

Committee:	Date:
Planning and Transportation	26 July 2016
Subject: Dewhurst House 24-30 West Smithfield London EC1 Conversion and part demolition of the building to create an hotel (Class C1), including refurbishment of the northern part of the building fronting West Smithfield and Hosier Lane and demolition of the southern part of the building fronting Cock Lane and erection of an 8 storey extension above ground and single level shallow basement below; alteration to rear service bay area, including the provision of 1 no. disabled parking space and cycle parking; replacement plant at roof level and basement, including reduction of existing plant enclosure on northern part of the building; ancillary restaurant at basement level and other incidental works, all in connection with the change of use of the building.	Public
Ward: Farringdon Without	For Decision
Registered No: 16/00215/FULMAJ	Registered on: 21 March 2016
Conservation Area: Smithfield	Listed Building: No

Summary

Planning permission is sought for part redevelopment and part refurbishment to provide a 326 bedroom hotel (use class C1) with ancillary restaurant (use class A3) with a total GIA of 11,502sq.m (123,806.5sq.ft).

The scheme would result in a loss of existing, low quality office accommodation, where a change of use to residential has previously been granted but not implemented and would deliver hotel accommodation to complement the mix of uses within the Smithfield area.

The proposed hotel development is considered to enhance the streetscene,

particularly towards Cock Lane where the redevelopment would realign the building with the original historic street pattern and the detailed design would better reflect the narrow urban grain of the street.

The retained element facing Hosier Lane would be refurbished with new fenestration and the existing plant enclosure would be reduced in height, improving views to St Paul's Cathedral.

Comments have been received from local residents including Hosier Lane Leaseholders Association regarding impacts on residential amenity. These matters are addressed in the report and copies of correspondence are attached.

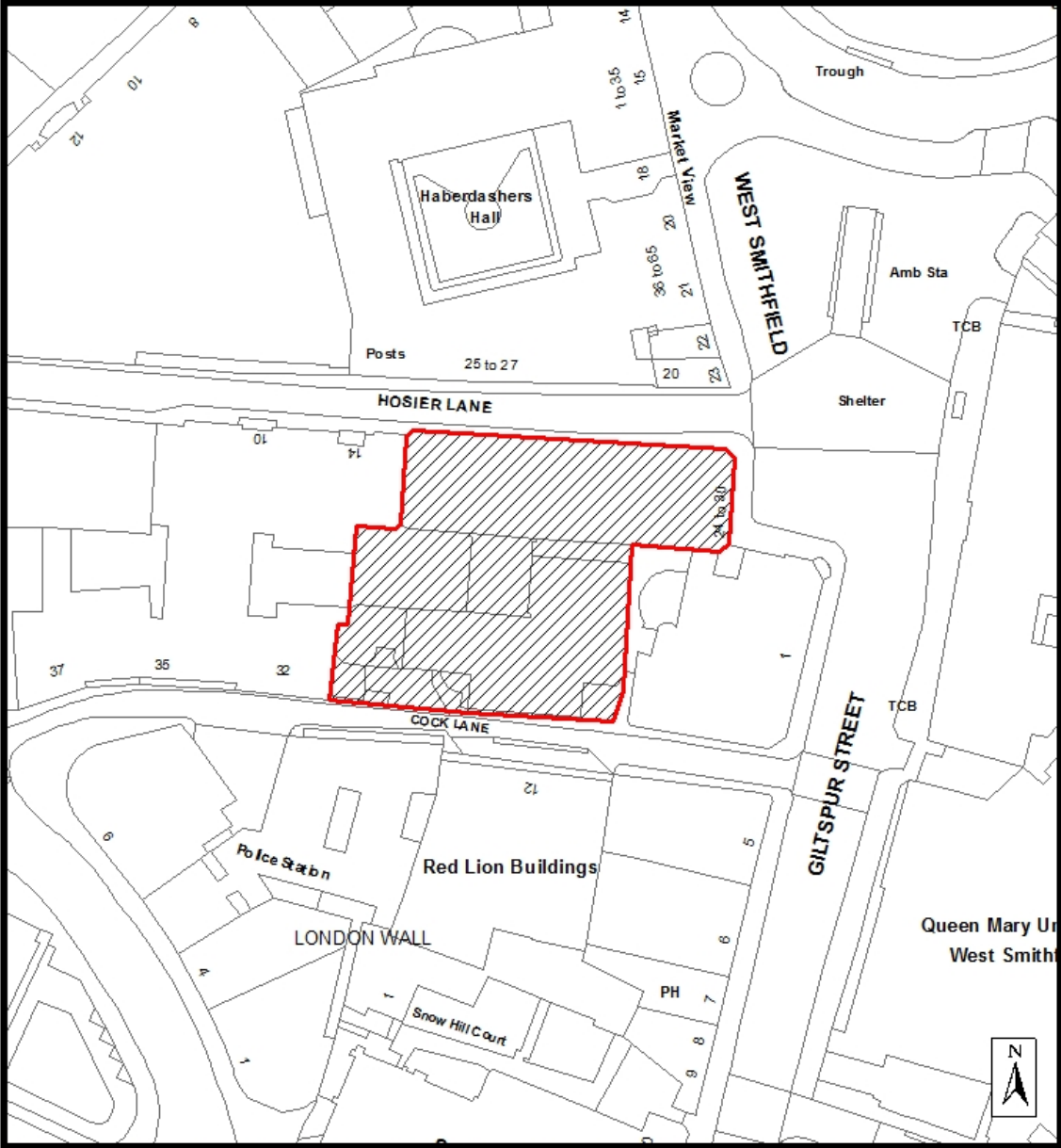
Recommendation

(1) That you authorise the Chief Planning Officer to determine the above application for the above proposal in accordance with the details set out in the attached schedule subject to:

(a) planning obligations and other agreements being entered into under Section 106 of the Town & Country Planning Act 1990 and Section 278 of the Highway Act 1980 in respect of those matters set out in the report, the decision notice not to be issued until the Section 106 obligations have been executed;

(2) That your Officers be instructed to negotiate and execute obligations in respect of those matters set out in "Planning Obligations" under Section 106 and any necessary agreements under Section 278 of the Highway Act 1980.





City of London Site Location Plan



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ADDRESS:
Dewhurst House, 24-30 West Smithfield

CASE No.
16/00215/FULMAJ

-  SITE LOCATION
-  LISTED BUILDINGS
-  CONSERVATION AREA BOUNDARY
-  CITY OF LONDON BOUNDARY



DEPARTMENT OF THE BUILT ENVIRONMENT



CASE No. 16/00215/FULMAJ
Cock Lane, facing east



CASE No. 16/00215/FULMAJ
Hosier lane, facing west

Main Report

Site

1. The 0.17ha site comprises a red brick office building constructed in the 1970s, which sits between Hosier Lane to the north, Cock Lane to the south and West Smithfield to the east and includes an internal courtyard, accessible by vehicles and pedestrians from Cock Lane.
2. The existing Hosier Lane elevation is seven storeys above ground and wraps around the corner onto West Smithfield, which provides the main entrance into the building. The West Smithfield elevation includes a mansard roof, which houses plant. The mansard roof is removed as the building continues west along Hosier Lane.
3. The Cock Lane elevation is set back from the street and out of context with the pattern of the wider streetscene. This elevation is principally five storeys, albeit that there is a single storey element which projects to a similar street alignment as neighbouring properties.
4. The internal courtyard, accessible from Cock Lane, provides four car parking spaces and five Sheffield stands for 10 cycle parking spaces, as well as providing the servicing access to the site.
5. The site is located in the Smithfield Conservation Area, characterised by its historic street pattern and a mix of historical buildings and post war buildings. It is within the St Paul's Height Policy Area.
6. The site is surrounded by a mix of uses dominated by the Grade II* listed Smithfield Market. There are restaurants, cafes, convenience shops, public houses, offices and residential units. To the north-east of the site, there is a rotunda providing public space with car parking beneath and access to the Smithfield Market. The closest residential properties are located at 10 Hosier Lane, 20 Hosier Lane, 27 Hosier Lane and 32 Cock Lane.

Relevant Planning History

7. In 2014, planning permission was approved for change of use of the building at ground floor to sixth floor level from class B1 to C3 to create 74 residential apartments (this included 13 affordable housing units). The planning permission relates to the ground and upper floors only, the basement and lower ground levels would continue to be in use as office storage for the City and Guilds at 1 Giltspur Street. The planning permission is extant and has not been implemented. (Ref.14/00191/FULMAJ)

Proposals

8. The proposed development is for a change of use of the entire premises to provide a 326 room hotel (use class C1) with ancillary restaurant and communal facilities (11,502sq.m).

9. The existing, seven storeys, Hosier Lane (northern) side of the existing building would be retained and refurbished, including the installation of replacement fenestration. The existing mansard roof would be reduced by 900mm and would accommodate new consolidated plant equipment.
10. The Cock Lane (southern) side would be demolished and reconstructed. This elevation would be stepped back, with ground plus four storeys aligning with the neighbouring properties and fifth and sixth floors stepping back, in order to obscure their visibility from street level.
11. The scheme includes an upgraded pedestrian entrance facing West Smithfield and a relocated vehicular service entrance on Cock Lane, with 24 cycle parking spaces, an accessible car parking space and refuse and recycling facilities.

Consultations

12. The views of other City of London departments have been taken into account in the preparation of this redevelopment scheme and some detailed matters remain to be dealt with under conditions and the Section 106 agreement.
13. Historic England has advised that it does not wish to offer any comments on the scheme.
14. Thames Water was consulted but no comments were received.
15. City of London Conservation Area Advisory Committee raised no objections, subject to clarification of whether the proposed plant would be visible in St Paul's heights.
16. Hosier Lane Leaseholders' Association has written to object to the proposal on the following grounds:

Comment	Officer Response
Construction of additional floors, above the level of the existing building would result in a loss of daylight and sunlight to residential properties at 10 Hosier Lane.	See paragraphs 53 and 54
Proposed plant at roof level would cause increased noise and exhaust fumes, to the detriment of residential amenity.	See paragraph 56
Change of use to hotel would create increased demand on plant, requiring them to be larger and louder.	See paragraph 56
Disruption during construction works, including dust, pollution and noise.	See paragraph 58

17. Three individual residents have written to object to the proposals. Comments can be summarised as follows:

Comment	Officer Response
The development would have a negative impact on Hosier Lane and Cock Lane – these narrow roads have minimal capacity.	See paragraphs 31-52, 67 and 68
Hosier Lane and Cock Lane could not cope with the large numbers of pedestrians and vehicles.	See paragraph 68
People would be coming and going 24 hours a day, seven days a week, causing residential disturbance.	See paragraph 57
If the Museum of London relocates, this would further increase pedestrians at Hosier Lane.	See paragraph 68
Application documents are misleading in suggesting the building would be no higher than the existing building.	The drawings accurately reflect the scale of the proposed development.
Noise and disturbance from plant.	See paragraph 56
Loss of daylight and sunlight.	See paragraphs 53 and 54
The proposed use would be out of character with this historic area.	See paragraphs 31-52
Office use would be more appropriate and in-keeping with the area.	See paragraphs 25-30
Overlooking and loss of privacy.	See paragraph 59
Noise, dust and pollution from construction.	See paragraph 58

18. The applicant team has supplied a letter from The Haberdashers' Company which supports the proposed Premier Inn Hotel, saying that it would be a beneficial asset to the area, particularly given the increased foot-fall expected following the introduction of Crossrail and they were satisfied that noise, drainage, traffic flows and branding have been satisfactorily addressed in the planning application.

