

CITY OF WESTMINSTER			
PLANNING APPLICATIONS SUB COMMITTEE	Date 22 August 2023	Classification For General Release	
Report of Director of Town Planning & Building Control		Ward(s) involved St James's	
Subject of Report	Trocadero, 13 Coventry Street, London, W1D 7DH		
Proposal	New entrance and provision of internal queuing area ancillary to the existing Sky-bar (Sui Generis), including installation of new entrance doors and roller shutters onto Rupert Street.		
Agent	Tarun Cheema		
On behalf of	c/o Agent		
Registered Number	22/06174/FULL	Date amended/ completed	13 July 2023
Date Application Received	9 September 2022		
Historic Building Grade	II		
Conservation Area	Soho		
Neighbourhood Plan	Not applicable		

1. RECOMMENDATION

Grant conditional permission.

2. SUMMARY & KEY CONSIDERATIONS

The application relates to the Trocadero complex which occupies a prominent site within the West End. A large part of the building was formerly in leisure use, but the majority of the upper floors have been converted to hotel use following a consent originally granted in 2012. That consent also included a roof extension for restaurant and bar use with a dedicated entrance on Shaftesbury Avenue.

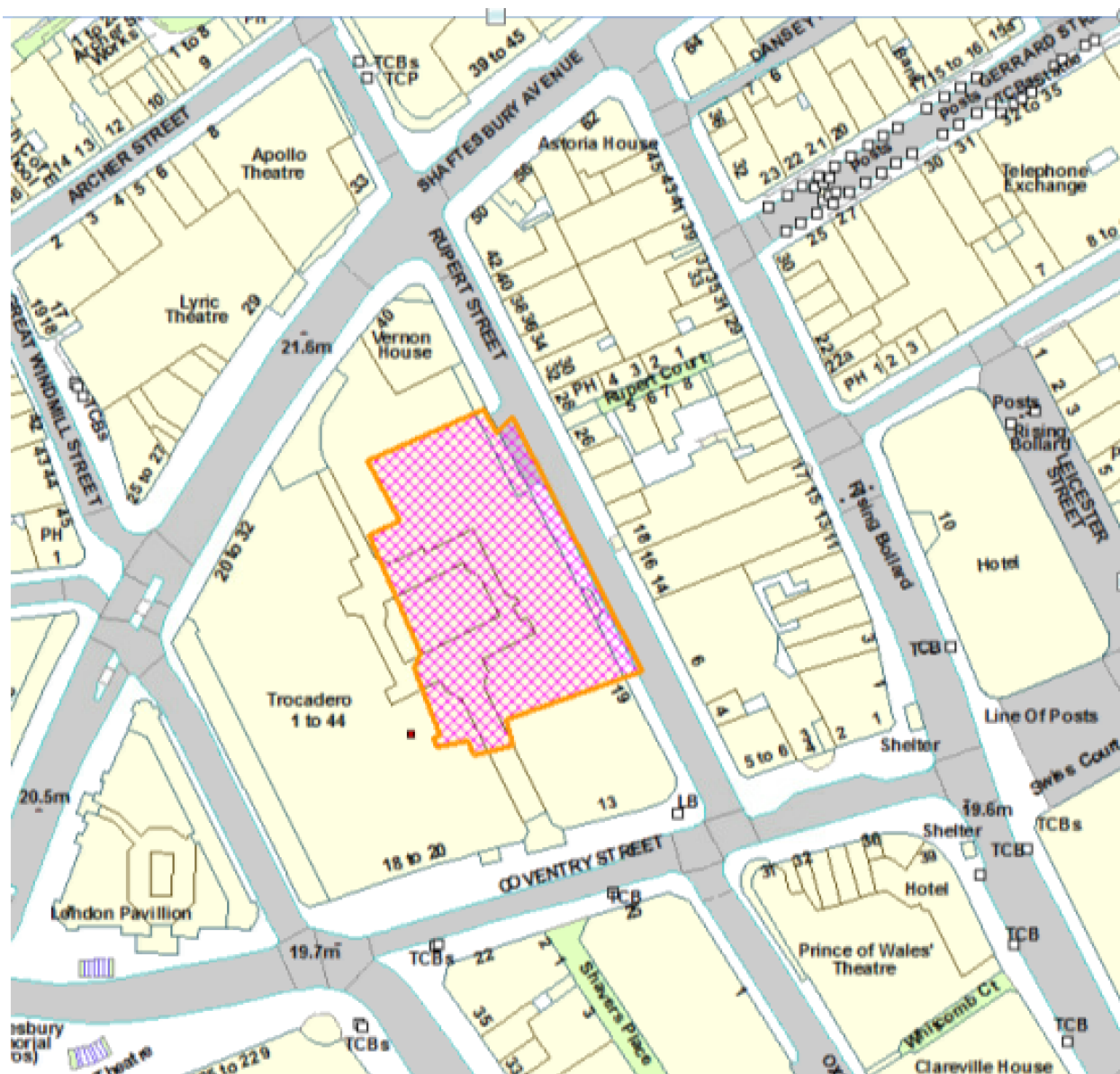
This application seeks to add an additional entrance and internal queuing area by converting part of the loading bay fronting Rupert Street. The existing access point from Shaftesbury Avenue would be retained and would function as an egress for patrons leaving the Sky-bar after midnight. The Rupert Street access point would be used as an entrance and internal queuing area for the Sky-bar, and as an exit before midnight.

