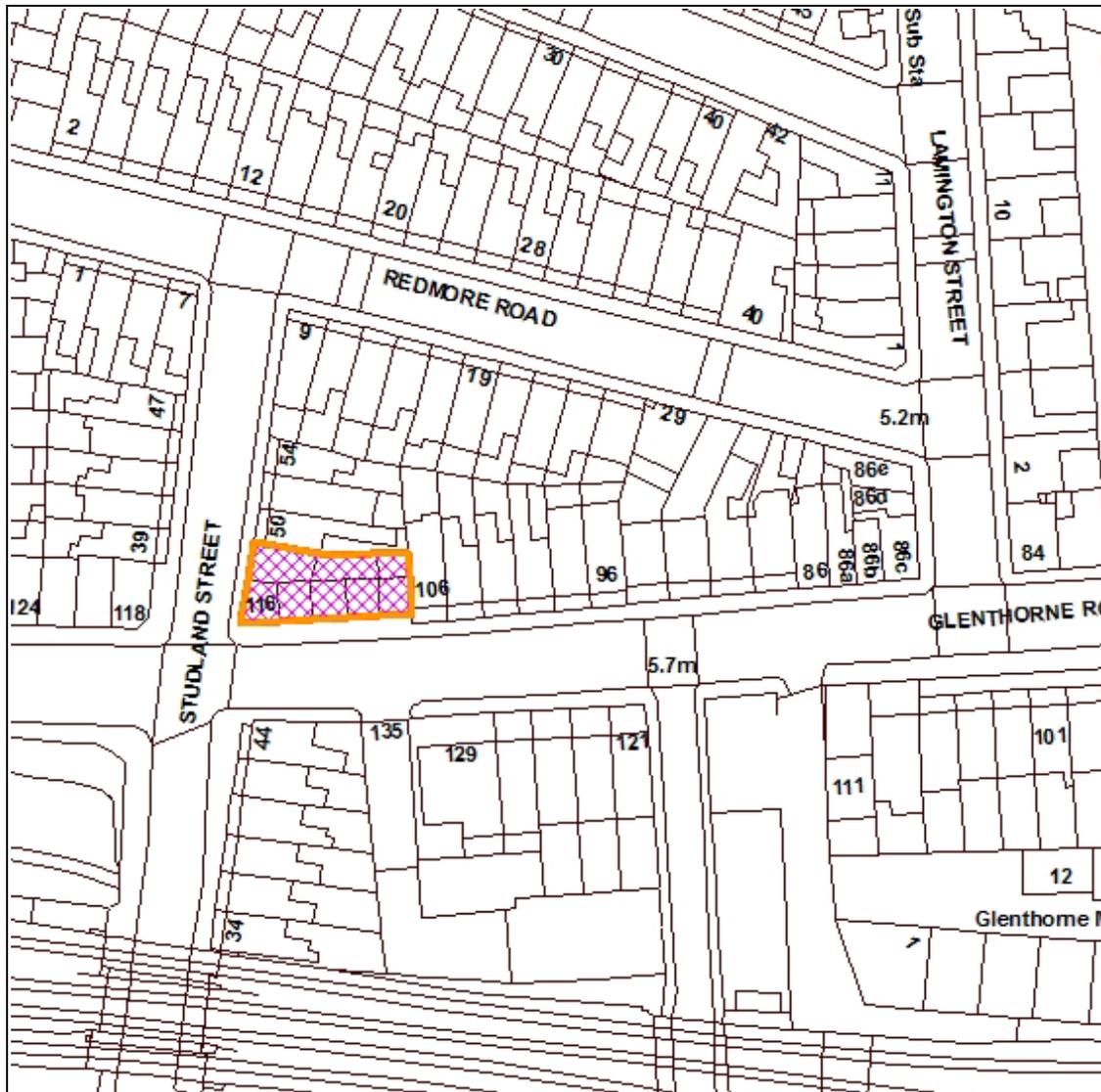


**Ward:** Grove

**Site Address:**

108 - 116 Glenthorne Road London W6 0LP



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

**Reg. No:**  
2022/03664/FUL

**Case Officer:**  
Richard Kealey

**Date Valid:**  
02.03.2023

**Conservation Area:**  
Constraint Name: Bradmore Conservation Area -  
Number 25

**Committee Date:**  
05.03.2024

**Applicant:**

Glenthorne Limited  
C/O Agent

**Description:**

Demolition of the existing building with the exception of the front facade and part of the side elevation fronting Studland Street and increasing the height of the front elevation, erection of a three storey plus-basement building in connection with the change of use from retail (Class E) into a hotel (Class C1) and a ground floor cafe (Use Class E); alterations to the front fenestration to include the installation of new doors and windows (to match neighbouring properties); installation of a new window at first floor level at the side elevation.

Drg Nos: See Condition 02.

**Application Type:**

Full Detailed Planning Application

**Officer Recommendation:**

- (1) That the Committee resolve, that the Director of Planning and Property be authorised to grant planning permission upon the completion of a satisfactory legal agreement and subject to the conditions listed below.
- (2) That the Committee resolve that the Director of Planning and Property, after consultation with the Assistant Director of Legal Services and the Chair of the Planning and Development Control Committee be authorised to make any minor changes to the proposed Heads of Terms of the legal agreement or proposed conditions, which may include the variation, addition or deletion of conditions, any such changes shall be within their discretion.

**Conditions:**

- 1) The development hereby permitted shall not commence later than the expiration of 3 years beginning with the date of this planning permission.

Condition required to be imposed by section 91(1)(a) of the Town and Country Planning Act 1990 (as amended by section 51 of the Planning and Compulsory Purchase Act 2004).

- 2) The development shall be carried out and completed in accordance with the following approved drawings:

