-Sky Line (NSL) test. The BRE guideline states that where a significant proportion of the working plane (which can receive direct skylight) lies beyond the NSL, the distribution of daylight within the room will seem poor and supplementary electric lighting will be required. The British Standard suggests that a significant area would be more than 20%. However, it is acknowledged that if an existing building contains single aspect rooms, which are particularly deep, then a greater movement of the NSL line may be unavoidable.

Although nearly 80 windows have been tested in the building at 21 Hanover Square, records indicate that the residential use of the building is limited to a single flat on the top floor. Most windows within the building would experience no reduction in VSC and some would experience an improvement. Two third floor residential windows would experience a maximum loss of 1.9%, and would continue to receive minimum VSC values of 26.5%.

The assessment of No Sky Line Shows that of the 24 rooms tested, most would see an improvement or no change. Two second floor and one third floor room would see minimal losses ranging between 2.49 and 5.64%, with good values retained. Plans show these rooms to be non-habitable areas.

6.3.1 ii Sunlight

With regard to the impact on levels of sunlight, the BRE guidelines state that rooms will appear reasonably sunlit provided that they receive 25% of annual probable sunlight hours (APSH), including at least 5% of annual winter sunlight hours. A room will be adversely affected if this is less than the recommended standards and reduced by more than 20% of its former values.

Most windows at 21 Hanover Square, would experience no loss in annual sunlight, or an improvement over existing values. The maximum loss in the case of the third floor residential windows would be below 3%, and all windows would continue to receive annual sunlight levels far exceeding the minimum target.

Similarly, many windows would experience no loss of winter sun or some improvement. Of the windows which would experience a loss of winter sun, all reductions would be at 20% or below. In the case of residential windows to third floor flat, resulting winter sunlight values far exceed the 5% threshold.

Given the distance between the application site and other residential premises, and the orientation of other residential windows, it is not considered that any additional properties

require testing. In view of the above, it is not considered that the proposals would have an adverse impact on the levels of daylight and sunlight received to neighbouring properties.

Comments received from the adjacent Fenwicks store refer to the impact of the proposals on rights to light. This is a private matter between the affected parties and permission could not reasonably be withheld on these grounds.

6.3.2 Overlooking/sense of enclosure/use of terraces

Windows on the lower floors of the development are in a similar location to those within the existing building. New windows in the additional accommodation on the eastern boundary, at fifth floor level and above, replicate the position of those on the floors below, but are largely at a height above windows at the rear of buildings in St George Street.

Properties to south of the site are in office use. The new upper floors overlook the roof of Fenwicks and other commercial properties in New Bond Street, to the west.

The new accommodation on the eighth and ninth floors would be set back from the front building line. Given the width of Brook Street, it is not considered that the occupation of the flats or the use of the eight floor terrace would result in a material increase in the degree of overlooking to properties opposite, including the flats at 21 Hanover Square.

Additional terraces at sixth floor level would be set against the flank walls of the Fenwicks store and the offices at 24 Hanover Square. Given their relationship with adjoining properties, it is not considered that their use would result in an unacceptable degree of overlooking to neighbouring buildings.

The Environmental Health Officer has expressed concern that the use of the terrace would result in potential noise disturbance to neighbouring residents. However, given the use of neighbouring buildings and the distance between the terraces and the nearest flats on the third and fourth floors of 21 Hanover Square, it is not considered that their use would result in significant disturbance to neighbouring residents.

The additional bulk and massing on the site would not, due to its relationship with adjoining properties, result in any material increase in the sense of enclosure to neighbouring windows.

6.4 Highways

A Transport Assessment produced on behalf of the applicant identifies the site as being within a highly accessible location in terms of public transport indeed it is adjacent to the Bond Street underground and Crossrail station. Trip generation modelling, which is considered to be robust, concludes that the majority of trips associated with the site will be via public transport or other sustainable modes (e.g. walking, cycling) and indicates that the proposal will not have a significantly adverse effect on the safety or operation of the highway network.

Notwithstanding the fact that the various uses within the development do not individually exceed TfL's travel plan thresholds, the GLA considers that the applicants should be required to submit a detailed Travel Plan which assesses the combined impact of these uses upon transport capacity, but given the immediate proximity of this site to a major public transport interchange, the Council's Highways Planning Manager does not consider this requirement to be justified.

6.4.1 Parking

6.4.1 Car parking

UDP policy TRANS 23 requires residential parking to be provided at a maximum of 1 space per dwelling. Parking is provided for each of the 41 flats over two basement levels. Six of the parking bays would be wheelchair accessible.

The GLA has requested that the level of parking provision be reduced. However the number of spaces proposed is consistent with the parking standards table in the London Plan, accords with the requirements of TRANS 23, and ameliorates the potential impact of the development on on-street parking stress levels. The level of parking, and disabled parking, provision is considered acceptable. The applicants propose that the parking will be unallocated, which would be secured as part of a legal agreement, and as such the GLA's request that the parking should be controlled by a parking management plan is not considered necessary.

The GLA has requested that all future residents should be prevented from applying for on street parking permits. However, the City Council does not operate such a system, and there is no policy basis for doing so in this case.

The parking would be accessed via a car lift on Brook Street. As the car lift would be located slightly to the west of the existing garage access, a new crossover would be required. No off-street waiting area would be provided which may result in additional vehicles waiting in Brook Street, resulting in queuing on the highway. The car lift would also be used to access cycle parking and for the transfer of waste bins. Although the lift's default position would be set to ground level to minimise waiting times, the applicant has indicated that the lift would take up to 78 seconds from basement level. Therefore a traffic light system would be provided to advise approaching vehicles of the status of the car lift, which would be secured by condition.

However, if the lift was in use, or two vehicles arrive at the same time, vehicles would be forced to wait on the highway for approximately 90 seconds, leading briefly to local congestion, and so the Highways Planning Manager has advised that, for this level of parking provision, two car lifts should really be provided. Whilst acknowledging that two car lifts would be ideal it is recognised that the introduction of a second car lift would necessitate a significant re-planning of the scheme and would serve to compromise the appearance of the building and adversely affect the pedestrian environment due to the increased crossover width required. Therefore subject to suitable controls in a legal agreement to secure continuing management and maintenance of the car lift to ensure that any lift breakdowns are speedily repaired, the parking arrangements are considered acceptable.

No car parking is proposed for any of the other uses on the site.

Electric vehicle charging points are proposed for at least 20% of the parking spaces, with a further 20% provision of "passive" spaces for the future expansion of this programme. This would be secured by condition.

No dedicated coach parking or taxi parking is proposed for the development and the GLA has requested that the wider demand for coach parking, and also for taxi parking, should be considered by the City Council as part of the public realm proposals for Hanover Square.

The Operational Management Plan for the hotel includes an obligation to prevent the hotel taking bookings from guests arriving by coach. Provision for taxi parking in the area forms part of the design of the wider public realm scheme for Hanover Square.

6.4.1.2 Cycle parking

The Further Alterations to the London Plan (FALP) require residential cycle storage to be provided on the basis of 1 cycle space per 1 bed unit and 2 space for units comprising 2 or more bedrooms, requiring 79 residential cycle spaces to be provided. The scheme provides 48 spaces on B3 and 31 spaces on B2, including 3 accessible spaces, accessed via the car lift or goods lift, and therefore complies with this policy requirement.

The FALP would require 1 staff cycle space to be provided per 20 hotel bedrooms (3 spaces). Eleven staff cycle spaces for the hotel and commercial unit are provided on B1, with a further 4 spaces on B3. These would be accessed via the goods lift. Staff showers and changing facilities are provided adjacent to the cycle stores. All cycle parking would be secured by condition and the staff shower and changing facilities would be secured as part of the approval of the Operational Management Plan as these form part of the applicant's undertakings within that document.

The GLA has advised that the level of cycle parking provision for the development falls short of London Plan standards but accepts that the shortfall relates to short-stay spaces (19 spaces required across various uses). The GLA has requested confirmation that any future legal agreement will ensure the appropriate provision of short stay spaces, both from this site and from the Crossrail over-station development, will be delivered through these works. The provision of additional surface level cycle parking will be considered as part of the public realm proposals for the area, being drawn up by the City Council. The level of cycle parking provision will be dependent upon the design of those works and available space. The applicants could not reasonably be obligated to provide these spaces as part of a legal agreement when they do not have control over the public realm scheme or the level of cycle parking provision. Nor would it be reasonable to require them to make up for any shortfalls arising from an unrelated development.

Additionally, given the reduction in commercial floorspace on the site, the scheme does not require a contribution to public realm improvements under the SPG on Planning Obligations. In these circumstances, and as that the level of on-site parking provision is considered acceptable, additional surface level cycle parking could not be delivered in association with this scheme.

6.4.2 Site servicing

UDP Policy TRANS 20 and City Plan Policy S42 normally require redevelopment schemes to incorporate adequate off-street servicing facilities.

The existing offices are serviced from Brook Street and it is proposed that this arrangement will continue

The applicants contend that the creation of an off-street servicing facility, would compromise both the appearance of the building and its important setting, especially when added when to the car lift entrance, Officers concur with this view and consider it important that the street level quality of the Hanover Square frontage is maintained, which would be the case with a utilitarian break in the frontage to accommodate a servicing bay.

There are currently single yellow lines to the west of the existing vehicular access on Brook Street, where both the existing offices and the adjacent Fenwicks store are serviced from. As

part of the proposed highway works, the applicants wish to create an additional section of single yellow line (to the east of the site access, closer to Hanover Square) to ease the pressure on the existing kerbside serving. This arrangement would not involve the removal of any on-street parking bays

One potential change discussed as part of public realm improvements in the area has been for Brook Street to operate as a two-way street. The applicants have advised that this potential change has been taken into account in devising the servicing strategy for the site. However, while servicing can currently take place from single yellow lines on Brook Street, public realm proposals for the area are still at the development stage and could be subject to change.

All deliveries and refuse will be transferred via a single goods lift adjacent to the car lift. No holding area is proposed to accommodate deliveries larger than a single lift

The application has been revised to remove a servicing hatch from its original location in the public highway on Brook Street, which was considered unacceptable on highways safety grounds, to within the building. This revision is welcomed.

The adjacent retail occupier (Fenwicks) has expressed concern that the proposed servicing arrangements (estimated at approximately 16-18 trips on a typical week day, in small and medium sized vehicles) would adversely affect servicing for neighbouring sites. Consequently, they have requested that the applicants be required to submit a Servicing Management Plan (SMP), to ensure that site servicing will not affect adjoining businesses, which should be consistent with Council's wider strategy for delivery /freight and waste consolidation in the area around Bond Street. (Fenwick have asked to be consulted on the details of any future submission).

It is regrettable that an SMP was not submitted as part of the application, However a condition is recommended requiring the submission and approval of an SMP for the entire development, which would demonstrate how the competing servicing demands for the various uses proposed will be accommodated and to demonstrate that site servicing will be closely managed to limit its impact on other highway users. Subject to the approval of an acceptable Servicing Management Plan, it is not considered that proposals to service the hotel/restaurants would have a significant adverse effect on the highway network.

Waste/recycling storage for the development will be located on all three basement levels and will be transferred, by on-site management to the ground level collection point. This arrangement and the level of storage provision are considered acceptable.

6.5 Economic Considerations

It is acknowledged that the commercial element of the development will provide significant employment and training opportunities, with particular opportunities for local employment, once completed. During the estimated two and a half year building period, considerable employment would also be generated within the construction industry, which would also be expected to filter down into the supply chain. In addition, available data shows that tourism's impact is amplified throughout the economy, an impact which is much wider than direct spending associated with a hotel stay. The submitted Operational Management Strategy includes a commitment for hotel managers to employ the services of local businesses – florists, newsagents, dry cleaners etc. The benefits for the local and wider West End economy are welcomed.

6.6 Access

The proposed building has been designed to meet the relevant access requirements of the Building Regulations and incorporates the principles of inclusive design e.g. two hotel rooms will include the provision of hoists between the bedroom and bathroom. 10% of the new dwellings will be easily adaptable for wheelchair access.

The building entrances on the site are level with the public pavement and the main cores are fitted with wheelchair accessible lifts that provide level access to all floors. Accessible parking bays, cycle parking and mobility scooter storage will also be provided.

The proposed flats are served by two separate stair and lift cores. The hotel bedrooms are not served by stairs but, in the event of an emergency, hotel guests will vacate the building via the southern stair core.

The GLA has reviewed the illustrative public realm proposals submitted by the applicants and has requested clarification of the extent of segregation proposed to road and footpath network advising that safe, accessible routes should be created. However, as detailed elsewhere these public realm proposals do not form part of the current proposals.

6.7 Other UDP/Westminster Policy Considerations

6.7.1 Plant noise/kitchen extract systems

The scheme includes the provision of plant for the development within the basements and at main roof level. The application is supported by a Noise Report which has been assessed by the Environmental Health Officer. The site is in an area with ambient noise levels above WHO guidelines. The report does not contain full details of all the proposed plant as the detailed requirements of the future occupiers of the building are not known at this stage.

The Environmental Health Officer has considered this aspect of the scheme and has raised no objection subject to standard conditions relating to plant noise and vibration and subject to the submission of a supplementary noise report to demonstrate that the selected equipment will operate in accordance with these conditions.

In addition full details of all proposed kitchen extract systems, which should discharge above main roof level and incorporate suitable noise and odour attenuation measures, will be required to ensure that the development does not result in any smell nuisance. These details will be required in relation to the hotel and any independent restaurant use and will be secured by condition.

6.7.2 Air Quality

The development is located in an area of poor air quality. National Planning Practice guidance (2014) states that air quality may be relevant to planning decisions. City Plan policy S31 requires developments to minimise emissions of air pollution from both static and traffic-generated sources, and requires developments that are more vulnerable to air pollution to minimise the impact of poor air quality on future occupants through the building design and use of appropriate technology.

The submitted air quality assessment acknowledges that air quality in the area is poor and that mitigation measures will be required to address the impact of construction works and the performance of the completed development. The report recommends the preparation of an Air Quality and Dust Management Plan and the incorporation of filters in the air intakes to the mechanical ventilation systems. Subject to these measures, the report concludes that all properties can be ventilated with an acceptable air quality.

The Environmental Health Officer has assessed the submitted report and has requested that the proposed mitigation measures, in respect of mechanical ventilation systems, be secured by condition. Measures to control dust pollution generated during construction works would be covered under the Site Environmental Management Plan, which would be secured under a s106 legal agreement. Subject to these controls, this aspect of the scheme is considered acceptable.

6.8 London Plan

The proposal to redevelop the site is referable to the Mayor given that the building exceeds 30m in height. The Stage 1 response has been received from the Mayor who has made the following comments:

The principle of the scheme is supported in strategic terms.

There is no objection to loss of offices given the significant office development in the area, the employment opportunities offered by the scheme and Westminster policy context;

New housing is welcomed in principle. The proposed units are well designed and benefit from good light etc.

Off-site affordable housing provision may acceptable but a payment in lieu is only acceptable where this would have demonstrable benefits in furthering affordable housing provision.

It is accepted that options to provide child play space are limited but low child yields are estimated. The Council should confirm if off-site play space contributions are required.

The existing building frontage is of some merit but blank gable walls have a negative impact on the adjacent historic buildings. The demolition of the existing building is acceptable. The replacement building relates more sensitively to the appearance of the conservation area. The reduced massing of frontages adjacent to neighbouring historic buildings is welcomed. The upper floors are set back to reduce their impact from Hanover Square. The new building is of a high quality design using appropriate materials.

The creation of an active frontage is welcomed an illustrative public realm proposals (to integrate the site with the wider public realm upgrade) are strongly supported. The Council should confirm how these improvements would be secured. Public access to the courtyard garden is welcomed

Accessibility to the development is fully considered. It is unclear what level of segregation is proposed to road and footpath network in the illustrative public realm proposals and this needs further clarification. Safe accessible routes should be created.

Each wheelchair accessible flat is provided with its own Blue Badge bay. This should be secured by condition. The management of all parking spaces should be secured through a car parking management plan.

Parking is proposed at a ratio of 1 space per dwelling. This is excessive and contrary to London Plan standards, a reduction should be sought. Future residents should be prevented from applying for residents' parking permits.

Passive (20%) and active (20%) electric charging points should be secured.

No dedicated coach parking is proposed. The wider demand should be considered by the City council as part of public realm proposals for Hanover Square, as should the need for taxi parking.

Levels of cycle parking provision for the development fall short of London Plan standards but the shortfall relates to short-stay spaces (9 spaces required across various uses) but these can be delivered as part of public realm improvements. The Council should confirm that any future legal agreement will ensure the appropriate provision on short stay spaces from this site and Crossrail development.

Shower/changing facilities for the commercial use should be secured by condition

As the development would result in a reduction of trips in all modes, except taxis, no contrib. to pub transport infrastructure is required.

The principle of on-street servicing is acceptable given comparisons with the existing use and site constraints; a detailed Servicing Management Plan is required,

The Construction Management Plan should require all construction vehicles to be fitted with cycle-specific safety equipment.

The development requires the submission of a Framework Travel Plan prior to the determination of the application. A detailed Travel Plan should be secured as part of s106 legal agreement.

Proposals is CIL liable and also liable for s106 contributions for Crossrail but as there is a large net reduction in s106 chargeable floorspace, only the higher CIL charge is applicable.

A range of passive design features and demand reduction measures are proposed to reduce carbon emissions. Air permeability and heat loss parameters will be improved beyond levels required under the Building Regulations. Low level lighting and mechanical ventilation with heat recovery is proposed but evidence is required to show how the risk of overheating will be addressed and to minimise cooling demand (without reliance on mechanical cooling).

A reduction of 1% in CO2 emissions from the first stage of the energy hierarchy (Be Lean) is estimated compared to the Building Regulations. Information is required to support the level of savings claimed.

The development will be designed to allow future connection to a district heating network should one become available.

A gas fired CHP unit is proposed for domestic hot water and some heating – resulting in a 26% saving in CO2 emissions under the second part of the strategy (Be Clean). The applicant should confirm the size of CHP and system efficiencies and provide information on the management of the system, including costs, as the operation of small systems can impact on their long term financial viability.

A site heat network is proposed. The applicant is required to confirm that all domestic and commercial uses will be connected. Details of the size and location of the proposed energy centre are required.

No renewable energy technologies proposed. No photovoltaics are proposed as the roof spaces are prioritised for green roofs due to the conservation area setting and the limited carbon savings achieved. The applicants should investigate whether green roofs can

incorporate photovoltaics, investigate higher efficiencies and provide evidence to support the contention that the conservation area location would preclude the provision of photovoltaics.

Overall CO2 savings are of 26% and below the London Plan target of 40%. The Council should ensure that this shortfall is met off site.

Site constraints limit the opportunity for climate change adaptation responses. Measures are included to limit the use of water and a green roof proposed over a large proportion of the roof area. This is welcomed.

The applicant is aware of the comments raised by the Mayor and it is understood that they will be having separate discussions with the Mayor to address these issues which are addressed in the relevant sections of the report, as appropriate.

6.9 Impact of construction works

6.9.1 Basement excavation

The City Council has adopted guidelines in relation to basement development and policies relating to basement development are being developed. However, these guidelines/emerging policies principally relate to proposals for basement development beneath residential properties and buildings originally built for residential purposes.

The application involves the excavation of three additional basements below the existing basement level.

While the Building Regulations determine whether the detailed design of buildings and their foundations will allow the buildings to be constructed and used safely, the National Planning Policy Framework March 2012 states that the planning system should contribute to and enhance the natural and local environment by preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by land instability.

The NPPF goes on to state that in order to prevent unacceptable risks from land instability, planning decisions should ensure that new development is appropriate for its location. It advises that where a site is affected by land stability issues, responsibility for securing a safe development rests with the developer and/or landowner.

The NPPF advises that planning decisions should ensure that a site is suitable for its new use taking account of ground conditions and land instability and any proposals for mitigation, and that adequate site investigation information, prepared by a competent person, is presented.

Officers consider that in the light of the above it would be justifiable to adopt a precautionary approach to these types of development where there is a potential to cause damage to adjoining structures. To address this, the applicant has provided a structural engineer's report explaining the likely methodology of excavation. Any report by a member of the relevant professional institution carries a duty of care which should be sufficient to demonstrate that the matter has been properly considered at this early stage.

The purpose of such a report at the planning application stage is to demonstrate that a subterranean development can be constructed on the particular site having regard to the site, existing structural conditions and geology. It does not prescribe the engineering techniques that must be used during construction which may need to be altered once the excavation has occurred. The structural integrity of the development during the construction is not controlled through the planning system but through Building Regulations and the Party Wall Act.

The application is supported by a structural report and a report detailing local ground conditions. Although these reports do not include details of a finalised basement design, they consider local geology and hydrology issues and include suggestions regarding the likely construction method, which are considered acceptable. The Head of Building Control has confirmed that he has no concerns about the ability of the applicant's structural engineers to reach an acceptable design for the basement construction.

6.9.2 Construction Management

An objection has been received from an occupier of 2-4 Brook Street on the grounds that this major development will result in significant noise disturbance and inconvenience from disruption to the road network, during the course of construction, and will exacerbate these problems which are already being experienced as a consequence of other major developments in the area.

In order to safeguard the amenities of local residents, it is recommended that standard conditions be imposed to limit the hours of construction and excavation works.

In addition, a condition is recommended requiring the submission of a detailed Construction Management Plan which would cover issues such as a programme of works, traffic management and aspects of environmental management. This document should include a commitment for all construction vehicles to be cycle-safe, as requested by the GLA.

The applicant has also agreed to an annual contribution of £32,000 towards the Council's Code of Construction Practice and submission of a SEMP (Site Environmental Management Plan) which will cover areas such as public access and the highways network, noise and vibration, dust and air quality, waste management and liaison with neighbouring occupiers.

It is considered that these combined measures would adequately address objections relating to construction noise and the impact of construction traffic.

6.10 National Policy/Guidance Considerations

Central Government's National Planning Policy Framework (NPPF) came into effect on 27 March 2012. It sets out the Government's planning policies and how they are expected to be applied. The NPPF has replaced almost all of the Government's existing published planning policy statements/guidance as well as the circulars on planning obligations and strategic planning in London. It is a material consideration in determining planning applications.

Until 27 March 2013, the City Council was able to give full weight to relevant policies in the Core Strategy and London Plan, even if there was a limited degree of conflict with the framework. The City Council is now required to give due weight to relevant policies in existing plans "according to their degree of consistency" with the NPPF. Westminster's City Plan: Strategic Policies was adopted by Full Council on 13 November 2013 and is fully compliant with the NPPF. For the UDP, due weight should be given to relevant policies according to their degree of consistency with the NPPF (the closer the policies in the plan to the NPPF, the greater the weight that may be given).

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

6.11 Other issues

A letter has been received from Fenwicks store regarding arrangements for the means of escape from that property. At present, one of the existing escape routes from first to third floor trading areas and fourth floor offices is via Celanese House. Fenwicks is concerned that this escape route is not shown on the proposed plan and seeks assurance that an escape route will be maintained. In response, the applicants have advised that this matter is the subject of on-going discussions between the two parties and that an alternative route has been identified, which will be agreed with Fenwicks once the design has been finalised. Drawings showing this alternative route, via the southern stair core in the new building, have been provided. The applicants have not included details of this issue within the application as it relates to a commercial agreement covering third party land. They have confirmed that a separate planning application will be submitted, as necessary, for the specific works.

6.12 Planning Obligations

On 6 April 2010 the Community Infrastructure Levy (CIL) Regulations came into force which make it unlawful for a planning obligation to be taken into account as a reason for granting planning permission for a development, or any part of a development, whether there is a local CIL in operation or not, if the obligation does not meet all of the following three tests:

- (a) necessary to make the development acceptable in planning terms;
- (b) directly related to the development;
- (c) fairly and reasonably related in scale and kind to the development.

Policy S33 of the City Plan relates to planning obligations. It states that the Council will require mitigation of the directly related impacts of the development; ensure the development complies with policy requirements within the development plan; and if appropriate, seek contributions for supporting infrastructure. Planning obligations and any Community Infrastructure Levy contributions will be sought at a level that ensures that the overall delivery of appropriate development is not compromised.