The key considerations in this case are:

- The acceptability of the proposed amendments to the building in design terms.
- The impact on the amenity of neighbouring residential properties.
- The acceptability of the reduction in size of the loading bay and the impact this would have on the servicing requirements of the Trocadero complex.

The internal queuing area proposed is some 250 sqm in area allowing some 300 customers to queue. This should ensure that customers do not queue or congregate on Rupert Street. The licensing Sub-committee has also recently granted a Premises Licence which requires the provision of this enlarged queuing area. Despite the reduction in size of the loading bay, three servicing bays are still retained, and this should still provide sufficient space for servicing of the wider Trocadero complex. The application is considered acceptable and recommended for approval.

3. LOCATION PLAN



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4. PHOTOGRAPHS



5. CONSULTATIONS

5.1 Application Consultations

CROSS LONDON RAIL (1) LINKS LTD
No comment.

CROSS LONDON RAIL (2) LINKS LTD
No comment.

METROPOLITAN POLICE
No objections raised provided the recessed entrance is enclosed by shutters.

SOHO SOCIETY
Raise no objection provided the council is satisfied that the building can continue to be serviced effectively from the reduced loading bay without any loss of amenity and/or additional pressure on loading space outside the premises. Query whether a 24-hour servicing strategy realistic and whether it would lead to increased noise nuisance from vehicles in the early hours. Recommend a condition requiring immediate cleaning by the applicant as necessary after collections.

HIGHWAYS PLANNING MANAGER
No objection subject to the retention of 3 servicing bays.

ENVIRONMENTAL HEALTH
No objections raised.

ADJOINING OWNERS/OCCUPIERS AND OTHER REPRESENTATIONS RECEIVED

No. Consulted: 73
Total No. of replies: 0

PRESS NOTICE/ SITE NOTICE:
Yes

5.2 Applicant's Pre-Application Community Engagement

None undertaken.

6. WESTMINSTER'S DEVELOPMENT PLAN

6.1 City Plan 2019-2040 & London Plan

The City Plan 2019-2040 was adopted at Full Council on 21 April 2021. The policies in the City Plan 2019-2040 are consistent with national policy as set out in the National Planning Policy Framework (NPPF) (July 2021) and should be afforded full weight in accordance with paragraph 219 of the NPPF. Therefore, in accordance with Section 38 of the Planning and Compulsory Purchase Act 2004, it comprises the development plan

for Westminster in combination with the London Plan, which was adopted by the Mayor of London in March 2021 and, where relevant, neighbourhood plans covering specific parts of the city (see further details in Section 6.2).

As set out in Section 38(6) of the Planning and Compulsory Purchase Act 2004 and paragraph 49 of the NPPF, the application must be determined in accordance with the development plan, unless material considerations indicate otherwise.

6.2 Neighbourhood Planning

The application site is not located within an area covered by a Neighbourhood Plan.