Policy Context

19. The development plan consists of the London Plan (2015) and the City of London Local Plan (2015). The London Plan and Local Plan policies that are most relevant to the consideration of this case are set out in Appendix A to this report.
20. There is relevant City of London and GLA supplementary planning guidance in respect of Planning Obligations, Sustainable Design and Construction, London Views Management Framework.
21. Government Guidance is contained in the National Planning Policy Framework (NPPF) and associated National Planning Policy Guidance (NPPG).

Considerations

22. The Corporation, in determining the planning application has the following main statutory duties to perform:-
 - to have regard to the provisions of the development plan, so far as material to the application and to any other material considerations. (Section 70 Town & Country Planning Act 1990)
 - to determine the application in accordance with the development plan unless other material considerations indicate otherwise. (Section 38(6) of the Planning and Compulsory Purchase Act 2004)
 - for development within or adjoining a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area and its setting (S72 (1) Planning (Listed Buildings and Conservation Areas) Act 1990).
23. There are policies in the Development Plan which support the proposal and others which do not. It is necessary to assess all the policies and proposals in the plan and to come to a view as to whether in the light of the whole plan the proposal does or does not accord with it.
24. The principal issues in considering this application are:
 - The extent to which the proposals comply with Government policy advice (NPPF).
 - The extent to which the proposals comply with the relevant policies of the Development Plan.
 - Economic development issues and the principle of the proposed change of use.
 - Design and impact on heritage assets and locally important views.
 - Residential Amenity: Daylight, sunlight, privacy and noise.
 - Sustainability and Energy.
 - Transport, servicing and parking.

- Access.
- Archaeology.
- Neighbour representations.
- Planning obligations.

Economic Development Issues

25. London's status as a world city is founded to a substantial degree on its concentration of international service activities. The clustering of financial and business services in the City of London (designated within part of the Central Activities Zone – CAZ) plays a vital contribution to this. Consequently, maintaining and enhancing the City's role as a world leading financial and business centre is of significant strategic importance and the on-going retention, refurbishment and growth of office accommodation is supported and addressed through policies 2.10 and 2.11 of the London Plan and policies CS1, DM1.1, DM1.2 DM1.3, DM1.4 and DM 2.5 of the Local Plan.
26. The policies require that planning applications for uses other than office, as is the case here, must be complementary to the primary function of the CAZ and should be focused on sites where:
 - The site is no longer suitable for long term viable use;
 - The loss would not prejudice the primary business function of the City;
 - The loss would not jeopardise the future assembly and delivery of large office sites; and
 - The use would not adversely affect the existing beneficial mix of commercial uses.
27. Although the CAZ is principally concentrated with strategically significant financial and globally-oriented business services, it is noted that it is also a cultural centre, with theatres, concert halls and other facilities of national and international significance and their function should also be enhanced. London Plan policy 4.5, Local Plan policies CS11 and DM11.3, alongside The City Corporation's 'Visitor Strategy and Action Plan for the City of London, 2013-17' all support the enhancement of visitor attractions and associated facilities, including hotels.
28. The application site is located at the edge of the cultural hub comprising the potential site for the Museum of London at the General Market Guildhall School of Music and Drama, Barbican Concert Hall, Theatre, Library and Cinema. The site is also within 'The North of the City' as defined by Local Plan policy CS5. In its immediate surrounds, uses in the area are mixed and include St Bartholomew's Hospital, smaller scale retail and residential uses, as well as offices. The site also benefits from being in close proximity to the proposed Crossrail station which has the potential to increase visitor numbers. The nearest existing visitor accommodation is the City Apartments located at 10-13 Newbury Street. The introduction of a Premier Inn would provide a hotel offer which

would complement the range of uses within the locality, support the ongoing enhancement the cultural offer, as well as businesses and the hospital and assist in promoting the City as a more accessible destination by offering lower priced visitor accommodation, as supported by the 'Visitor Strategy and Action Plan'.

29. The loss of office use at the site was accepted in the extant planning permission for change of use to residential (Ref. 14/00191/FULMAJ). In support of the current application, a financial viability assessment, prepared in accordance with standard industry assumptions has been submitted, the conclusions of which satisfactorily demonstrate that the office use at this site would not be financially or commercially viable.
30. The proposed hotel would not prejudice the assembly of nearby sites and it would complement nearby uses and promote the vitality and viability of the cultural hub. The principle of the change of use is considered to be in accordance with relevant policies. The impact on surrounding uses is discussed in more detail, later in the report.

Design

31. The building would be subject to internal and external alterations, and part redevelopment in connection with conversion to a hotel.
32. The main seven storey block facing West Smithfield and Hosier Lane would be retained and refurbished, with replacement windows and a new entrance installed at ground floor level, facing onto West Smithfield. The top section of the existing plant storey would be removed, new plant equipment installed within the existing lower part, and a screen incorporated to the top.
33. The existing part single and part five storey block facing Cock Lane would be demolished and replaced with a new building of between four and six storeys, brought forward to the historic building line. The new block would comprise a brick elevation between upper basement and fourth floors with additional set back floors above clad in standing seam zinc, with the sixth floor forming a plant store with louvres facing Cock Lane. The new elevation would be divided into five elements to reflect the narrow urban grain, characteristic of the area, with pilasters dividing each bay and a change in brick type, further relating the building to the character of Cock Lane.
34. Cock Lane slopes down to the west. At the eastern end (towards Giltspur Street) the elevation appears as a part upper basement, part ground plus six storey building, with the fifth and sixth floors set back from the front façade, in order that they would only be visible in glimpsed views from street level. Moving west, down Cock Lane, towards the boundary with the residential property at 10 Hosier Lane, the internal upper basement level appears as a full storey above ground level. This portion of the building runs from upper basement, ground to fourth floor level, with part of the fourth floor level set back from the front façade. This part of the building is two storeys lower than the eastern end of the

building to address the sensitive relationship with the neighbouring residential properties at 10 Hosier Lane.

35. The windows would be powder coated aluminium, with deep reveals, they would be arranged in a randomised pattern, within each regular set-back brick panel. A clear hierarchy would be established in the horizontal brick divisions with piers rising from pavement level to provide a clear base.
36. The differing planes of the facade would provide rhythm and visual interest when viewed obliquely east to west along the narrow lane, enhanced by the slight curve in the road. The overall visual effect of the new facade would be to repair the street frontage of the north side of Cock Lane and better relate the site. The choice of brick in three different tones would reflect the established character of Cock Lane and this part of the conservation area, and would relate to the listed rear elevation of Snow Hill Police Station which occupies the street frontage opposite the site.
37. The site would continue to have an entrance to a service bay and courtyard off Cock Lane. This would be redesigned to extend further east down Cock Lane. The entrance would be incorporated into the new brick facade, with brick detailing to each side and bespoke metal gates installed to the opening, set back from the street and providing gated pedestrian and vehicular access. The street approach to the gated opening would appear narrower than the existing situation and it is considered that this would enhance the Cock Lane street frontage.
38. The proposed slate roof of the main block, the dark grey zinc cladding, bronze window frames and plant enclosures would harmonise with the surrounding buildings and would not visually detract from their setting. It is proposed to provide a neat and consolidated plant area, fully screened to the sides and top at sixth floor level.
39. The entrance to the building facing West Smithfield would be modified with double doors incorporating full height glazing. The timber sash windows would be replaced throughout on the retained block with windows of a similar design. The details of the entrance and new windows would be secured by condition.

Heritage Assets

40. The designated heritage assets of relevance to the consideration of this case are:
 - Smithfield Conservation Areaand the setting of:
 - Snow Hill Police Station (Grade II)
 - The Golden Boy of Pye Corner, 1-4 Giltspur Street (Grade II)
 - Medical School, Barts Hospital (Grade II)
 - St Paul's Cathedral (Grade I)

41. There are no non-designated heritage assets of direct relevance to this application.
42. The significance of each asset has been assessed in accordance with English Heritage's methodology for assessing "significance" as set out in 'Conservation Principles, Policies and Guidance for the Sustainable Management of the Historic Environment'.

Significance

43. When considering the impact of a proposed development on the significance of a designated heritage asset, paragraph 132 of the NPPF states that "...great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting...any harm or loss should require clear and convincing justification."
44. The characteristics which contribute to the special interest of the significance of the Smithfield Conservation Area include:
 - an area with a unique character derived from an established history approaching 2000 years, and a physical fabric and street pattern which has evolved over almost 1000 years, with market use pre-dating this;
 - an area which has evolved incrementally with a diversity of built forms and uses that reflect the development of its specialised institutions and activities;
 - a townscape with great contrasts in scale between development within the
 - precincts of the former priory, the hospital buildings, and later grand scale engineering interventions;
 - an area unusual in the City of London for escaping substantial damage in the Great Fire and the Second World War;
 - a large concentration of heritage assets, including statutorily listed buildings;
 - as well as numerous unlisted buildings of a high architectural and townscape quality from different periods.
45. The existing building, whilst making a generally favourable contribution to the Conservation Area in its design, scale and materiality, is not considered to be a non-designated heritage asset.
46. The proposals would not cause harm to the significance of the Conservation Area. The partial redevelopment of the site with a sympathetically designed new façade would repair the historic street line of Cock Lane, which has a narrow intimate appearance, characteristic of this part of the conservation area. This would better reveal the significance of the heritage asset (NPPF paragraph 137) and make a positive contribution to local character and distinctiveness (para.131).

47. The new brick façade would successfully relate to the rear elevation of Snow Hill Police Station and the development would not be harmful to the setting of the listed building. The listed statue on 1-4 Giltspur Street would be seen with the new building in its backdrop, with no harm to its setting or significance. The new part of the building would not directly relate to the listed Medical School on the eastern side of Giltspur Street, whilst the alterations facing Giltspur Street and West Smithfield would be minimal and would not cause any detrimental harm to its setting.

St Paul's Heights and Protected Views

48. The building's existing plant storey breaches St Paul's Heights limits and obscures part of the drum of the Cathedral when viewed from the designated Farringdon Road view. The existing building has a negative impact on the setting of the Cathedral in this view. It is proposed to remove the top section of the plant storey, reducing its height by 900mm (approximately half) to partially repair the existing St Paul's Heights breach, resulting in an improved view of the Cathedral from the north. The new building and associated rooftop plant would be fully compliant with the St Paul's Heights policy.
49. The site falls within the following LVMF protected vistas: 1A.2 (Alexandra Palace), 2A.1 (Parliament Hill), 3A.1 (Kenwood), and 6A.1 (Blackheath Point). The lowest viewing plane is from Blackheath Point at 52.366m whereas the corresponding St Paul's Height plane is significantly lower at 40.3m. The building does not impact on any protected vistas identified in the London Plan, being at least 12m lower.
50. In views across West Smithfield, Giltspur Street and along Hosier Lane, the building would remain unaltered with the exception of the amended entrance, replacement windows and reduced plant storey.