**Floor Plans**

- Rec'd 18 Jan 2024: - Proposed Highway Arrangement 4641 Drawing 003, Proposed First Floor Plan 2001, Proposed Second Floor Plan 2002, Proposed Roof Plan 2003, Proposed Site Access Plan 5000 RevC, Proposed Lightwell Detail 6000 RevA, Proposed Lightwell Site Plan 60001 RevA.
- Rec'd 29 Jan 2024: - Proposed Basement Plan Drawing 1999 Rev.D, Proposed Ground Floor Plan Drawing 2000 Rev.D.

#### Proposed Elevations

- Rec'd 18 Jan 2024: - Proposed Front Elevation 3000, Proposed Side Elevation 3001, Proposed Rear Elevation 3002.

#### Proposed Sections

- Rec'd 18 Jan 2024: - Section A-A 4000 RevB.

#### Proposed Demolition Plans:

Rec'd 01 Mar 2023: - First Floor Plan 6004, Section A-A 6005, Roof Plan 6006

Rec'd 18 Jan 2024: - Ground Floor 7000, Front Elevation 7001, Side Elevation 7002, Rear Elevation 7003

In order to ensure full compliance with the planning application hereby approved and to prevent harm arising through deviations from the approved plans, in accordance with Policies DC1, DC2, and DC8 of the Local Plan (2018).

- 3) The hotel hereby approved, shall contain a maximum of 21 bedrooms. The number of lettable rooms shall not increase without the written approval of the council.

In order to control the intensity of use of this heritage building. The increase in the number of bedrooms could raise materially different planning considerations and the Local Planning Authority wishes to have an opportunity to consider such circumstances at that time, in accordance with Policies T1, E3, DC1, DC2, DC8, CC10, CC11, CC11, CC12 and CC13 of the Local Plan 2018.

- 4) Prior to commencement of the development hereby approved the following shall be submitted to, and approved in writing by, the Council:

#### (i) A Demolition Management Plan

Details shall include monitoring and control measures for noise, vibration, lighting, delivery locations, contractors' method statements, waste classification and disposal procedures and locations, restriction of hours of work and all associated activities audible beyond the site boundary to 0800-1800hrs Mondays to Fridays and 0800-1300hrs on Saturdays, and not on Sundays or Bank Holidays, 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. The approved details shall be implemented throughout the project period.