6.3 National Policy & Guidance

The City Plan 2019-2040 policies referred to in the consideration of this application have been examined and have been found to be sound in accordance with tests set out in Paragraph 35 of the NPPF. They are considered to remain consistent with the policies in the NPPF (July 2021) unless stated otherwise.

7. BACKGROUND INFORMATION

7.1 The Application Site

The site relates to the existing loading bay within the Trocadero complex which fronts Rupert Street. The Trocadero itself occupies the street block bounded by Coventry Street, Rupert Street, Shaftesbury Avenue and Great Windmill Street and comprises four Grade II listed buildings known as Lyons Corner House, Lyons Corner House Extension, Scott's Corner building and Avenue Mansions. The other buildings on the site are unlisted, are modern and of generally little merit, with the exception of Vernon House on the corner of Shaftesbury Avenue and Rupert Street (which falls outside of the application site). The whole of the block falls within the Soho Conservation Area, the Central Activities Zone (CAZ) and the West End Special Retail Policy Area (WESPRA). Part of the site lies within the Strategic Viewing Corridor 2: Primrose Hill to the Palace of Westminster.

The Trocadero complex originally comprised a variety of uses primarily permitted as part of the original mixed-use concept approved by the Greater London Council in 1980.

A large part of the Trocadero complex now houses the Zedwell Piccadilly hotel which has 728 windowless rooms and a large rooftop bar, known as the Sky-bar.

The site is bounded to the south-west by the Regent Street Conservation Area, to the south by the Haymarket Conservation Area, to the south-east by the Leicester Square Conservation Area and to the west by the Chinatown Conservation Area.

The area is characterised by ground floor commercial uses. There are a number of flats on Rupert Street and others on the opposite side of Shaftesbury Avenue including those above the St James Tavern at 45 Great Windmill Street and others on Denman Street.

7.2 Recent Relevant History

The London Trocadero was created in the early 1980s under a Greater London Council permission issued on 22 January 1980. Following this a major scheme of refurbishment works was approved by the City Council on 24 November 1989 which permitted, inter alia, alterations and extensions to allow for an expanded mixed use complex incorporating retail, restaurant, entertainment, cinema and office uses. This scheme was substantially completed by the end of 1992.

Planning permission was granted in September 2018 for the use of part basement levels, part ground and part first to eleventh floor levels as a hotel (Class C1) comprising up to 740 bedrooms; erection of entrance canopy on Shaftesbury Avenue and plant enclosures at levels 07 to 11 and associated works; erection of roof extensions, plant, pool and terraces at levels 12 and 13 for use as a restaurant and bar (Class A3 and A4). This permission has now been implemented.

Planning permission was granted in May 2020 for the variation of condition 1 of planning permission dated 05 September 2018 (RN 17/08541/FULL) for the use of part basement levels, part ground and part first to eleventh floor levels as a hotel (Class C1) comprising up to 740 bedrooms; erection of entrance canopy on Shaftesbury Avenue and plant enclosures at levels 07 to 11 and associated works; erection of roof extensions, plant, pool and terraces at levels 12 and 13 for use as a restaurant and bar (Class A3 and A4). from RN 17/08541/FULL, NAMELY, to vary the relocation of the hotel entrance to Great Windmill Street, relocation of the dedicated Sky-bar entrance on Shaftesbury Avenue; and retaining the Bar Rumba entrance onto Shaftesbury Avenue.

Licensing position

A premises license was granted in December 2021 (21/06624/LIPN) which requires the holding area, the subject of this application, to be secured as an overflow holding/queuing area for the rooftop Sky-bar after midnight.

8. THE PROPOSAL

The planning permission granted in 2018 introduced a restaurant/bar at the top floors of the building, now known as the Sky-bar. Under this application an entrance was proposed for both the hotel and Sky-bar on Shaftesbury Avenue.

This application seeks to add an additional entrance and internal queuing area by converting part of the loading bay fronting Rupert Street. The existing access point from Shaftesbury Avenue would be retained and would function as an egress for patrons leaving the Sky-bar after midnight. The Rupert Street access point would be used as an entrance and internal queuing area for the Sky-bar, and as an exit before midnight.

To accommodate the new queuing area, minor alterations to the façade at ground floor level are proposed, including new doors, shutters and spandrel panels.