Local Views

51. In local views east and west along Cock Lane, the new façade would sit forward of the existing building and relate more satisfactorily to the established historic street frontage. The separation, articulation and hierarchy of the brick elevation would provide visual interest in oblique views whilst not dominating its historic context. The set-back upper floor and plant would not be visible in these views due to the narrowness of the lane, and the building would appear to terminate at the parapet line.
52. In higher level views the set-back roof storeys would be viewed in the context of a varied but predominantly traditional roofscape of slate roofs.

Residential Amenity

Daylight and Sunlight

53. Local Plan policies DM10.7 and DM 21.3 require the consideration of the impacts of proposed developments on the daylight and sunlight to

nearby residential properties. The submitted Daylight and Sunlight Assessment considers the following residential properties:

- 23 West Smithfield
 - 20 Hosier Lane
 - 21 West Smithfield
 - 25-27 Hosier Lane
 - 10 Smithfield Street
 - 14 Hosier Lane
 - 32 Cock Lane
 - 10 Hosier Lane/35 Cock Lane
54. The Assessment, prepared in accordance with 2011 Building Research Establishment's Guidelines demonstrates that in most cases, residential properties would have no change in daylight or sunlight following the development. 14 Hosier Lane, 10 Hosier Lane/35 Cock Lane and 32 Cock Lane would all have a minor reduction in daylight, with the worst case being at 10 Hosier Lane/35 Cock Lane where levels would reduce to 90.26% of the former value. 14 Hosier Lane and 10 Hosier Lane/35 Cock Lane would have a maximum reduction in sunlight that would be 96%. The Guidelines advise that a reduction which results in daylight and sunlight levels at 80% of the former value would not be visible to the human eye and so would not be harmful. The proposals would be in accordance with the guidance and would not detrimentally impact on daylight and sunlight to surrounding residential properties, would be in accordance with the Local Plan policies DM 10.7 and DM 21.3 and as such would be acceptable.

Noise and Disturbance

55. Development proposals which could result in noise and disturbance to nearby noise sensitive receptors must be carefully considered and mitigated where necessary, as required by policies DM 15.7 and DM 21.3 of the Local Plan. In this case, the potential noise from the hotel use and associated plant could give rise to noise and disturbance to nearby residential properties. This matter has been raised by local residents.
56. The applicant has prepared an acoustic report which states that an acoustic screen should be installed around the plant to mitigate noise and vibration to nearby noise sensitive premises. The installation and retention of the screen and measurement of the resultant noise levels from plant would be secured via a condition.
57. Neighbouring residents have raised concerns about noise and disturbance from hotel occupiers, particularly later in the evening, compared to an office use. The main entrance to the hotel would be set away from residential properties and utilises the existing entrance point on West Smithfield and the use is principally for hotel bedrooms. A modest ancillary restaurant is proposed at upper basement level but the

hotel would not have conference or banqueting facilities which could give rise to more people gathering outside the hotel later into the evening. The Transport Assessment submitted with the application says that vehicular movements, servicing and pedestrians would reduce as a consequence of the change of use and the applicant has indicated that the hotel has a duty to provide a quiet environment to guests. On site management would be utilised to ensure that there would be no detrimental noise to guests or nearby residents and this has been secured by condition.

58. A condition is recommended restricting the hours for servicing and delivery. A servicing and delivery plan would be secured via the S106 legal agreement (discussed later in the report). Conditions have been included relating to managing noise, dust and disturbance throughout construction and demolition, fumes from plant, including extraction for cooking from the proposed hotel restaurant and no music to be audible outside the premises. These conditions would mitigate the potential noise and disturbance from the proposed hotel use.

Privacy and Overlooking

59. The application would result in a revised layout, the introduction of new windows at higher levels and a change of use which would have a different impact on nearby residential properties compared to the existing situation. In this case, the impact relates to 10 Hosier Lane/35 Cock Lane. The proposal has been designed so that windows would either be at an oblique angle, facing north or south and therefore, would not enable direct views into neighbouring residential windows. Part of the development incorporates windows facing west towards 10 Hosier Lane/35 Cock Lane. This part of the building is set further back from the boundary, increasing the separation distance between the two properties when compared to the existing situation. The set-back, exceeding 21m between windows, results in an adequate separation to ensure that there would not be an unacceptable loss of privacy or resultant overlooking to nearby residents. The proposal would therefore comply with Local Plan policy DM 21.3.

Sustainability & Energy

60. The London Plan climate change policies require development proposals to make the fullest contribution to mitigating climate change by minimising carbon dioxide emissions, adopting sustainable design and construction measures, prioritising decentralised energy supply, and incorporating low and zero carbon energy technologies. All developments are required to manage flood risk by reducing the urban heat island effect through sustainable design and urban greening. Policy CS15 of the Local Plan requires all development to demonstrate the highest feasible and viable sustainability standards and to minimise carbon emissions.
61. The applicants have submitted an Energy Strategy Report and a BREEAM (Building Research Establishment Environmental Assessment

Method) Preliminary pre-assessment for the development indicates the development could achieve a rating of 'Excellent' through retaining and refurbishing a large proportion of the building and incorporating a range of energy efficiency measures such as Combined Heat and Power (CHP), brown and blue roof and water efficient fixtures and fittings.

62. The applicant has indicated that the proposed sustainable drainage systems (SUDS) would provide sufficient capacity to store and attenuate surface water run-off to achieve a minimum 29% reduction in the site's peak run-off rate for all storm return periods.
63. The Energy Strategy Report, indicates the development would achieve a 35.2% improvement on carbon emissions, compared with the 2013 Building Regulations and so the proposal complies with policies 5.1, 5.2, 5.3, 5.12, 5.13, 5.14 and 5.15 of the London Plan and policies CS12, DM15.1, DM15.2 and DM15.3 of the Local Plan.

Air Quality

64. Local Plan Policy DM15.6 requires developers to consider the impact of their proposal on air quality. The impact of the proposed development on air quality has been assessed through the air quality neutral assessment. Air quality neutral is defined in the GLA's Supplementary Planning Guidance for Sustainable Design and Construction which requires major developments to meet benchmarks for emissions from buildings and from transport.
65. The applicant's air quality assessment considers the potential air quality impacts of the development to be from construction, road vehicles and new boilers and combined heat and power unit on site and concludes that mitigation is required for air quality during construction. Road vehicles and boilers are not expected to increase local air pollution concentrations.
66. The report concludes that mitigation is required to address air quality during construction. Road vehicles are anticipated to reduce as a consequence of the proposed development. New boilers are proposed to be gas fired and the combined heat and power unit is not expected to significantly increase local pollution concentrations. Conditions relating to Air Quality are included to ensure the proposal would comply with London Plan policy 7.14 and Local Plan policy CS15.

Transport, Servicing and Parking

67. The site is in a highly sustainable location and has excellent public transport accessibility. The site is designated as falling within PTAL 6(b). This enables the development to be car free with the exception of one accessible car parking space to be provided on site, within the servicing area. 24 cycle parking spaces would be provided within the unloading bay (17 long stay and 7 short stay), with associated locker and shower facilities which complies with London Plan policy 6.9 and Table 6.3. These matters are secured by condition.

68. In respect of the wider highways impacts of the proposed development, the submitted Transport Assessment predicts a reduction in all trips (vehicle, pedestrian and public transport) as a consequence of the proposed from an average of 2,436 two-way trips to 1,060 two-way trips across a 24 hour period, a reduction of c.1,400 two-way trips per day. There is an existing taxi bay on Giltspur Street which could be utilised by guests. Servicing would be reduced from 29 vehicles per day to 14 per week. A servicing and delivery plan would be secured via the S106 Agreement.
69. Servicing would be carried out from Cock Lane to a new servicing area which includes an adequately sized and designed refuse storage area. To ensure the effective servicing, the S106 would include a requirement for an on-site banksman to be present during all servicing and delivery, an on-site demonstration prior to occupation to ascertain the most appropriate route for accessing the site and the servicing by smaller vehicles if necessary.
70. Subject to conditions and S106 agreement, the proposal would comply with London Plan policy 6.9 and Local Plan policies CS16, DM16.1, DM 16.2, DM 16.3 and DM 16.5.

Access

71. The proposals show that an excellent level of inclusive design would be achieved throughout the building and open spaces, as required by Approved Document Part M, The Equality Act, London Plan policies 4.5 and 7.2 and Local Plan policy DM10.8 and DM 11.3, with 10% of the hotel bedrooms (33 rooms) being universally accessible and located throughout the development to offer a choice to users. Additional measures incorporated into the design are:
 - Larger lift cars for better manoeuvrability
 - Accessible reception area, with automated sliding doors
 - Manifestation on the sliding doors
 - Wheelchair accessible
 - Inclusive desk with hearing loop installed
 - Level access to the refuge areas
 - Colour contrast handrails and nosings to the fire escape staircase
 - Fully accessible unisex toilets
 - Accessible car parking space

Archaeology

72. The site is in an area where there is potential for important Roman, medieval and post-medieval remains to survive. It is on the eastern bank of the Fleet river, outside the Roman and medieval London Wall within the North-Western Roman cemetery. There is potential for survival of

structures relating to the medieval Abbot of Glastonbury's Inn and later post medieval buildings.

73. The existing building has a double basement over part of the site and it is considered that no archaeological remains survive here. The remainder of the existing building, on the southern part of the site, does not have a basement; however piled foundations will have disturbed archaeological remains. Archaeological survival is considered to be high in the central part of the site which has been an open area with no evidence of recent building construction. There is potential for the survival of Roman remains including burials, medieval and post medieval structures and occupation.
74. An Historic Environment Assessment has been submitted with the application. The proposed scheme would retain the existing double basement and a new single level basement would be constructed in the southern part of the site. Other groundworks include piled foundations, tanks, lift pits, drainage and tree planting. The proposed basement and other groundworks would have an archaeological impact.
75. Archaeological evaluation is required to provide additional archaeological information about the nature, character and date of survival and to design an appropriate mitigation strategy. Conditions are recommended to cover archaeological evaluation, a programme of archaeological work and foundation and piling design.

Neighbour Representations

76. Prior to the submission of the planning application, the applicant undertook community consultations, which included meetings with Councillors, meetings with local community groups and residents and a drop-in centre held over two days. Concerns were principally related to servicing and highways issues. The applicant advised that the Transport Assessment undertaken indicated that servicing and visitors to the site would reduce as a consequence of the proposed change of use.
77. The applicant submitted a supplementary Addendum Statement of Community Involvement which sets out that post-submission, further consultation has been undertaken in respect of meetings with local residents, continued phone and email contact with local community groups, Members, businesses and residents and a further drop-in centre. The concerns raised principally related to the impact on daylight and sunlight. The BRE Assessment submitted with the application indicates that the reduction in daylight and sunlight would not be visible by the human eye and addresses these concerns.

Planning Obligations

Mayoral and City Community Infrastructure Levy (CIL)

78. The Mayoral and City CIL would apply to developments over 100sq.m with the exception of social housing, education related development, and health related development and development for charities for charitable purposes. A Mayoral CIL liability of £50 per sq.m would be applied to all

development and a City CIL charge of £75 per sq.m for Offices, £150 per sq.m for Riverside Residential and £95 per sq.m for Rest of City Residential to any developments which create an uplift in GIA of 100sqm or the creation of one or more dwellings.

79. In this case the Mayoral CIL charge has been calculated to be £130,750 and the City CIL has been calculated to be £196,125 based on a GIA of 2615sq.m.