(ii) A Demolition Logistics Plan

This shall be in accordance with Transport for London (TfL) requirements and must seek to minimise the impact of demolition traffic on nearby roads and restrict demolition trips to off peak hours only. The details shall also include the numbers, size and routes of demolition vehicles, provisions to ensure that all vehicles associated with the demolition works are properly washed and cleaned to prevent the passage of mud and dirt onto the highway, and other matters relating to traffic management to be agreed. The approved details shall be implemented throughout the project period.

To ensure that demolition works do not adversely impact on the operation of the public highway, and that the amenity of occupiers of surrounding premises is not adversely affected by noise, vibration, lighting or other emissions from the building site, in accordance with policies T1, T6, T7, CC10, CC11, CC12 and CC13 of the Local Plan (2018).

- 5) Prior to commencement (excluding site clearance and demolition) of the development hereby approved the following shall be submitted to, and approved in writing by, the Council:

(i) A Construction Management Plan

Details shall include monitoring and control measures for noise, vibration, lighting, delivery locations, contractors' method statements, waste classification and disposal procedures and locations, restriction of hours of work and all associated activities audible beyond the site boundary to 0800-1800hrs Mondays to Fridays and 0800-1300hrs on Saturdays and not on Sundays or Bank Holidays, 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. The approved details shall be implemented throughout the project period.

(ii) A Construction Logistics Plan

This shall be in accordance with Transport for London (TfL) requirements and must seek to minimise the impact of construction traffic on nearby roads and restrict construction trips to off peak hours only. The details shall also include the numbers, size and routes of construction vehicles, provisions to ensure that all vehicles associated with the construction works are properly washed and cleaned to prevent the passage of mud and dirt onto the highway, and other matters relating to traffic management to be agreed. The approved details shall be implemented throughout the project period.

To ensure that construction works do not adversely impact on the operation of the public highway, and that the amenity of occupiers of surrounding premises is not adversely affected by noise, vibration, lighting or other emissions from the building site, in accordance with policies T1, T6, T7, CC10, CC11, CC12 and CC13 of the Local Plan (2018).

- 6) Prior to the commencement of the demolition phase of the development hereby permitted, an Air Quality Dust Management Plan (AQDMP) to mitigate air pollution shall be submitted to and approved in writing by the Council. The AQDMP submitted shall be in accordance with the Councils AQDMP Template 'B' and shall include the following details:
- a. Site Location Plan indicating sensitive off-site receptors within 50m of the red line site boundaries
  - b. Demolition Site and Equipment Layout Plan
  - c. Inventory and Timetable of dust generating activities during Demolition site activities.
  - d. Air Quality Dust Risk Assessment (AQDRA) that considers the potential for dust soiling and PM10 (human health) impacts for sensitive receptors on-site and off-site of the development within 250 m of the site boundaries during the demolition phase and is undertaken in compliance with the methodology contained within Mayor of London 'The Control of Dust and Emissions during Construction and Demolition', SPG, July 2014 and its subsequent amendments.
  - e. Site Specific Dust, and NOx Emission mitigation and control measures including for on-road and off-road construction traffic as required by the overall Medium Dust Risk Rating of the site and shall be in a table format.
  - f. Details of Site Dust Monitoring Procedures and Protocols including locations of a minimum of 4 x Dust Deposition monitors on the site boundaries used to prevent dust levels exceeding predetermined Site Dust Action Level (SDAL) as indicated in paragraph 4.41 of IAQM 'Monitoring in the Vicinity of Demolition and Construction Sites', Version 1.1, October 2018 guidance,
  - g. Details of the Non-Road Mobile Machinery (NRMM) used on the site with CESAR Emissions Compliance Verification (ECV) identification that shall comply with the minimum Stage V NOx and PM10 emission criteria of The Non-Road Mobile Machinery (Type-Approval and Emission of Gaseous and Particulate Pollutants) Regulations 2018 and its subsequent amendments. This will apply to both variable and constant speed engines for both NOx and PM. An inventory of all NRMM for the first phase of demolition shall be registered on the London City Hall NRMM register GLA-NRMM-Register prior to commencement of demolition works and thereafter retained and maintained until occupation of the development.
  - h. Details of the use of on-road Ultra Low Emission Zone (ULEZ) compliant vehicles e.g., minimum Petrol/Diesel Euro 6 and Euro VI