9. DETAILED CONSIDERATIONS

9.1 Land Use

The land use elements of the proposals have already been accepted in the original planning permission for this site. The amenity impacts of the proposed use of the loading bay as an entrance to the Sky-bar are considered in section 9.5 below.

9.2 Environment & Sustainability

The proposal is not considered to raise environmental or sustainability implications.

9.3 Biodiversity & Greening

The proposed changes have no biodiversity or greening implications.

9.4 Townscape, Design & Heritage Impact

The key legislative requirements in respect to designated heritage assets are as follows:

Section 66 of the LBCA Act requires that “In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.”

Section 72 of the LBCA Act requires that “In the exercise, with respect to any buildings or other land in a conservation area...special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.”

Whilst there is no statutory duty to take account of a development’s effect on the setting of a conservation area, Policy 39(K) in the City Plan 2019-2040 requires that the setting of a conservation area, “...will be conserved and opportunities taken to enhance conservation areas and their settings, wherever possible.”

Furthermore Chapters 12 and 16 of the NPPF require great weight be placed on design quality and the preservation of designated heritage assets including their setting. Chapter 16 of the NPPF clarifies that harmful proposals should only be approved where the harm caused would be clearly outweighed by the public benefits of the scheme, taking into account the statutory duty to have special regard or pay special attention, as relevant. This should also take into account the relative significance of the affected asset and the severity of the harm caused.

The site lies in the Soho Conservation Area. There are several grade II listed buildings forming part of the block of which the site is a part; on Shaftesbury Avenue at 20-24 (formerly the Trocadero restaurant), on Coventry Street at 18-20 (formerly Scott’s Restaurant and Oyster Bar - the list entry notes that it is “now completely altered internally as part of the Trocadero complex”), and 7-14 Coventry Street which were the Lyons Corner House & Lyons Corner House Extension.

These listed buildings all make a positive contribution to the character and appearance of the Soho Conservation Area in which they, and the site, are located. Similarly, the unlisted Vernon House, at the corner of Shaftesbury Avenue and Rupert Street, also makes a positive contribution to the character and appearance of the Soho conservation area.

The four corners of the block are historic and the listed buildings were, until recently, mostly unified by the 1980s redevelopment which created the Trocadero Centre. It was arranged around an atrium accessed primarily from Coventry Street and Shaftesbury Avenue, access was also possible via a subway connected to Piccadilly Circus Underground Station. The atrium has been infilled and the layout of all the buildings is now much less interconnected. At street level, public access to the remaining commercial units is from the street rather than from within the building, and the largest uses in the building are now a hotel and cinema. The part of the building affected by the application is set wholly within the 1980s structure that originally united the buildings forming the Trocadero complex, and the loading bay does not have any historic or architectural interest.

The alterations will involve provision of new doors, a new chain-link roller shutter, and refurbishment of the canopy including new lettering. These alterations to the building are insubstantial and remain in character with the street and surrounding area in terms of their detailed design and materials of construction. Therefore, the character and appearance of the Soho Conservation Area will be maintained, and the setting of the neighbouring Chinatown Conservation Area and nearby listed buildings will be preserved.

As such, the proposal is considered acceptable, mindful of policies 38, 39, and 40 of the City Plan 2019-2040 and therefore, a recommendation to grant conditional permission would be compliant with the requirements of the NPPF and the statutory duties of the Planning (Listed Buildings and Conservation Areas) Act 1990.

9.5 Residential Amenity

The nearest residential properties are in Rupert Street immediately opposite the existing loading bay. There are also residential flats on the upper floors of Great Windmill Street and Denman Street. The theatres on the opposite side of Shaftesbury Avenue are also defined within the City Plan as 'noise sensitive receptors'.

The City Council places high priority on protecting residential amenity, with City Plan Policy 33(A) stating that, 'The council will make sure that quality of life and health and wellbeing of existing and future occupiers, and the natural environment are not adversely affected by harmful pollutants and other negative impacts on the local environment'.

Impact of new entrance and enhanced queuing area

Under the original planning permission, the entrance for both the hotel and the Sky-bar was on Shaftesbury Avenue. The 2020 permission involved the separation of the hotel and Sky-bar entrances. The hotel entrance was re-located to Great Windmill Street, while the Sky-bar entrance was shifted north-east along Shaftesbury Avenue. The present application seeks to add an additional entrance and internal queuing area

currently used as a part of the loading bay fronting Rupert Street.