Mayoral Planning Obligations (Crossrail) and City Planning Obligations

80. Mayoral planning obligations in relation to Crossrail would be payable by developers in accordance with the Mayoral SPG (April 2013) at a rate of: offices (£140 per sq.m), retail (£90) and hotels (£61) provided there is a net increase of 500sq.m.
81. City Planning Obligations would be payable by developers in accordance with the Planning Obligation SPD on new commercial developments where there is a net increase of 500sq.m or more of Gross Internal Area, at a rate of: Affordable Housing (£20 per sq.m), Local Training, Skills and Job Brokerage (£3 per sq.m), Carbon Offsetting (£60 per tonne of carbon offset).
82. It is the City's practice that all financial contributions should be index-linked with reference to the appropriate index from the date of adoption of the SPD to the date that payment is due.
83. The Mayor of London's CIL Charging Schedule (April 2012) states that developments will not be 'double charged' in instances where a development is liable for both Mayoral CIL and Mayoral planning obligations payments for Crossrail. The Mayoral CIL payment would be seen as a credit towards the Mayoral planning obligation. Therefore the Mayoral planning obligation would be reduced by the Mayoral CIL.
84. In this case the Mayoral planning obligations would not apply. The existing office use would be off-set against the proposed hotel use which is set at a lower rate than office use resulting in a negative contribution.
85. The City's planning obligations have been calculated to be £52,300 towards the provision of affordable housing and £7,845 for training, skills and job brokerage.
86. In addition the developer would be required to submit the following non-financial strategies and plans secured in the section 106 agreement:
- Local procurement strategy
 - Local training skills and job brokerage strategy (construction and end use)
 - Carbon offsetting on the new build extension
 - Travel plan
 - Delivery and servicing plan
 - On site banksman during all servicing and deliveries
 - On site demonstration following associated highways works to demonstrate suitable access routes to the site with an appropriately sized vehicle.

- Highway remedial and separation works

Administration and Monitoring

87. The applicant will pay the City of London's legal costs incurred in the negotiation and execution of the legal agreement and the City Planning Officer's administration costs in respect of the same.
88. Separate additional administration and monitoring fees will be applied in relation to the Crossrail Contribution. These charges are set out on the City Corporations website and will be reviewed from time to time.
89. Under the CIL regulations the City Corporation is able to retain 4% of the Mayoral CIL income and 5% of the City CIL income as an administration fee.

Conclusions

90. The proposed part refurbishment and part redevelopment of the site to provide Class C1 hotel would not prejudice the business function of the City and would provide a complementary use which would contribute to the overall mix of uses and enhancing the provision of visitor accommodation in close proximity to the cultural hub.
91. The design of the proposed new build element and refurbishment of the retained portion would contribute to the delivery of a positive relationship with adjacent buildings and create attractive street facades, further enhancing the character and appearance of this part of the Smithfield Conservation Area. The reduction in height of the existing plant room would reduce the impact of the development on the St. Paul's Heights.
92. The layout of the building and details for plant enclosure would ensure that the proposed development would not detrimentally impact on privacy or result in undue noise, smell or disturbance to nearby residential properties. The supporting BRE Daylight and Sunlight Assessment submitted with the application indicates that there would be no detrimental reduction in daylight and sunlight to nearby residential properties.
93. The proposed development would enhance the energy efficiency of the building and provide a 35.2% reduction in carbon emissions, with the potential to achieve BREEAM 'Excellent'. Subject to construction mitigation measures, the proposed development would not result in a detrimental impact on air quality.
94. The proposed development would result in a reduction in day to day trips and servicing, provide 24 cycle parking spaces and includes an accessible car parking space as well as a variety of accessibility measures proposed internally. Adequate refuse storage would be provided on site to meet the needs of the proposed use. Details of servicing and delivery would be secured by S106 agreement.

Background Papers

Internal

Letter – City of London Conservation Area Advisory Committee, 14.05.16

Letter – Access Adviser, 22.04.16

Memo – Environmental Health Officer, 20.04.16

External

Air Quality Assessment, Phlorum, March 2016

BREEAM Pre-Assessment, Greengage, March 2016

Daylight and Sunlight Report, Point Surveyors, January 2016 (DRAFT)

Design and Access Statement, John Robertson Architects, March 2016

Delivery and Service Management Plan, Whitbread, February 2016

Draft Travel Plan, RGP, February 2016

Email – Marina Szanto, 25.04.16

Email – John James, 24.04.16

Email – Richard Brown 26.04.16

Email – Tim Jaffier, Hosier Lane Leaseholder Association, 20.04.2016

Energy Strategy Report, Applied Energy, February 2016

Financial Assessment of an Office Scheme, Geraldeve, March 2016

Historic Environment Assessment, MOLA, May 2016

Letter – Historic England, 12.04.16

Letter – The Haberdashers' Company 05.07.16

Noise Impact Assessment, Scotch Partners, March 2016

Planning Statement, Geraldeve, March 2016

Statement of Community Involvement, Curtin&co, February 2016

Statement of Community Involvement Addendum, Curtin&co, May 2016

Transport Assessment, RGP, February 2016

Appendix A

London Plan (2015) Policies

The London Plan policies which are most relevant to this application are set out below:

Policy 2.10 Enhance and promote the unique international, national and London wide roles of the Central Activities Zone (CAZ) and as a strategically important, globally-oriented financial and business services centre.

Policy 4.5 Support London's visitor economy and stimulate its growth, taking into account the needs of business as well as leisure visitors and seeking to improve the range and quality of provision.

Policy 5.1 Achieve an overall reduction in London's carbon dioxide emissions of 60 per cent by 2025.

Policy 5.2 Make the fullest contribution to minimising carbon dioxide emissions.

Policy 5.3 Development proposals should demonstrate that sustainable design standards are integral to the proposal, including its construction and operation. Major development proposals should meet the minimum standards outlined in supplementary planning guidance.

Policy 5.13 Development should utilise sustainable urban drainage systems unless there are practical reasons for not doing so.

Policy 5.15 Protect and conserve water supplies and resources.

Policy 6.9 Developments should provide secure, integrated and accessible cycle parking facilities and provide on-site changing facilities and showers for cyclists, facilitate the Cycle Super Highways and facilitate the central London cycle hire scheme.

Policy 7.2 All new development in London to achieve the highest standards of accessible and inclusive design.

Policy 7.4 Development should have regard to the form, function, and structure of an area, place or street and the scale, mass and orientation of surrounding buildings. It should improve an area's visual or physical connection with natural features. In areas of poor or ill-defined character, development should build on the positive elements that can contribute to establishing an enhanced character for the future function of the area.

Policy 7.6 Buildings and structures should:
a be of the highest architectural quality

- b be of a proportion, composition, scale and orientation that enhances, activates and appropriately defines the public realm
- c comprise details and materials that complement, not necessarily replicate, the local architectural character
- d not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy, overshadowing, wind and microclimate. This is particularly important for tall buildings
- e incorporate best practice in resource management and climate change mitigation and adaptation
- f provide high quality indoor and outdoor spaces and integrate well with the surrounding streets and open spaces
- g be adaptable to different activities and land uses, particularly at ground level
- h meet the principles of inclusive design
- i optimise the potential of sites.

Policy 7.8 Development should identify, value, conserve, restore, re-use and incorporate heritage assets, conserve the significance of heritage assets and their settings and make provision for the protection of archaeological resources, landscapes and significant memorials.

Policy 7.14 Implement Air Quality and Transport strategies to achieve reductions in pollutant emissions and minimise public exposure to pollution.

Policy 7.15 Minimise existing and potential adverse impacts of noise on, from, within, or in the vicinity of, development proposals and separate new noise sensitive development from major noise sources.

Relevant Local Plan Policies

CS5 Meet challenges facing North of City

To ensure that the City benefits from the substantial public transport improvements planned in the north of the City, realising the potential for rejuvenation and "eco design" to complement the sustainable transport infrastructure.

CS1 Provide additional offices

To ensure the City of London provides additional office development of the highest quality to meet demand from long term employment growth and strengthen the beneficial cluster of activities found in and near the City that contribute to London's role as the world's leading international financial and business centre.

CS4 Seek planning contributions

To manage the impact of development, seeking appropriate developer contributions.

CS5 Meet challenges facing North of City

To ensure that the City benefits from the substantial public transport improvements planned in the north of the City, realising the potential for rejuvenation and "eco design" to complement the sustainable transport infrastructure.

CS10 Promote high quality environment

To promote a high standard and sustainable design of buildings, streets and spaces, having regard to their surroundings and the character of the City and creating an inclusive and attractive environment.

CS11 Encourage art, heritage and culture

To maintain and enhance the City's contribution to London's world-class cultural status and to enable the City's communities to access a range of arts, heritage and cultural experiences, in accordance with the City Corporation's Destination Strategy.

CS12 Conserve or enhance heritage assets

To conserve or enhance the significance of the City's heritage assets and their settings, and provide an attractive environment for the City's communities and visitors.

CS13 Protect/enhance significant views

To protect and enhance significant City and London views of important buildings, townscape and skylines, making a substantial contribution to protecting the overall heritage of the City's landmarks.

CS15 Creation of sustainable development

To enable City businesses and residents to make sustainable choices in their daily activities creating a more sustainable City, adapted to the changing climate.

CS16 Improving transport and travel

To build on the City's strategic central London position and good transport infrastructure to further improve the sustainability and efficiency of travel in, to, from and through the City.

CS17 Minimising and managing waste

To support City businesses, residents and visitors in making sustainable choices regarding the minimisation, transport and management of their waste, capitalising on the City's riverside location for sustainable waste transfer and eliminating reliance on landfill for municipal solid waste (MSW).

DM1.1 Protection of office accommodation

To refuse the loss of existing (B1) office accommodation to other uses where the building or its site is considered to be suitable for long-term viable office use and there are strong economic reasons why the loss would be inappropriate. Losses would be inappropriate for any of the following reasons:

- a) prejudicing the primary business function of the City;
- b) jeopardising the future assembly and delivery of large office development sites;
- c) removing existing stock for which there is demand in the office market or long term viable need;
- d) introducing uses that adversely affect the existing beneficial mix of commercial uses.

DM3.2 Security measures

To ensure that security measures are included in new developments, applied to existing buildings and their curtilage, by requiring:

- a) building-related security measures, including those related to the servicing of the building, to be located within the development's boundaries;
- b) measures to be integrated with those of adjacent buildings and the public realm;
- c) that security is considered at the concept design or early developed design phases of all development proposals to avoid the need to retro-fit measures that impact on the public realm;
- d) developers to seek recommendations from the City of London Police Architectural Liaison Officer at the design stage. New development should meet Secured by Design principles;
- e) the provision of service management plans for all large development, demonstrating that vehicles seeking access to the building can do so without waiting on the public highway;
- f) an assessment of the environmental impact of security measures, particularly addressing visual impact and impact on pedestrian flows.

