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**Ward:** Ravenscourt

**Site Address:**

2 Hyde Mews 163 Dalling Road London W6 0ES



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**For identification purposes only - do not scale.**

**Reg. No:**

2023/01413/DET

**Case Officer:**

Anisa Aboud

**Date Valid:**

15.06.2023

**Conservation Area:**

Constraint Name: Ravenscourt And Starch Green

Conservation Area - Number 8

Constraint Name: Bradmore Conservation Area - Number 25

**Committee Date:**

07.11.2023

**Applicant:**

Mr Liam Beatty

2 Hyde Mews 163 Dalling Road W6 0ES

**Description:**

Submission of details of a Demolition and Construction Logistics Plan, pursuant to Condition 5; and details of a Demolition Method Statement and a Construction Management Plan, pursuant to Condition 6 of planning permission reference: 2020/00556/FUL dated 18th May 2020.

Drg Nos: Construction Management Plan (Rev 3 dated 20.10.2023) Demolition Method Statement Construction Management Plan (Rev 5 dated 20.10.2023),

**Application Type:**

Details to Meet Conditions Full/Outline

**Officer Recommendation:**

- 1) That the Committee resolve that the Director of Planning and Property be authorised to grant permission.

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**LOCAL GOVERNMENT ACT 2000  
LIST OF BACKGROUND PAPERS**

**All Background Papers held by Andrew Marshall (Ext: 4841):**

Application form received: 30th May 2023

Drawing Nos: see above

**Policy documents:** National Planning Policy Framework (NPPF) 2023  
The London Plan 2021  
LBHF - Local Plan 2018  
LBHF – Planning Guidance Supplementary Planning Document  
2018

**Consultation Comments:**

**Comments from:**

**Dated:**

## **Neighbour Comments:**

### **Letters from:**

### **Dated:**

Nasmyth Street London W6 0HA	08.08.23
1, Wellesley Avenue, Hammersmith, LONDON W6 0UP	08.08.23
1, Wellesley Avenue, LONDON W6 0UP	08.08.23
19 Wingate Road London W60ur	27.08.23
178 Dalling Road London W6 0EU	09.08.23
52 Perrers Road London W6 0EZ	11.08.23
23 Wingate Road Wingate Road London W6 0UR	11.10.23
23 Wingate Road Wingate Road London W6 0UR	11.10.23
30 Dorville Crescent, London W6 0HJ	09.08.23
180 Dalling Road London W6 0EU	06.08.23
No Address Given	10.08.23
160 Dalling Road London W6 0EU	14.08.23
131 DALLING ROAD HAMMERSMITH London W6 0ET	22.08.23
7 Wingate Road Hammersmith London W6 0UR	09.08.23
1 Holly Villas Wellesley Avenue London W6 0UW	09.08.23
No Address Given	09.08.23
9 Wingate Road London W6 0UR	09.08.23
No Address Given	09.08.23
No Address Given	09.08.23
3 Nasmyth Street London W6 0HA	03.08.23
3, Holly Villas Wellesley Avenue London W6 0UW	08.08.23
26 Wingate Road London W6 0UR	30.07.23
21 Wingate Road London W6 0UR	12.09.23
29 Wingate Road London W6 0UR	17.08.23
29 Wingate Road London W6 0UR	08.08.23
3 Wellesley Avenue London W6 0UP	07.08.23
19 Wingate Road London W6 0UR	29.08.23
27 Wingate Raod London W6 0UR	08.08.23
21 Wingate Road London W6 0UR	08.08.23
27 Wingate Road London W6 0UR	13.09.23
27 Wingate Road London W6 0UR	21.08.23
27 Wingate Road London W6 0UR	17.08.23
166 Dalling Road London London W6 0EU	09.08.23
169 Dalling Road London W6 0ES	08.08.23
5 Wingate Road London W6 0UR	08.08.23
2 Holly Villas Wellesley Ave	09.08.23
46 Wingate Road London W6 0UR	09.08.23
23 Wingate Road London W6 0UR	07.08.23
13 Wingate Road London W6 0UR	06.08.23
25 Wingate Road London W6 0UR	11.09.23
16 Wingate Road London W6 0UR	13.09.23
1 Wellesley Ave LONDON W6 0UP	08.08.23
177 Dalling Road London W6 0ES	12.09.23
25 Wingate Road London W6 0UR	09.09.23
30 Wingate Road, W6 0UR	21.08.23