From 06 April 2015, the Community Infrastructure Levy Regulations (2010 as amended) impose restrictions on the use of planning obligations requiring the funding or provision of a type of infrastructure or a particular infrastructure project. Where five or more obligations relating to planning permissions granted by the City Council have been entered into since 6 April 2010 which provide for the funding or the provision of the same infrastructure types or projects, it is unlawful to take further obligations for their funding or provision into account as a reason for granting planning permission. These restrictions do not apply to funding or provision of non-infrastructure items (such as affordable housing) or to requirements for developers to enter into agreements under section 278 of the Highways Act 1980 dealing with highway works. The recommendations and detailed considerations underpinning them in this report have taken these restrictions into account.

The City Council has consulted on the setting of its own Community Infrastructure Levy, which is likely to be introduced later in 2015. In the interim period, the City Council has issued interim guidance on how to ensure its policies continue to be implemented and undue delay to development avoided. This includes using the full range of statutory powers available to the Council and working pro-actively with applicants to continue to secure infrastructure projects by other means, such as through incorporating infrastructure into the design of schemes and co-ordinating joint approaches with developers.

For the reasons outlined elsewhere in this report, should the scheme be considered acceptable, a S106 legal agreement would be required to secure the following:

- a) A contribution of £10,000,000 towards the City Council's affordable housing fund (index linked and payable upon the commencement of development).
- b)

As detailed in section 6.1 above, the applicants have offered £8.5M towards affordable housing and £1.5M towards public realm improvements on Hanover Square. However, given that that scheme proposes a reduction in office floorspace, the scheme would not have triggered a public realm contribution under the SPG on Planning Obligations. Such works are not considered necessary to make the development acceptable in planning terms and do not meet the CIL tests.

Changes to the CIL Regulations mean that local authorities are no longer permitted to pool S106 contributions. In March 2015, prior to the introduction of the new CIL Regulations in April 2015, the planning committee resolved to approve a scheme for the over station development at 18-19 Hanover Square and adjacent sites, (14/12787/FULL). In that case, it was considered acceptable to direct a public realm contribution towards the emerging public realm scheme in Hanover Square. This was on the basis that it was an identified scheme, rather than a "pooled" contribution, and could therefore be considered to comply with the CIL Regulations. However, there is a difference between that approved scheme and the current application in that the approved development triggered a public realm contribution under the adopted SPG whereas the current scheme would not.

It is therefore considered that the full £10M offer by the applicants should go towards affordable housing.

- b) Compliance with the City Council's Code of Construction Practice and submission of a SEMP (Site Environmental Management Plan) with an annual cost cap of £32,000.
- c) Costs of highways works around the site to facilitate the development (including the creation of a new crossover).
- d) A Lift Management and Maintenance Plan
- e) Unallocated residential parking
- f) Monitoring costs

The proposed development is also liable for a Mayoral CIL payment.

6.11 Environmental Assessment including Sustainability and Biodiversity Issues

The applicants have submitted a detailed Sustainability Statement and an Energy Strategy in support of the proposals (including a Code for Sustainable Homes Pre-Assessment, and a BREEAM Pre-Assessment Report.

Policies 5.1 to 5.9 of the London Plan focus on measures to mitigate climate change and the carbon dioxide emissions reduction targets that are necessary across London to achieve this. London Plan Policy 5.2 sets out carbon reduction targets which apply to major developments and this scheme should be targeting a 40% reduction in carbon dioxide emissions. Policy 5.6 in the London Plan requires development proposals to evaluate the feasibility of Combined Heat and Power (CHP) systems.

Policy S39 of the City Plan seeks to encourage decentralised energy and to ensure that major developments make provision for site wide decentralised energy generation and where possible connectivity. Policy S40 seeks at least a 20% reduction of carbon dioxide emissions unless it is not appropriate or possible.

A range of passive design features and energy efficient measures is proposed in the development. These include the incorporation of the optimal glazing to balance heat loss:heat gain and daylight requirements; fabric insulation and fabric air permeability levels beyond the requirements of the Building Regulations; energy efficient heating, lighting and hot water systems; the use of mechanical ventilation with heat recovery; design measures to stabilise internal temperature variations and reduce the risk of overheating; variable speed pumping

and low energy fans. It is anticipated that these measures alone will achieve a 1% reduction on CO2 emissions beyond the requirements of the Building Regulations (Be Lean). However, the GLA has requested the submission of further information to support the level of savings claimed, and to show how the risk of overheating will be addressed and cooling demand minimised (without reliance on mechanical cooling). The applicants have recently advised that a report summarising the results of overheating modelling of sample flats will be issued to the GLA shortly, together with documents detailing how the emissions in the energy assessment have been calculated.

A gas fired CHP system is proposed, which would deliver a further 25% reduction in CO2 emissions beyond the requirements of the Building Regulations (Be Clean). The GLA has requested confirmation of the size of CHP and system efficiencies and further information on the management of the system to ensure its long term financial viability. The applicants have advised that details of the size of the CHP have now been provided to the GLA and that further details of efficiencies modelling and details of the management arrangements will be issued in the near future.

The development's community heating systems will be designed to enable a future connection and associated internal routing to any future networks in the vicinity of the site. The GLA has requested confirmation that all domestic and commercial uses will be connected, as stated in the Energy Strategy, and details of the size and location of the proposed energy centre. The applicants have advised that they have since confirmed to the GLA that all building uses will be connected to the site wide heat network and that the energy centre will be located in the basement. A drawing showing the location of the energy centre has been provided to the GLA and no further information is required at this stage.

No renewable energy technologies were originally proposed on the basis that limited space and other site constraints made such provision unviable and that the building's conservation area location, and the limited carbon savings achieved, dictated that the most appropriate treatment for the roof would be a green roof. Although welcoming the provision of a green roof, the applicants were asked to investigate whether the green roof could incorporate photovoltaics and in response the scheme has been amended to incorporate a central zone (88m²) for the installation of photovoltaics, with the remainder of the green roof retained.

All residential units will achieve Code level 4 for sustainable homes and the commercial areas will achieve a BREEAM 'very good' rating with an aspiration for an "excellent" rating.

The applicants acknowledge that the overall CO2 saving of 26% (now increased to 26.8%) through the introduction of photovoltaics) is below the London Plan Policy target, but state that this level of saving represents the maximum viable carbon saving for a mixed use development. The GLA has requested that the shortfall in CO2 reductions is met off-site. The applicants have indicated their willingness to offset the shortfall through a financial contribution to the Council's carbon offset fund. However, as the scheme does not deliver a policy compliant affordable housing contribution, the carbon-offset would be achieved at the expense of affordable housing. In this situation, the City Council's priority is to maintain the level of contribution towards affordable housing fund and consequently, it is not considered appropriate to seek a carbon offset. Subject to conditions to secure the sustainability measures proposed, this aspect of the scheme is considered acceptable.

The Sustainability Strategy also includes an assessment of SuDS (Sustainable Urban Drainage Systems). Developers are required to incorporate SuDS into their schemes which include attenuation for surface water run-off (as well as habitat, water quality and amenity benefits).

As the site is already fully developed, incorporating a full basement level, the report concludes that neither the volume nor the rate of surface water run-off will increase as a result of the proposal.

City Plan policy S38 requires new developments to maximise opportunities to create new wildlife habitats. The submitted drawings indicate proposals to install a green/living roof at the top of the building. This contribution to the biodiversity of the area is welcomed and details would be secured by condition.

6.12 Other issues

The applicants have met with the Crime Prevention Officer who, whilst having no major concerns about the scheme, provided some advice about the security of the external lobby space at ground floor level, the protection of lift and stair cores and measures associated with deliveries, the use of the fire escape route and staff access. None of these issues raised require amendments to the scheme.

6.13 Conclusion

The site is in an important location on Hanover Square. The proposal will result in a comprehensive redevelopment of the site to provide a mixed use scheme that will contribute to the character and function of this part of the Mayfair Conservation Area.

The new building is considered to be of a high quality design that will be appropriate for the site and will enhancing the townscape and the setting of adjacent listed buildings.

Subject to appropriate controls, the scheme is considered acceptable in terms of the amenities of neighbouring occupiers and future residents.

The scheme is generally considered acceptable in land use terms. The City Council's viability consultant has advised that the scheme could deliver a policy compliant affordable housing contribution of £15,875,000, but that a lesser contribution of £14,250,000 would fall within the definition of acceptable tolerances. In these circumstances, the Committee is asked to consider the acceptability of the applicant's offer of £10,000,000 (which includes £1.5M towards public realm improvements in Hanover Square), with half payable upon the commencement of development and the remainder payable prior to the occupation of the completed building.

BACKGROUND PAPERS

1. Letter from Greater London Authority dated 29 July 2015
2. E-mail from Crossrail dated 3 June 2015.
3. Letter from London Underground Ltd dated 3 June 2015.
4. Letter from Historic England dated 6 August 2015
5. Letter from Historic England (Archaeology) dated 26 June 2015
6. Letter from Residents' Association of Mayfair and St James's dated 12 June 2015.
7. Memoranda from Environmental Health dated 1 June and 23 June 2015
8. Memoranda from the Highways Planning Manager dated 15 July 2015
9. Memorandum from Building Control dated 13 August 2015
10. E-mail from Crime Prevention Officer dated 16 September 2015 (enclosure)

11. Letter from Fenwick Ltd dated 23 June 2015 (enclosure) and response from DP9 dated 29 June 2015 (enclosure)
12. Email from owner/occupier 2-4 Brook Street dated 11 June 2015.

IF YOU HAVE ANY QUERIES ABOUT THIS REPORT OR WISH TO INSPECT ANY OF THE BACKGROUND PAPERS PLEASE CONTACT HELEN MACKENZIE ON 020 7641 2921 OR BY E-MAIL – hmackenzie@westminster.gov.uk

DRAFT DECISION LETTER

Address: 22 Hanover Square, London, W1S 1JA

Proposal: Demolition and redevelopment to provide a new building on three basement levels, lower ground, ground and first to ninth floors to provide a hotel with ancillary bar/lounge/restaurant/gym/ swimming pool and private dining rooms/meeting rooms (Class C1), up to 41 self contained flats with terraces at sixth and eighth floor levels; a flexible/alternative restaurant (Class A3)/hotel restaurant (Class C1)/retail (Class A1) use on part ground and part lower ground floors; basement car and cycle parking, plant at basement and roof levels; creation of living roof and installation of photovoltaic panels, alterations to existing access on Brook Street and associated highway works.

Plan Nos: RSHP-P-0120-P-X ,RSHP-P-0121-P-X Rev 01, RSHP-P-0122-P-X Rev 01, RSHP-P-0123-P-X, RSHP-P-0124-P-X, RSHP-P-0125-P-X, RSHP-P-0126-P-X, RSHP-P-0127-P-X_R01
 RSHP-P-0220-E-X, RSHP-P-0221-E-X,RSHP-P-0222-E-X, RSHP-P-0223-E-X, RSHP-P-0224-E-X; RSHP-P-0225-E-X, RSHP-P-0226-E-X;
 RSHP-P-0320-S-X; RSHP-P-0321-S-X;
 RSHP-P-0550-D-X_R01; RSHP-P-0510-D-X_R01, RSHP-P-0520-D-X_R01; RSHP-P-0521-D-X_R01; RSHP-P-0522-D-X_R01; RSHP-P-0523-D-X_R01; RSHP-P-0524-D-X_R01; RSHP-P-0511-P-X
 Air quality assessment (Peter Brett Associates May 2015)

Case Officer: Sara Spurrier

Direct Tel. No. 020 7641 3934

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 You must apply to us for approval of material 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 this part of the Mayfair Conservation Area. This is as set out in S25 and S28 of Westminster's City Plan: Strategic Policies adopted November 2013 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)

- 3 You must not attach flues, ducts, soil stacks, soil vent pipes, or any other pipework other than rainwater pipes to the outside of the building unless they are shown on the approved drawings. (C26KA)

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 Mayfair Conservation Area. This is as set out in S25 and S28 of Westminster's City Plan: Strategic Policies adopted November 2013 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 You must apply to us for approval of a sample panel of brickwork which shows the colour, texture, face bond and pointing. You must not start work on this part of the development until we have approved what you have sent us. You must then carry out the work according to the approved sample. (C27DB)

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 Mayfair Conservation Area. This is as set out in S25 and S28 of Westminster's City Plan: Strategic Policies adopted November 2013 and DES 1 and DES 5 or DES 6 or both and paras 10.108 to 10.128 of our Unitary Development Plan that we adopted in January 2007. (R26BE)

- 5 You must apply to us for approval of detailed drawings showing the following alteration(s) to the scheme -

the introduction of a scheme of public art in the form of decorative gates to the arcade entrance.

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

Reason:

To secure the offer of public art and to make sure that the appearance of the building is suitable. This is as set out in DES 7 (A) of our Unitary Development Plan that we adopted in January 2007. (R26GC)

- 6 You must not carry out demolition work unless it is part of the complete development of the site. You must carry out the demolition and development without interruption and according to the drawings we have approved. (C29BB)

Reason:

To maintain the character of the Mayfair Conservation Area as set out in S25 and S28 of Westminster's City Plan: Strategic Policies adopted November 2013 and DES 1 and DES 9 (B) of our Unitary Development Plan that we adopted in January 2007 and Section 74(3) of the Planning (Listed Buildings and Conservation Areas) Act 1990. (R29AC)

- 7 **Pre Commencement Condition.** You must apply to us for approval of detailed drawings showing how you will support and protect the party walls. You must not start work until we have approved what you have sent us. You must then carry out the work according to these drawings. (C28BB)

Reason:

To protect the party walls around the site and the structure, fabric and special interest of the grade II listed building at No. 24 Hanover Square

- 8
- A) No development shall take place until the applicant (or their heirs and successors in title) has secured the implementation of a programme of archaeological investigation in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the local planning authority, in writing
 - B) No development or demolition shall take place other than in accordance with the Written Scheme of Investigation under part (A)
 - C) The development shall not be occupied until the site winterisation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under part (A), and the provision made for analysis, publication and dissemination of the results and archive deposition has been secured

Reason:

To protect the archaeological heritage of the City of Westminster as set out in S25 of Westminster's City Plan: Strategic Policies adopted November 2013 and DES 11 of our Unitary Development Plan that we adopted in January 2007. (R32BC)

- 9
- None of the development hereby permitted shall be commenced until detailed design and construction method statements for all of the ground floor structures, foundations and basements and for any other structures below ground level, including piling (temporary and permanent) have been submitted to and approved in writing by the Local Planning Authority which:

- (i) Accommodate the proposed location of the Crossrail structures including tunnels, shafts and temporary works
- (ii) Accommodate ground movement arising from the construction thereof
- (iii) Mitigate the effects of noise and vibration arising from the operation of the Crossrail railway within the tunnels and other structures
- (iv) Mitigate the effects on Crossrail of ground movement arising from the development

The development shall be carried out in all respects in accordance with the approved design and method statement. All structures and works comprised within the development hereby permitted which are required by paragraphs (i), (ii), (iii) and (iv) of this condition shall be completed, in their entirety, before any part of the building hereby permitted is occupied.

Reason:

To meet the requirements of a direction made in connection with the CrossRail Project by the Secretary of State for Transport under Articles 10 (3), 14 (1) and 27 of the Town and Country Planning (General Development Procedure) Order 1995 and as set out in S41 and S43 of Westminster's City Plan: Strategic Policies adopted November 2013 and TRANS 5 (E) and para 4.68 of our Unitary Development Plan that we adopted in January 2007. (R33AC)

- 10
- None of the development hereby permitted shall be commenced until a method statement has been submitted to, and approved in writing by, the local planning authority to include arrangement to secure that, during any period when concurrent construction is taking place of both the permitted development and of the Crossrail structures and tunnels in or adjacent to the site of the approved development, the construction of Crossrail structures and tunnels is not impeded.

Reason:

To meet the requirements of a direction made in connection with the CrossRail Project by the Secretary of State for Transport under Articles 10 (3), 14 (1) and 27 of the Town and Country Planning (General Development Procedure) Order 1995 and as set out in S41 and S43 of Westminster's City Plan: Strategic Policies adopted November 2013 and TRANS 5 (E) and para 4.68 of our Unitary Development Plan that we adopted in January 2007. (R33AC)

- 11 (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 LA90, 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: Strategic Policies adopted November 2013, 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.

- 12 You must apply to us for approval of details of a supplementary acoustic report demonstrating that the plant will comply with the Council's noise criteria as set out in Condition 11 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: Strategic Policies adopted November 2013, by contributing to reducing excessive ambient noise levels.

- 13 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.

- 14 The design and structure of the development shall be of such a standard that it will protect residents within it from existing external noise so that they are not exposed to 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 (4) of our Unitary Development Plan that we adopted in January 2007, and the related Policy Application at sections 9.84 to 9.87, in order to ensure that design, structure and acoustic insulation of the development will provide sufficient protection for residents of the development from the intrusion of external noise.

- 15 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.

- 16 You must apply to us for approval of sound insulation measures and a Noise Assessment Report to demonstrate that the residential units will comply with the Council's noise criteria set out in Condition 15 of this permission. You must not start work on this part of the development until we have approved what you have sent us. You must then carry out the work according to the details approved before the residential units are occupied and thereafter retain and maintain.

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.

- 17 (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: Strategic Policies adopted November 2013 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.

- 18 The development shall incorporate air quality mitigation measures as set out in the submitted air quality assessment (PBA May 2015)

Reason:

To protect the living conditions of people who may use the property in future as set out in S31 of Westminster's City Plan: Strategic Policies adopted November 2013 January 2007. (R13DC)

- 19 You must apply to us for approval of detailed drawings and full particulars, including details of sound and odour attenuation measures, of the design, construction and insulation of the system for the extraction of cooking smells

i) for the hotel

ii) for the Class A3 unit on part lower ground/part ground floors, in the event that this use is implemented.

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 and must not change it without our permission.

Reason:

To protect the environment of people in neighbouring properties as set out in S29 and S32 of Westminster's City Plan: Strategic Policies adopted November 2013 and ENV 6, ENV 7 and DES 5 of our Unitary Development Plan that we adopted in January 2007. (R14AC)

- 20 You must apply to us for the approval of full details of the levels of benchmark emissions from the CHP system. You must not start work until we have approved these details. You must then operate the CHP system in accordance with these approved details (C26CB)

Reason:

To protect the living conditions of neighbouring occupiers and people who may use the property in future as set out in S31 of Westminster's City Plan: Strategic Policies adopted November 2013 January 2007. (R13DC)

- 21 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: Strategic Policies adopted November 2013 and TRANS 2 and TRANS 3 of our Unitary Development Plan that we adopted in January 2007. (R24AC)

- 22 You must provide each car parking space shown on the approved drawings and each car parking space shall only be used for the parking of vehicles of people living in the residential part of this development. (C22BA)

Reason:

To provide parking spaces for people living in the residential part of the development as set out in STRA 25 and TRANS 23 of our Unitary Development Plan that we adopted in January 2007. (R22BB)

- 23 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 TRANS 10 of our Unitary Development Plan that we adopted in January 2007.

- 24 Before anyone moves into the property, you must provide the separate stores for waste and materials for recycling shown on drawing number RSHP-P-0120-P-X and RSHP-P-0121-P-X Rev 01. You must clearly mark them and make them available at all times to everyone using the building. (C14FB)

Reason:

To protect the environment and provide suitable storage for waste as set out in S44 of Westminster's City Plan: Strategic Policies adopted November 2013 and ENV 12 of our Unitary Development Plan that we adopted in January 2007. (R14BD)

- 25 The three bedroom residential units shown on the approved drawings must be provided and thereafter shall be permanently retained as accommodation which (in addition to the living space) provides three separate rooms capable of being occupied as bedrooms.

Reason:

To protect family accommodation as set out in S15 of Westminster's City Plan: Strategic Policies adopted November 2013 and H 5 of our Unitary Development Plan that we adopted in January 2007. (R07DC)

- 26 Except for basement excavation work, you must carry out any building work which can be heard at the boundary of the site only:

- * between 08.00 and 18.00 Monday to Friday;
- * between 08.00 and 13.00 on Saturday; and
- * not at all on Sundays, bank holidays and public holidays.

You must carry out basement excavation work only:

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

Noisy work must not take place outside these hours. (C11BA)

Reason:

To protect the environment of neighbouring residents. This is as set out in S29 and S32 of Westminster's City Plan: Strategic Policies adopted November 2013 and ENV 6 of our Unitary Development Plan that we adopted in January 2007. (R11AC)

- 27 Non-resident hotel guests shall not be permitted to access, or to remain within, any part of the hotel except between 0700 and 2400 each day.

Reason:

To protect neighbouring residents from noise nuisance, as set out in S24, S29 and S32 of Westminster's City Plan: Strategic Policies adopted November 2013 and ENV 6 of our Unitary Development Plan that we adopted in January 2007. (R13EC)

- 28 Customers shall not be permitted within the Class A3 restaurant hereby approved before 07.00 or after 24.00 each day. (C12AD)

Reason:

adopted November 2013 and ENV 6 and TACE 10 of our Unitary Development Plan that we adopted in January 2007. (R13EC)

- 29 You must not allow more than more than 315 customers in the hotel restaurants, 80 customers in the hotel bars, 10 customers in the hotel lobby/lounge bars and 60 customers in the hotel private dining rooms.

Reason:

In accordance with the submitted application and to ensure that the use will not cause nuisance to people in the area. This is as set out in S21, S23, S29 and S32 of Westminster's City Plan: Strategic Policies adopted November 2013 and TACE 2, TACE 10 and ENV 6 of our Unitary Development Plan that we adopted in January 2007.

- 30 You must not allow more than 140 customers into the Class A3 restaurant hereby approved at any one time. (C05HA)

Reason:

We cannot grant planning permission for unrestricted use within Class A3 because it would not meet S24 and S29 of Westminster's City Plan: Strategic Policies adopted November 2013 and ENV 6 and TACE 9 of our Unitary Development Plan that we adopted in January 2007. (R05CC)

- 31 All opening windows/doors to the ground floor frontage of the Class A3 restaurant/hotel restaurant (Class C1)/ shop (Class A1) hereby approved shall be closed between 22.00 and 07.00 the following day.

Reason:

To protect neighbouring residents from noise nuisance, as set out in S24, S29 and S32 of Westminster's City Plan: Strategic Policies adopted November 2013 and ENV 6 of our Unitary Development Plan that we adopted in January 2007. (R13EC)

- 32 You must apply to us for approval of a management plan including full details of the hotel operation including measures to prevent customers who are leaving the hotel restaurant and bars (Class C1) causing nuisance for people in the area, including people who live nearby and including future residents of the proposed development. You must not start the hotel use 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 hotel is 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: Strategic Policies adopted November 2013 and TACE 2 and ENV 6 of our Unitary Development Plan that we adopted in January 2007. (R05GB)

- 33 You must apply to us for approval of a management plan including full details of measures to prevent customers who are leaving the restaurant (Class A3) causing nuisance for people in the area, including people who live nearby and future residents of the proposed development. You must not start the restaurant use 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 restaurant is 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: Strategic Policies adopted November 2013 and TACE TACE 9 and ENV 6 of our Unitary Development Plan that we adopted in January 2007. (R05GB)

- 34 **Pre Commencement Condition.** No development shall take place, including any works of demolition, until a construction management plan for the proposed development has been submitted to and approved in writing by the City Council as local planning authority. The plan shall provide the following details:
- (i) a construction programme including a 24 hour emergency contact number;
 - (ii)

- (ii) parking of vehicles of site operatives and visitors (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction);
- (iii) locations for loading/unloading and storage of plant and materials used in constructing the development;
- (iv) erection and maintenance of security hoardings (including decorative displays and facilities for public viewing, where appropriate);
- (v) wheel washing facilities and measures to control the emission of dust and dirt during construction; and
- (vi) a scheme for recycling/disposing of waste resulting from demolition and construction works.