Shaftesbury Avenue is an extremely busy frontage at all hours so that any effects from patrons outside when arriving and particularly when leaving are likely to be sufficiently masked by the existing external noise environment. There are also few residents in Shaftesbury Avenue, the closest being above St James Tavern on the corner of Shaftesbury Avenue with Great Windmill Street.

The relocated entrance is however within close proximity of nearby residential properties, namely the flats at 24, 26 and 28 Rupert Street. There are also flats within Rupert Court and 34A and 36-40 Rupert Street within close proximity and further south on Rupert Street at 16A and 22.

If this new entrance were to be used as the sole means of exit/entrance into the Sky-bar, there would be a significant increase in the levels of external noise, particularly when the largest number of patrons would be leaving at closing time around 03:00 hours, thereby likely to result in disturbance to local residents. An appeal has also been dismissed in relation to the proposed relocation of the Bar Rumba entrance/exit from Shaftesbury Avenue to Rupert Street. In that case the inspector concluded that *“the relocation of the night club’s sole entrance and exit onto Rupert Street would result in patrons queuing in the street during the evening and large numbers exiting into it when the nightclub closes at 03:00. Some of these customers may linger as they wait for friends or for transport. They are likely to be in high spirits and ‘boisterous’ having been on nights out that involve loud music and alcohol consumption. Moreover, traffic movements along Rupert Street could increase with taxis waiting to pick up fares. The taxi drivers may wait with engines running while patrons locate and enter their vehicle. The above activities would change the noise environment in Rupert Street and would occur all week. Therefore, the frequency, extent and nature of the noise and disturbance that would occur as a result of relocating the entrance/exit, alongside the fact that the noise events would take place at night and in close proximity to nearby dwellings, would ensure the appeal scheme was very apparent to the residents of Rupert Street. Many of the above activities, and resulting noise and disturbance, already occur and will be a characteristic of the wider area given the long-standing presence of the night club. However, they are largely contained to Shaftesbury Avenue at present given the location of the existing entrance/exit to the nightclub. With the current arrangements there is little need for patrons to enter Rupert Street, particularly as Piccadilly Circus is in the opposite direction and this is where the nearest 24 hour underground and night bus services operate from. The appeal scheme would displace the existing noise and disturbance to a more sensitive location and this would significantly harm the living conditions of the residents of Rupert Street.”*

The applicant, however, proposes to retain the existing access point from Shaftesbury Avenue as an egress for patrons leaving the Sky-bar after midnight. This would be secured by condition. The Rupert Street access point would only be used as an entrance and internal queuing area for the Sky-bar, and as an exit only until midnight.

The internal queuing area proposed is some 250 sqm in area allowing some 300 customers to queue. This should ensure that customers do not queue or congregate on Rupert Street. The Sky-bar has also secured a Premises License based on the access arrangement proposed in this application. The license requires that, after midnight, the

holding area, the subject of this application, to be “secured as an overflow holding area that can be used by management and the door team to increase the available space for customers to queue internally whilst waiting for admission to the 12th and 13th floors.” Whilst the licensing process is separate from the planning process, in this case the License represents a material consideration.

The applicant has also submitted a Dispersal Policy which includes the following measures:

- * Door staff will be deployed outside the premises on Rupert Street to ensure proper and efficient management of any queue which may form outside the premises;
- * Highly visible notices will be displayed at all exits requesting customers to respect the needs of local residents and businesses and leave the area quietly;
- * Door supervisors will direct customers to wait inside the premises if waiting for a taxi and assist taxi's that are summoned;
- * The door supervisors and other staff shall be trained to politely encourage customers to leave gradually to discourage a mass exodus and to remind customers to leave quietly;
- * Customers exiting after midnight shall be directed to leave via the Shaftesbury Avenue exit.

Environmental Health recognise that the application has potential to adversely impact on residential premises in Rupert Street but raise no objection to the application on noise grounds subject to compliance with the submitted dispersal policy and conditions requiring the Shaftesbury Avenue exit to be used after midnight.