Imperial College London, Department Of Cancer And Surgery, Faculty Of Medicine, 1st Floor ICTEM, Room 145 Du Cane Road, London W12 0NN	21.08.23
2 Wellesley Avenue London W6 0UP	08.08.23
38 Wingate Road London W6 0UR	09.08.23
1 Wellesley Avenue Hammersmith London W6 0UP	07.08.23
19 Wingate Road London W6 0UR	27.08.23
175 Dalling Road London W6 0ES	08.08.23
1 Holly Villas Wellesley Avenue London W6 0UW	09.08.23
38 Wingate Road London W6 0UR	09.08.23
3 Holly Villas Wellesley Avenue London W6 0UW	29.08.23
2 Holly Villas Wellesley Avenue London W6 0UW	22.08.23
40 Wingate Road London W6 0UR	11.09.23
3 Holly Villas Wellesley Avenue London W6 0UW	12.09.23

## 1.0 SITE DESCRIPTION

- 1.1 Hyde Mews is a warehouse-style brick building which has been converted into two dwellings (1 and 2 Hyde Mews). The mews is set back from the street off of Dalling Road and is accessed principally via a private gate and driveway in between Nos. 159 and 165 Dalling Road, which leads to small garden in front of the building. No. 2 Hyde Mews, to which this application relates, also has pedestrian access from Wingate Road via a private driveway shared with Cressy Court.
- 1.2 There have been buildings on the site from the late 19th Century, appearing on an Ordnance Survey map for the first time in 1896. The rear yards to these buildings appear to have been infilled in the early 1950s. Planning permission for conversion of the buildings, which were in long-standing industrial use, to provide two live/work units was granted in 1996.
- 1.3 The site is within the Bradmore Conservation Area, but the buildings are not statutorily or locally listed.
- 1.4 The site is located within the Environment Agency's Flood Zone 3.
- 1.5 Relevant planning history:

1996/01308/CAC - Demolition of single storey part of former joinery works.  
Approved.

1996/01307/FUL - Conversion of existing two storey building and erection of two storey side extension to provide two live/work units. Erection of two storey building at rear of boundary with 165 Dalling Road to provide garage/studio accommodation. Approved.

2009/02485/FUL - Erection of a glazed roof to enclose the rear courtyard.  
Approved.

2011/01929/FUL - Erection of a first-floor extension to the rear elevation, including the creation of a roof terrace; enclosure of existing rear courtyard; replacement of

3no. rooflights at ground and first floor levels; excavation of the front garden to form a lightwell in connection with the creation of a new basement. Approved.

2011/01931/FUL - Erection of a first-floor extension to the rear elevation, including the creation of a roof terrace; enclosure of existing rear courtyard; replacement of 3no. rooflights at ground and first floor levels.

2018/03985/FUL - Enlargement of the existing basement in connection with the creation of new lightwells and formation of an indoor swimming pool at basement level; demolition of the first floor rear back addition and the creation of a plant room at ground floor level; alterations to the external glazing at ground and first floor level. Approved by Planning and Development Control Committee on 13 June 2019.

2020/00556/FUL - Demolition of the existing building and erection of a replacement part one, part two storey plus-basement single dwelling. The finished development would be very similar in terms of design and scale to the previously approved scheme, albeit it would now be a brand-new development following demolition and rebuilding of the existing dwelling. ('the approved scheme'). Approved under delegated authority 18 May 2020.

## 2.0 CURRENT APPLICATION

2.1 This application only relates to the discharge of the following conditions that were attached to planning permission (ref: 2020/00556/FUL):

- o Condition 5 (Demolition and Construction Logistics Plan)
- o Condition 6 (Demolition Method Statement and Construction Management Plan)

Condition 5 reads:

Prior to commencement of the development hereby approved, a Demolition and Construction Logistics Plan shall be submitted to, and approved in writing by, the Council. This must be in accordance with Transport for London (TfL) requirements and should seek to minimise the impact of demolition and construction traffic on nearby roads and restrict demolition and construction trips to off-peak hours only. Thereafter the approved details shall be implemented throughout the project period.

To ensure that demolition and construction works do not adversely impact on the operation of the public highway, in accordance with Policies T1 and T7 of the Local Plan (2018).