You must not start work until we have approved what you have sent us. You must then carry out the development in accordance with the approved details.

Reason:

To protect the environment of residents and the area generally as set out in S29 of Westminster's City Plan: Strategic Policies adopted November 2013 and STRA 25, TRANS 23, ENV 5 and ENV 6 of our Unitary Development Plan that we adopted in January 2007.

- 35 You must apply to us for approval of detailed drawings and a bio-diversity management plan in relation to the proposed living roof to include construction method, layout, species and maintenance regime.

You must not commence works on the relevant part of the development until we have approved what you have sent us. You must carry out this work according to the approved details and thereafter retain and maintain in accordance with the approved management plan.

Reason:

To protect and increase the biodiversity of the environment, as set out in S38 of Westminster's City Plan: Strategic Policies adopted November 2013 and ENV 17 of our Unitary Development Plan that we adopted in January 2007. (R43CB)

- 36 Prior to the occupation of the development you shall submit, and have approved in writing by the local planning authority, details of a vehicle signalling system for the proposed car lift. The approved vehicle signalling system shall be installed, permanently retained and operated in accordance with the approved details.

Reason:

In the interests of public safety and to avoid blocking the road as set out in S41 of Westminster's City Plan: Strategic Policies adopted November 2013 and TRANS 2 and TRANS 3 of our Unitary Development Plan that we adopted in January 2007. (R24AC)

- 37 You must not sell any take-away food or drink on the premises, even as an ancillary part of the primary Class A3 use. (C05CB)

Reason:

We cannot grant planning permission for unrestricted use within Class A3 because it would not meet S24 and S29 of Westminster's City Plan: Strategic Policies adopted November 2013 and TACE 10 of our Unitary Development Plan that we adopted in January 2007. (R05CC)

- 38 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.

photovoltaic panels at roof level

CHP system

You must not remove any of these features. (C44AA)

Reason:

To make sure that the development provides the environmental sustainability features included in your application as set out in S28 or S40, or both, of Westminster's City Plan: Strategic Policies adopted November 2013. (R44AC)

- 39 Prior to the occupation of the development electric vehicles charging points for a minimum of 8 car parking spaces (20%) shall be provided. These charging points shall permanently retained and maintained for the life of the development.

Reason:

In accordance with policy 6.13 of the Further Alterations to the London Plan 2015

- 40 All vehicles shall enter and exit the site in forward gear

Reason:

In the interests of public safety and to avoid blocking the road as set out in S41 of Westminster's City Plan: Strategic Policies adopted November 2013 and TRANS 2 and TRANS 3 of our Unitary Development Plan that we adopted in January 2007. (R24AC)

- 41 You must apply to us for approval of details of the design of the proposed basements showing that all basement structures provide a minimum of 900mm to the footway and do not extend more than 1.8m under the highway. You must not start work until we have approved what you have sent us.

Reason:

To ensure that services and essential street furniture can be provided as set down in policy TRANS 19 of the City of Westminster Unitary Development Plan adopted January 2007

- 42 All servicing must take place between 0600 and 2200 each day. Servicing includes loading and unloading goods from vehicles and putting rubbish outside the building. (C23DA)

Reason:

To protect neighbouring residents from noise nuisance, as set out in S24, S29 and S32 of Westminster's City Plan: Strategic Policies adopted November 2013 and ENV 6 of our Unitary Development Plan that we adopted in January 2007. (R13EC)

- 43 At least six of the residential parking spaces hereby approved shall be accessible to wheelchair users.

Reason:

To provide parking spaces for people living in the residential part of the development as set out in STRA 25 and TRANS 23 of our Unitary Development Plan that we adopted in January 2007. (R22BB)

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: Strategic Policies adopted November 2013, 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 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 a contribution towards the City Council's affordable housing fund; a contribution towards public realm improvements in the vicinity of the site; the provision of a Lift Management and Maintenance Plan; the provision of unallocated residential parking; the City Council's Code of Construction Practice and a Site Environmental Management Plan; monitoring costs . (I55AA)
- 3 The written scheme of archaeological investigation will need to be prepared and implemented by a suitably qualified archaeological practice in accordance with Historic England Greater London Archaeology Guidelines. It must be approved by the City Council before any on-site development related activity occurs. It is recommended that the archaeological fieldwork should comprise of the following:

Watching Brief

A watching brief involves the proactive engagement with the development groundworks to permit investigation and recording of features of archaeological interest which are revealed. A suitable working method with contingency arrangements for significant discoveries will need to be agreed. The outcome will be a report and archive.

Archaeological monitoring of any geotechnical investigation would also be a useful exercise and may enable the scope of the archaeological watching brief to be refined.

- 4 Any submitted Construction Management Plan should include an undertaking that all construction vehicles are cycle-safe
- 5 Any finalised Operational Management Strategy for the hotel development should also include undertakings:
 - i) that staff showering and changing facilities (associated with the provision of staff cycle parking) should be provided and permanently maintained within the development, as shown

the approved plans

ii) that no hotel bookings will be accepted from hotel guests/visitors arriving at the site by coach.

It should also provide details of the maximum number of deliveries to the site between 06.00 and 07.00.

- 6 Crossrail is very likely to have monitoring equipment both on the inside of the building and on its external facades. The equipment is installed under the Crossrail Act 2008 and records ground movements (measured automatically or manually) and is essential for the control of ground settlement impact on buildings during Crossrail's works. Prior to the commencement of works on the premises please contact the Crossrail helpdesk (helpdesk@crossrail.co.uk - Tel: 0345 602 3813) as soon as possible to obtain details of any monitoring equipment installed in order to ensure that your works do not interfere with Crossrail's monitoring equipment.
- 7 To be able to comply with the Code of Construction Practice a full SEMP will be required on the site. This should cover the following:
- a. Site Information:
 - i. Environmental management structure;
 - ii. Location of any potentially sensitive receptors;
 - b. Environmental Management:
 - i. Summary of main works
 - ii. Public access and highways (parking, deliveries, loading/unloading, site access and egress, site hoardings)
 - iii. Noise and vibration (predictions, managing risks and reducing impacts)
 - iv. Dust and Air Quality (risk rating, managing risks and reducing impacts)
 - v. Waste management (storage, handling, asbestos, contaminated land)
 - vi. Water Resources (site drainage, surface water and groundwater pollution control, flood risk)
 - vii. Lighting
 - viii. Archaeology and build heritage (if applicable)
 - ix. Protection of existing installations (if applicable)
 - x. Urban ecology (if applicable);
 - xi. Emergency procedures;
 - xii. Liaison with the local neighbourhood.
 - c. Monitoring:
 - i. Details of receptors
 - ii. Threshold values and analysis methods ;
 - iii. Procedures for recording and reporting monitoring results;
 - iv. Remedial action in the event of any non-compliance.
- 8 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)

- 9 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.

- 10 Regulation 12 of the Workplace (Health, Safety and Welfare) Regulations 1992 requires that every floor in a workplace shall be constructed in such a way which makes it suitable for use. Floors which are likely to get wet or to be subject to spillages must be of a type which does not become unduly slippery. A slip-resistant coating must be applied where necessary. You must also ensure that floors have effective means of drainage where necessary. The flooring must be fitted correctly and properly maintained.
- Regulation 6 (4)(a) Schedule 1(d) states that a place of work should possess suitable and sufficient means for preventing a fall. You must therefore ensure the following:
- * Stairs are constructed to help prevent a fall on the staircase; you must consider stair rises and treads as well as any landings;
 - * Stairs have appropriately highlighted grip nosing so as to differentiate each step and provide sufficient grip to help prevent a fall on the staircase;
 - * Any changes of level, such as a step between floors, which are not obvious, are marked to

make them conspicuous. The markings must be fitted correctly and properly maintained;

- * Any staircases are constructed so that they are wide enough in order to provide sufficient handrails, and that these are installed correctly and properly maintained. Additional handrails should be provided down the centre of particularly wide staircases where necessary;
- * Stairs are suitably and sufficiently lit, and lit in such a way that shadows are not cast over the main part of the treads.

- 11 Every year in the UK, about 70 people are killed and around 4,000 are seriously injured as a result of falling from height. You should carefully consider the following.
- * Window cleaning - where possible, install windows that can be cleaned safely from within the building.
 - * Internal atria - design these spaces so that glazing can be safely cleaned and maintained.
 - * Lighting - ensure luminaires can be safely accessed for replacement.
 - * Roof plant - provide safe access including walkways and roof edge protection where necessary (but these may need further planning permission).
- More guidance can be found on the Health and Safety Executive website at www.hse.gov.uk/falls/index.htm.

Note: Window cleaning cradles and tracking should blend in as much as possible with the appearance of the building when not in use. If you decide to use equipment not shown in your drawings which will affect the appearance of the building, you will need to apply separately for planning permission. (I80CB)

- 12 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.
- 13 Conditions on this permission 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)
- 14 As this development involves basement excavation, you should consider the likelihood of their being any contaminated land from previous activities on the site. If you find unexpected contamination while developing the site, you must contact:
- Contaminated Land Officer
Environmental Health Environmental Sciences Team
Westminster City Council
City Hall, 64 Victoria Street
London SW1E 6QP
Phone 0207 641 2000; E-mail: environmentalsciences2@westminster.gov.uk
- 15 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. If you would like more information, you can contact Ray Gangadeen on 020 7641 7064. (I54AA)

- 16 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)

- 17 Please contact our Cleansing section on 020 7641 7962 about your arrangements for storing and collecting waste. (I08AA)

- 18 The term 'clearly mark' in condition means marked by a permanent wall notice or floor markings, or both. (I88AA)

- 19 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)

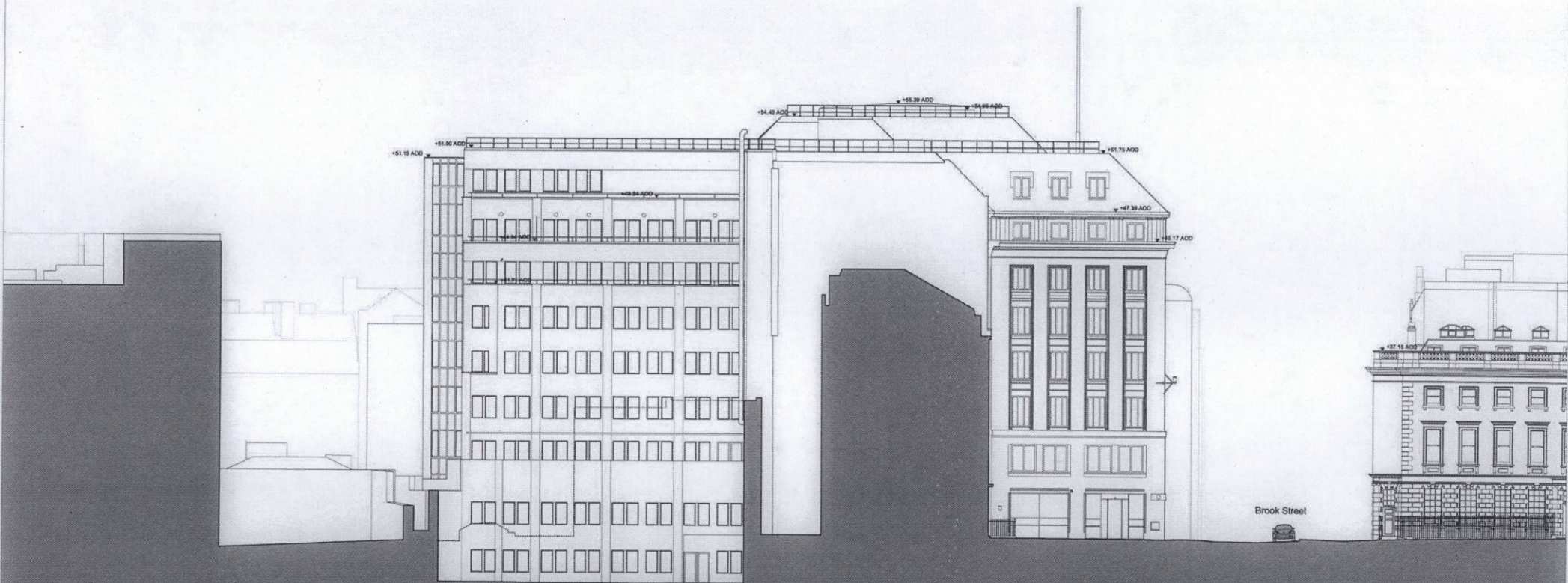
- 20 This development has been identified as potentially liable for payment of the Mayor of London's Community Infrastructure Levy (CIL). Responsibility for paying the levy runs with the ownership of the land, unless another party has assumed liability. We will issue a CIL Liability Notice to the landowner or the party that has assumed liability with a copy to the planning applicant as soon as practicable setting out the estimated CIL charge.

If you have not already done so you must submit an **Assumption of Liability Form** to ensure that the CIL liability notice is issued to the correct party. This form is available on the planning portal at <http://www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil> Further details on the Mayor of London's Community Infrastructure Levy can be found on our website at: <http://www.westminster.gov.uk/services/environment/planning/apply/mayoral-cil/>. **You are reminded that payment of the CIL charge is mandatory and there are strong enforcement powers and penalties for failure to pay.**

TOP OF CORE +55.70
 ROOF LEVEL +53.85
 LEVEL 28 +56.50
 LEVEL 26 +47.45
 LEVEL 07 +44.40
 LEVEL 06 +41.25
 LEVEL 05 +39.20
 LEVEL 04 +35.25
 LEVEL 03 +32.20
 LEVEL 02 +29.15
 LEVEL 01 +26.10



St George Street 25 Hanover Sq 24 Hanover Sq 22 Hanover Square 6-11 Brook Street 13 Brook St 17 Brook Street



14 St George Street

15 St George Street

22 Hanover Square

24 Hanover Sq

22 Hanover Square

21 Hanover Square

Brook Street

Revision	Date	Description	Author
01	05-05-2015	FOR PLANNING APPLICATION	

Drawing Purpose
FOR PLANNING APPLICATION

Drawn by: _____
Checked by: _____
Approved by: _____

We warrant that the drawing is a true and correct representation of the information provided to us by the client. We do not warrant that the drawing is a true and correct representation of the information provided to us by the client. We do not warrant that the drawing is a true and correct representation of the information provided to us by the client.



Project
310670
22 HANOVER SQUARE

Client
Pegasus 204 Harbour + Partners

Drawn by: _____
Checked by: _____
Approved by: _____

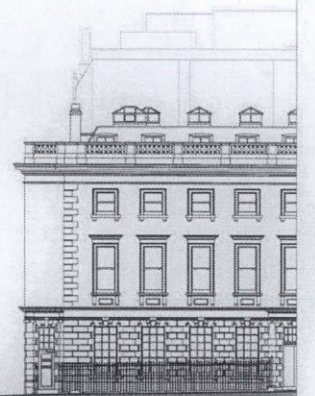
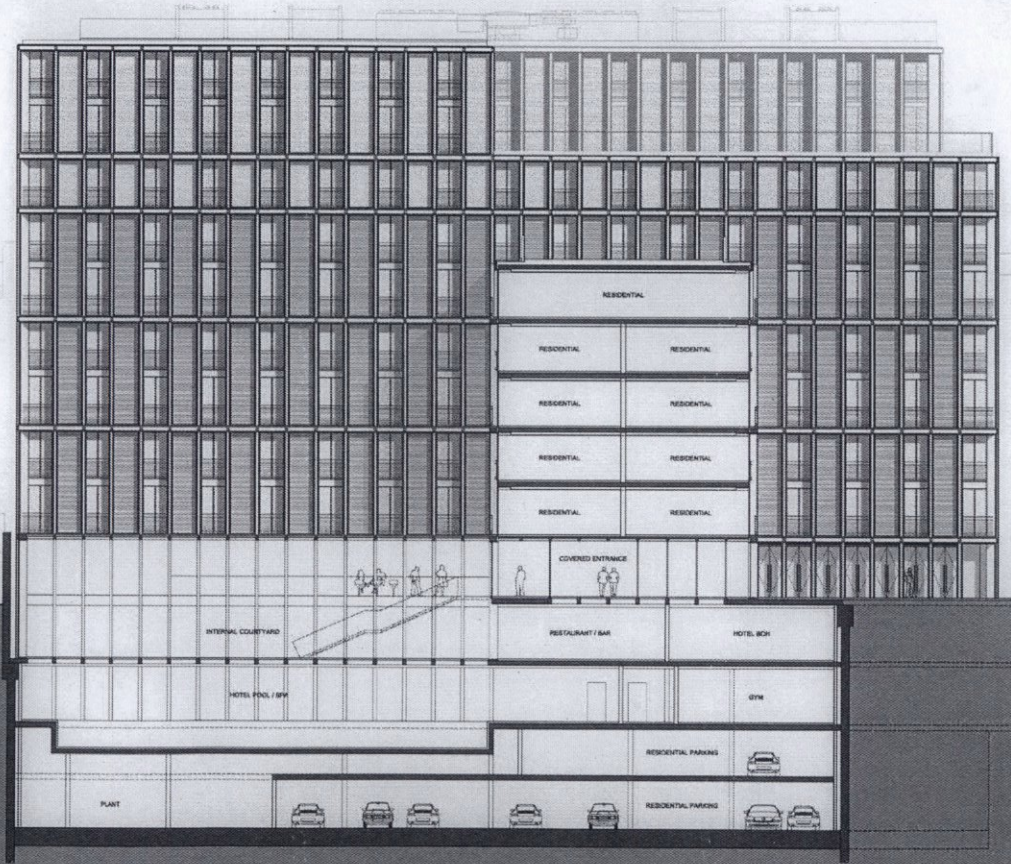
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Drawing Number
RSH-P-0204-E-X

Drawn by: _____
Checked by: _____
Approved by: _____

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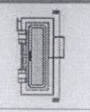
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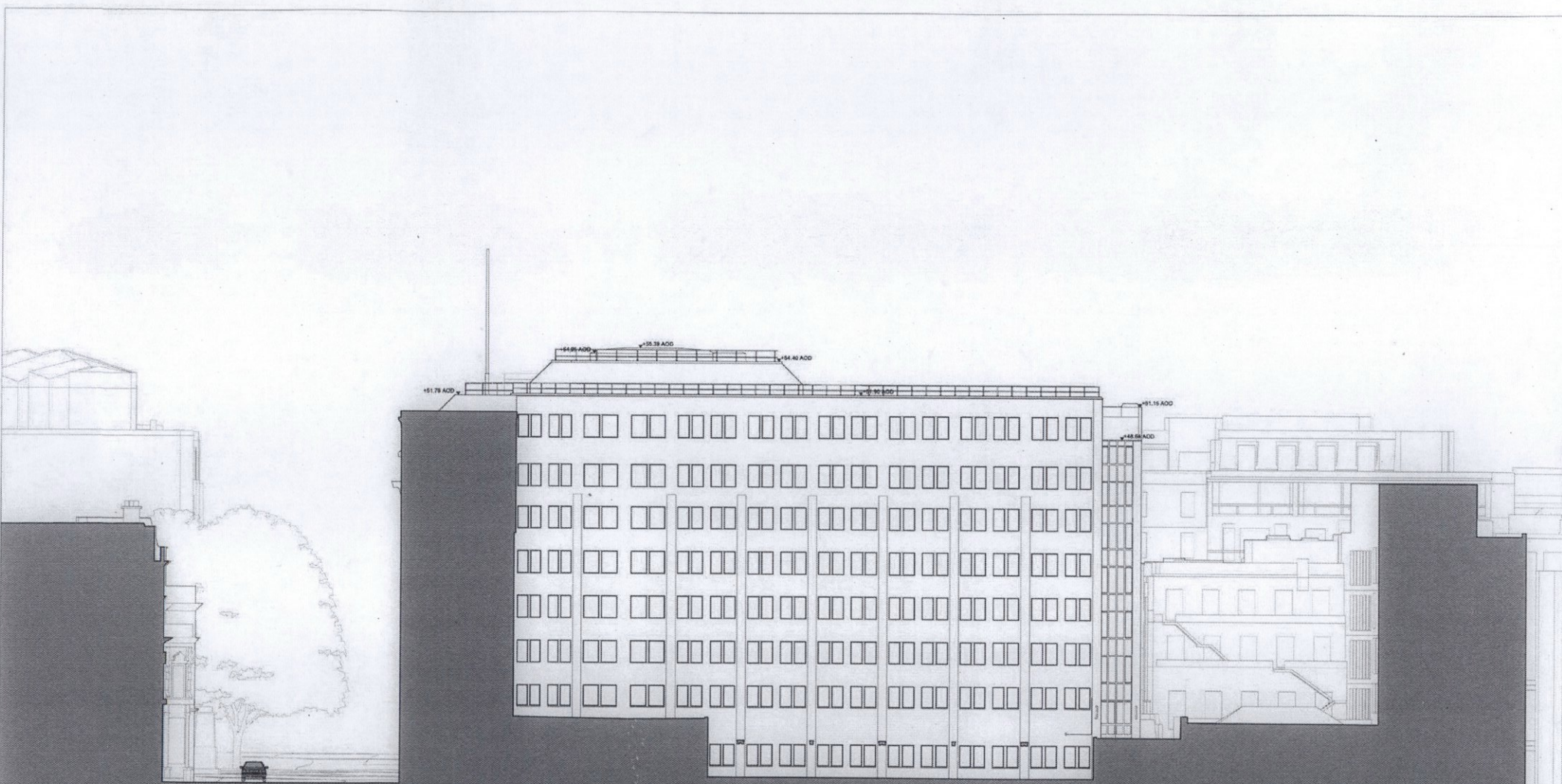
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Revision	Date	Description
01	05-05-2015	FOR PLANNING APPLICATION

FOR PLANNING APPLICATION
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 Checked by: []
 Approved by: []
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Project: 110670 22 HANOVER SQUARE	Client: Petersen Sisk Architects + Partners	Scale @ A1: 1:100	Drawing Number: RSH-P-0224-E-X
Drawn by: []	Checked by: []	Drawing Date: 05-05-2015	Revision: 00



21 Hanover Square

Brook Street

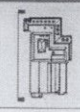
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51-52 New Bond St

50 New Bond St

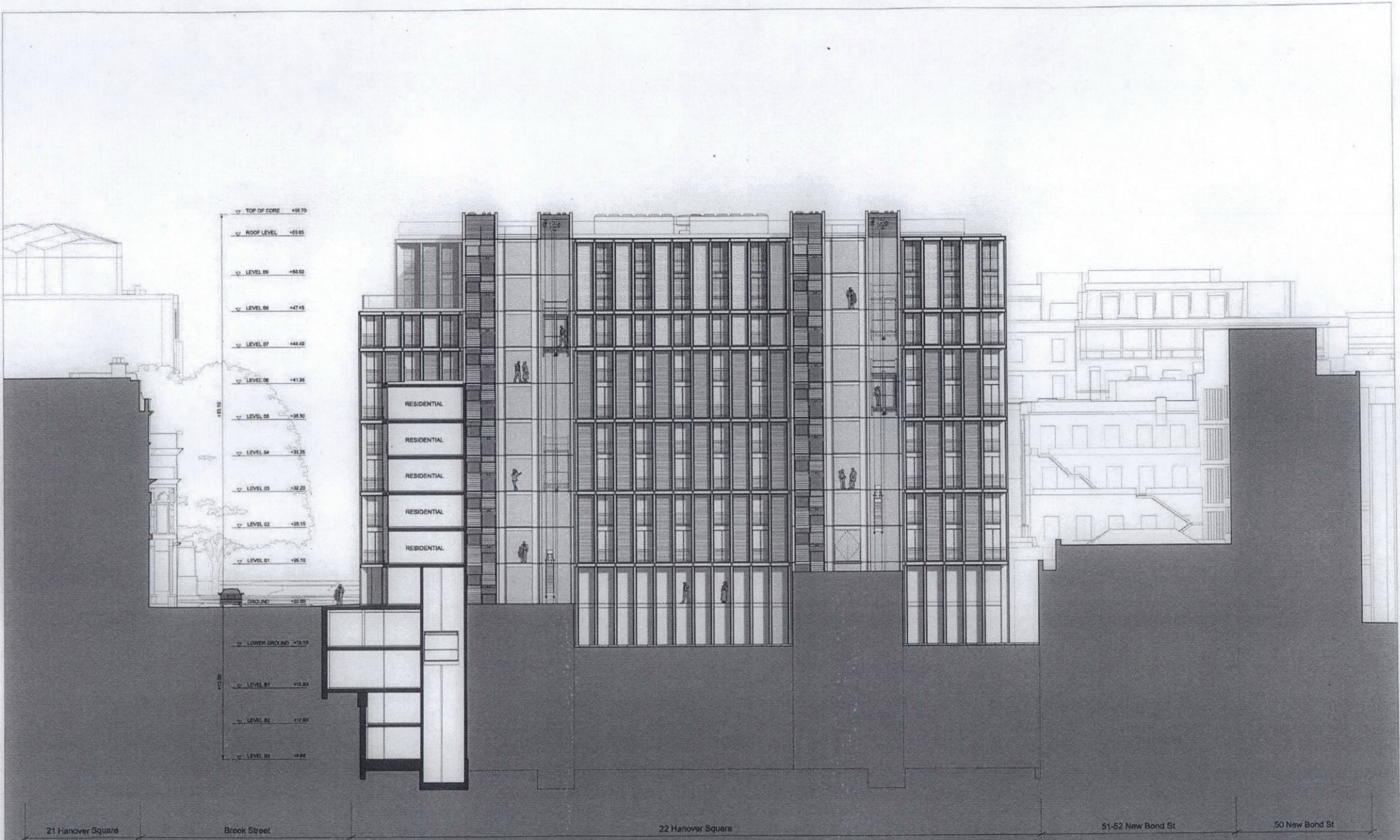
Revision	Date	Description
01	28/10/2016	FOR PLANNING APPLICATION