DM10.1 New development

To require all developments, including alterations and extensions to existing buildings, to be of a high standard of design and to avoid harm to the townscape and public realm, by ensuring that:

- a) the bulk and massing of schemes are appropriate in relation to their surroundings and have due regard to the general scale, height, building lines, character, historic interest and significance, urban grain and materials of the locality and relate well to the character of streets, squares, lanes, alleys and passageways;
- b) all development is of a high standard of design and architectural detail with elevations that have an appropriate depth and quality of modelling;
- c) appropriate, high quality and durable materials are used;
- d) the design and materials avoid unacceptable wind impacts at street level or intrusive solar glare impacts on the surrounding townscape and public realm;
- e) development has attractive and visually interesting street level elevations, providing active frontages wherever possible to maintain or enhance the vitality of the City's streets;
- f) the design of the roof is visually integrated into the overall design of the building when seen from both street level views and higher level viewpoints;
- g) plant and building services equipment are fully screened from view and integrated in to the design of the building. Installations that would adversely affect the character, appearance or amenities of the buildings or area will be resisted;
- h) servicing entrances are designed to minimise their effects on the appearance of the building and street scene and are fully integrated into the building's design;
- i) there is provision of appropriate hard and soft landscaping, including appropriate boundary treatments;
- j) the external illumination of buildings is carefully designed to ensure visual sensitivity, minimal energy use and light pollution, and the discreet integration of light fittings into the building design;
- k) there is provision of amenity space, where appropriate;
- l) there is the highest standard of accessible and inclusive design.

DM10.2 Design of green roofs and walls

- 1) To encourage the installation of green roofs on all appropriate developments. On each building the maximum practicable coverage of green roof should be achieved. Extensive green roofs are preferred and their design should aim to maximise the roof's environmental benefits, including biodiversity, run-off attenuation and building insulation.
- 2) To encourage the installation of green walls in appropriate locations, and to ensure that they are satisfactorily maintained.

DM10.7 Daylight and sunlight

- 1) To resist development which would reduce noticeably the daylight and sunlight available to nearby dwellings and open spaces to unacceptable levels, taking account of the Building Research Establishment's guidelines.

- 2) The design of new developments should allow for the lighting needs of intended occupiers and provide acceptable levels of daylight and sunlight.

DM10.8 Access and inclusive design

To achieve an environment that meets the highest standards of accessibility and inclusive design in all developments (both new and refurbished), open spaces and streets, ensuring that the City of London is:

- a) inclusive and safe for of all who wish to use it, regardless of disability, age, gender, ethnicity, faith or economic circumstance;
- b) convenient and welcoming with no disabling barriers, ensuring that everyone can experience independence without undue effort, separation or special treatment;
- c) responsive to the needs of all users who visit, work or live in the City, whilst recognising that one solution might not work for all.

DM11.3 Hotels

Proposals for new hotel and apart-hotel accommodation will only be permitted where they:

- a) do not prejudice the primary business function of the City;
- b) are not contrary to policy DM1.1;
- c) contribute to the balance and mix of uses in the immediate locality;
- d) do not result in adverse impacts on the amenity of neighbouring occupiers, including cumulative impacts;
- e) provide satisfactory arrangements for pick-up/drop-off, service delivery vehicles and coaches, appropriate to the size and nature of the hotel or apart-hotel;
- f) are inclusive, providing at least 10% of hotel rooms to wheelchair-accessible standards;
- g) ensure continuing beneficial use for historic buildings, where appropriate.

DM12.1 Change affecting heritage assets

1. To sustain and enhance heritage assets, their settings and significance.
2. Development proposals, including proposals for telecommunications infrastructure, that have an effect upon heritage assets, including their settings, should be accompanied by supporting information to assess and evaluate the significance of heritage assets and the degree of impact caused by the development.

3. The loss of routes and spaces that contribute to the character and historic interest of the City will be resisted.
4. Development will be required to respect the significance, character, scale and amenities of surrounding heritage assets and spaces and their settings.
5. Proposals for sustainable development, including the incorporation of climate change adaptation measures, must be sensitive to heritage assets.

DM15.1 Sustainability requirements

1. Sustainability Statements must be submitted with all planning applications in order to ensure that sustainability is integrated into designs for all development.
2. For major development (including new development and refurbishment) the Sustainability Statement should include as a minimum:
 - a) BREEAM or Code for Sustainable Homes pre-assessment;
 - b) an energy statement in line with London Plan requirements;
 - c) demonstration of climate change resilience measures.
3. BREEAM or Code for Sustainable Homes assessments should demonstrate sustainability in aspects which are of particular significance in the City's high density urban environment. Developers should aim to achieve the maximum possible credits to address the City's priorities.
4. Innovative sustainability solutions will be encouraged to ensure that the City's buildings remain at the forefront of sustainable building design. Details should be included in the Sustainability Statement.
5. Planning conditions will be used to ensure that Local Plan assessment targets are met.

DM15.2 Energy and CO2 emissions

1. Development design must take account of location, building orientation, internal layouts and landscaping to reduce likely energy consumption.
2. For all major development energy assessments must be submitted with the application demonstrating:
 - a) energy efficiency - showing the maximum improvement over current Building Regulations to achieve the required Fabric Energy Efficiency Standards;

- b) carbon compliance levels required to meet national targets for zero carbon development using low and zero carbon technologies, where feasible;
- c) where on-site carbon emission reduction is unviable, offsetting of residual CO₂ emissions through "allowable solutions" for the lifetime of the building to achieve national targets for zero-carbon homes and non-domestic buildings. Achievement of zero carbon buildings in advance of national target dates will be encouraged;
- d) anticipated residual power loads and routes for supply.

DM15.3 Low and zero carbon technologies

1. For development with a peak heat demand of 100 kilowatts or more developers should investigate the feasibility and viability of connecting to existing decentralised energy networks. This should include investigation of the potential for extensions of existing heating and cooling networks to serve the development and development of new networks where existing networks are not available. Connection routes should be designed into the development where feasible and connection infrastructure should be incorporated wherever it is viable.
2. Where connection to offsite decentralised energy networks is not feasible, installation of on-site CCHP and the potential to create new localised decentralised energy infrastructure through the export of excess heat must be considered
3. Where connection is not feasible or viable, all development with a peak heat demand of 100 kilowatts or more should be designed to enable connection to potential future decentralised energy networks.
4. Other low and zero carbon technologies must be evaluated. Non combustion based technologies should be prioritised in order to avoid adverse impacts on air quality.

DM15.5 Climate change resilience

1. Developers will be required to demonstrate through Sustainability Statements that all major developments are resilient to the predicted climate conditions during the building's lifetime.
2. Building designs should minimise any contribution to the urban heat island effect caused by heat retention and waste heat expulsion in the built environment.

DM15.7 Noise and light pollution

1. Developers will be required to consider the impact of their developments on the noise environment and where appropriate provide a noise assessment. The layout, orientation, design and use of buildings should ensure that operational noise does not adversely affect

neighbours, particularly noise-sensitive land uses such as housing, hospitals, schools and quiet open spaces.

2. Any potential noise conflict between existing activities and new development should be minimised. Where the avoidance of noise conflicts is impractical, mitigation measures such as noise attenuation and restrictions on operating hours will be implemented through appropriate planning conditions.
3. Noise and vibration from deconstruction and construction activities must be minimised and mitigation measures put in place to limit noise disturbance in the vicinity of the development.
4. Developers will be required to demonstrate that there will be no increase in background noise levels associated with new plant and equipment.
5. Internal and external lighting should be designed to reduce energy consumption, avoid spillage of light beyond where it is needed and protect the amenity of light-sensitive uses such as housing, hospitals and areas of importance for nature conservation.

DM16.1 Transport impacts of development

1. Development proposals that are likely to have effects on transport must be accompanied by an assessment of the transport implications during both construction and operation, in particular addressing impacts on:
 - a) road dangers;
 - b) pedestrian environment and movement;
 - c) cycling infrastructure provision;
 - d) public transport;
 - e) the street network.
2. Transport Assessments and Travel Plans should be used to demonstrate adherence to the City Corporation's transportation standards.

DM16.3 Cycle parking

1. On-site cycle parking must be provided in accordance with the local standards set out in Table 16.2 or, for other land uses, with the standards of the London Plan. Applicants will be encouraged to exceed the standards set out in Table 16.2.
2. On-street cycle parking in suitable locations will be encouraged to meet the needs of cyclists.

DM16.4 Encouraging active travel

1. Ancillary facilities must be provided within new and refurbished buildings to support active transport modes such as walking, cycling and running. All commercial development should make sufficient provision for showers, changing areas and lockers/storage to cater for employees wishing to engage in active travel.
2. Where facilities are to be shared with a number of activities they should be conveniently located to serve all proposed activities.

DM16.5 Parking and servicing standards

1. Developments in the City should be car-free except for designated Blue Badge spaces. Where other car parking is exceptionally provided it must not exceed London Plan's standards.
2. Designated parking must be provided for Blue Badge holders within developments in conformity with London Plan requirements and must be marked out and reserved at all times for their use. Disabled parking spaces must be at least 2.4m wide and at least 4.8m long and with reserved areas at least 1.2m wide, marked out between the parking spaces and at the rear of the parking spaces.
3. Except for dwelling houses (use class C3), whenever any car parking spaces (other than designated Blue Badge parking) are provided, motor cycle parking must be provided at a ratio of 10 motor cycle parking spaces per 1 car parking space. At least 50% of motor cycle parking spaces must be at least 2.3m long and at least 0.9m wide and all motor cycle parking spaces must be at least 2.0m long and at least 0.8m wide.
4. On site servicing areas should be provided to allow all goods and refuse collection vehicles likely to service the development at the same time to be conveniently loaded and unloaded. Such servicing areas should provide sufficient space or facilities for all vehicles to enter and exit the site in a forward gear. Headroom of at least 5m where skips are to be lifted and 4.75m for all other vehicle circulation areas should be provided.
5. Coach parking facilities for hotels (use class C1) will not be permitted.
6. All off-street car parking spaces and servicing areas must be equipped with the facility to conveniently recharge electric vehicles.
7. Taxi ranks are encouraged at key locations, such as stations, hotels and shopping centres. The provision of taxi ranks should be designed to occupy the minimum practicable space, using a combined entry and exit point to avoid obstruction to other transport modes.

DM17.1 Provision for waste

1. Waste facilities must be integrated into the design of buildings, wherever feasible, and allow for the separate storage and collection of recyclable materials, including compostable material.
2. On-site waste management, through techniques such as recycle sorting or energy recovery, which minimises the need for waste transfer, should be incorporated wherever possible.

DM17.2 Designing out construction waste

New development should be designed to minimise the impact of deconstruction and construction waste on the environment through:

- a) reuse of existing structures;
- b) building design which minimises wastage and makes use of recycled materials;
- c) recycling of deconstruction waste for reuse on site where feasible;
- d) transport of waste and construction materials by rail or river wherever practicable;
- e) application of current best practice with regard to air quality, dust, hazardous waste, waste handling and waste management

DM19.2 Biodiversity and urban greening

Developments should promote biodiversity and contribute to urban greening by incorporating:

- a) green roofs and walls, soft landscaping and trees;
- b) features for wildlife, such as nesting boxes and beehives;
- c) a planting mix which encourages biodiversity;
- d) planting which will be resilient to a range of climate conditions;
- e) maintenance of habitats within Sites of Importance for Nature Conservation.