Condition 6 reads:

Prior to commencement of the development hereby approved, a Demolition Method Statement and a Construction Management Plan shall be submitted to and approved in writing by the Council. Details shall include control measures for dust, noise, vibration, lighting, delivery locations, restriction of hours of work and all associated activities audible beyond the site boundary to 0800-1800hrs Mondays to Fridays and 0800 -1300 hrs on Saturdays, advance notification to

neighbours and other interested parties of proposed works and public display of contact details including accessible phone contact to persons responsible for the site works for the duration of the works. Thereafter the approved details shall be implemented throughout the project period.

To ensure that the amenity of occupiers of surrounding premises is not adversely affected by noise, vibration, dust, lighting or other emissions from the building site, in accordance with Policies CC11 and CC13 of the Local Plan (2018).

### 3.0 CONSULTATION RESPONSES

3.1 As per the commitment from of the planning committee (in regard of the first application) details of the submitted information for these matters were shared with residents by way of notification letters. The scope of the consultation was extended after the initial posting, so that 117 letters were sent out. Officers would also note that the consultation period was extended to 13th September 2023 and an additional 75 letters sent out. As a result of these notifications, a total of 53 objections were received. The concerns raised by the local residents can be summarised as follows:

- Planning permission granted in May 2018 clearly expired on May 18th 2023 before any work was commenced. There is insufficient evidence of a material start to the work prior to the expiry date.
- If the Council accepts that work had commenced prior to 18 May 2023, it would have been illegal in any case to start work before discharging pre-commencement conditions.
- Insufficient consultation with neighbours for second 2020 planning permission.
- The Council should enforce the expiry date and require that a new planning permission is sought.
- Insufficient consultation for the construction, development and logistics plans and consultation period should be extended for at least 2 months from 9 August 2023.
- The council should hold a meeting for all residents affected to inform us of the construction, demolition and excavations processes.
- Dust, vibration, noise and health concerns, how will these be mitigated?
- Traffic concerns - Wingate Road is a narrow residential street along which one car can pass at a time and has a significant traffic problem at key times as its used as a cut through by drivers. The plan envisages up to 37 heavy vehicles per week. This will cause major disruption.
- If the proposal proceeds, it is essential the developer be instructed to bring in and exist vehicles by the shortest possible route from Paddenswick Road, coming down Wellesley Avenue rather than Wingate Road.
- The noise levels will be highly disruptive in a family area with lots of children who will need to take regular midday naps etc.
- There is already congestion around school runs.
- Request the developers advise all residents how they propose to minimise the adverse potential effects of their proposed activities and the council insist at a minimum that building traffic be tightly restricted in volume, and completely excluded from all the smaller neighbouring streets (Wellesley Avenue, Wingate Road, Dalling Road and Nasmyth Road).
- Lived close to a similar excavation and it was two years of loud drilling, traffic and parking problems, pollution, dust throughout our flat. The developer said it would only take a year, yet so many things went wrong that it was double that.

- Mental health was affected and concerned this would happen again.
- Brackenbury will be turned into a danger zone for children. If planning permission were to be granted all this heavy traffic should be accessed from Goldhawk road only.
- The developers, owners, council and residents should get together for a meeting to understand how the demolition and excavation will affect us. The area is already heavily polluted so this construction will exacerbate this further. What are the risk and environmental assessments?
- In addition what protection is in place for trees and other arboriculture? A number of them will be affected and are at risk.
- We are a road of mainly families with young children, and numerous disabled residents. By increasing traffic on the road, this poses a huge risk for our most vulnerable residents. There has been no consideration for the vulnerable groups located on Wellesley, for their safety and access needs.
- We already have an incredibly noisy construction site over the road- another one would be unbearable.
- We trust that the construction is fully in accordance with the Basement Impact Assessment & all the recommendations in this Assessment have been taken on board in the works proposed by the developer.
- There is under-pinning of our Party Wall which will obviously require careful & regular review, via inspection. We assume your Building Inspector will be closely involved and with regular visits to the site.
- It is obviously a very complex demolition / reconstruction process with many piles & we would thus expect the developer to have in place a movement strategy during the temporary works & the underpinning process.
- Could you please ensure that we are provided with contacts tel nos/ email details (needs to be 24/7) of the key people to contact at both the Council & the Construction Team in the event of any problem arising.
- The Demolition and Construction Logistics plan shows large vehicles coming down our narrow roads at a time when hundreds of children, particularly at Brackenbury and John Betts Schools, are going to or coming back from school, or heading to and from Ravenscourt Park after school. Dalling Road and Wellesley Avenue are particularly full children at these peak times. As such, vehicle movements for this project must (at a minimum) be restricted to between 9.30am-3pm daily.
- The proposed number of vehicle movements, over well over two years of the planned works, doesn't tally with the Council's push for Clean Air Neighbourhoods.
- Is an underground swimming pool appropriate for one of the small properties in this area anyway?
- The whole proposal appears uncharacteristic and unnecessary for the neighbourhood area, where it is quiet and residential within a conservation area. I object to such construction; I would like the planning permission to be reconsidered.
- The council should monitor the health and environmental effect of this development regularly and report the findings to the developers and affected neighbours.
- The environmental impact of demolition, noise and pollutants released is ludicrous for a built up area and in such close proximity to a school playground.
- Level of disruption from potential building works intolerable and far too disruptive.
- Inconsistencies in the report over possible access routes for lorries. Document also contains errors and refers to London Borough of Newham. Conditions should be imposed regarding hours of site operations and the hours of operation for