Planning Permission
FOR PLANNING APPLICATION
 Drawn by: _____ Checked by: _____ Authored by: _____
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Project
 210870
 22 HANOVER SQUARE
 Client
 Property Stick Harbour + Partners
 Project Manager
 James Whitt
 020 7593 1200
 james@stickharbour.com
 www.stickharbour.com

Drawing Title
EXISTING WEST ELEVATION
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 RSHP-P-0206-E-X
 Revision Date
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 Revision
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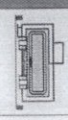


Revision	Date	Description	Author
01	04-04-2015	FOR PLANNING APPLICATION	

FOR PLANNING APPLICATION

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Project: 21/06/10 22 HANOVER SQUARE

Client: Ruggier 50/6 Harbour + Partners

Scale: 1:100

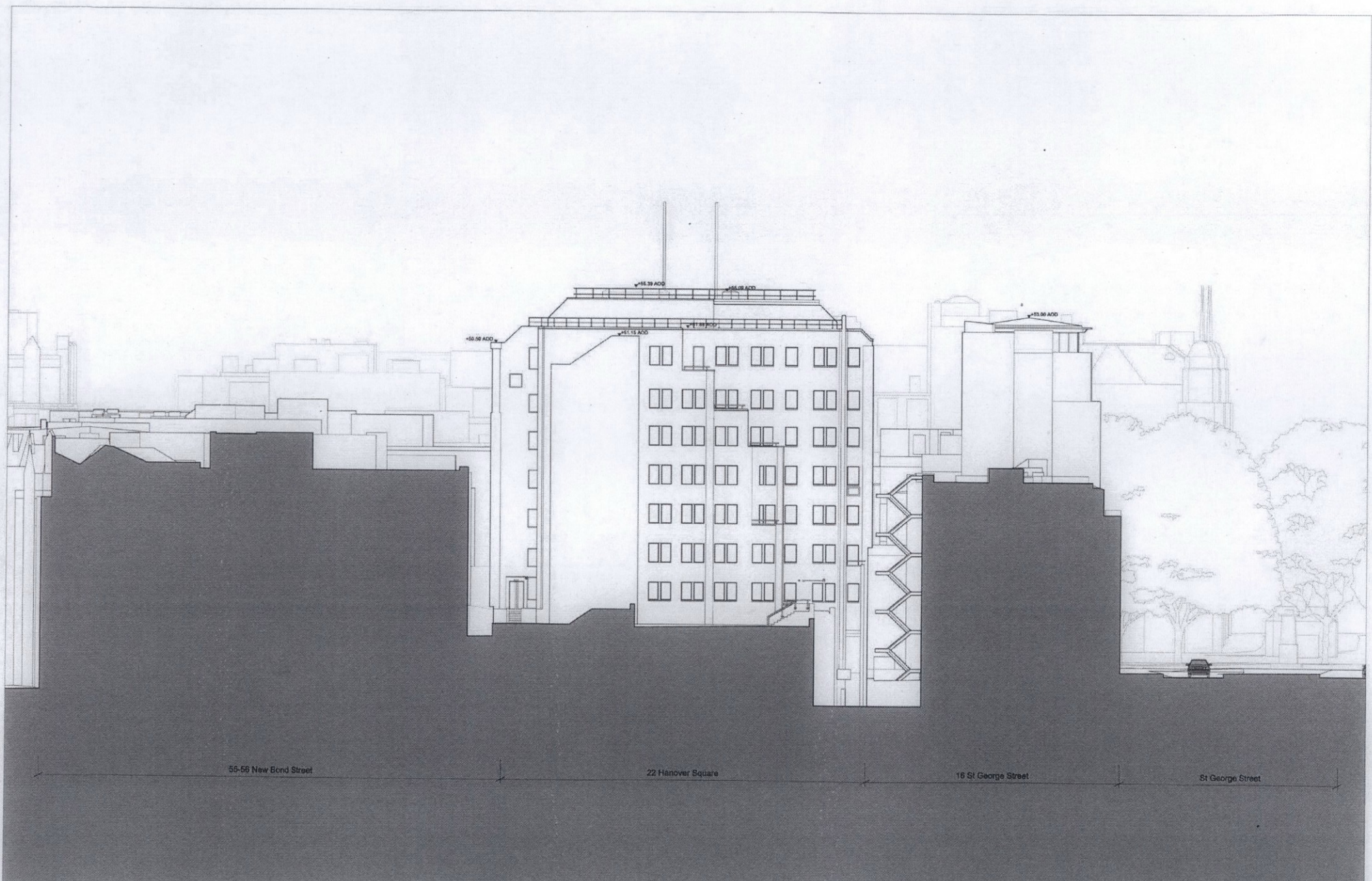
Drawing Number: RSHP-P-0228-E-X

Drawing Date: 05-05-2015

Revision: 00

Drawing Title: PROPOSED WEST ELEVATION

Revision: 00



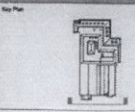
Revisions	Date	Description
01	05-05-2015	FOR PLANNING APPLICATION

Legend		

FOR PLANNING APPLICATION

Drawn by: _____ Checked by: _____ Approved by: _____

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Project:
110670
22 HANOVER SQUARE

Client:
Rogers Stirk Harbour + Partners

Author:
Thomas Sturt
Rogers Stirk Harbour + Partners
100 Broad Street
London, EC2M 2DQ
UK

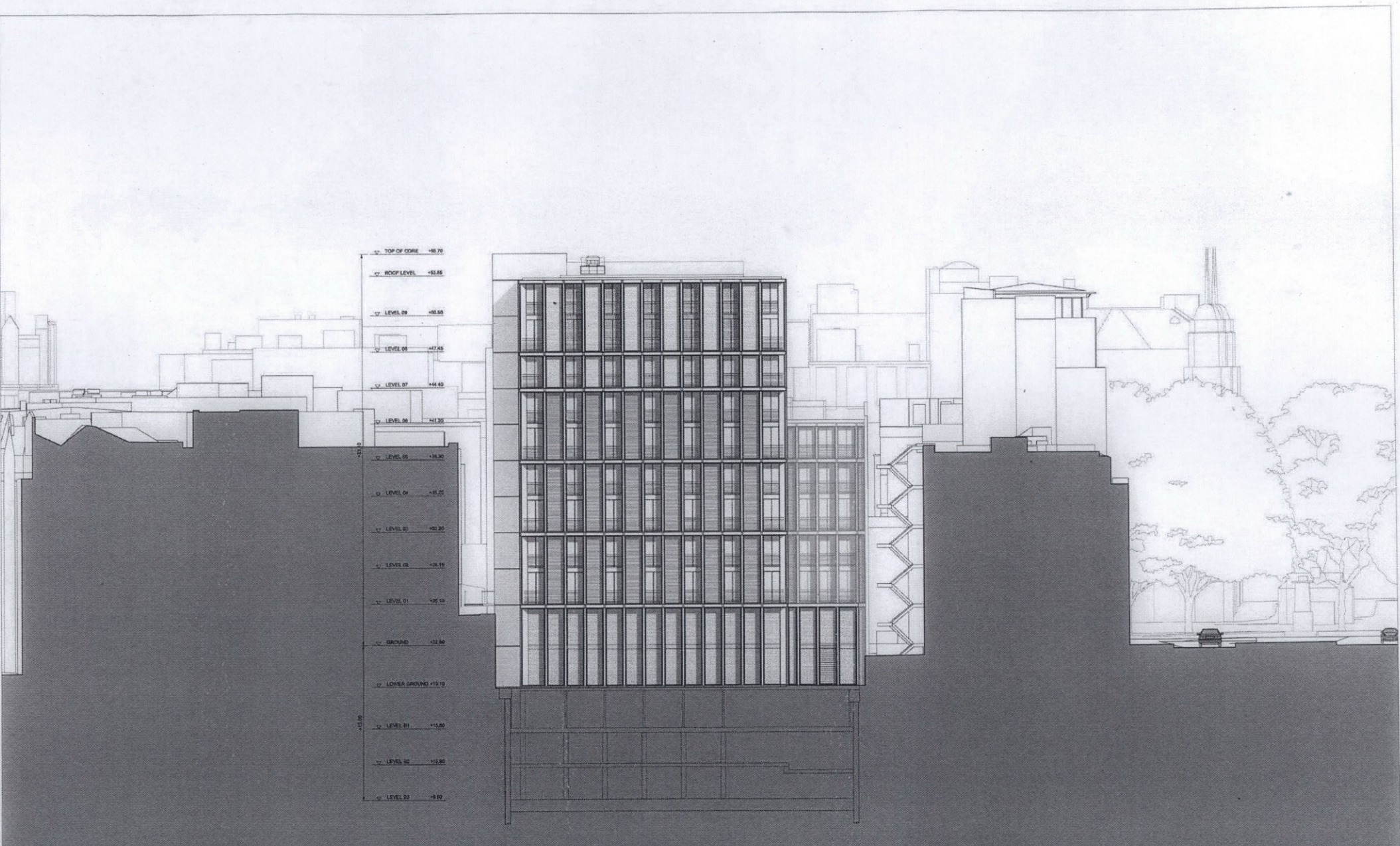
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Drawing Number:
RSH-P-0205-E-X

Revision:
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Date:
05-05-2015

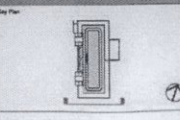


55-56 New Bond Street 22 Hanover Square 16 St George Street St George Street

Revision	Date	Description
01	28/04/2015	FOR PLANNING APPLICATION

Level	Elevation
TOP OF CORE	+8.70
ROOF LEVEL	+8.65
LEVEL 09	+6.55
LEVEL 08	+7.45
LEVEL 07	+6.40
LEVEL 06	+1.30
LEVEL 05	+6.30
LEVEL 04	+6.20
LEVEL 03	+2.20
LEVEL 02	+8.15
LEVEL 01	+8.10
GROUND	+2.80
LOWER GROUND	+19.19
LEVEL B1	+15.80
LEVEL B2	+12.80
LEVEL B3	+8.80

Drawing Purpose
FOR PLANNING APPLICATION
 Drawn by: _____
 Checked by: _____
 Authored by: _____



Project
J10670
22 HANOVER SQUARE
 Client
 Rogers Stirk Harbour + Partners

Drawing Title
PROPOSED SOUTH ELEVATION
 Scale @: 1:100
 Drawing Number
RSHP-P-0225-E-X
 Drawing Date: 05-05-2015
 Revision: 00

The client and/or architect, the author of this drawing shall be responsible for any discrepancies between the drawing and the actual construction. The architect shall be responsible for any discrepancies between the drawing and the actual construction. The architect shall be responsible for any discrepancies between the drawing and the actual construction.

Contact
 Rogers Stirk Harbour + Partners
 100 Broad Street
 London EC2A 4DF
 Tel: +44 (0)20 7863 2000
 Fax: +44 (0)20 7863 2001
 www.rshp.com

▽ ROOF LEVEL +55.10
 ▽ LEVEL 07 +47.99
 ▽ LEVEL 06 +44.71
 ▽ LEVEL 05 +41.85
 ▽ LEVEL 04 +37.68
 ▽ LEVEL 03 +34.33
 ▽ LEVEL 02 +30.94
 ▽ LEVEL 01 +27.73
 ▽ GROUND +21.90
 ▽ BASEMENT +18.10

5-11 Brook Street

22 Hanover Square

18 St George Street

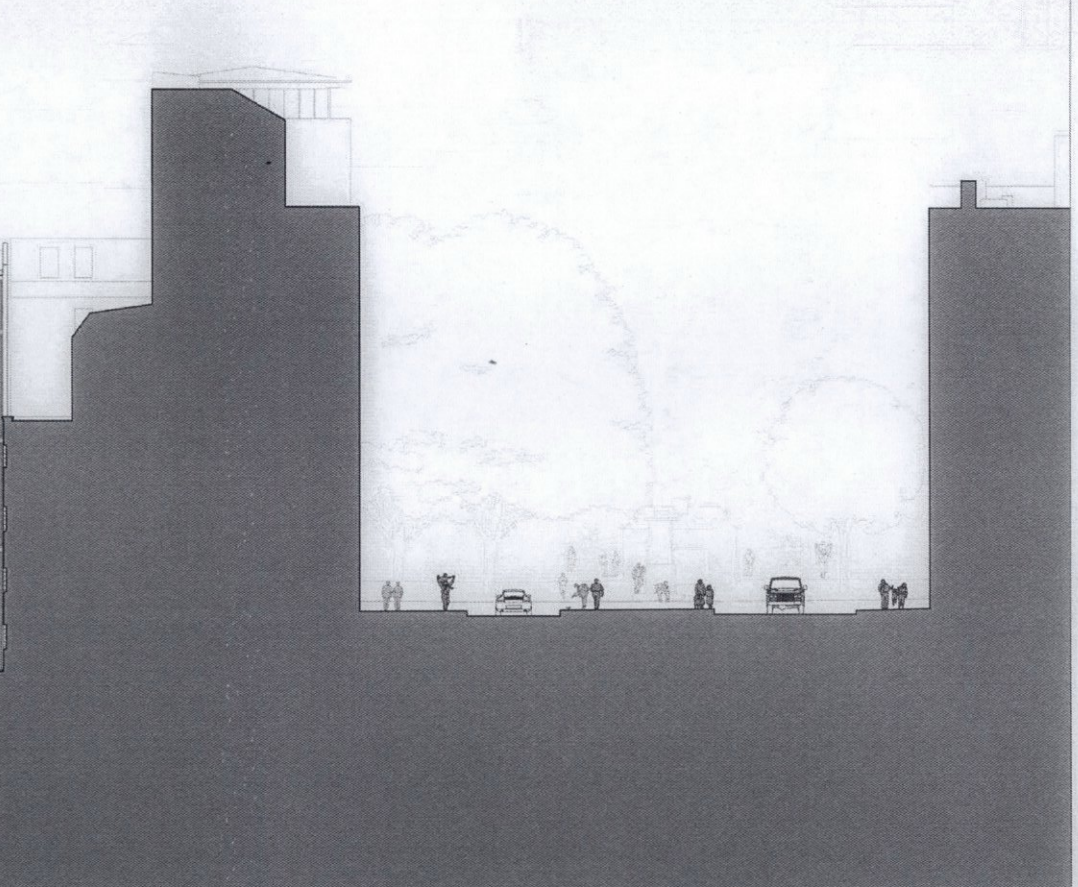
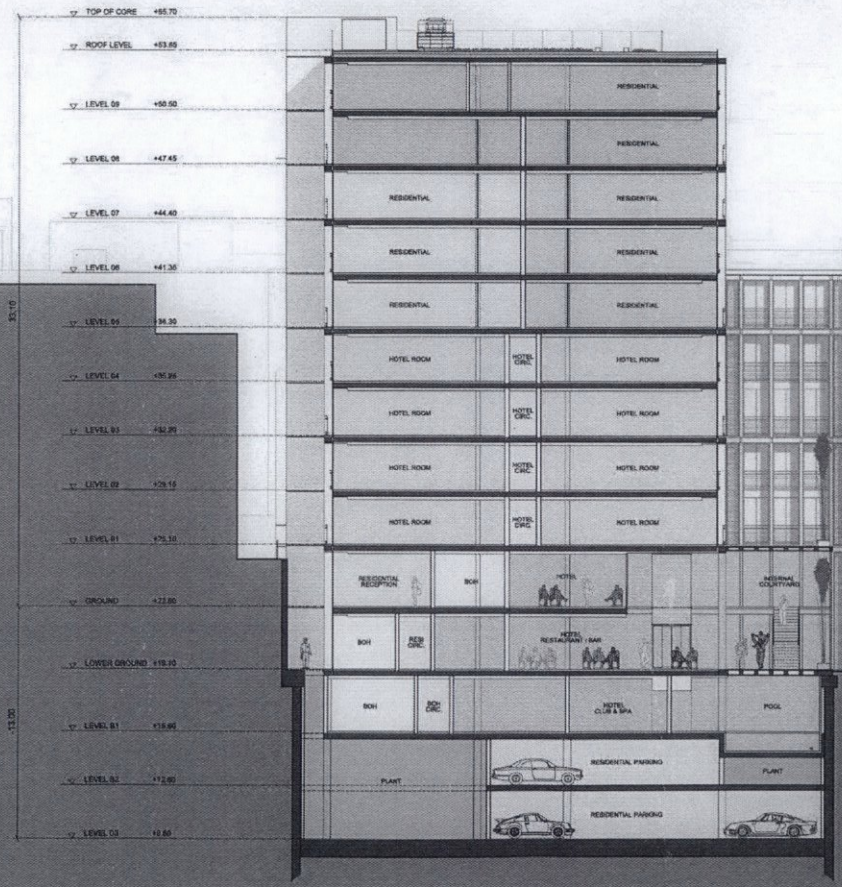
ST. GEORGE STREET

Drawing Number
FOR PLANNING APPLICATION
 Drawn by _____ Checked by _____ Authorised by _____
 Do not scale from drawings. The author of this drawing shall be responsible for the data shown in this drawing. It is the responsibility of the drafter to ensure the drawing is accurate and correct. It is the responsibility of the drafter to ensure the drawing is accurate and correct. It is the responsibility of the drafter to ensure the drawing is accurate and correct.

Project
**218870
 22 HANOVER SQUARE**
 Client
Rogers Stirk Harbour + Partners
 Project Manager
ALAN WILSON
 Date
05-25-2015

Drawing Title
**EXISTING CROSS SECTION
 LOOKING NORTH**
 Scale 1:100
 Drawing Number
RSHP-P-0300-S-X
 Drawing Date
05-25-2015
 Revision
00

Number 00
 Date 05-25-2015
 Description FOR PLANNING APPLICATION
 Legend



5-11 Brook Street

22 Hanover Square

18 St George Street

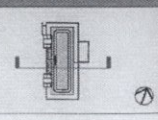
ST. GEORGE STREET

Revision	Date	Description
01	05.05.2015	TRIP PLANNING AND COSTS

Drawing Title
FOR PLANNING APPLICATION

Drawn by: _____
 Checked by: _____
 Authored by: _____

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Project
**J10670
 22 HANOVER SQUARE**

Client
Rogers Stark Harbour + Partners

Thomas Reed
 100-105 Strand
 London WC2R 0AL

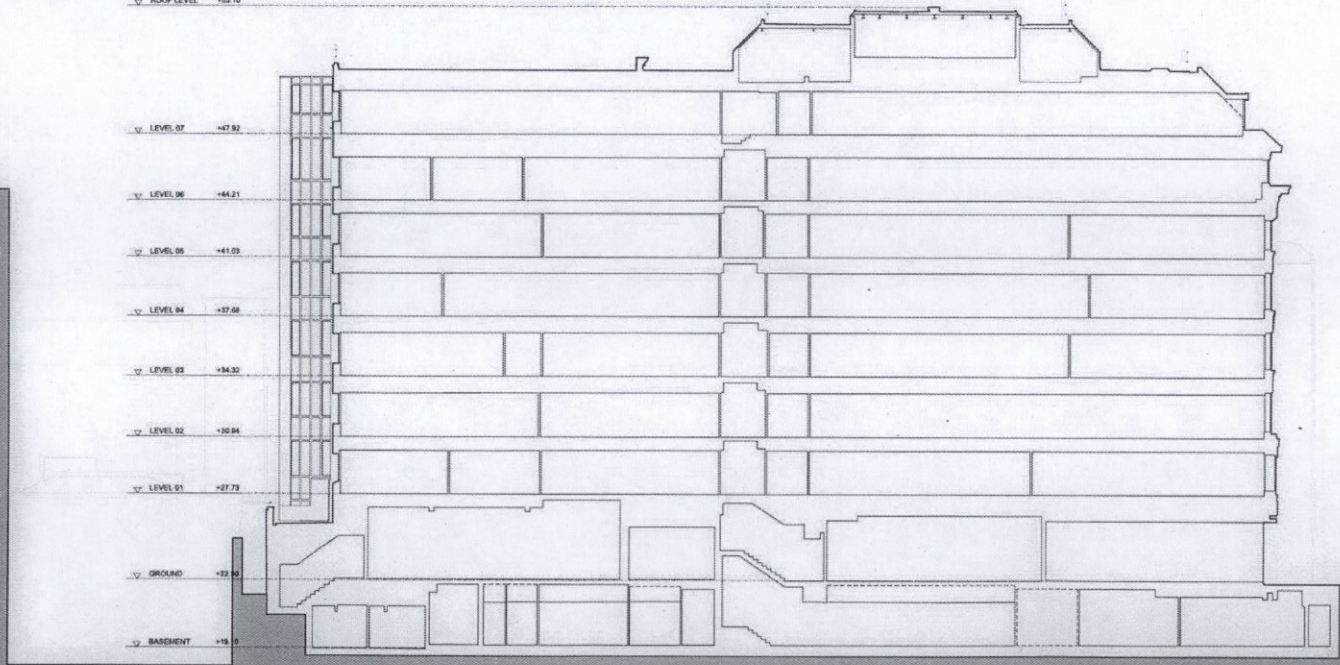
Drawing Title
**PROPOSED CROSS SECTION
 LOOKING NORTH**

Scale: 1:100

Drawing Date
 05-05-2015

Revision
00

~ ROOF LEVEL +55.10
 ~ LEVEL 07 +47.92
 ~ LEVEL 06 +44.21
 ~ LEVEL 05 +41.03
 ~ LEVEL 04 +37.58
 ~ LEVEL 03 +34.32
 ~ LEVEL 02 +30.84
 ~ LEVEL 01 +27.73
 ~ GROUND +22.50
 ~ BASEMENT +15.0