Developers must ensure that on-site contractors follow best practicable means to minimise dust, particulates (PM10, PM2.5) and NOx emissions at all times. Approved details shall be fully implemented and permanently retained and maintained during the demolition phases of the development

The ensure air quality is not compromised during the demolition phase, in line with Local Plan Policies CC10 and CC13.

- 7) Prior to the commencement of the construction phase of the development hereby permitted, an Air Quality Dust Management Plan (AQDMP) in order to mitigate air pollution shall be submitted to and approved in writing by the Council. The AQDMP submitted shall be in accordance with the Councils AQDMP Template 'D' and shall include the following details:
- a. Site Location Plan indicating sensitive off-site receptors within 50m of the red line site boundaries
  - b. Demolition Site and Equipment Layout Plan
  - c. Inventory and Timetable of dust generating activities during Demolition site activities.
  - d. Air Quality Dust Risk Assessment (AQDRA) that considers the potential for dust soiling and PM10 (human health) impacts for sensitive receptors off-site of the development within 250 m of the site boundaries during the demolition phase and is undertaken in compliance with the methodology contained within Mayor of London 'The Control of Dust and Emissions during Construction and Demolition', SPG, July 2014 and its subsequent amendments.
  - e. Site Specific Dust, and NOx Emission mitigation and control measures including for on-road and off-road construction traffic as required by the overall Low/Medium Dust Risk Rating of the site and shall be in a table format.
  - f. Details of Site Dust Monitoring Procedures and Protocols including locations of a minimum of 4 x Dust Deposition monitors on the site boundaries used to prevent dust levels exceeding predetermined Site Dust Action Level (SDAL) as indicated in paragraph 4.41 of IAQM 'Monitoring in the Vicinity of Demolition and Construction Sites', Version 1.1, October 2018 guidance,
  - g. Details of the Non-Road Mobile Machinery (NRMM) used on the site with CESAR Emissions Compliance Verification (ECV) identification that shall comply with the minimum Stage V NOx and PM10 emission criteria of The Non-Road Mobile Machinery (Type-Approval and Emission of Gaseous and Particulate Pollutants) Regulations 2018 and its subsequent amendments. This will apply to both variable and constant speed engines for both NOx and PM. An inventory of all NRMM for the first phase of demolition shall be registered on the London City Hall NRMM register GLA-NRMM-Register prior to commencement of demolition works and thereafter retained and maintained until occupation of the development.
  - h. Details of the use of on-road Ultra Low Emission Zone (ULEZ) compliant vehicles e.g., minimum Petrol/Diesel Euro 6 and Euro VI

Developers must ensure that on-site contractors follow best practicable means to minimise dust, particulates (PM10, PM2.5) and NOx emissions at all times. Approved details shall be fully implemented and permanently retained and maintained during the construction phases of the development

The ensure air quality is not compromised during the construction phase, in line with Local Plan Policies CC10 and CC13.

- 8) Prior to the excavation of the lightwells, adjacent to the public footway along Glenthorne Road and Studland Street, a method statement, containing structural calculations, drawings, details to demonstrate that adequate support load is proposed and correspondence in connection to Section 179 has commenced, shall be submitted to and approved in writing by the Local Planning Authority. The statement shall outline measures that have been taken to comply with Section 179 of the Highways Act and how the adjacent footway will be retained and protected during works and how foundations will be supported during construction. Should the structural integrity of the footway be compromised during construction, the council shall immediately be informed, works cease and the full cost of repairs to the public footway shall be covered by the developer.

To ensure the structural integrity of the adjacent footway, in line with the Hammersmith and Fulham Local Plan Policies T1 and T3 and Key Principles TR12, TR16 and TR17 of the Hammersmith and Fulham SPD (2018).