vehicle arrivals.

- The timings during which vehicle movement should be allowed should be reduced between 9.30am and 2.30pm so as to avoid the times when school children are going to and from school and peak hours. On Saturdays vehicles should not be allowed to service the site at any time.
- I have recently been informed that planning permission has been granted for the site on Wellesley Avenue. This will now double the noise and traffic for everyone in the neighbourhood. The idea that Dalling Road, Wingate Road or Wellesley Avenue can cope with the increased use of large lorries is something that the traffic department responsible at LBHF needs to look into with great care and attention, given that the parking on both sides of these very narrow streets is already an issue for the residents. It also puts the health and safety of young school children who use all these local roads at great risk.
- The developers' plans say that the main challenges are dust, vibration and noise. It is not just the dust that will create toxic fumes, but the extra traffic that will be generated by all the work - which will take 124 weeks. Who will monitor the pollution levels and how often?
- The Demolition Method Statement states on 3.11, p 22: A full Environmental Impact Assessment will be undertaken prior to commencement but the following best practices will be employed. Has this been done? What are the results? The results should be circulated to all households who will be affected.
- Additional vehicles in these small residential streets will create extra toxic fumes damaging health and the environment. This will also take place in the context of the recently approved application for the large construction project in Wellesley Avenue.
- Mitigation could include a requirement for a considerably shortened timescale for the project financial compensation to the residents of Dalling Road, a reduced scope for the project, restricted times for truck visits, no truck parking on the street etc etc.
- The Council is required to take all possible steps to minimise pollution and the threat to health from noxious fumes from diesel engines. We, the residents, should be shown the measures that the Council will insist on with the developer.

Officer response:

- The proposal's material planning considerations (including vehicles routes, frequency, timings) will be assessed in the 'planning considerations' section of this report'
- Officers note that in regards to health, dust, air quality/pollution concerns are covered under separate legislation. The applicant has submitted an Air Quality Dust Management plan (AQDMP) for the demolition phase approved under S.81 of the Building Act. There is an Air Quality Monitoring provision in section 4 of the approved AQDMP report. Moreover, the council's Air Quality officer has reviewed this document and found it satisfactory. The demolition and construction phases of the development will be carried out and completed in accordance with the approved Air Quality Dust Management Plan, Version 5 by ACCON UK Ltd dated 21st September 2023. Approved details shall be fully implemented and permanently retained and maintained during the demolition and construction phases of the development.