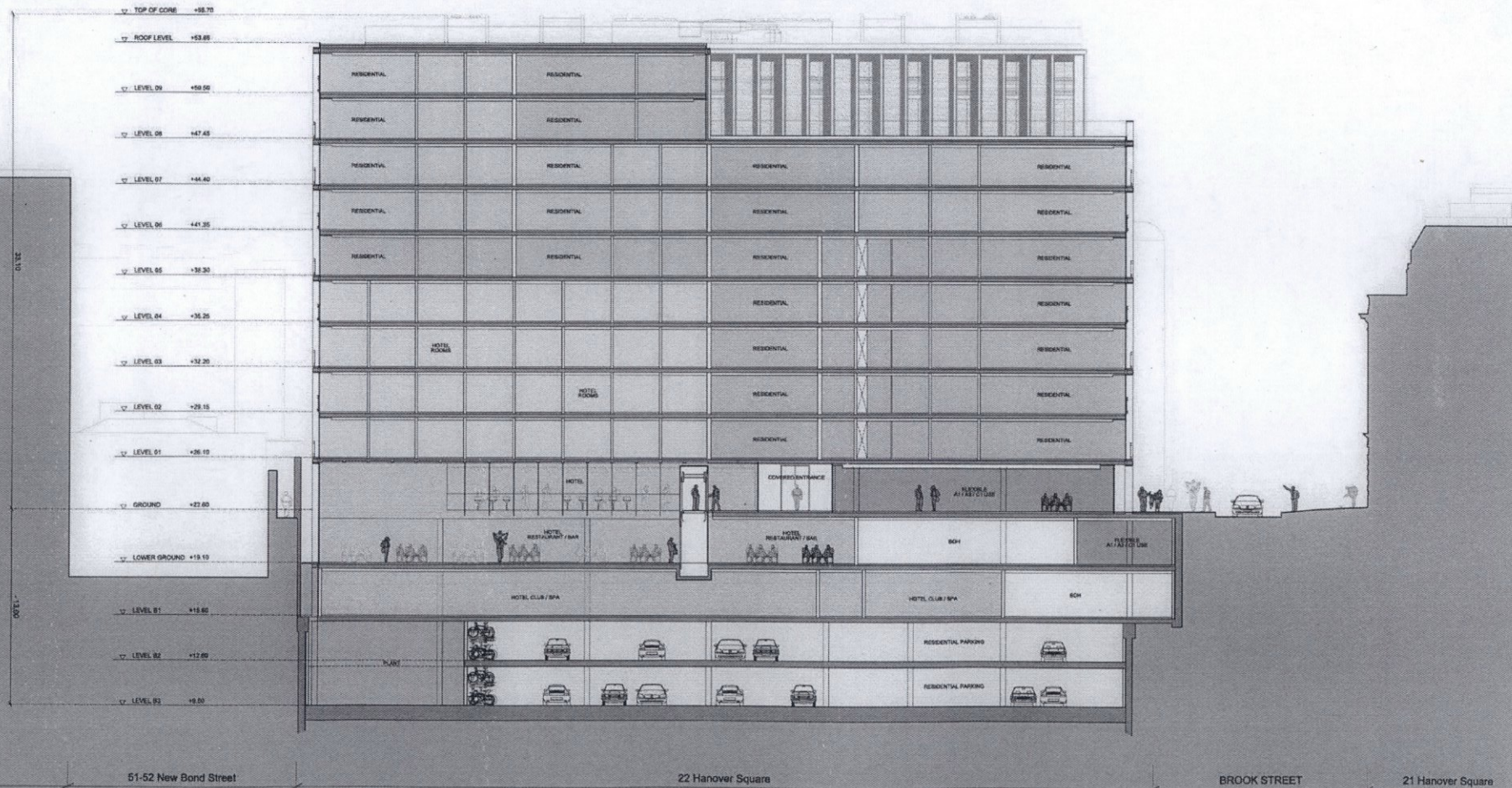
14 St. George Street | 51-62 New Bond Street | 22 Hanover Square | BROOK STREET | 21 Hanover Square

Revision	Date	Description
01	09-05-2015	FOR PLANNING APPLICATION

Drawing Purpose		
FOR PLANNING APPLICATION		
Drawn by	Checked by	Authorised by

Project:
210870
22 HANOVER SQUARE
 Client:
 Rogers Stirk Harbour + Partners
 Drawing Title:
EXISTING LONG SECTION
LOOKING WEST

Sheet # of	Drawing Number
1/100	RBHP-P-0301-S-X
Drawing Date	Revision
05-05-2015	00

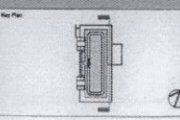


Revision	Date	Description
00	04/01/16	FOR PLANNING APPLICATION

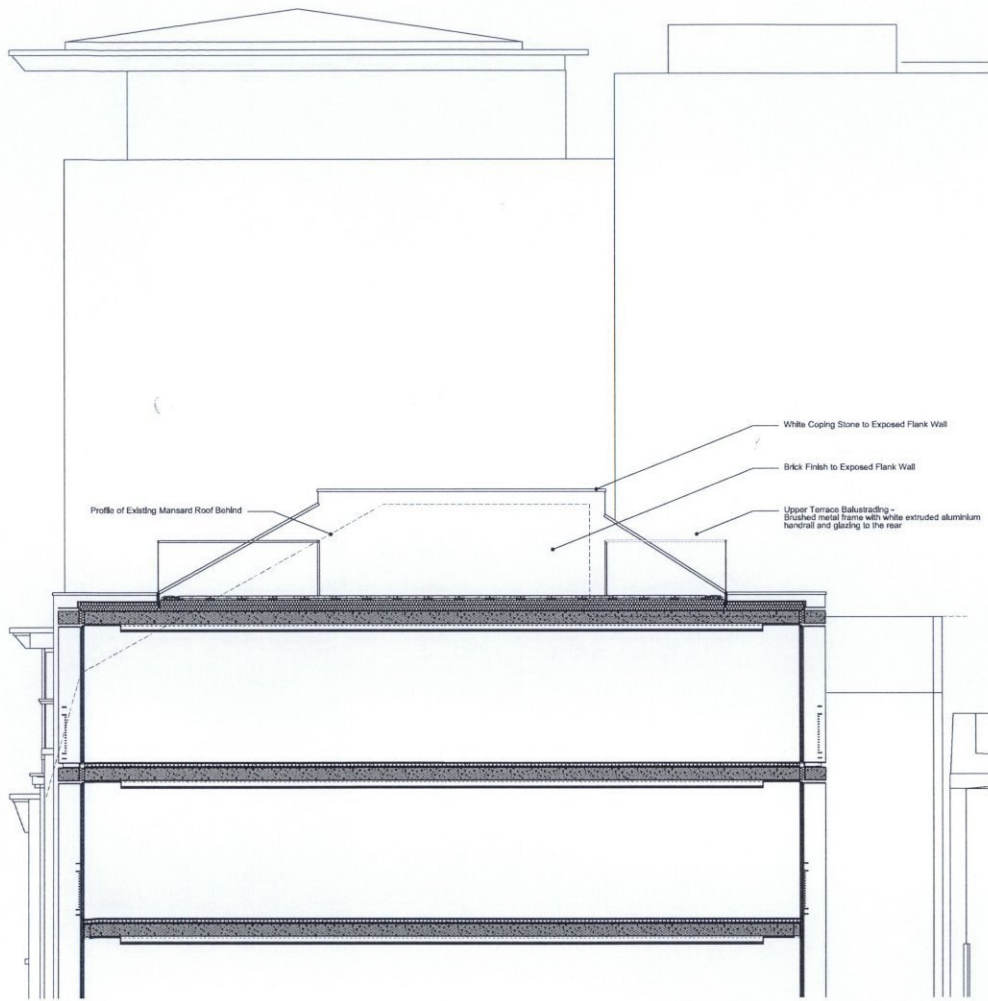
Author	Checked by	Authored by

Planning Proposal
FOR PLANNING APPLICATION
 Drawn by: _____
 Checked by: _____
 Authored by: _____

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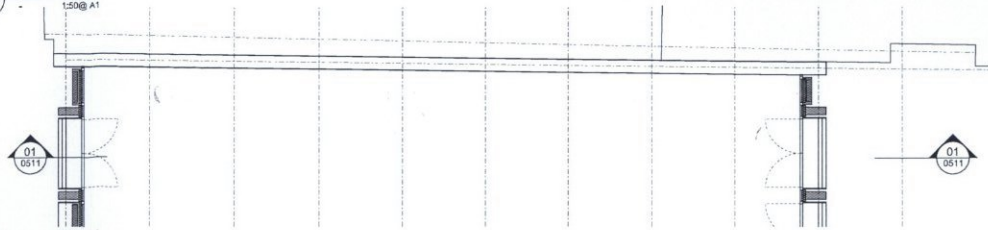
Project	Drawing Title	Sheet ID	Drawing Number
J10973 22 HANOVER SQUARE	PROPOSED LONG SECTION LOOKING WEST	1-100	RSH-P-0321-S-X
Client: Rogers Stovall Harkins + Partners	Author: Rogers Stovall Harkins + Partners	Scale: 1:100	Revision: 00
London Tel: +44 (0)20 7556 1000 Fax: +44 (0)20 7556 1001 www.rshpa.com	Created Date: 05-05-2015		



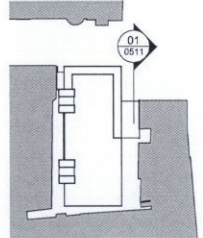
01
0511
SECTION
1:50 @ A1



02
0511
ELEVATION
1:50 @ A1



03
0511
PLAN
1:50 @ A1



Revision	Date	Description
00	02-10-2015	FOR PLANNING APPLICATION

Legend	

Drawing Purpose		
For information		
Drawn by	Checked by	Authorised by

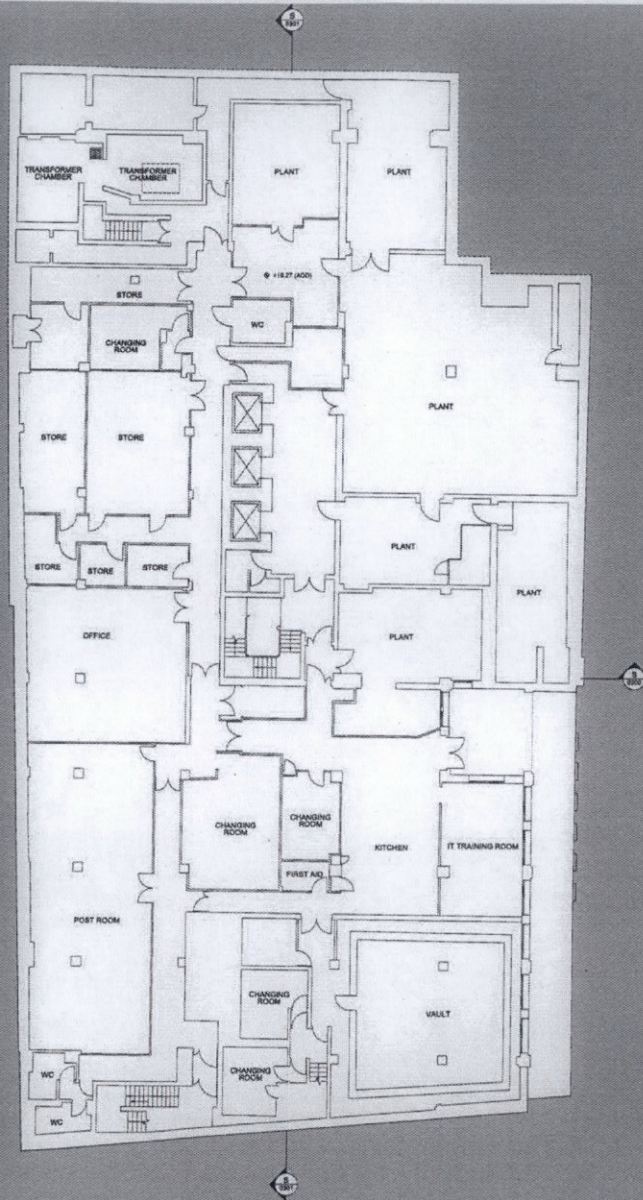
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Project
J10670
22 HANOVER SQUARE

Contact
Rogers Stirk Harbour + Partners
Thames Wharf
Ratcliffe Road
London
W6 9HA
Tel: 020 7365 1235
Fax: 020 7365 6409
email: j10670@rshp.com
www.rshp.com

Drawing Title
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RELATIONSHIP TO
24 HANOVER SQUARE
ELEVATION/ SECTION

Scale @ A1	Drawing Number
1:50	RSH-P-0511-P-X
Drawing Date	Revision Date
02-10-2015	
Revision	00



01 EXISTING PLAN - BASEMENT LEVEL

Revision	Date	Description
01	20.08.2015	FOR PLANNING APPLICATION



FOR PLANNING APPLICATION

Drawn by	Checked by	Authorised by

We warrant that the information contained in this plan is true and correct to the best of our knowledge and belief. We warrant that the information contained in this plan is true and correct to the best of our knowledge and belief. We warrant that the information contained in this plan is true and correct to the best of our knowledge and belief.

Project
110710
22 HANOVER SQUARE

Client
Rogers Stone Harbour + Partners

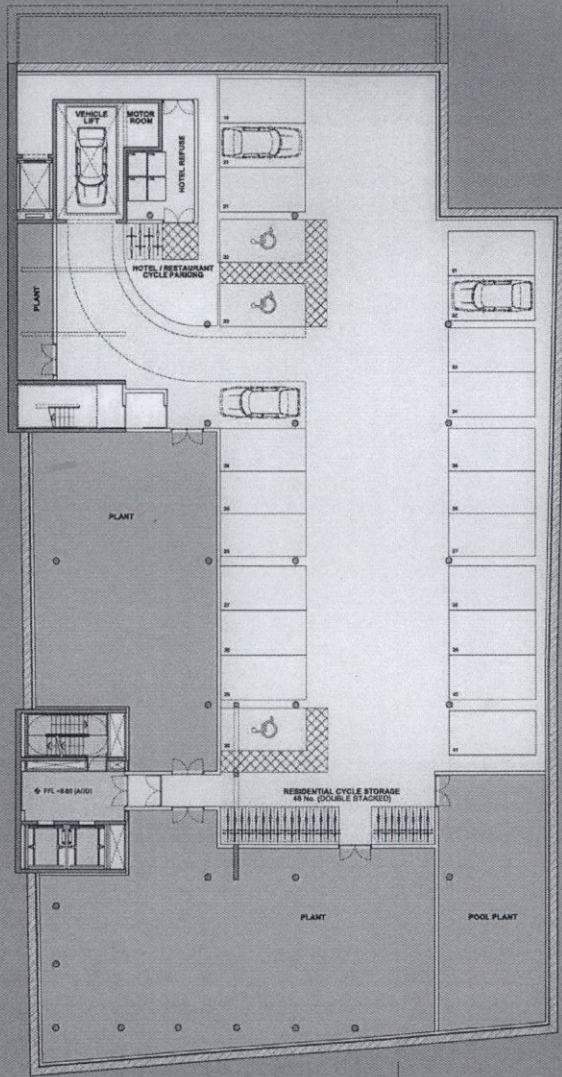
Drawing Title
EXISTING PLAN
BASEMENT LEVEL

Scale
1:100

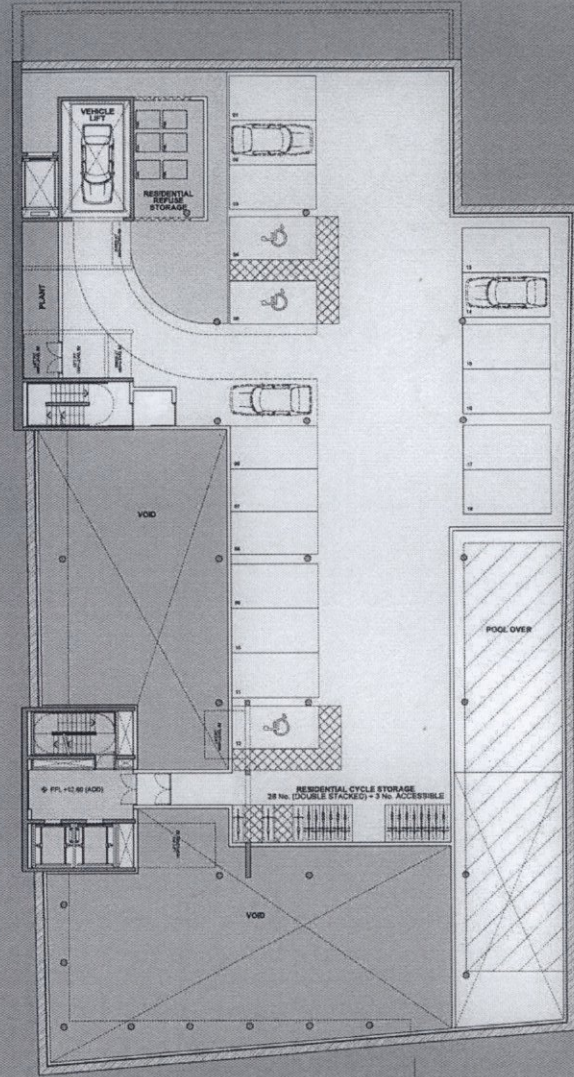
Drawing Number
RSH-P-0100-P-X

Revision Date
05-05-2015

Revision
00



01 PROPOSED PLAN - LEVEL B1



02 PROPOSED PLAN - LEVEL B2

Revision	Date	Description	Author
01	04-05-2015	FOR PLANNING APPLICATION	

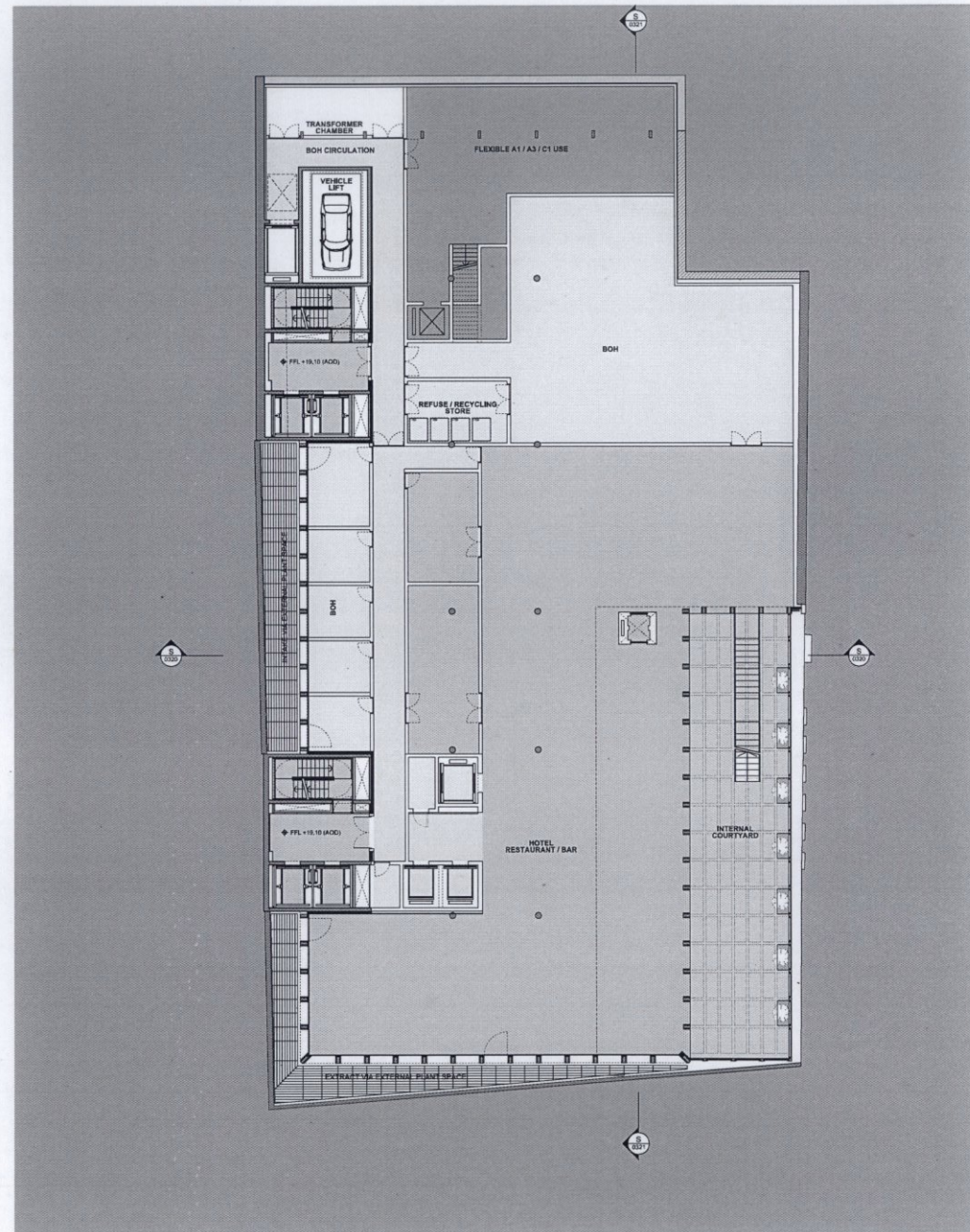
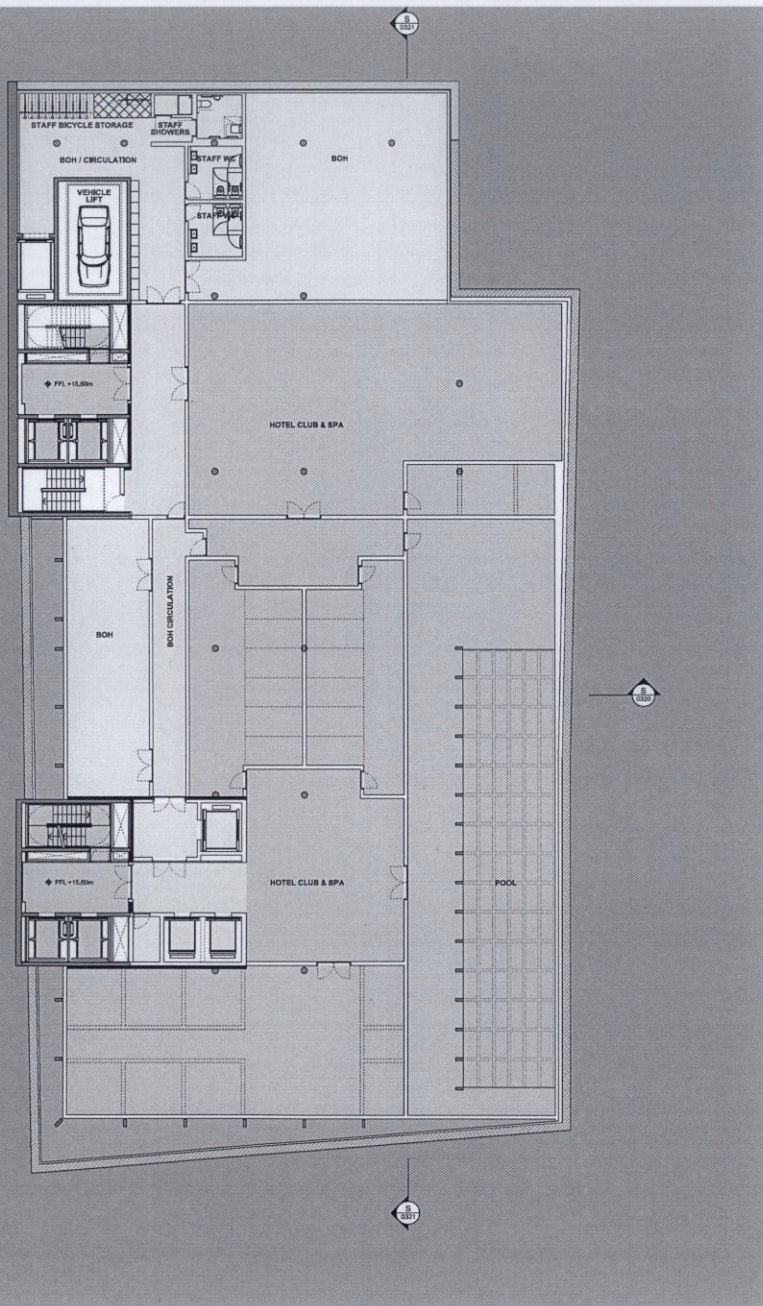


