

PLANNING AND DEVELOPMENT CONTROL COMMITTEE
Addendum 08.03.22

REG REF.	ADDRESS	WARD	PAGE
2021/03907/FUL	5A Heathman's Road	Town	7
Page 16 and 8.5m.	Para 6.16, third line, delete 'approx. 8m' and replace with between 6.5m and 8.5m.		
2021/03561/FUL	181 Talgarth Road	Hammersmith Broadway	18
Page 36	Condition 31 – After '...adverse impact', add ' The background sound level shall be remeasured prior to and after construction works and checked after the completion of these to conclude upon a representative lowest background sound level'. At the end add, 'For a period of three years, the external noise shall be monitored annually and the results reported to the Local Planning Authority. Where emissions are greater than approved, remedial actions shall be proposed and implemented. The effectiveness of these shall be measured after implementation and the results reported to the Local Planning Authority.'		
Page 37/38	Condition 38 – Delete '(excluding the roof top terrace identified on the approved plans for the hotel building)		
Page 45	Condition 64 – Replace '...of each hotel', with, 'of each building and shall include commissioning, monitoring and audit of noise impact to limits agreed with the Local Planning Authority and annually for a period of three years.'		
Page 48	Condition 77 – After 'liaison' add 'and details of the occupation of the student accommodation during the academic and non-academic year.'		
Page 49	Condition 78 – add to the beginning 'During the academic year and notwithstanding the provisions set out in the Student Management Plan under Condition 77 in relation to occupation during the non-academic year,'		
Page 60	Para. 2.12 – Add further points for Planning Statement Addendum, prepared by DP9 and Updated Energy and Sustainability Strategy prepared by Stroma		
Page 113	Para 5.5.8 – Replace 'This arrangement will allow to separate delivery and servicing vehicles from taxi drop off areas at the frontage of the site.' With 'This arrangement will allow delivery and servicing vehicles as well as taxis to avoid drop offs to the front of the site on Talgarth Road'.		
Page 132	Para 6.3 – Replace 'The application Heads of Terms are as follows:', with 'Under the extant planning permission for the site the applicant has to date made the first tranche of phased payments in relation to the south building with regards to the Social, physical, economic and transport infrastructure contribution (£1,322,740), Low Traffic Neighbourhood scheme contribution (£135,540), and Economy/jobs/local procurement contribution (£155,750). Given the south building and the phasing remains the same the proposed heads of terms listed below reflect these payments. In addition, as per Paragraph 5.6.6 above, the extant permission secured a Climate Change contribution of £1,065,000 of which the first instalment of £288,700 has been made. For the reasons set out in 5.6.6 this is now reflected within the carbon offset payment contribution below. The Heads of Terms for this application, as such, as follows:'		
Page 132	Para 6.3 bullet point 6 – Replace 'The applicant will, from the point of occupation, enter a new nomination agreement with one or more higher education provider for the approved student and affordable student accommodation', with, 'The applicant will, from the point of occupation, provide evidence of having entered a nomination		

agreement with one or more higher education provider for the majority of the rooms including the affordable student accommodation.'

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Para 6.3 list – add bullet point requiring an early stage review mechanism.

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Para 6.3 list – add bullet point requiring the retention of the architects.

In addition to the corrections and clarifications listed, Members will note the receipt of comments from the Health and Safety Executive in relation to fire safety. In summary these are as: One firefighting shaft is proposed and a minimum of two are required; Due to having one firefighting lift this does not meet the requirements of the floor areas; the distance from the most remote south east door to firefighting shaft exceeds the required 35m distance; distances for firefighters to travel within corridors should not exceed 30m between the further door and stairwell; access to the external firefighting stair and internal firefighting lift exceeds 20m and it is required to be 7.5m; the east elevation shows windows in close proximity to the firefighting stair with risk of spread of fire; the triangular canopy and disabled parking area is in close proximity to the building with risk of fire spreading. A number of these matters may be revised through design amendments.

Officer response

In relation to HSE's comments, the development does in fact allow for two firefighting lifts, not one, with one each in the west and central cores of the north building. As such the first two points from HSE are satisfied as well as in regard to the 30m and 35m distance matters; the common corridors are designed to be fire sterile and as such are not areas where fires would start, providing safe routes between units and the firefighting shafts. The 7.5m distance requirement relates to the internal distance between the lift entrance and firefighting stair core door which is achieved. With regards to the proximity of the wall and stair, the side internal to the firefighting shaft of the exterior wall facing the accommodation will have a fire resistance of 2 hours. Comments are made in relation to the courtyard triangular canopy, this is an open sided canopy with the parking below being commensurate to any open parking spaces and associated fire risk adjacent of any building.

It is noted that the following the assessment of the revised Fire Strategy submitted by the applicant the GLA have stated that the development now meets the planning requirements within the development plan. Officers have consulted LBHF Building Control who have also stated that the Fire Strategy is satisfactory. As noted by HSE, design refinements post-planning will likely take place – subject to any planning approval – and within the regulatory framework for fire safety