- 9) No demolition pursuant to the development hereby permitted shall take place until a build contract for the redevelopment of the site in accordance with this planning permission has been entered into, and a signed copy has been submitted to and approved in writing by the Local Planning Authority.

Written notice of the demolition works shall be submitted to the Local Planning Authority prior to the commencement of the relevant works.

To prevent premature demolition works and to ensure the protection and re-provision of the Building of Merit building which is a positive contributor to the Bradmore Conservation Area and to avoid harm to the heritage asset and wider streetscene that would otherwise arise in accordance with Policies DC1, DC4 and DC8 of the Local Plan (2018) and Policy HC1 of the London Plan (2021).

- 10) Prior to the commencement of the development (excluding demolition), detailed drawings at a scale not less than 1:20 (in plan, section, and elevation) of typical sections/bays of the approved building shall be submitted and approved in writing by the Local Planning Authority. These shall include details of the proposed façade, fenestration (including framing and glazing details), balustrades, entrances, and ground floor glazing details. The development shall be carried out in accordance with the details as approved and thereafter permanently retained in this form.

To ensure a satisfactory external appearance and to prevent harm to the street scene and public realm, and to preserve the character and appearance of the conservation area and other heritage assets; in accordance with Policies D3, D4, D8, D9 and HC1 of the London Plan (2021), Policies DC1, DC2, and DC8 of the Local Plan (2018), and guidance contained within the Planning Guidance Supplementary Planning Document (2018).

- 11) Prior to the commencement of the relevant works sample panels detailing brick colour, bond, pointing style, and mortar colour, shall be produced for on-site inspection by Council Officers, along with the submission to the Local Planning Authority of samples of these materials, for subsequent approval in writing. The development must be carried out in accordance with the submitted material samples and sample panel, and the development shall thereafter be permanently retained and maintained as such.

To ensure a satisfactory external appearance and to prevent harm to the street scene and public realm, and to preserve the character and appearance of the conservation area and other heritage assets; in accordance with Policy HC1 of the London Plan (2021), Policies DC1, DC2, and DC8 of the Local Plan (2018), and guidance contained within the Planning Guidance Supplementary Planning Document (2018).

- 12) No development shall commence until a preliminary risk assessment report is submitted to and approved in writing by the Council. This report shall comprise: a desktop study which identifies all current and previous uses at the site and surrounding area as well as the potential contaminants associated with those uses; a site reconnaissance; and a conceptual model indicating potential pollutant linkages between sources, pathways and receptors, including those in the surrounding area and those planned at the site; and a qualitative risk assessment of any potentially unacceptable risks arising from the identified pollutant linkages to human health, controlled waters and the wider environment including ecological receptors and building materials. All works must be carried out in compliance with and by a competent person who conforms to CLR 11: Model Procedures for the Management of Land Contamination (Defra 2004) or the current UK requirements for sampling and testing.

Potentially contaminative land uses (past or present) are understood to occur at, or near to, this site. This condition is required to ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works, in accordance with Policy CC9 of the Local Plan (2018).

- 13) No development shall commence until a site investigation scheme is submitted to and approved in writing by the Council. This scheme shall be based upon and target the risks identified in the approved preliminary risk assessment and shall provide provisions for, where relevant, the sampling of soil, soil vapour, ground gas, surface and groundwater. All works must be carried out in compliance with and by a competent person who conforms to CLR 11: Model Procedures for the Management of Land Contamination (Defra 2004) or the current UK requirements for sampling and testing.

Potentially contaminative land uses (past or present) are understood to occur at, or near to, this site. This condition is required to ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works, in accordance with Policy CC9 of the Local Plan (2018).

- 14) Unless the Council agree in writing that a set extent of development must commence to enable compliance with this condition, no development shall commence until, following a site investigation undertaken in compliance with the approved site investigation scheme, a quantitative risk assessment report is submitted to and approved in writing by the Council. This report shall: assess the degree and nature of any contamination identified on the site through the site investigation; include a revised conceptual site model from the preliminary risk assessment based on the information gathered through the site investigation to confirm the existence of any remaining pollutant linkages and determine the risks posed by any contamination to human health, controlled waters and the wider environment. All works must be carried out in compliance with and by a competent person who conforms to CLR 11: Model Procedures for the Management of Land Contamination (Defra 2004) or the current UK requirements for sampling and testing.