Drawing Purpose	
FOR PLANNING APPLICATION	
Drawn by	Checked by
Authorised by	

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Project	
J10673 22 HANOVER SQUARE	
Client	
Rogers SGA, Harcourt + Partners	
Project No.	10673
Revision No.	00
Author	
Checker	
Authorised	

Drawing Title	
PROPOSED PLANS LEVEL B1 & LEVEL B2	
Scale	1:100
Drawing Number	RSHP-P-0120-P-X
Revision Date	05-05-2015
Revision	00



01 PROPOSED PLAN - LEVEL B1

02 PROPOSED PLAN - LOWER GROUND

Rev	Date	Description	Legend
01	14/08/2015	FOR PLANNING APPLICATION	
01	14/08/2015	TRANSFORMER ACCESS MATCH RELOCATED	



FOR PLANNING APPLICATION

Drawn by: _____
 Checked by: _____
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Project:
**110670
 22 HANOVER SQUARE**

Client:
 Rogers Sisk Harbour + Partners

Project Manager:
 Neil 020 7585 1200
 Neil 020 7585 1201
 neil@rshp.com
 www.rshp.com

Drawn by:
**PROPOSED PLANS
 LEVEL B1 & LOWER GROUND LEVEL**

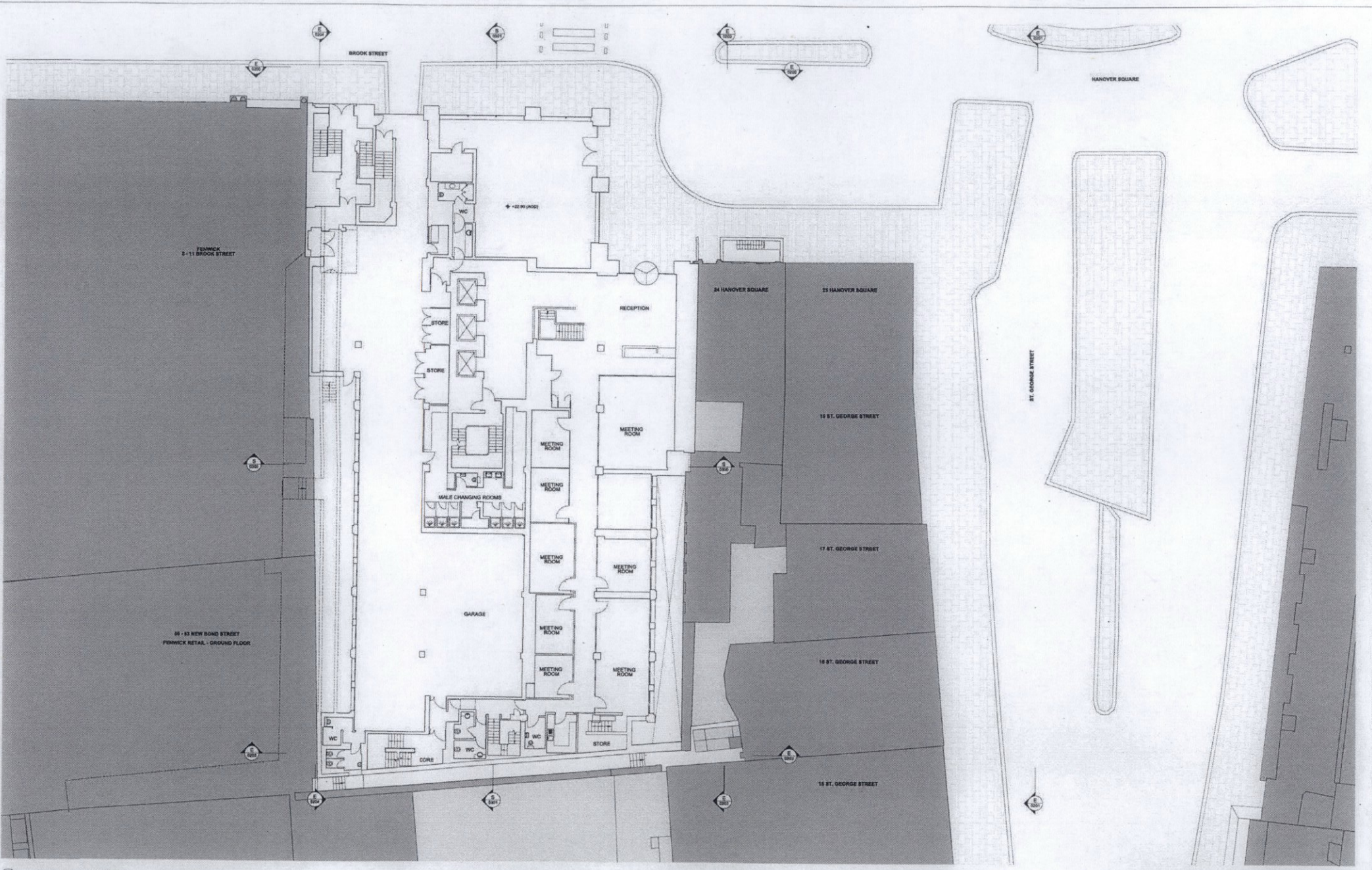
Scale @ A0:
 1:100

Drawing Number:
RSH-P-0121-P-X

Drawing Date:
 05-05-2015

Revision Date:
 14-08-2015

Revision:
01



01 EXISTING PLAN - GROUND LEVEL

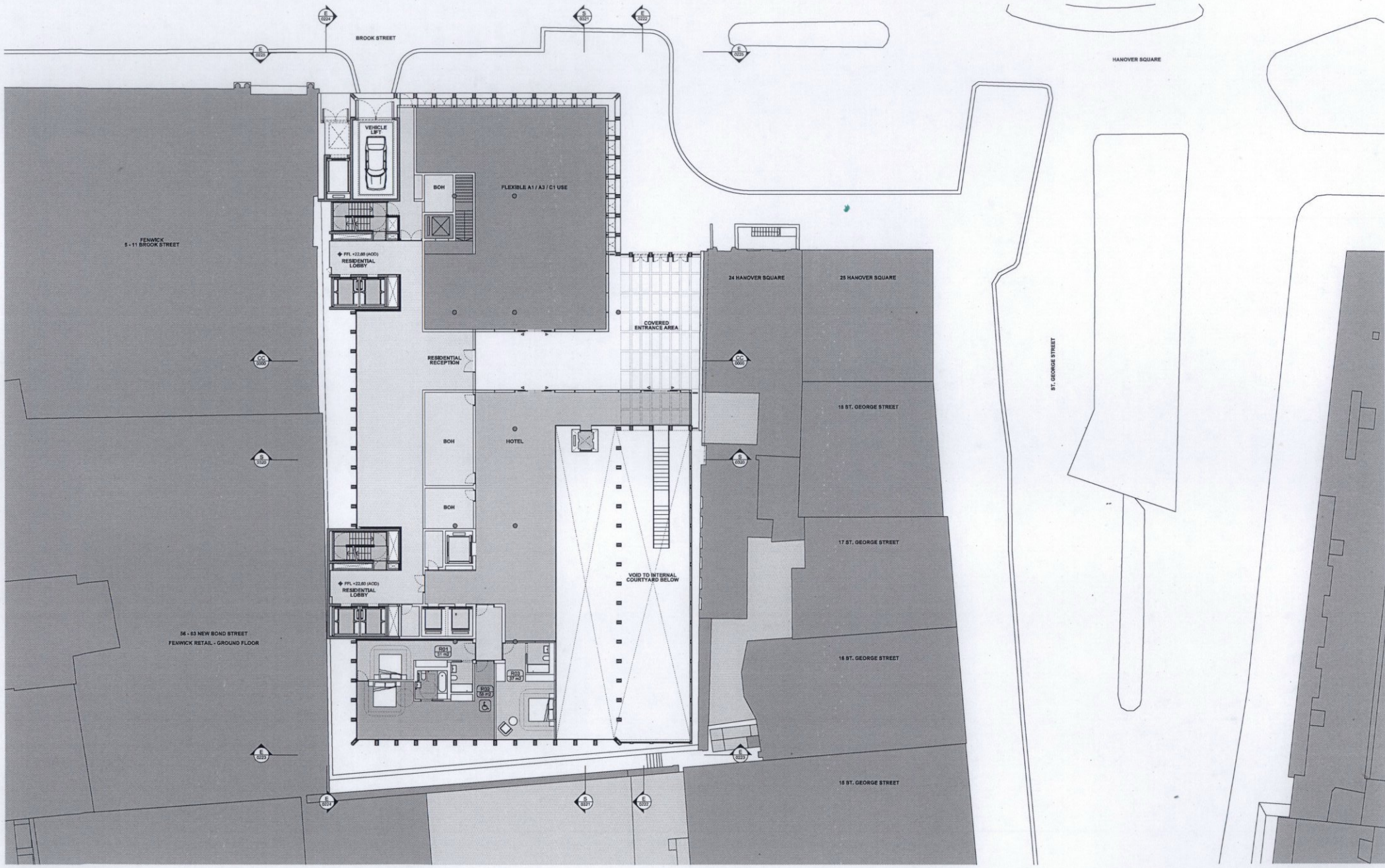
Revision	Date	Description
01	05-05-2015	FOR PLANNING APPLICATION



Drawn for
FOR PLANNING APPLICATION
 Drawn by: _____ Checked by: _____ Approved by: _____

Project	Drawing Title	Drawing No.	Revision No.
J10670 22 HANOVER SQUARE	EXISTING PLAN GROUND LEVEL	1/103	00
Client: Rogers Stirk Harbour + Partners	Drawn Date: 05-05-2015	Drawing Number: RSHP-P-0101-P-X	Revision: 00

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01 PROPOSED PLAN - GROUND LEVEL

Revision	Date	Description
01	05-05-2015	FOR PLANNING APPLICATION
01	14-08-2015	TRANSFORM ACCESS HELP REGULATED

Drawing Process		
Drawn by	Checked by	Authorised by

FOR PLANNING APPLICATION

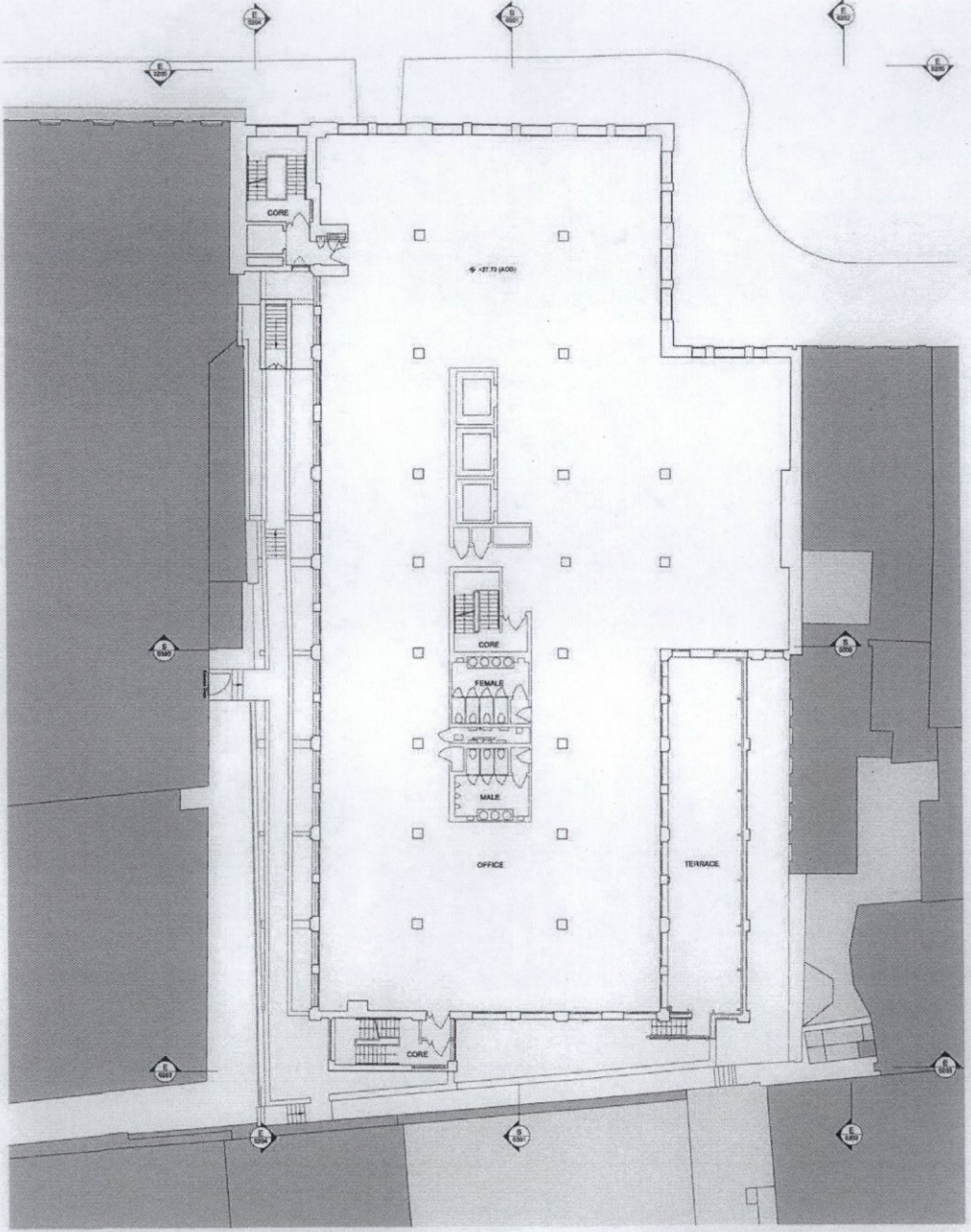
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Project:
210670
22 HANOVER SQUARE

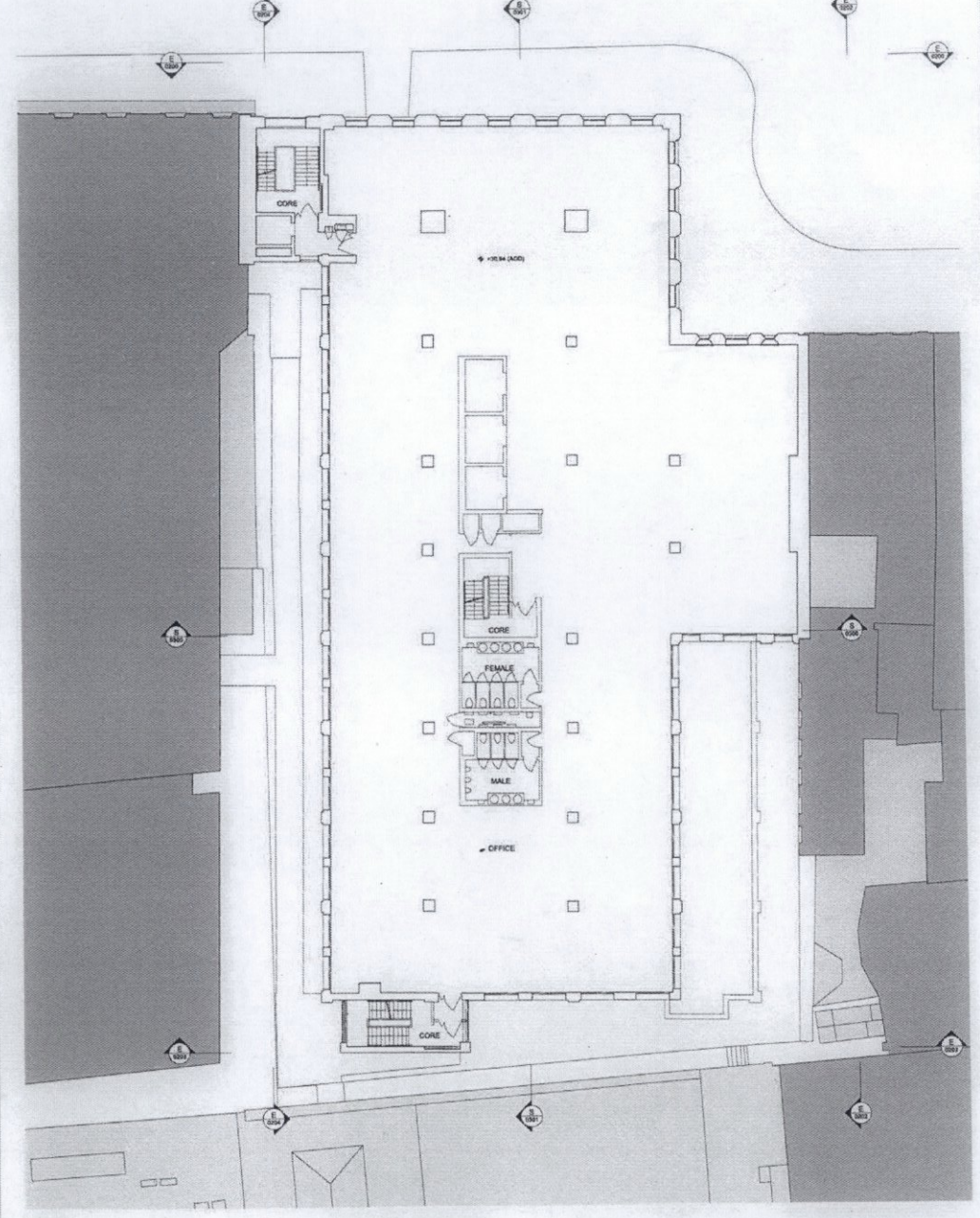
Client:
Rogers Stirk Harbour + Partners

Author:
140 100 1000
140 100 1000
140 100 1000
140 100 1000

Drawing Title		
Scale @ A0	Drawing Number	Revision
1:100	RSHP-P-0122-P-X	
Drawing Date	Revision Date	Revision
05-05-2015	14-08-2015	01



01 EXISTING PLAN - LEVEL 01



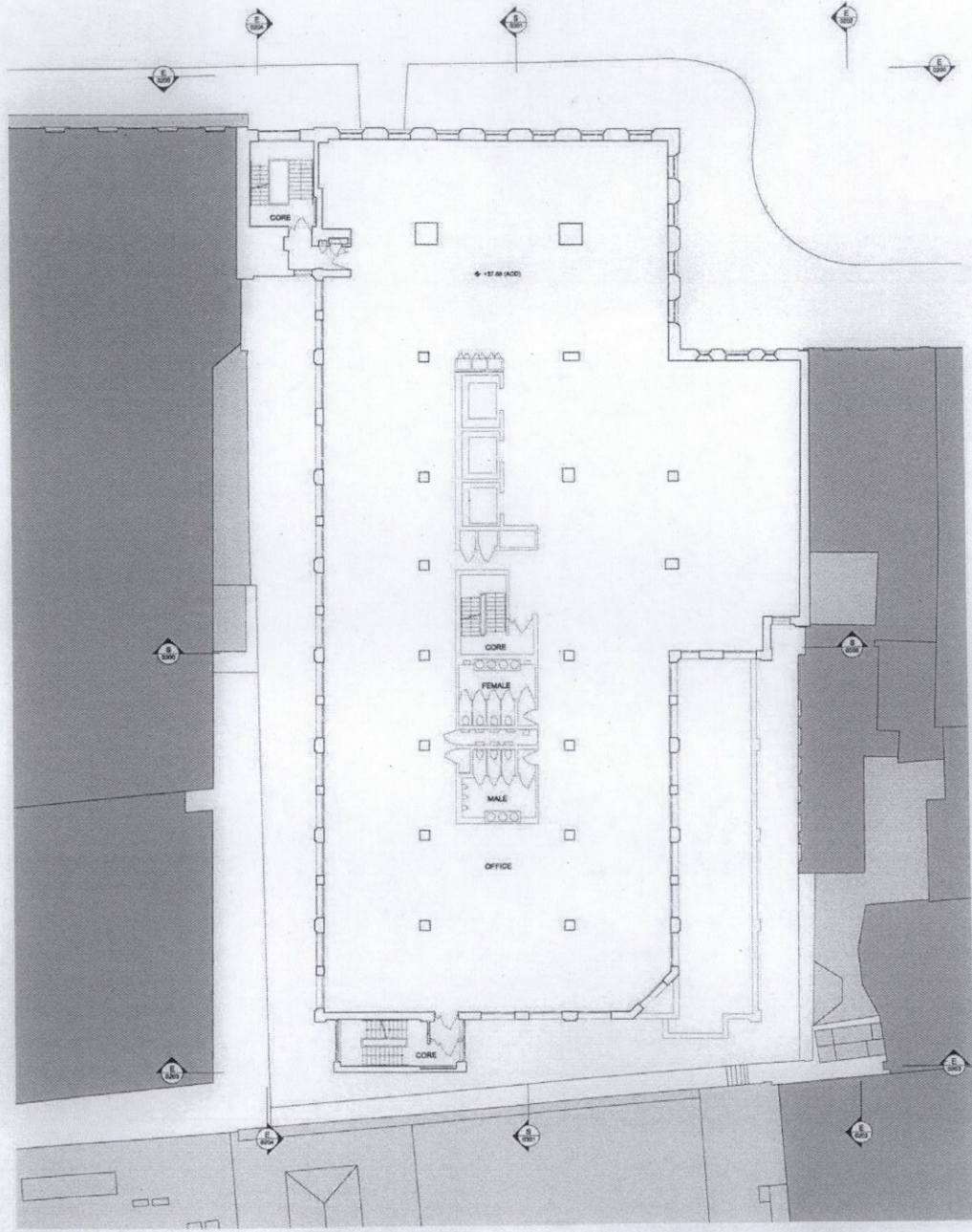
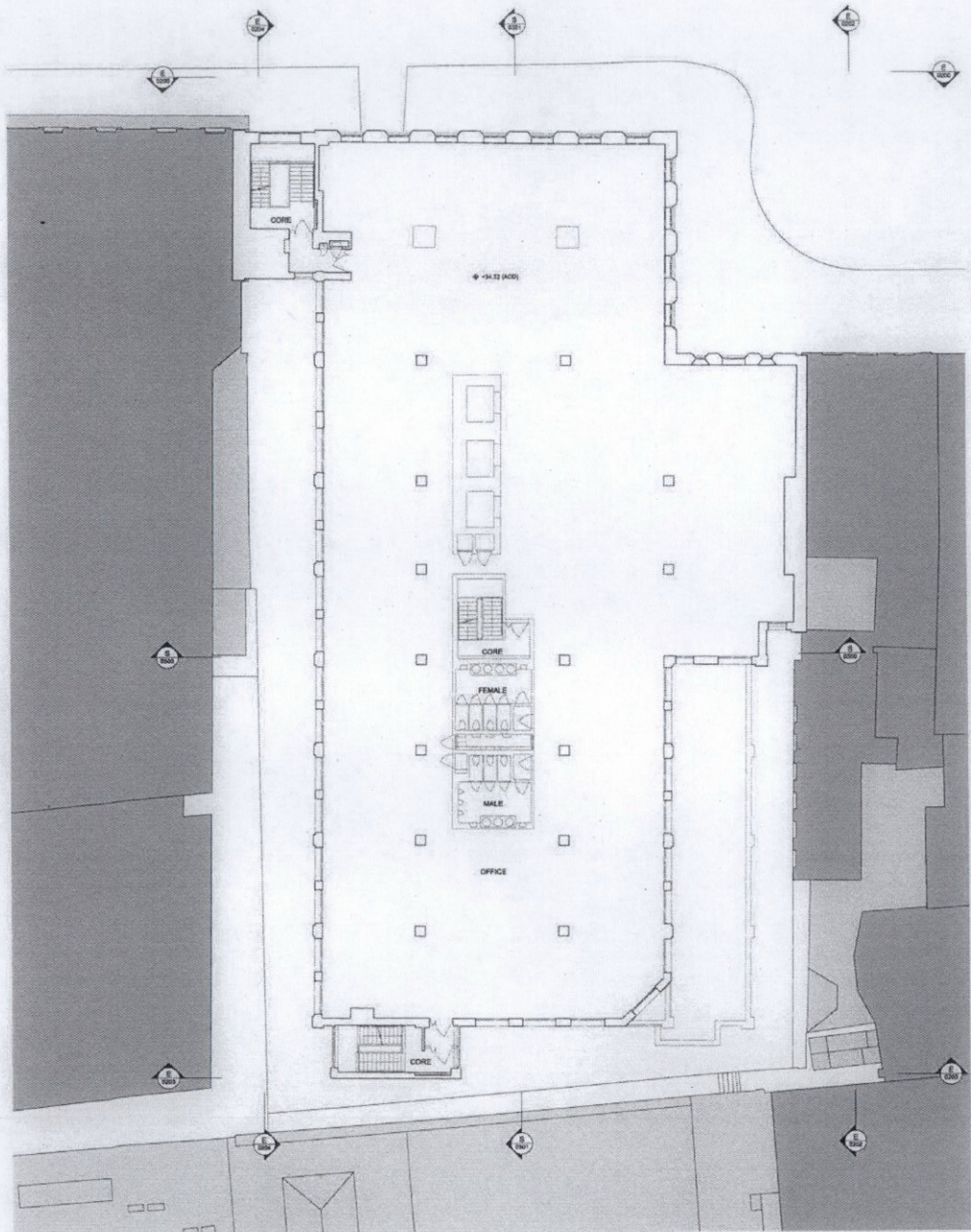
02 EXISTING PLAN - LEVEL 02