SCHEDULE

APPLICATION: 16/00215/FULMAJ

Dewhurst House 24-30 West Smithfield London

Conversion and part demolition of the building to create an hotel (Class C1), including refurbishment of the northern part of the building fronting West Smithfield and Hosier Lane and demolition of the southern part of the building fronting Cock Lane and erection of an 8 storey extension above ground and single level shallow basement below; alteration to rear service bay area, including the provision of 1 no. disabled parking space and cycle parking; replacement plant at roof level and basement, including reduction of existing plant enclosure on northern part of the building; ancillary restaurant at basement level and other incidental works, all in connection with the change of use of the building.

CONDITIONS

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
REASON: To ensure compliance with the terms of Section 91 of the Town and Country Planning Act 1990.

- 2 A: No work except demolition to basement slab level shall take place until an investigation and risk assessment has been undertaken to establish if the site is contaminated and to determine the potential for pollution in accordance with the requirements of DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'. The risk assessment must be submitted to and approved in writing by the Local Planning Authority.

B: Where remediation is necessary a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and to the natural and historical environment must be submitted to and approved in writing by the Local Planning Authority. Unless otherwise agreed in writing by the Local Planning Authority the remediation scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

C: Following completion of measures identified in the approved remediation scheme a verification report must be submitted to and approved in writing of the Local Planning Authority.
REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to

ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with the Local Plan DM15.8. These details are required prior to commencement in order that any changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes.

- 3 A scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects during demolition shall be submitted to and approved in writing by the Local Planning Authority prior to any demolition taking place on the site. The scheme shall be based on the Department of Markets and Consumer Protection's Code of Practice for Deconstruction and Construction Sites and arrangements for liaison set out therein. A staged scheme of protective works may be submitted in respect of individual stages of the demolition process but no works in any individual stage shall be commenced until the related scheme of protective works has been submitted to and approved in writing by the Local Planning Authority. The demolition shall not be carried out other than in accordance with the approved scheme.

REASON: In the interests of public safety and to ensure a minimal effect on the amenities of neighbouring premises and the transport network in accordance with the following policies of the Local Plan: DM15.6, DM15.7, DM21.3. These details are required prior to demolition in order that the impact on amenities is minimised from the time that development starts.

- 4 Demolition works shall not begin until a Deconstruction Logistics Plan to manage all freight vehicle movements to and from the site during deconstruction of the existing building(s) has been submitted to and approved in writing by the Local Planning Authority. The Deconstruction Logistics Plan shall include relevant measures from Section 3 of the Mayor of London's Construction Logistics Plan Guidance for Developers issued in April 2013, and specifically address the safety of vulnerable road users through compliance with the Construction Logistics and Cyclist Safety (CLOCS) Standard for Construction Logistics, Managing Work Related Road Risk. The demolition shall not be carried out otherwise than in accordance with the approved Deconstruction Logistics Plan or any approved amendments thereto as may be agreed in writing by the Local Planning Authority.

REASON: To ensure that demolition works do not have an adverse impact on public safety and the transport network in accordance with London Plan Policy 6.14 and the following policies of the Local Plan: DM15.6, DM16.1. These details are required prior to demolition work commencing in order that the impact on the transport network is minimised from the time that demolition starts.

- 5 Construction works shall not begin until a Construction Logistics Plan to manage all freight vehicle movements to and from the site during

construction of the development has been submitted to and approved in writing by the Local Planning Authority. The Construction Logistics Plan shall include relevant measures from Section 3 of the Mayor of London's Construction Logistics Plan Guidance for Developers issued in April 2013, and specifically address [driver training for] the safety of vulnerable road through compliance with the Construction Logistics and Cyclist Safety (CLOCS) Standard for Construction Logistics, Managing Work Related Road Risk. The development shall not be carried out otherwise than in accordance with the approved Construction Logistics Plan or any approved amendments thereto as may be agreed in writing by the Local Planning Authority.

REASON: To ensure that construction works do not have an adverse impact on public safety and the transport network in accordance with London Plan Policy 6.14 and the following policies of the Local Plan: DM15.6, DM16.1. These details are required prior to construction work commencing in order that the impact on the transport network is minimised from the time that construction starts.

- 6 No works except demolition to basement slab level shall take place before details of the foundations and piling configuration, to include a detailed design and method statement, have been submitted to and approved in writing by the Local Planning Authority, such details to show the preservation of surviving archaeological remains which are to remain in situ.

REASON: To ensure the preservation of archaeological remains following archaeological investigation in accordance with the following policy of the Local Plan: DM12.4.

- 7 Archaeological evaluation shall be carried out in order to compile archaeological records in accordance with a timetable and scheme of such archaeological work submitted to and approved in writing by the Local Planning Authority before any commencement of archaeological evaluation work.

REASON: To ensure that an opportunity is provided for the archaeology of the site to be considered and recorded in accordance with the following policy of the Local Plan: DM12.4.

- 8 No works except demolition to basement slab level shall take place until the developer has secured the implementation of a programme of archaeological work to be carried out in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority. This shall include all on site work, including details of any temporary works which may have an impact on the archaeology of the site and all off site work such as the analysis, publication and archiving of the results. All works shall be carried out and completed as approved, unless otherwise agreed in writing by the Local Planning Authority.

REASON: In order to allow an opportunity for investigations to be made in an area where remains of archaeological interest are understood to exist in accordance with the following policy of the Local Plan: DM12.4.

- 9 Before any works thereby affected are begun the following details shall be submitted to and approved in writing by the Local Planning Authority and all development pursuant to this permission shall be carried out in accordance with the following:
- (a) particulars and samples of the materials to be used on all external faces of the building including external ground and upper level surfaces;
 - (b) details of the ground floor hotel entrance;
 - (c) details of windows, doors and gates;
 - (d) details of soffits, hand rails and balustrades;
 - (e) details of junctions with adjoining premises;
 - (f) details of the integration of window cleaning equipment and the garaging thereof, plant, flues, fire escapes and other excrescences at roof level;
 - (g) details of all ground level surfaces including materials to be used;
 - (h) details of all hotel advertisements and signs; and
 - (i) details of external lighting
- REASON: To ensure that the Local Planning Authority may be satisfied with the detail of the proposed development and to ensure a satisfactory external appearance in accordance with the following policies of the Local Plan: DM3.2, DM10.1, DM10.5, DM12.2.
- 10 The operation of the premises shall not take place until an Operational Management Plan has been submitted to and approved by the local planning authority detailing:
- 1. The duties of the staff employed at the premises to discourage, noise, disturbance and anti-social behaviour;
 - 2. A smoking control scheme relating to the supervision and/or control of any smoking patrons outside the premises;
 - 3. A dispersal scheme relating to the dispersal of patrons leaving the premises after 22:00;
 - 4. The circumstances and time periods, which trigger the need for a review of the operational management plan.
- REASON: To ensure the good management of the venue to protect residential amenity and to ensure compliance with the following policies of the Local Plan: DM15.7 and DM21.3
- 11 Before any mechanical plant is used on the premises it shall be mounted in a way which will minimise transmission of structure borne sound or vibration to any other part of the building in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.
- REASON: In order to protect the amenities of commercial occupiers in the building in accordance following policy of the Local Plan: DM15.7.
- 12 (a) The level of noise emitted from any new plant shall be lower than the existing background level by at least 10 dBA. Noise levels shall be determined at one metre from the window of the nearest noise sensitive premises. The background noise level shall be expressed as

the lowest LA90 (10 minutes) during which plant is or may be in operation.

(b) Following installation but before the new plant comes into operation measurements of noise from the new plant must be taken and a report demonstrating that the plant as installed meets the design requirements shall be submitted to and approved in writing by the Local Planning Authority.

(c) All constituent parts of the new plant shall be maintained and replaced in whole or in part as often is required to ensure compliance with the noise levels approved by the Local Planning Authority.

REASON: To protect the amenities of neighbouring residential/commercial occupiers in accordance with the following policies of the Local Plan: DM15.7, DM21.3.

- 13 Before any works thereby affected are begun, a scheme shall be submitted to and approved in writing by the Local Planning Authority which specifies the fume extract arrangements, materials and construction methods to be used to avoid noise and/or odour penetration to the upper floors from the ancillary restaurant use. Flues must terminate at roof level or an agreed high level location which will not give rise to nuisance to other occupiers of the building or adjacent buildings. The details approved must be implemented before the restaurant use takes place.
REASON: In order to protect residential/commercial amenities in the building in accordance with the following policies of the Local Plan: DM15.6, DM15.7, DM21.3.
- 14 No live or recorded music shall be played that it can be heard outside the premises or within any residential or other premises in the building.
REASON: To safeguard the amenity of the adjoining premises and the area generally in accordance with the following policies of the Local Plan: DM15.7, DM21.3.
- 15 No servicing of the premises shall be carried out between the hours of 23:00 on one day and 07:00 on the following day from Monday to Saturday and between 23:00 on Saturday and 07:00 on the following Monday and on Bank Holidays. Servicing includes the loading and unloading of goods from vehicles and putting rubbish outside the building.
REASON: To avoid obstruction of the surrounding streets and to safeguard the amenity of the occupiers of adjacent premises, in accordance with the following policies of the Local Plan: DM15.7, DM16.2, DM21.3.
- 16 The refuse collection and storage facilities shown on the drawings hereby approved shall be provided and maintained throughout the life of the building for the use of all the occupiers.
REASON: To ensure the satisfactory servicing of the building in accordance with the following policy of the Local Plan: DM17.1.

- 17 No boilers that have a dry NO_x emission level exceeding 40 mg/kWh (measured at 0% excess O₂) shall at any time be installed in the building.
REASON: To comply with policy DM15.6 of the Local Plan and policies 7.14B a and c of the London Plan.
- 18 A. No CHP plant in the thermal input range 50kWth to 20MWth with NO_x emissions exceeding that specified in Band B of Appendix 7 to the GLA Sustainable Design and Construction Supplementary Planning Guidance published April 2014 (or any updates thereof) shall at any time be installed in the building.
B. Prior to any CHP plant coming into operation the following details must be submitted to and approved in writing by the Local Planning Authority:
1. The results of an emissions test demonstrating compliance with Part A of this condition and stack discharge velocity carried out by an accredited laboratory/competent person; and
2. An equipment maintenance schedule demonstrating that the emission standard would always be met.
C. The CHP plant shall at all times be maintained in accordance with the approved schedule.
REASON: To comply with policy DM15.6 of the Local Plan and policies 7.14B a and c of the London Plan.
- 19 Any generator on the site shall be used solely on intermittent and exceptional occasions when required in response to a life threatening emergency or an exceptional event requiring business continuity and for the testing necessary to meet that purpose and shall not be used at any other time. At all times the generator shall be operated to minimise emissions of air pollutants and a log of its use shall be maintained and be available for inspection by the Local Planning Authority.
Reason: To minimise adverse air quality impacts in accordance with policies DM15.6 and DM 21.3 of the Local Plan and policies 7.14 B a and c of the London Plan.
- 20 No part of the proposed development including plant structures to which this permission relates shall infringe or exceed the heights specified on the St. Paul's Heights code, except for the existing infringements.
REASON: To ensure compliance with St. Paul's Heights restrictions and to ensure protection of the view of St. Paul's Cathedral in accordance with the following policy of the Local Plan: CS14, DM10.1, DM12.1.
- 21 Permanently installed pedal cycle racks shall be provided and maintained on the site throughout the life of the building sufficient to accommodate a minimum of 24 pedal cycles as detailed in drawing 1888_P01_101 P7. The cycle parking provided on the site must remain ancillary to the use of the building and must be available at all times throughout the life of the building for the sole use of the occupiers

thereof and their visitors without charge to the individual end users of the parking.