Potentially contaminative land uses (past or present) are understood to occur at, or near to, this site. This condition is required to ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works, in accordance with Policy CC9 of the Local Plan (2018).

- 15) Unless the Council agree in writing that a set extent of development must commence to enable compliance with this condition, no development shall commence until, a remediation method statement is submitted to and approved in writing by the Council. This statement shall detail any required remediation works and shall be designed to mitigate any remaining risks identified in the approved quantitative risk assessment. All works must be carried out in compliance with and by a competent person who conforms to CLR 11: Model Procedures for the Management of Land Contamination (Defra 2004) or the current UK requirements for sampling and testing.

Potentially contaminative land uses (past or present) are understood to occur at, or near to, this site. This condition is required to ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works, in accordance with Policy CC9 of the Local Plan (2018).

- 16) Unless the Council agree in writing that a set extent of development must commence to enable compliance with this condition, no development shall commence until the approved remediation method statement has been carried out in full and a verification report confirming these works has been submitted to, and approved in writing, by the Council. This report shall include: details of the remediation works carried out; results of any verification sampling, testing or monitoring including the analysis of any imported soil; all waste management documentation showing the classification of waste, its treatment, movement and disposal; and the validation of gas membrane placement. If, during development, contamination not previously identified is found to be present at the site, the Council is to be informed immediately and no further development (unless otherwise agreed in writing by the Council) shall be carried out until a report indicating the nature of the contamination and how it is to be dealt with is submitted to, and agreed in writing by, the Council. Any required remediation shall be detailed in an amendment to the remediation statement and verification of these works included in the verification report. All works must be carried out in compliance with and by a competent person who conforms to CLR 11: Model Procedures for the Management of Land Contamination (Defra 2004) or the current UK requirements for sampling and testing.

Potentially contaminative land uses (past or present) are understood to occur at, or near to, this site. This condition is required to ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works, in accordance with Policy CC9 of the Local Plan (2018).

- 17) Unless the Council agree in writing that a set extent of development must commence to enable compliance with this condition, no development shall commence until an onward long-term monitoring methodology report is submitted to and approved in writing by the Council where further monitoring is required past the completion of development works to verify the success of the remediation undertaken. A verification report of these monitoring works shall then be submitted to and approved in writing by the Council when it may be demonstrated that no residual adverse risks exist. All works must be carried out in compliance with and by a competent person who conforms to CLR 11: Model Procedures for the Management of Land Contamination (Defra 2004) or the current UK requirements for sampling and testing.

Potentially contaminative land uses (past or present) are understood to occur at, or near to, this site. This condition is required to ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works, in accordance with Policy CC9 of the Local Plan (2018).

- 18) Prior to commencement of the development, details shall be submitted to and approved in writing by the Council, of the external sound level emitted from plant/ machinery/ equipment and mitigation measures as appropriate. The measures shall ensure that the external sound level emitted from plant, machinery/ equipment will be lower than the lowest existing background sound level by at least 10dBA in order to prevent any adverse impact. The assessment shall be made in accordance with BS4142:2014+A1:2019 at the nearest and/or most affected noise sensitive premises, with all machinery operating together at maximum capacity. A post installation noise assessment shall be carried out where required to confirm compliance with the sound criteria and additional steps to mitigate noise shall be taken, as necessary. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

To ensure that the amenity of occupiers of the development site/ surrounding premises is not adversely affected by noise from plant/mechanical installations/ equipment, in accordance with Policies CC11 and CC13 of the Local Plan 2018.