Revision	Date	Description
01	05-05-2015	FOR PLANNING APPLICATION


Legend


FOR PLANNING APPLICATION
 Drawn by: _____ Checked by: _____
 Scale: 1:100
 Date: 05-05-2015

Project: J10870 22 HANOVER SQUARE	Drawing Title: EXISTING PLANS LEVEL 1 & LEVEL 2
Client: Rogers BSA Harbour + Partners	Drawing Number: RSHP-P-0102-P-X
Scale: 1:100	Revision: 00
Drawing Date: 05-05-2015	



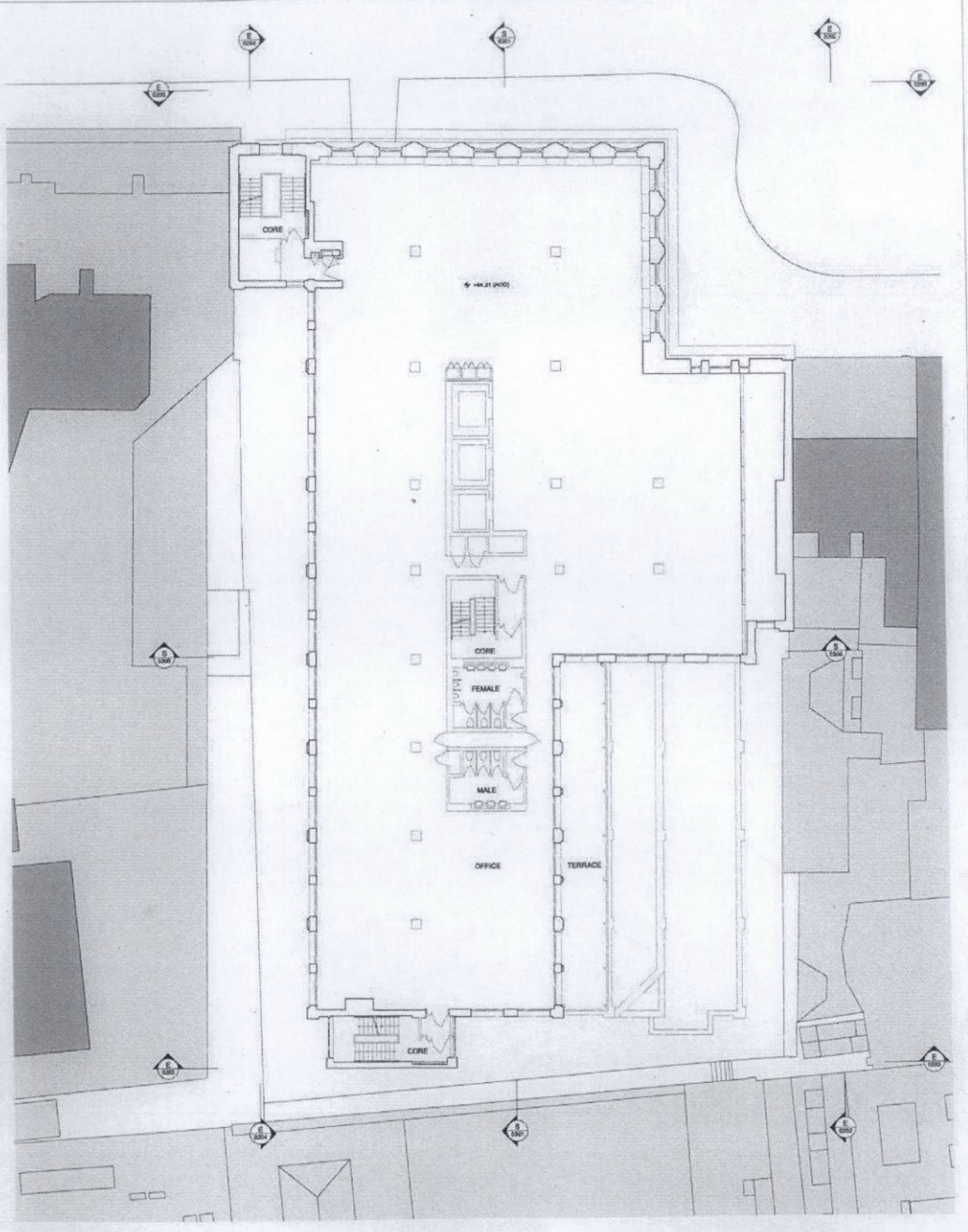
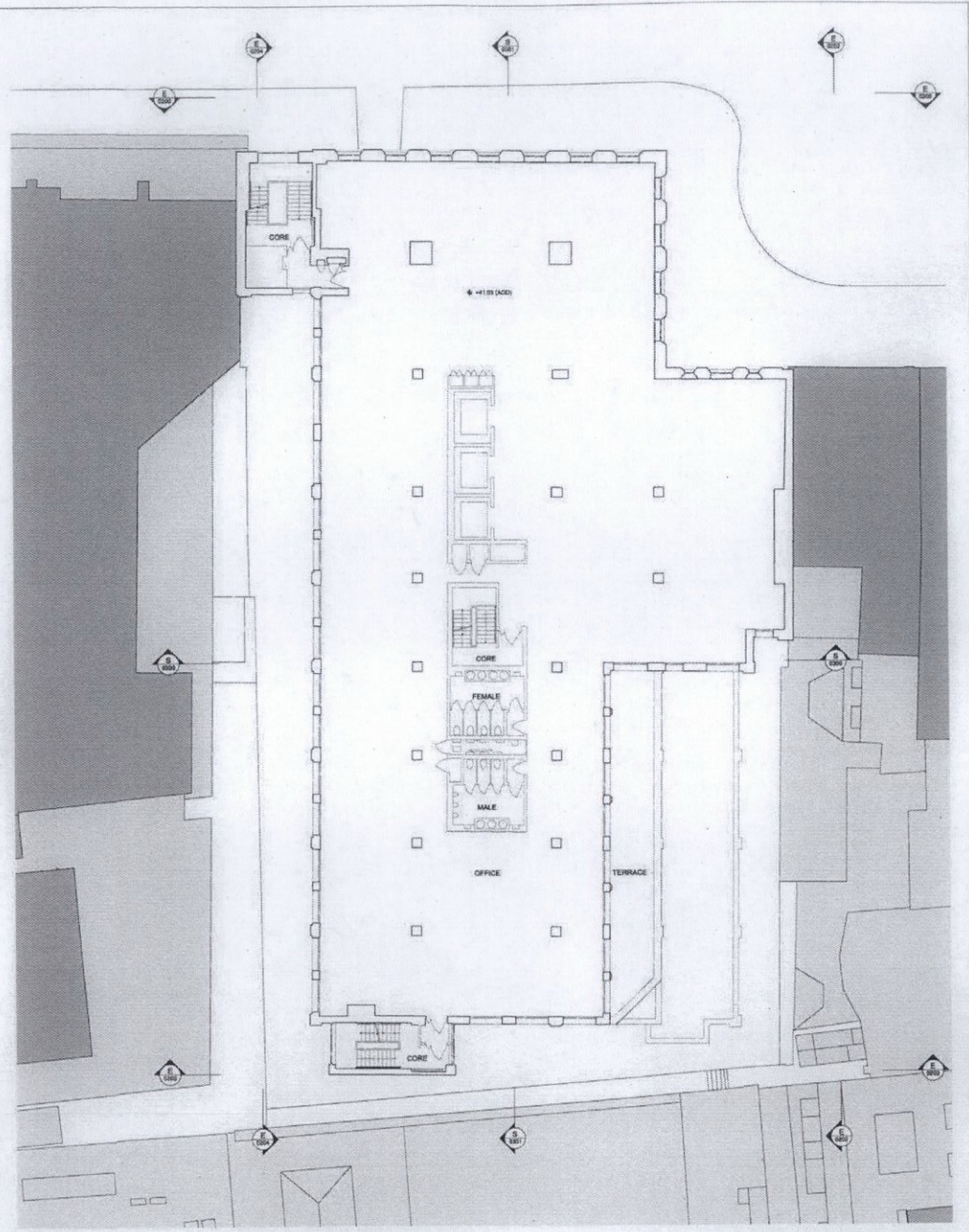
Revised	Date	Description
01	05.05.2015	FOR PLANNING APPLICATION


FOR PLANNING APPLICATION
 Drawn by: _____
 Checked by: _____
 Approved by: _____

Project:
J10670
22 HANOVER SQUARE
 Client:
Rogers Stirk Harbour + Partners
 Design Manager:
 Project Manager:
 UK Site:

Drawing Title		Drawing Number	
EXISTING PLANS LEVEL 3 & LEVEL 4		RSHP-P-0103-P-X	
Scale @ A1	1:100	Revision Date	05-05-2015
Drawing Date	05-05-2015	Revision	00

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EXISTING PLAN - LEVEL 05

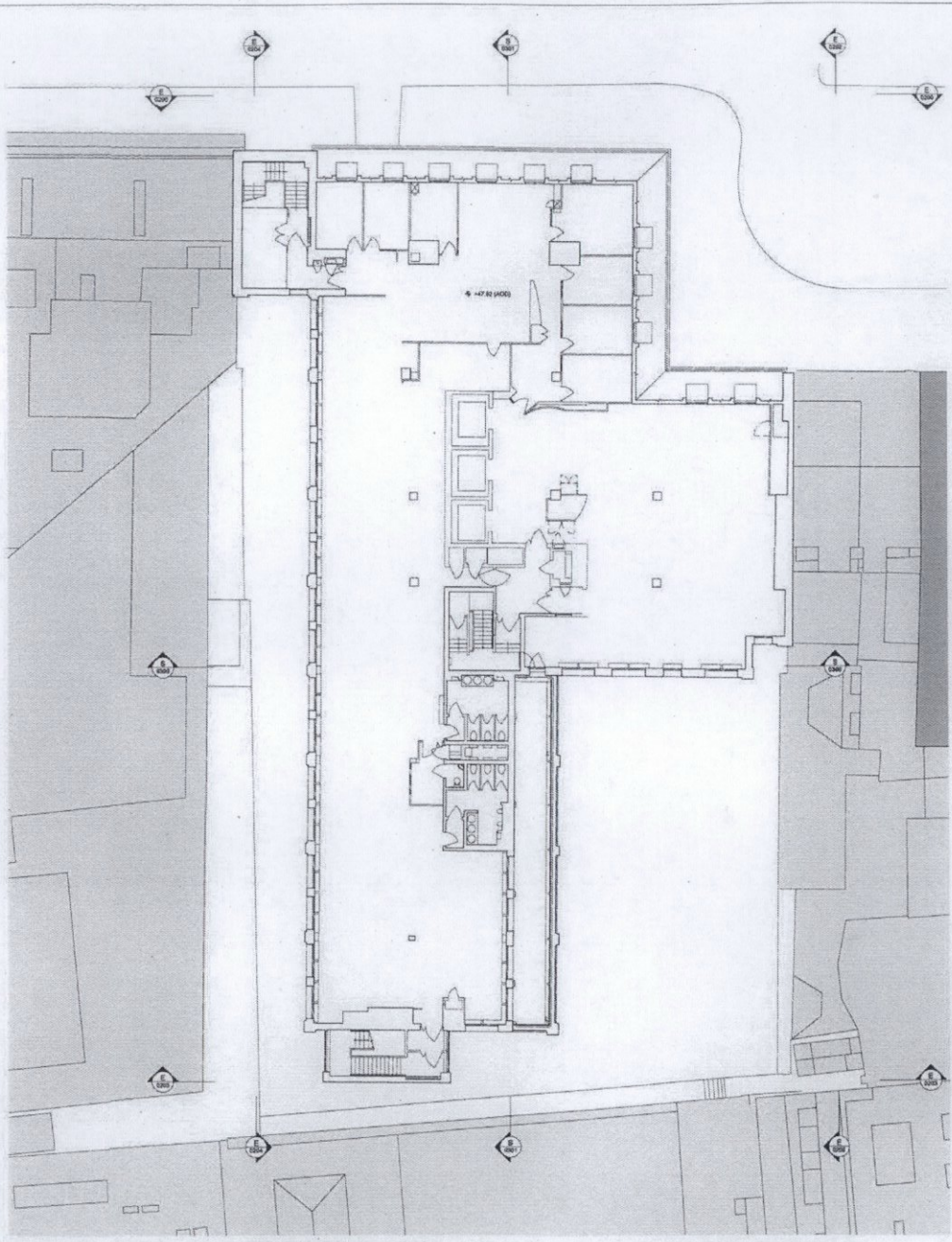
EXISTING PLAN - LEVEL 06

Revision	Date	Description
01	05-08-2015	FOR PLANNING APPLICATION

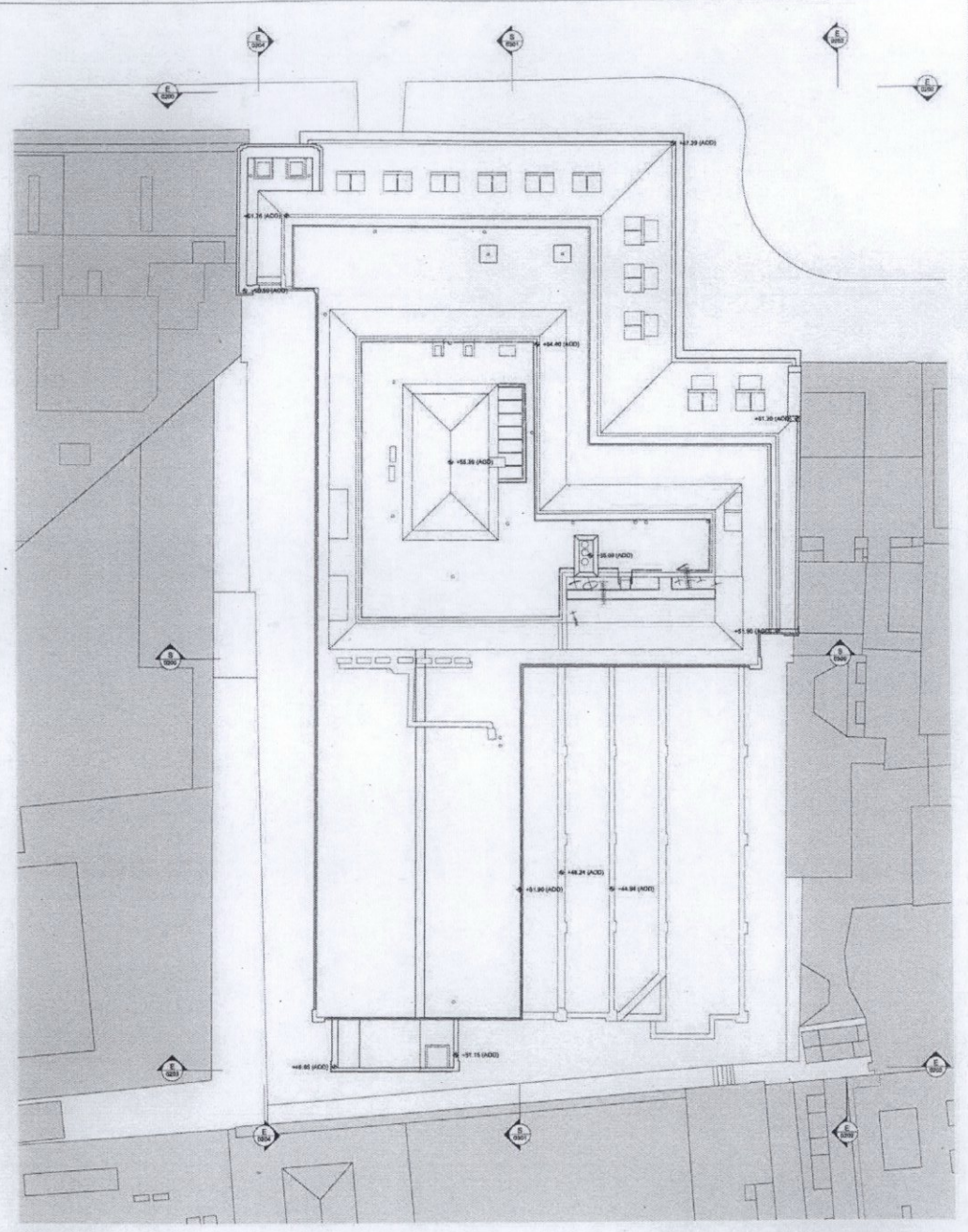
Drawing Title FOR PLANNING APPLICATION		
Drawn by	Checked by	Approved by

Project	Rogers Dock Harbour + Parkside	
Client	Rogers Dock Harbour + Parkside	
Scale	1:100	Drawing Number
Drawing Date	05-05-2015	Revision
		00

Drawing Title EXISTING PLANS LEVEL 5 & LEVEL 6	
Project	Rogers Dock Harbour + Parkside
Client	Rogers Dock Harbour + Parkside
Scale	1:100
Drawing Date	05-05-2015
Revision	00



01 EXISTING PLAN - LEVEL 07



02 EXISTING PLAN - ROOF LEVEL

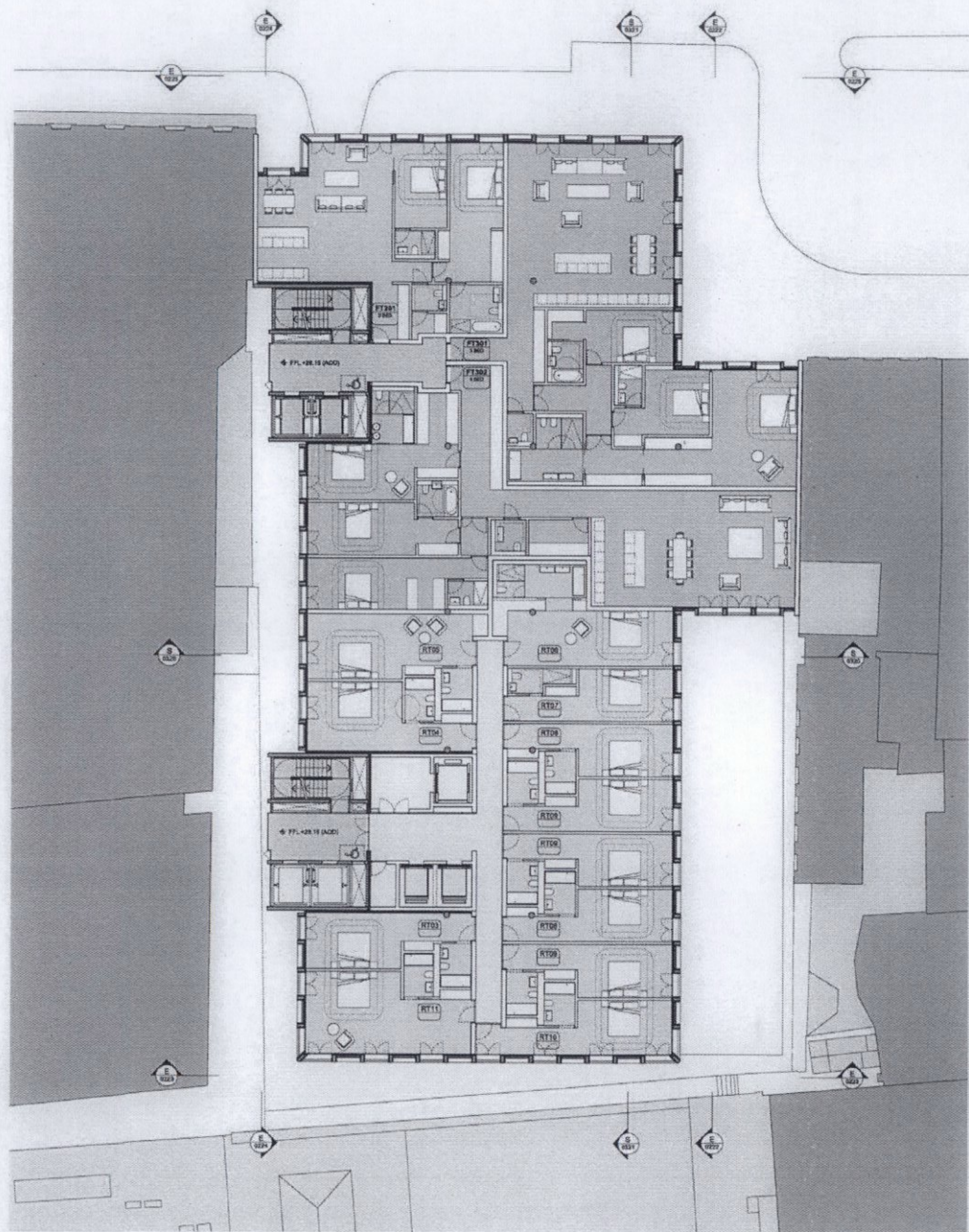
Number	01	02
Date	05/05/2015	05/05/2015
Description	EXISTING PLAN - LEVEL 07	EXISTING PLAN - ROOF LEVEL
Author		
Checked by		
Approved by		