REASON: To ensure provision is made for cycle parking and that the cycle parking remains ancillary to the use of the building and to assist in reducing demand for public cycle parking in accordance with the following policy of the Local Plan: DM16.3.

- 22 Changing facilities and showers shall be provided adjacent to the bicycle parking areas and maintained throughout the life of the building for the use of occupiers of the building in accordance with the approved plans.

REASON: To make travel by bicycle more convenient in order to encourage greater use of bicycles by commuters in accordance with the following policy of the Local Plan: DM16.4.

- 23 The development shall not be carried out other than in accordance with the following approved drawings and particulars or as approved under conditions of this planning permission: 1888_P00_097 P2, 1888_P01_098 P9, 1888_P01_099 P10, 1888_P01_100 P9, 1888_P01_101 P7, 1888_P01_102 P7, 1888_P01_103 P7, 1888_P01_104 P7, 1888_P01_105 P7, 1888_P01_106 P7, 1888_P01_107 P7, 1888_P01_108 P5, 1888_P01_110 P6, 1888_P01_111 P5, 1888_P01_112 P5, 1888_P01_120 P5, 1888_P01_121 P8, 1888_P01_122 P5, 1888_P01_123 P5, 1888_P01_130 P2, 1888_P01_131 P2, 1888_P01_132 P2

REASON: To ensure that the development of this site is in compliance with details and particulars which have been approved by the Local Planning Authority.

INFORMATIVES

- 1 In dealing with this application the City has implemented the requirements of the National Planning Policy Framework to work with the applicant in a positive and proactive manner based on seeking solutions to problems arising in dealing with planning applications in the following ways:

detailed advice in the form of statutory policies in the Local Plan, Supplementary Planning documents, and other written guidance has been made available;

a full pre application advice service has been offered;

where appropriate the City has been available to provide guidance on how outstanding planning concerns may be addressed.

- 2 The Mayoral Community Infrastructure Levy is set at a rate of £50 per sq.m on "chargeable development" and applies to all development over 100sq.m (GIA) or which creates a new dwelling.

The City of London Community Infrastructure Levy is set at a rate of £75 per sq.m for offices, £150 per sq.m for Riverside Residential, £95 per sq.m for Rest of City Residential and £75 on all other uses on "chargeable development".

The Mayoral and City CIL charges will be recorded in the Register of Local Land Charges as a legal charge upon "chargeable development" when development commences. The Mayoral CIL payment will be passed to Transport for London to support Crossrail. The City CIL will be used to meet the infrastructure needs of the City.

Relevant persons, persons liable to pay and owners of the land will be sent a "Liability Notice" that will provide full details of the charges and to whom they have been charged or apportioned. Please submit to the City's Planning Obligations Officer an "Assumption of Liability" Notice (available from the Planning Portal website: www.planningportal.gov.uk/cil).

Prior to commencement of a "chargeable development" the developer is required to submit a "Notice of Commencement" to the City's Section 106 Planning Obligations Officer. This Notice is available on the Planning Portal website. Failure to provide such information on the due date may incur both surcharges and penalty interest.

- 3 This permission must in no way be deemed to prejudice any rights of light which may be enjoyed by the adjoining owners or occupiers under Common Law.
- 4 Access for people with disabilities is a material consideration in the determination of planning applications. The City of London Corporation has published design standards giving advice on access for people with disabilities and setting out the minimum standards it expects to see adopted in the City buildings. These can be obtained from the City's Access Adviser, Chief Planning Officer and District Surveyor. Further advice on improving access for people with disabilities can be obtained from the City's Access Adviser. Your attention is drawn to the Disability Discrimination provisions of the Equality Act 2010 to ensure that disabled people are not significantly disadvantaged.

Service providers, etc., should make "reasonable adjustments" to facilitate access to their premises and the City asks all applicants for planning permission to ensure that physical barriers to access premises are minimised in any works carried out.

- 5 The correct street number or number and name must be displayed prominently on the premises in accordance with regulations made

under Section 12 of the London Building Acts (Amendment) Act 1939. Names and numbers must be agreed with the Department of the Built Environment prior to their use including use for marketing.

- 6 The Department of the Built Environment (Transportation & Public Realm Division) must be consulted on the following matters which require specific approval:
 - (a) Hoardings, scaffolding and their respective licences, temporary road closures and any other activity on the public highway in connection with the proposed building works. In this regard the City of London Corporation operates the Considerate Contractors Scheme.
 - (b) The incorporation of street lighting and/or walkway lighting into the new development. Section 53 of the City of London (Various Powers) Act 1900 allows the City to affix to the exterior of any building fronting any street within the City brackets, wires, pipes and apparatus as may be necessary or convenient for the public lighting of streets within the City. Early discussion with the Department of the Built Environment Transportation and Public Realm Division is recommended to ensure the design of the building provides for the inclusion of street lighting.
 - (c) The need for a projection licence for works involving the construction of any retaining wall, foundation, footing, balcony, cornice, canopy, string course, plinth, window sill, rainwater pipe, oil fuel inlet pipe or box, carriageway entrance, or any other projection beneath, over or into any public way (including any cleaning equipment overhanging any public footway or carriageway).

You are advised that highway projection licences do not authorise the licensee to trespass on someone else's land. In the case of projections extending above, into or below land not owned by the developer permission will also be required from the land owner. The City Surveyor must be consulted if the City of London Corporation is the land owner. Please contact the Corporate Property Officer, City Surveyor's Department.
 - (d) Bridges over highways
 - (e) Permanent Highway Stopping-Up Orders and dedication of land for highway purposes.
 - (f) Declaration, alteration and discontinuance of City and Riverside Walkways.
 - (g) The provision of City Walkway drainage facilities and maintenance arrangements thereof.
 - (h) Connections to the local sewerage and surface water system.
 - (i) Carriageway crossovers.

(j) Servicing arrangements, which must be in accordance with the City of London Corporation's guide specifying "Standard Highway and Servicing Requirements for Development in the City of London".

7 The Markets and Consumer Protection Department (Environmental Health Team) must be consulted on the following matters:

(a) Approval for the installation of furnaces to buildings and the height of any chimneys. If the requirements under the legislation require any structures in excess of those shown on drawings for which planning permission has already been granted, further planning approval will also be required.

(b) Installation of engine generators using fuel oil.

(c) The control of noise and other potential nuisances arising from the demolition and construction works on this site and compliance with the Construction (Design and Management) Regulations 2007; the Environmental Health Team should be informed of the name and address of the project manager and/or main contractor as soon as they are appointed.

(d) Alterations to the drainage and sanitary arrangements.

(e) The requirements of the Health and Safety at Work etc Act 1974 and the other relevant statutory enactments (including the Offices, Shops and Railway Premises Act 1963); in particular:

- the identification, encapsulation and removal of asbestos in accordance with a planned programme;
- provision for window cleaning (internal and external) to be carried out safely.

(f) The use of premises for the storage, handling, preparation or sale of food.

(g) Use of the premises for public entertainment.

(h) Approvals relating to the storage and collection of wastes.

(i) The detailed layout of public conveniences.

(j) Limitations which may be imposed on hours of work, noise and other environmental disturbance.

(k) The control of noise from plant and equipment;

(l) Methods of odour control.

- 8 The Director of Markets and Consumer Protection (Environmental Health Team) advises that:

Noise and Dust

(a)

The construction/project management company concerned with the development must contact the Department of Markets and Consumer Protection and provide a working document detailing steps they propose to take to minimise noise and air pollution for the duration of the works at least 28 days prior to commencement of the work. Restrictions on working hours will normally be enforced following discussions with relevant parties to establish hours of work for noisy operations.

(b)

Demolition and construction work shall be carried out in accordance with the City of London Code of Practice for Deconstruction and Construction. The code details good site practice so as to minimise disturbance to nearby residents and commercial occupiers from noise, dust etc. The code can be accessed through the City of London internet site, www.cityoflondon.gov.uk, via the a-z index under Pollution Control-City in the section referring to noise, and is also available from the Markets and Consumer Protection Department.

(c)

Failure to notify the Markets and Consumer Protection Department of the start of the works or to provide the working documents will result in the service of a notice under section 60 of the Control of Pollution Act 1974 (which will dictate the permitted hours of work including noisy operations) and under Section 80 of the Environmental Protection Act 1990 relating to the control of dust and other air borne particles. The restrictions on working hours will normally be enforced following discussions with relevant parties to establish hours of work for noisy operations.

(d)

Construction work shall not begin until a scheme for protecting nearby residents and commercial occupiers from noise from the site has been submitted to and approved by the Markets and Consumer Protection Department.

Air Quality

(e)

Compliance with the Clean Air Act 1993

Any furnace burning liquid or gaseous matter at a rate of 366.4 kilowatts or more, and any furnace burning pulverised fuel or any solid matter at a rate of more than 45.4 kilograms or more an hour, requires

chimney height approval. Use of such a furnace without chimney height approval is an offence. The calculated chimney height can conflict with requirements of planning control and further mitigation measures may need to be taken to allow installation of the plant.

Boilers and CHP plant

(f)

The City is an Air Quality Management Area with high levels of nitrogen dioxide. All gas boilers should therefore meet a dry NO_x emission rate of <40mg/kWh in accordance with the City of London Air Quality Strategy 2011.

(g)

All gas Combined Heat and Power plant should be low NO_x technology as detailed in the City of London Guidance for controlling emissions from CHP plant and in accordance with the City of London Air Quality Strategy 2011.

(h)

When considering how to achieve, or work towards the achievement of, the renewable energy targets, the Markets and Consumer Protection Department would prefer developers not to consider installing a biomass burner as the City is an Air Quality Management Area for fine particles and nitrogen dioxide. Research indicates that the widespread use of these appliances has the potential to increase particulate levels in London to an unacceptable level. Until the Markets and Consumer Protection Department is satisfied that these appliances can be installed without causing a detriment to the local air quality they are discouraging their use. Biomass CHP may be acceptable providing sufficient abatement is fitted to the plant to reduce emissions to air.

(i)

Developers are encouraged to install non-combustion renewable technology to work towards energy security and carbon reduction targets in preference to combustion based technology.

Standby Generators

(j)

Advice on a range of measures to achieve the best environmental option on the control of pollution from standby generators can be obtained from the Department of Markets and Consumer Protection.

(k)

There is a potential for standby generators to give out dark smoke on start up and to cause noise nuisance. Guidance is available from the Department of Markets and Consumer Protection on measures to avoid this.

Cooling Towers

(l)

Wet cooling towers are recommended rather than dry systems due to the energy efficiency of wet systems.

Food Hygiene and Safety

(m)

Further information should be provided regarding the internal layout of the proposed food/catering units showing proposals for staff/customer toilet facilities, ventilation arrangements and layout of kitchen areas.