9.6 Transportation, Accessibility & Servicing

Highway Impact

In order to provide space for the internal queuing area, the Trocadero loading bay would be reduced from a 4-bay loading capacity to a 3-bay capacity. The Soho Society, whilst not objecting to the application, comment that any reductions to the loading bay need to demonstrate that the building can continue to be serviced effectively from the reduced area without any loss of amenity and/or additional pressure on loading space outside the premises. The application is supported by a Highways Technical Note which includes a survey of the use of the loading bay which was carried out in June 2022. This has been updated during the course of the application to take into account more recent developments that also rely on the loading bay for servicing purposes (including the recent permission for the mosque at 19 Rupert Street and a hostel scheme within The Pavilion). The loading bay area has also been increased in size since the application was originally submitted to retain 3 servicing bays.

The survey shows that some 420 deliveries are typically received by the loading bay each week. However, the hours at which the bay can be used are restricted by condition to the hours of 08:00 and 18:00 on weekdays and 08:00 and 12:00 on Saturdays (ie a 10-hour period on Monday to Fridays). In order to provide a robust assessment of the use of the proposed three loading bays during the consented hours of operation, the applicant estimates that (based on the 420 weekly deliveries) that 84 delivery trips will occur each weekday.

The Highways Manager believes that the predicted 84 delivery trips (per weekday) can be accommodated within the restricted 10-hour period. Additionally, some deliveries and smaller ad-hoc items such as couriers, would operate via motorbikes/ pedal cycles. These smaller types of deliveries would not impact upon the availability of the loading bays. When calculated over a 10-hour period, this would equate to 2.8 delivery trips per hour per bay, and with the dwell times anticipated, the Highways Planning Manager therefore raises no objection to the reduction in size of the loading bay and considers that, with a sensible amount of management taking place, there would be no adverse impact on the servicing requirements of the Trocadero complex.

The comments of the Soho Society regarding a 24-hour servicing strategy and noise nuisance from vehicles in the early hours are noted, and the draft decision notice includes a condition restricting the operation of the loading bay to the previously consented hours of operation (ie daytime hours).

Accessibility

Level access to the Sky-bar is provided. The new entrance provides direct access to the lift lobby which serves the roof level bar.

Servicing and Waste & Recycling Storage

The Highways Technical Note also adds that the refuse collection requirements of the complex would require an additional four service vehicle trips to the loading bay per week. The applicant uses a private refuse collection strategy, which would allow for the flexibility for these trips to be timed around delivery trips. Refuse would be stored within the commercial units before being moved to the loading bay at the specified time.

9.7 Economy including Employment & Skills

Whilst the development is of insufficient scale to require an employment and skills plan, it will contribute positively to the local economy during the construction phase through the generation of increased opportunities for local employment, procurement and spending.

9.8 Other Considerations

Crime and Security

The two new entrance door sets have been recessed into the building, by some two metres. To mitigate against any risk of anti-social behaviour, the Metropolitan Police recommend that shutters are proposed to the recesses. This is secured by condition.

9.9 Environmental Impact Assessment

The proposed development is not of sufficient scale or impact to require an Environmental Impact Assessment.