FOR PLANNING APPLICATION

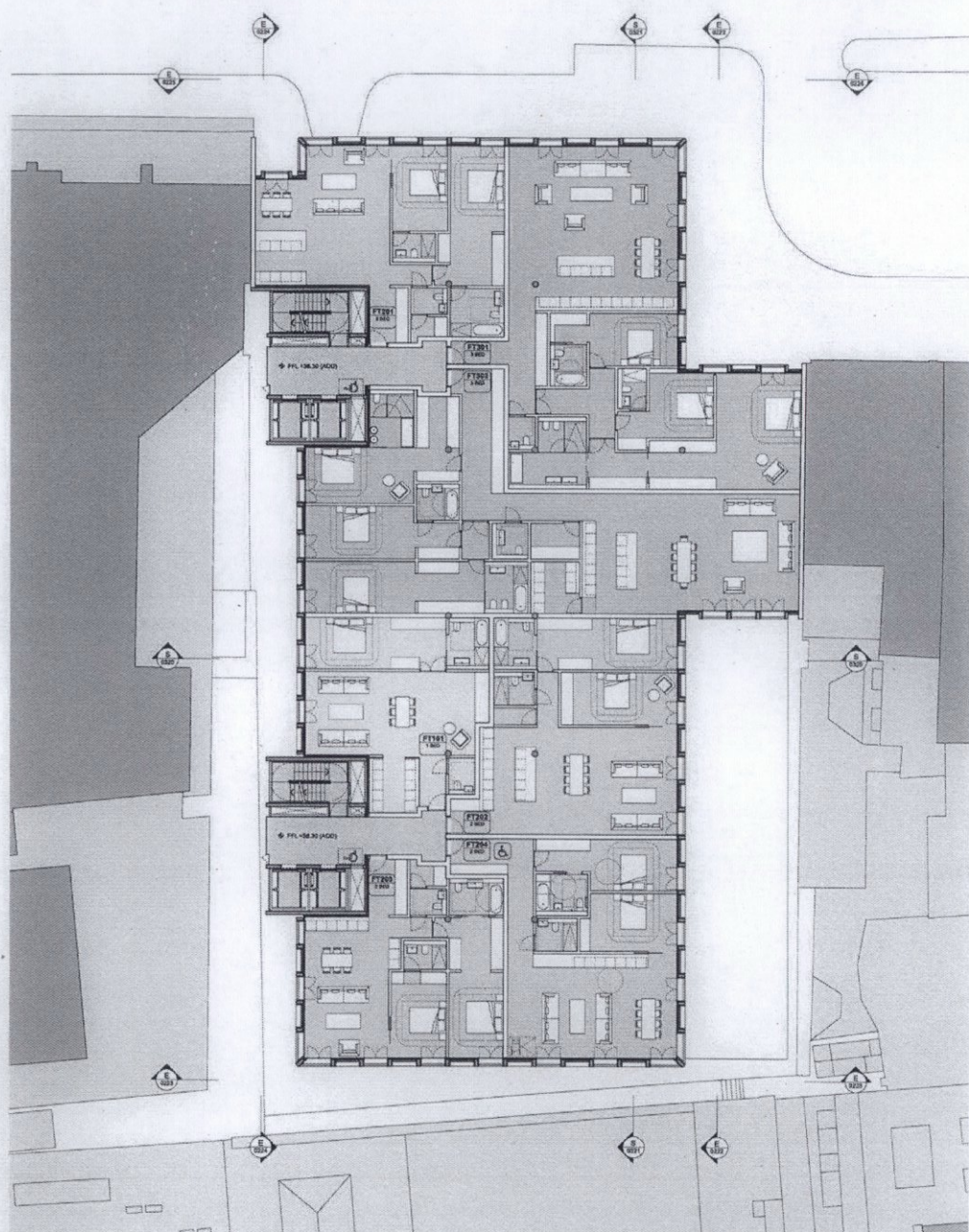
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Project	J10870 22 HANOVER SQUARE
Client	Rogers Stirk Harbour + Partners
Architect	Rogers Stirk Harbour + Partners
Scale	1:100
Drawing Date	05-05-2015

Sheeting Title	EXISTING PLANS LEVEL 7 & ROOF LEVEL
Sheeting Number	RSHP-P-0105-P-X
Sheeting Date	05-05-2015
Sheeting Number	00



01 PROPOSED PLAN - LEVEL 2 (2014)



02 PROPOSED PLAN - LEVEL 5 (2014)

Revision	Date	Description
01	05-05-2015	FOR PLANNING APPLICATION

Legend

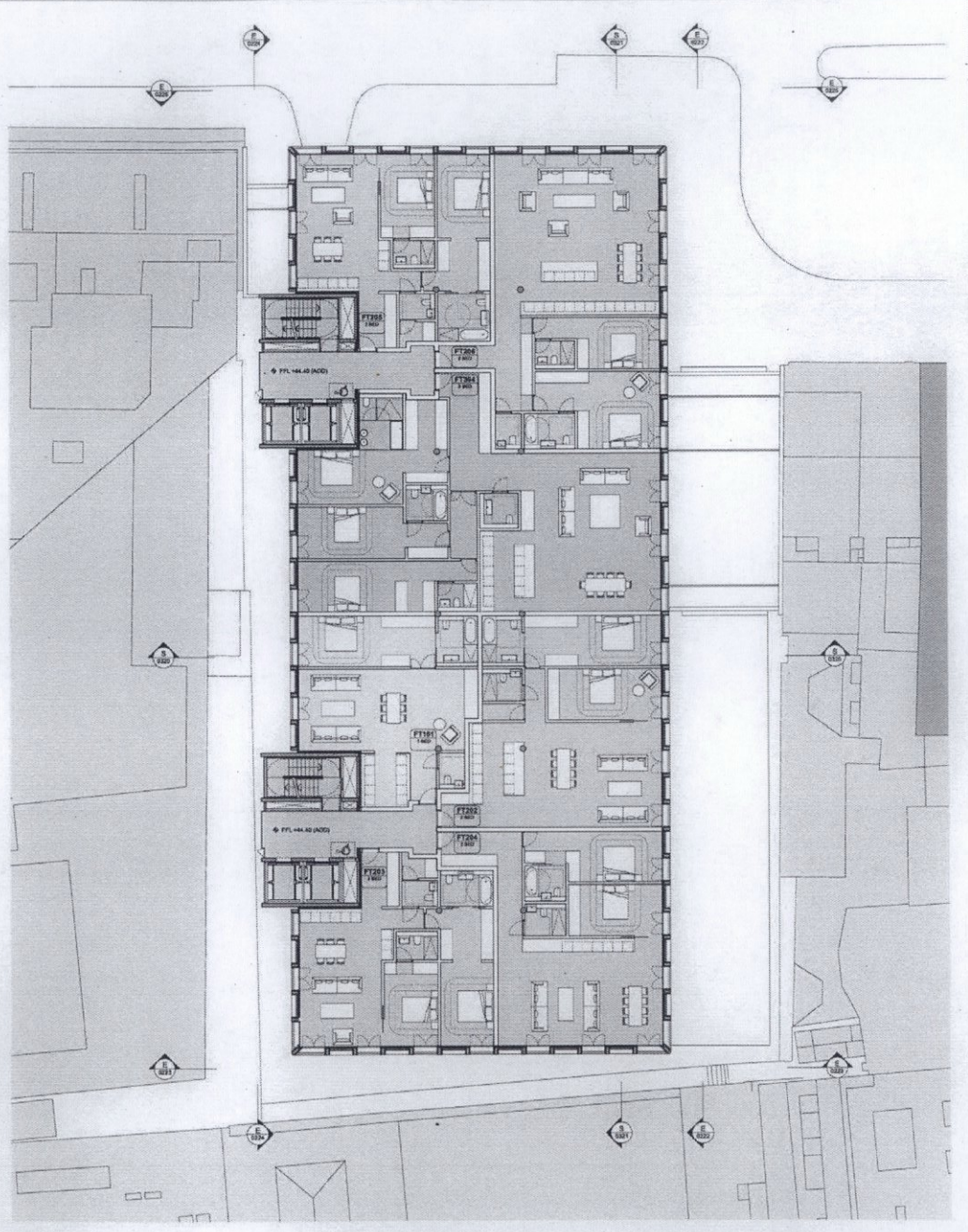
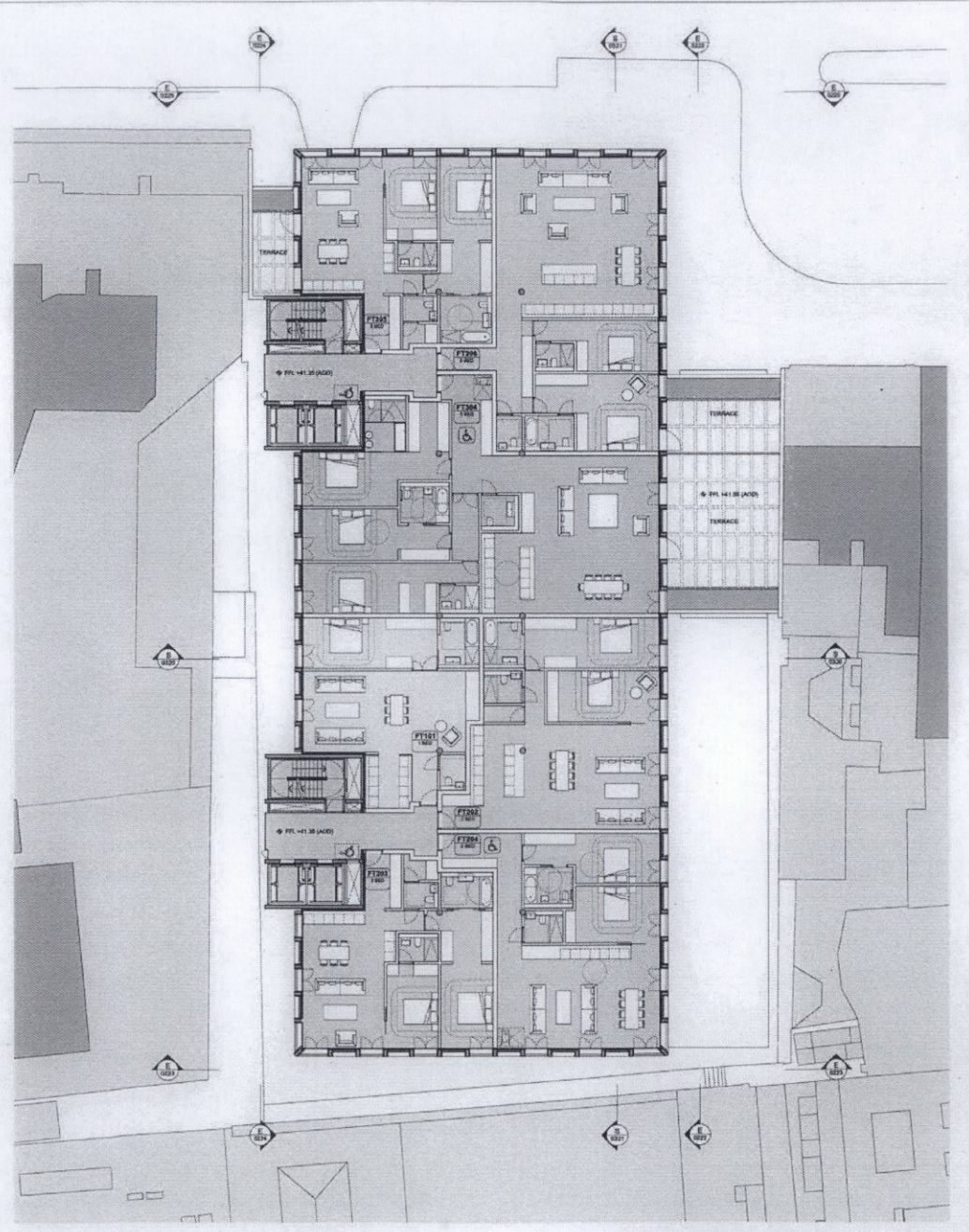


Client: **Equinox**
FOR PLANNING APPLICATION
 Drawn by: _____
 Checked by: _____
 Authored by: _____

Project: **J10870**
22 HANOVER SQUARE
 Client: **Equinox SGA Harbour + Partners**
 Drawing Title: **RSH-P-0124-P-X**
 Drawing No: **1:100**
 Drawing Date: **05-05-2015**

Drawing Title: **PROPOSED PLANS**
LEVELS 2-4 & LEVEL 5
 Sheet No: **01**
 Drawing Number: **RSH-P-0124-P-X**
 Revision: **00**


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06 PROPOSED PLAN - LEVEL 06
1:100

07 PROPOSED PLAN - LEVEL 07
1:100

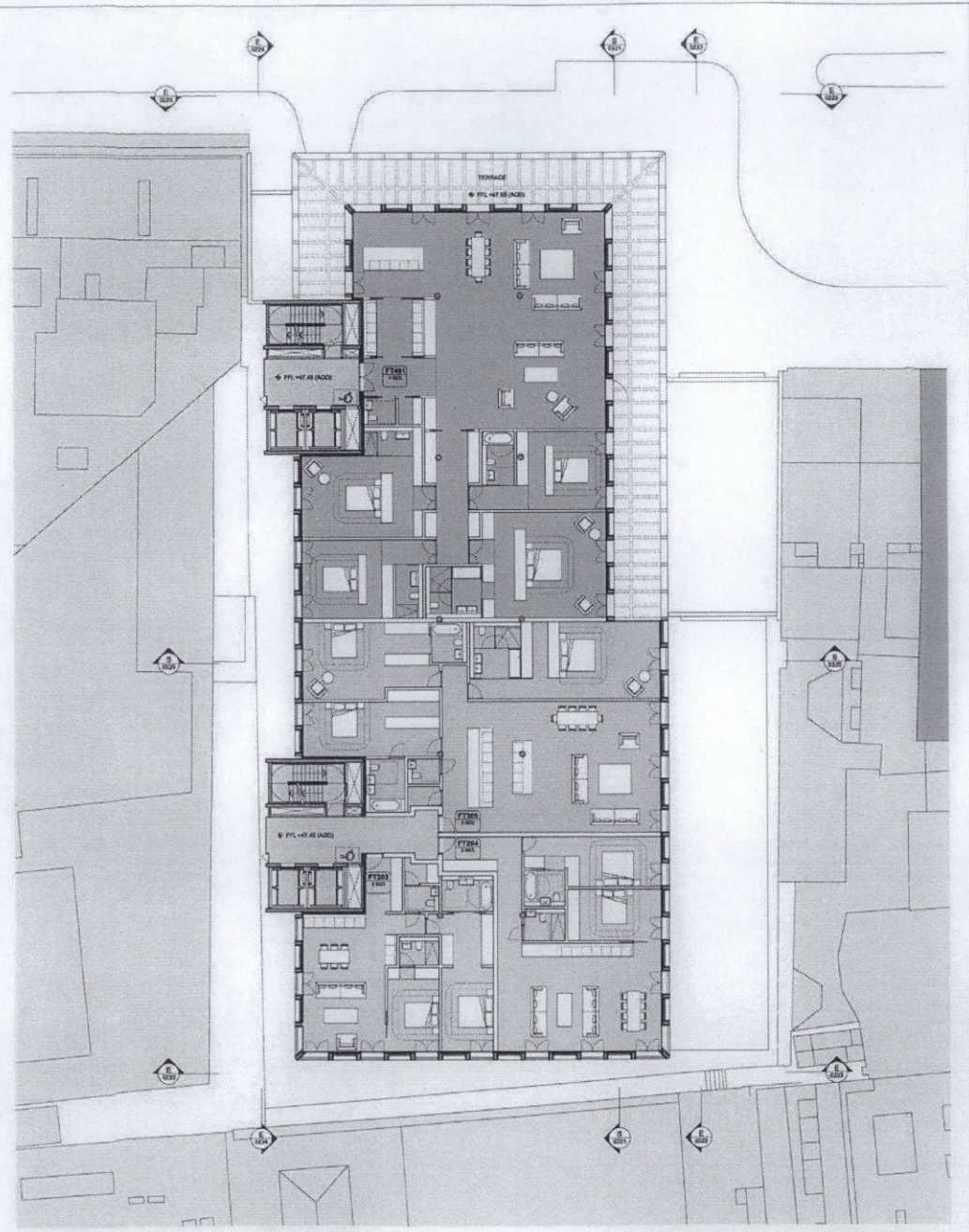
Revision	Date	Description	Author
01	26-05-2015	FOR PLANNING APPLICATION	


FOR PLANNING APPLICATION
 Drawn by: _____
 Checked by: _____
 Authorised by: _____

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Project:
22 HANOVER SQUARE
 Client:
Rogers Stalk Harbour + Partners
 Architect:
RSHP
 Date:
05-05-2015

Drawing Title: PROPOSED PLANS LEVEL 6 & LEVEL 7	
Sheet No: 00	Drawing Number: RSHP-P-0125-P-X
Drawing Date: 05-05-2015	Revision Code: 00



PROPOSED PLAN - LEVEL 08
1:100

PROPOSED PLAN - LEVEL 09
1:100

Number: 001
Date: 05/05/2015
Description: 22 HANOVER SQUARE

Legend:



Drawing Purpose:
FOR PLANNING APPLICATION

Drawn by: [] Checked by: [] Approved by: []

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Project:
22 HANOVER SQUARE

Client:
Rogers Stirk Harbour + Partners

Project No:
100-1000-1000

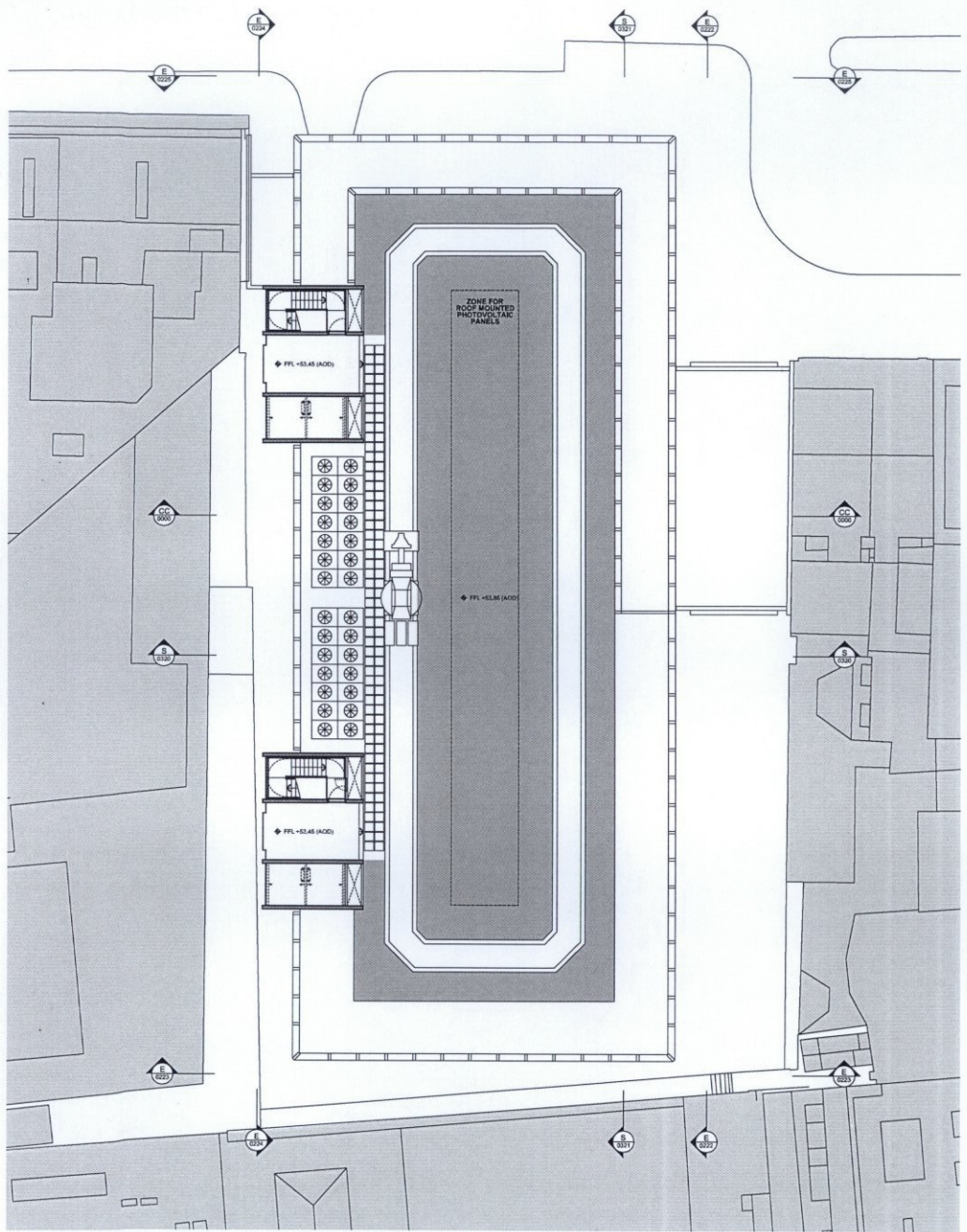
Drawing Title:
**PROPOSED PLANS
LEVEL 8 & LEVEL 9**

Scale @ A3:
1:100

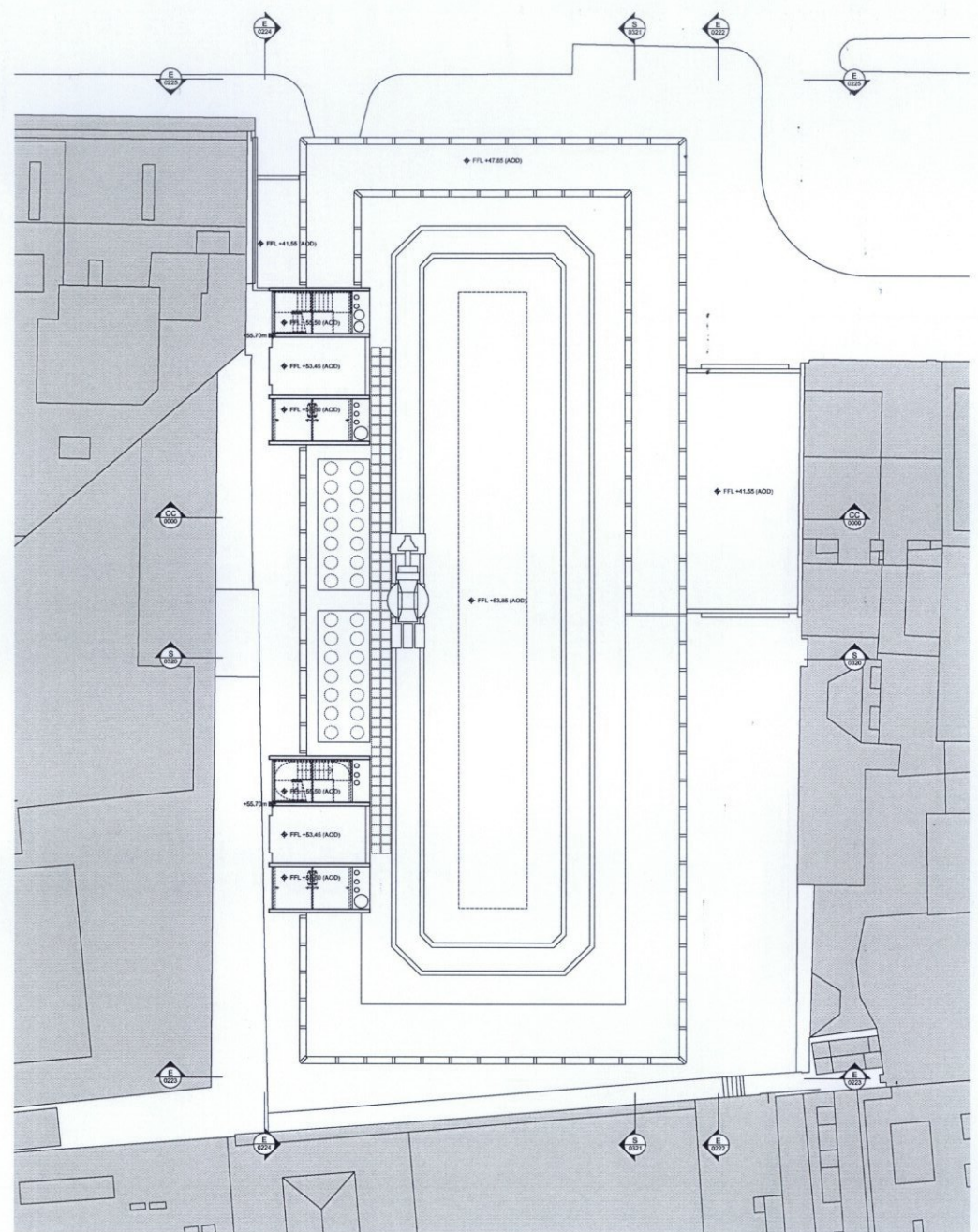
Drawing Number:
RHP-P-0126-P-X

Drawing Date:
05-05-2015

Revision:
00



01 PROPOSED PLAN - ROOF LEVEL



02 PROPOSED ROOF PLAN

Revision	Date	Description
01	25-08-2015	FOR PLANNING APPLICATION
02	25-08-2015	ROOF MOUNTED PV PANELS ARE INDICATED

Legend

FOR PLANNING APPLICATION
 Drawn by: _____ Checked by: _____ Submitted by: _____
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Project		Drawing Title	
J10670 22 HANOVER SQUARE		PROPOSED PLANS ROOF LEVEL & ROOF PLAN	
Client Rogers S&B Harbour + Partners		Scale @ A0 1:100	Drawing Number RSH-P-0127-P-X
Drawing Date 05-05-2015 Revision Date 23-08-2015 Revision 01		Drawing Date 05-05-2015 Revision Date 23-08-2015 Revision 01	