## 4.0 PLANNING CONSIDERATIONS

- 4.1 The Council's transport officers have reviewed the submitted Demolition and Construction Logistics Plan, pursuant to Condition 5; and Demolition Method Statement and a Construction Management Plan, pursuant to Condition 6 of planning permission reference: 2020/00556/FUL dated 18th May 2020. They have found that the vehicles routes, frequency, timings are acceptable and the details to be satisfactory for the purposes of the conditions.
- 4.2 Vehicle movements will be supervised by at least 2 marshals who will guide vehicles in and out of the site area and will ensure vehicles stop to allow the public to pass. The footpath will be required to be crossed to gain access to the site and this again will be under the guidance of the road marshals who will be each side of the operatives crossing the footpath to enable works to stop to allow the public to pass safely.
- 4.3 The road will be more congested than normal when the works are being carried out and delivery vehicles will be required to give priority to residents, but there will be no requirement to change any of the LBHF services during the construction phase. Refuse collection days will be noted and refuse vehicles given priority over construction vehicles.
- 4.4 The site will be served in general by suspending 1no residents' parking bay. A skip will be used to dispose of the spoil which may be served by the conveyor from the basement within the boundary of No 2 Hyde Mews.
- 4.5 The existing building will be dismantled from top to bottom largely being completed by using hand tools to minimise impact and disturbance to the neighbouring building.
- 4.6 Due to the nature of the basement excavation the loading/unloading areas within the site will store material as the excavation progresses. Vehicles will be quickly loaded using a conveyor to load the skip which will be exchanged as and when full. All works will be undertaken using dedicated banksmen, temporary pedestrian management during the short skip exchange times.
- 4.7 Only one vehicle will be allowed on site at any time. No waiting will be permitted on the surrounding roads. The site manager will enforce a call up procedure where upon all delivery companies will be aware of the requirement to call the site manager 20 minutes before arrival to ensure that the delivery can be accepted.
- 4.8 Routing will be via the A402 Goldhawk Road, into Wingate Road, left into Wellesley Road and left into Dalling Road. Smaller vehicles (vans, trucks etc.) will reverse into site. Vehicles will exit the site left along Dalling Road, right into Nasmyth Street, right into Thurber Street, left into Dalling Road to return to the B408 & the classified road network. This routing has been chosen in order to avoid passing Brackenbury Primary School and the width restriction in Brackenbury Road. Owing to the presence of schools deliveries would avoid peak school access hours. Construction vehicles to be restricted to between 09:30 and 15:00 Mon to Fri. Overall, the hours of site operation hours I be 08:00-18.00 Monday to Friday excluding Bank Holidays and Sundays and 08:00-13:00 Saturdays only. During term-time, construction vehicles hours will be restricted to

9.30am and 3.30pm to avoid peak school hours.

- 4.9 Max length of construction vehicle 9.5m, width 2.5m, height 3.5m (18000kg GVW). Concrete Lorry maximum size 8.0m(L), 2.5m (W), 2.8m (H). Delivery lorry maximum size 9.5m(L), 2.5m (W), 2.8m (H). Transit/Van 5.5m(L), 2.1m (W), 2.2m (H).
- 4.10 During all stages of demolition and construction the developer will employ a Site Manager. The Site Manager will be responsible for maintaining the CLP. The CLP will be routinely reviewed on a monthly basis and at interim stages as required. The Site Manager will report any updates or improvements to the CLP to LBHF on a monthly basis (See paragraph 5.2 of the DMSCMP). The Community Liaison and Complaint procedure will also set out the means by which the Site Project Manager should co-ordinate construction logistics with any relevant nearby developments and construction projects.
- 4.10 With regards to dust, noise vibration and impacts on air quality, paragraph 3.11 of the DMSCMP outlines the arrangements. This will include wet cut demolition, Collection via extraction and bagging to suppress dust generation. To minimise noise disruption noisy working hours will be limited and non-percussive methods will be used. Non-percussive methods will also be used to minimise vibration. With regards to air quality and dust more specifically, separately an Air Quality and Dust Management Plan has been submitted and approved by the Council's Air Quality officer in relation to the environmental impacts under S81 of the Building Act 1984. The S81 Notice sets out conditions which demolition contractors must adhere to - such as grubbing up of drains, weather proofing of adjacent buildings, notifying statutory utilities etc.
- 4.11 The Notice also contains information relating to the Environmental Protection Act - this includes operating hours, and general nuisances arising as a result of the demolition. These aspects will be enforced by our Environmental Health team. This notice has been received and granted by the Council's Environmental Health team separate to planning.
- 4.12 Overall, for the reasons shown above, officers consider that the proposed details would ensure that the amenity of occupiers of surrounding premises is not adversely affected by noise, vibration, dust, lighting or other emissions from the building site, in accordance with Policies CC11 and CC13 of the Local Plan (2018) and would ensure that demolition and construction works do not adversely impact on the operation of the public highway, in accordance with Policies T1 and T7 of the Local Plan (2018).

## 5.0 CONCLUSION

- 5.1 Based on the information provided, officers consider that the proposed details would ensure that demolition and construction works do not adversely impact on the operation of the public highway, in accordance with Policies T1 and T7 of the Local Plan (2018) and would ensure that the amenity of occupiers of surrounding premises is not adversely affected by noise, vibration, dust, lighting or other emissions from the building site, in accordance with Policies CC11 and CC13 of the Local Plan (2018), with respect to conditions 5 and 6.

## 6.0 RECOMMENDATION

- 6.1 Officers recommend that conditions 5 and 6 attached to planning permission (ref: 2020/00566/FUL) should be approved in accordance with the details submitted.