9.10 Planning Obligations & Pre-Commencement Conditions

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

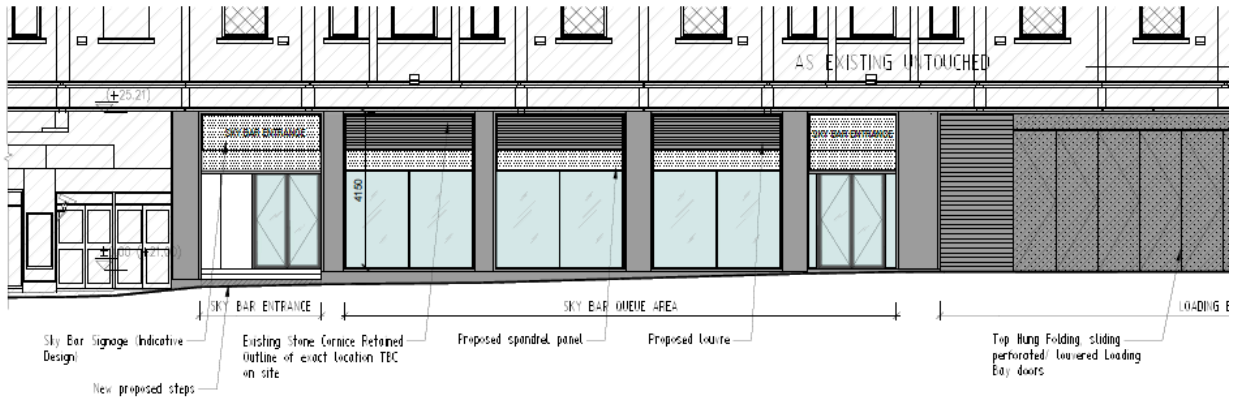
10. Conclusion

As set out in this report and following amendments to the proposal to provide an enlarged retained loading bay area, the proposed development accords with the relevant policies in the Westminster's City Plan 2019 – 2040 (the City Plan). The application is therefore considered acceptable in land use, design, highway, and amenity terms, and is recommended for approval subject to the conditions set out in the draft decision letter.

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

IF YOU HAVE ANY QUERIES ABOUT THIS REPORT PLEASE CONTACT THE PRESENTING OFFICER: JO PALMER BY EMAIL AT jpalme@westminster.gov.uk