(n)

If cooking is to be proposed within the food/catering units a satisfactory system of ventilation will be required. This must satisfy the following conditions:

Adequate access to ventilation fans, equipment and ductwork should be provided to permit routine cleaning and maintenance;

The flue should terminate at roof level in a location which will not give rise to nuisance to other occupiers of the building or adjacent buildings. It cannot be assumed that ductwork will be permitted on the exterior of the building;

Additional methods of odour control may also be required. These must be submitted to the Markets and Consumer Protection Department for comment prior to installation;

Ventilation systems for extracting and dispersing any emissions and cooking smells to the external air must be discharged at roof level and designed, installed, operated and maintained in accordance with manufacturer's specification in order to prevent such smells and emissions adversely affecting neighbours.

(o)

From the 1 July 2007, the Health Act 2006 and associated Regulations prohibited the smoking of tobacco products in all enclosed or partially enclosed premises used as workplaces or to which the public have access. All such premises are required to provide signs prescribed by Regulations. Internal rooms provided for smoking in such premises are no longer permitted. More detailed guidance is available from the Markets and Consumer Protection Department (020 7332 3630) and from the Smoke Free England website: www.smokefreeengland.co.uk.

- 9 The Director of Markets and Consumer Protection states that any building proposal that will include catering facilities will be required to be constructed with adequate grease traps to the satisfaction of the Sewerage Undertaker, Thames Water Utilities Ltd, or their contractors.

- 10 The investigation and risk assessment referred to in condition 2 must be completed to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents must be submitted to and approved in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report must be submitted to and approved in writing by the Local Planning Authority. The report of the findings must include:
- (i) a survey of the extent, scale and nature of contamination;
 - (ii) an assessment of the potential risks to:
 - o human health,
 - o property (existing or proposed) including buildings, open spaces, service lines and pipes,
 - o adjoining land,
 - o groundwaters and surface waters,
 - o ecological systems,
 - o archaeological sites and ancient monuments;
 - (iii) an appraisal of remedial options, and proposal of the preferred option(s).
- This investigation and risk assessment must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

Wells, Janet (Built Environment)

From: PLN - Comments
Subject: FW: Dewhurst House 24-30 West Smithfield EC1

From: Marin Szanto
Sent: 25 April 2016 09:16
To: PLN - Comments
Subject: Dewhurst House 24-30 West Smithfield EC1

Dear Sir/Madam

I live at flat 603 ,10 Hosier Lane EC 1 9LS.

I would like to make the following points to the Planning Committee regarding the proposed scheme for the development of a 326 room Premier Inn hotel at the above location.

This development would have a negative impact on Hosier Lane and Cock Lane. As their respective names imply, both are very narrow with minimal capacity.

Hosier Lane could not cope with the potential numbers of people using it as a through-fare given how narrow the Lane is and would not cope with the increase in traffic, both vehicles and pedestrians.

The very nature of this type of short stay hotel would mean people coming and going 24 hours a day seven days a week.

Please also bear in mind the impact if the Museum of London relocates to the disused buildings at the other end of Hosier Lane as this will greatly increase movement in Hosier Lane(please note I welcome this proposal).

The deliveries to and from such a large scale hotel will also have a significant impact on Cock Lane and its residents.

The current proposed scheme states misleadingly that the development will reduce the maximum height of the existing building but fails to emphasise that they propose to construct an additional 6th floor rising to the height of a 7th floor on the new build. This increased height will house the plant equipment (the air handling units, the condenser, the compressor and the smoke extractor fans).These will be in close proximity to the 100 flats including mine that overlook the internal courtyard at 10 Hosier Lane.

I attended the recent Drop-in Centre and spoke with representatives from Whitbread's planning application. They gave me little confidence that this part of the proposed development and soundproofing met my concerns. The proposal tries to imply that soundproofing will reduce the noise. They admit noise will be created. I have no confidence that this will be the case and once these structures are in place it will be too late. We will then have no comeback if the soundproofing is inadequate.

I am also objecting to the current plans regarding the loss of light to my flat and the other 100 flats affected by this proposed development. The increased height to the new part of the building will restrict our views and block light from our windows. When considering this planning application I would welcome members of the Planning Committee to pay a visit to my flat and look out from my window at just how close the new structures would be.

Notwithstanding the horrendous months ahead that would be the consequences of the proposed demolition and rebuilding work my main objections are:

the loss of light and the noise that will generated by placing the units on the erection of an 8 story extension and the replacement plant at this roof level.

I therefore strongly object to the proposals and request that planning permission for the development in its current form be denied

Yours Marina Szanto

Flat 603
10 Hosier Lane
London EC1 9LS

Wells, Janet (Built Environment)

Subject: FW: Dewhurst House 24-30 West Smithfield, London, EC1

-----Original Message-----

From: John James

Sent: 24 April 2016 14:57

To: PLN - Comments

Subject: Dewhurst House 24-30 West Smithfield, London, EC1

Dear Rob,

I would like to formally object to the above proposed development on the following grounds:

1. The opening of a large hotel in this location, is totally at odds with the character of this very historic area and would be detrimental to its present image.
2. Surely a refurbishment of the building as new offices would be far more in keeping with the area. There is ample demand in Central London for quality offices at premium rates. This would benefit the existing businesses in the area far more than a hotel, with transient clients.
3. As a long standing resident of 10 Hosier Lane I am concerned with the potential noise disruption from the lengthy scope of works. I am particularly anxious due to the six month demolition of the southern part of the building, which adjoins our building, 10 Hosier Lane.
4. Of equal concern will be the additional noise generated, once the development is complete of additional pedestrian footfall through Hosier Lane, at all hours, and also the significant vehicle deliveries in Cock Lane.
5. The residence in what used to be a very quiet area, are already subject to increased disturbances from the Barts Hospital Residential development, cross rail, and the ongoing major refurbishment works at Travers, SmithBraithwaite offices.
6. The likely re development of the General Market buildings as a new home for The Museum of London will also impact us greatly.

Whilst I would like to acknowledge and appreciate the public relations campaign by both Whitbread and Curtin & Co. , I feel the need to act in order to maintain the quiet enjoyment of my home and surrounding environment.

Yours truly,

John James.
Flat 506
10 Hosier Lane
London
EC1A 9LS.

Wells, Janet (Built Environment)

From: PLN - Comments
Subject: FW: 24-30 West Smithfield, (Dewhurst House)

From: Richard Brown
Sent: 26 April 2016 17:04
To: PLN - Comments; PlanningQueue
Subject: 24-30 West Smithfield, (Dewhurst House)

Dear Sirs

I would like to make comments objecting to a planning application by Whitbread (John Robertson architects) to turn 24-30 West Smithfield (the old City and Guilds building on the corner of Hosier Lane and West Smithfield into a Premier Inn.

I am a resident of 10, Hosier Lane (Flat 402, 10 Hosier Lane, London EC1A 9LS). My flat looks out towards the back of what would be the hotel under the proposed plans which I viewed.

My comments and grounds for objection are as follows:

Usage as a hotel will create **noise and disturbance** to me and to other local residents:

- the level of noise from a hotel would be greater than from residential use, resulting from commercial deliveries, air conditioning plant, kitchen venting machinery, hotel staff in outside areas within earshot of local residents' flats.
- the times of day at which noise is made will be later into the night than would be the case for residential accommodation as the hotel will be providing a 24 hour service and air conditioning will run through the night

My flat will be overlooked by hotel rooms to a greater extent than it is by the current building at 24-30 West Smithfield even if that were converted to flats.

The hours of use of the proposed hotel will be greater than residential use

The traffic generated by the hotel will be too much for West Smithfield which is currently a quiet neighbourhood

The character of Smithfield Square will be spoilt by a Premier Inn and by the accompanying traffic.

Please confirm receipt

Many thanks

Kind regards

Richard Brown
Flat 402, 10 Hosier Lane
London EC1A 9LS

Wells, Janet (Built Environment)

From: PLN - Comments
Subject: FW: 16/00215/FULMAJ - Dewhurst House 24-30 West Smithfield London EC1

PO Box 270
Guildhall
London EC2P 2EJ

20 April 2016

Your Ref: **16/00215/FULMAJ**

Re: The proposed conversion and part demolition of **Dewhurst House 24-30 West Smithfield London EC1** by Whitbread

For the attention of Mr Rob Chipperfield, (Case Officer)

Dear Sir,

I write on behalf of Hosier Lane Leaseholders Association (HLLA) in regards to the above planning application. Several members of HLLA attended the viewing of the plans and have serious concerns because our residential building is attached to the proposed hotel. As such, we strongly object to part of the plans involving the construction of additional floors above the level of the existing building. We also object to the planned plant items at roof level and other incidental works in connection with the change of use.

There are over 100 apartments at 10 Hosier Lane and a number of them face south, towards Cock Lane and east towards Giltspur Street. The planned demolition of the Dewhurst building on Cock Lane, is in line of sight of many of the residents of Hosier Lane. We feel that those below a certain floor level, will be impacted by the loss of natural daylight and sunlight due to the increased height of the proposed new building. Those above a certain floor level, will be impacted by the increased noise and exhaust fumes from the plant items at roof level. We recognise that some of these items already exist on the roof of the current office building, but with the change of use to a hotel, the demand will be higher and the units will have to be larger and louder in order to handle the increased demand. The point of all this equipment (the air handling units, the condenser, the compressor and the smoke extractor fans), is to expel unwanted heat and noxious fumes, some of which will be blown into the direction of our residential building.

We are not opposed to the proposed hotel, but the works will be disruptive. Recent drilling at the same site at ground level, created unwelcome dust and vibrations throughout 10 Hosier Lane. With the close proximity of the proposed hotel to residential buildings on Hosier Lane and Cock Lane, the demolition of the existing building will expel unhealthy levels of dust, pollution and noise.

The Whitbread team attempted to dismiss our concerns with a lot of technical jargon, but it did little to alleviate them. They seemed to offer no understanding of our concerns and no offer of a compromise in anyway.

We look forward to hearing a reply about the the increase in height to the proposed building and the plant at roof level (moving them underground or at the very least towards the front of their hotel and away from

residential buildings). We would also like documented assurances that all precautions will be taken to prevent dust, hazardous materials, noise and related vibrations affecting the residents of Hosier Lane.

If the application is to be decided by a committee, then please take this as notice that a member or members of HLLA would like to attend and speak, if necessary.

Yours faithfully,

Tim Jaffier

Hosier Lane Leaseholder Association
10 Hosier Lane
City of London London EC1A 9LQ



AME/227b

5th July 2016

Mr K Groom
Associate Director
Curtin & Co
299 Oxford Street
London
W1C 2DZ

Dear Krystian

**DEVELOPMENT OF 20-34 WEST SMITHFIELD – WHITBREAD LIMITED
(PREMIER INN)**

I am writing to thank you for taking the time to explain in detail the planned development of 20-34 West Smithfield to Mr Tim Haden-Scott, the Chairman of the Property Committee. The matter has now been before the full Property Committee and the Court.

The Haberdashers' Company is excited by the prospect of a Premier Inn hotel opening in 2018 and believes that this will be a beneficial asset to the area, particularly, given the increased foot-fall expected following the introduction of Crossrail. The Company was satisfied that the issues of noise, drainage, traffic flows and branding have all been satisfactorily addressed in the planning application and it was reassured that adequate and appropriate safeguards had been requested by the City Corporation.

The Haberdashers' Company is content to support the planning application in respect of 20-34 West Smithfield and looks forward to the hotel opening in 2018.

Yours sincerely

A M Ellison
Director of Schools and Property