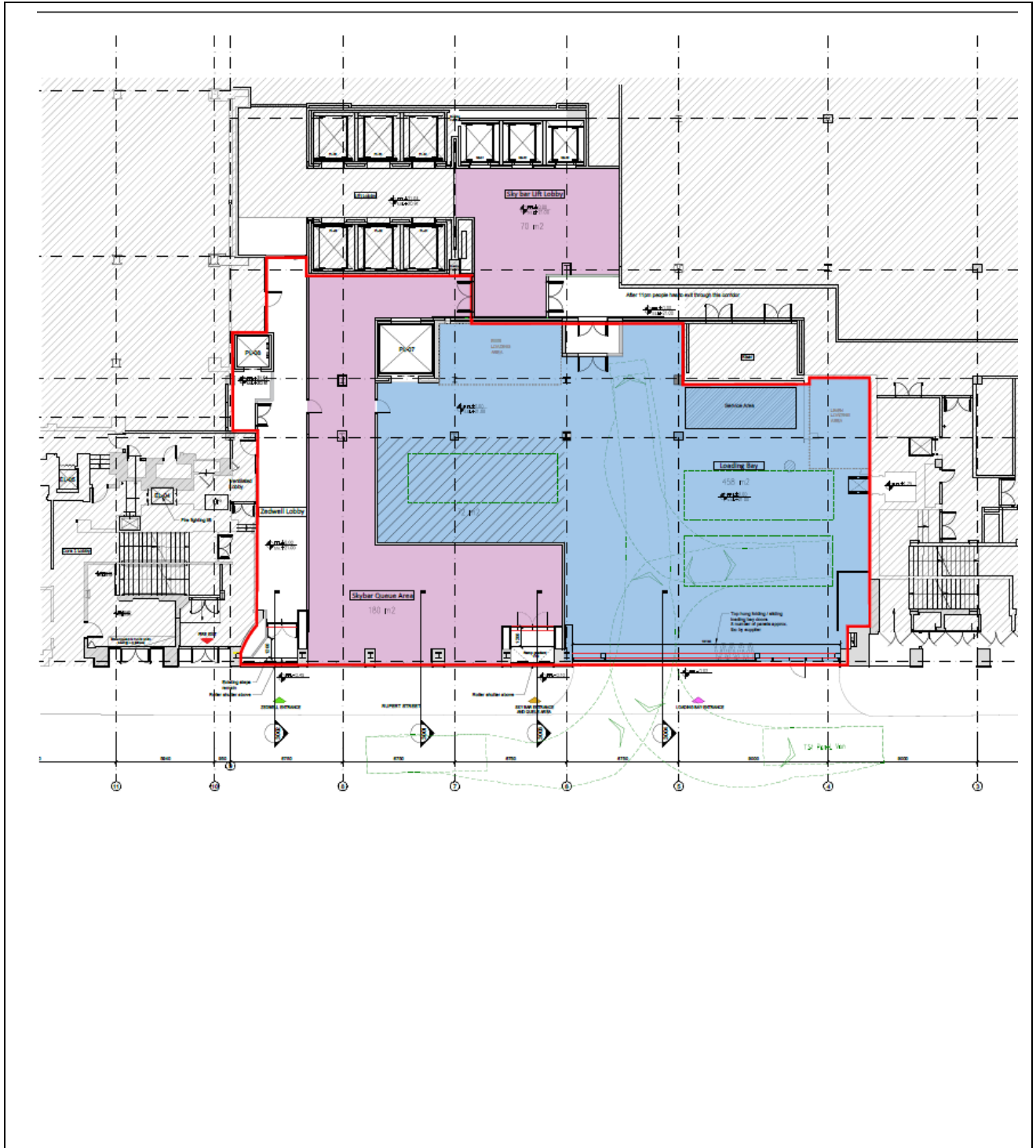
11. KEY DRAWINGS



2 Elevation (Operational hours use)
1:100



3 Elevation (Out of hours use)
1:100



DRAFT DECISION LETTER

Address: Trocadero, 13 Coventry Street, London, W1D 7DH

Proposal: New entrance and provision of internal queuing area ancillary to the existing Sky-bar (Sui Generis), including installation of new entrance doors and roller shutters onto Rupert Street.

Reference: 22/06174/FULL

Plan Nos: CCL-B1-00-DR-A-0804 Rev P4; 2203 CCL-B1-00-DR-A-0805 Rev 02; 2203 CCL-B1-00-DR-A-0806; 2203 CCL-B1-00-DR-A-0807; Trocadero Sky-bar and Restaurant Dispersal Policy.

Case Officer: Jo Palmer

Direct Tel. No. 020 7641
07866040238

Recommended Condition(s) and Reason(s)

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

Reason:

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

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

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

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

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

Reason:

To protect the environment of neighbouring occupiers. This is as set out in Policies 7 and 33 of the City Plan 2019 - 2040 (April 2021). (R11AD)

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

Reason:

To make sure that the appearance of the building is suitable and that it contributes to the character and appearance of this part of the Soho Conservation Area. This is as set out in Policies 38, 39 and 40 of the City Plan 2019 - 2040 (April 2021). (R26BF)

- 4 All deliveries and collections to the loading bay can only take place between 08:00 and 18:00 hours on Monday to Fridays and 08:00 and 12:00 on Saturdays. No deliveries or collections to the loading bay shall take place on Sundays or Bank Holidays. Outside of these hours the loading bay door must remain closed.

Reason:

To avoid blocking the surrounding streets and to protect the environment of people in neighbouring properties as set out in Policy 29 of the City Plan 2019 - 2040 (April 2021). (R23AD)

- 5 No goods, including fuel, delivered or collected by vehicles arriving at or departing from the building shall be accepted or despatched if unloaded or loaded on the public highway. You may accept or despatch such goods only if they are unloaded or loaded within the curtilage of the building. (C23BA).

Reason:

To avoid blocking the surrounding streets and to protect the environment of people in neighbouring properties as set out in Policy 29 of the City Plan 2019 - 2040 (April 2021). (R23AD)

- 6 The roller shutters must remain closed when the Sky-bar is closed.

Reason:

To make sure that the development is completed and used as agreed, and to make sure that it meets Policy 38 of the City Plan 2019 - 2040 (April 2021). (R07AC)

- 7 After midnight, the access doors on Rupert Street cannot be used as an exit except in an emergency.

Reason:

To make sure that the use will not cause nuisance for people in the area. This is as set out Policies 7, 16 and 33 of the City Plan 2019 - 2040 (April 2021). (R05GC)

- 8 You must carry out the measures included in your Dispersal Policy at all times that the Sky-bar is in use. (C05KA)

Reason:

To make sure that the use will not cause nuisance for people in the area. This is as set out Policies 7, 16 and 33 of the City Plan 2019 - 2040 (April 2021). (R05GC)

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 the City Plan 2019 - 2040 (April 2021), neighbourhood plan (where relevant), supplementary planning documents, the London Plan (March 2021), 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 Any access doors and/or roller shutters permitting access/exits in Rupert Street must be acoustically designed so as not to cause nuisance when being used.
- 3 All deliveries/waste collections must take place within the loading bay. Any waste left on the pavement after collection should be removed/cleaned as necessary.

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