- 19) Prior to commencement of above ground works in the development hereby permitted, a Ventilation Strategy Report to mitigate the impact of existing poor air quality for the Hotel (Use Class C1) shall be submitted to and approved in writing by the Local Planning Authority. This is applicable to all receptor locations where the Annual Mean Nitrogen Dioxide (NO<sub>2</sub>), and Particulate (PM<sub>10</sub>, PM<sub>2.5</sub>) concentrations are equal to 20ug/m-3, 20ug/m-3 and 10 ug/m-3 respectively and where current and future predicted pollutant concentrations are within 5 % of these limits. The report shall include the following information:

- a) Details and locations of the ventilation intake locations at rear roof level or on the rear elevations of each hotel accommodation floor
- b) Details and locations of restricted opening windows (maximum 200mm for emergency purge ventilation only) for all hotel accommodation rooms.
- c) Details and locations of ventilation extracts, to demonstrate that they are located a minimum of 2 metres away from the air ventilation intakes, to minimise the potential for the recirculation of extract air through the supply air ventilation intake in accordance with paragraph 8.9 part 'C' of Building Standards, Supporting Guidance, Domestic Ventilation, 2nd Edition, The Scottish Government, 2017
- d) Details of the independently tested mechanical ventilation system with Nitrogen Dioxide (NO<sub>2</sub>) and Particulate Matter (PM<sub>2.5</sub>, PM<sub>10</sub>) filtration with air intakes on the rear elevation to remove airborne pollutants. The filtration system shall have a minimum efficiency of 90% in the removal of Nitrogen Oxides/Dioxides, Particulate Matter (PM<sub>2.5</sub>, PM<sub>10</sub>) in accordance with BS EN ISO 10121-1:2014 and BS EN ISO 16890:2016

The whole system shall be designed to prevent summer overheating and minimise energy usage. The maintenance and cleaning of the systems shall be undertaken regularly in accordance with manufacturer specifications and shall be the responsibility of the primary owner of the property. Approved details shall be fully implemented prior to the occupation/use of the development and thereafter permanently retained and maintained.

The ensure air quality is acceptable inside the new use hereby approved, in line with Local Plan Policies CC10 and CC13.

- 20) Prior to occupation of the development hereby permitted, details of a post installation compliance report of the approved ventilation strategy as required by condition 19 to mitigate the impact of existing poor air quality shall be submitted to and approved in writing by the Local Planning Authority. The report shall be produced by an accredited Chartered Building Surveyor (MRICS). Approved details shall be fully implemented prior to the occupation/use of the development and thereafter permanently retained and maintained.

The ensure air quality is acceptable inside the new use hereby approved, in line with Local Plan Policies CC10 and CC13.

- 21) Prior to occupation of each phase of development hereby permitted, an Ultra Low Emission Strategy (ULES) shall be submitted to and approved in writing by the Local Planning Authority. Details shall include:

- a) Procurement policy and processes for contractors and suppliers that will incentivise and prioritise the use of Zero Exhaust Emission Vehicles in accordance with the emission hierarchy of 1) Walking Freight Trolley 2) Cargo bike (3) Electric Vehicle,
- b) Use of Zero Exhaust Emission Vehicles in accordance with the emissions hierarchy (1) Walking Freight Trolleys (2) Cargo bike (3) Electric Vehicle,
- c) Facilities and measures that will minimise the impact of vehicle emissions from increasing personal deliveries e.g., carrier agnostic parcel locker, concierge, Cargo bike bays etc.
- d) Reduction and consolidation of deliveries and collections e.g., Waste
- e) Re-timing of deliveries and collections outside of peak traffic time periods of 07:00-10:00 and 15:00-19:00 hrs

The ULES shall be monitored and reviewed on an annual basis and any subsequent modifications or alterations to the ULES should be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented prior to occupation and the ULES hereby permitted shall thereafter operate in accordance with the approved details.

- 22) Prior to occupation of the development hereby permitted, details of the installation/commissioning reports of the Zero Emission MCS certified Air Source Heat Pumps to be provided for space heating and hot water for the Hotel Use (Class C1) and Ground Floor Café Use (Class E) shall be submitted to and approved in writing by the Local Planning Authority. Approved details shall be fully implemented prior to the occupation/use of the development and thereafter permanently retained and maintained.

The ensure no new gas connections are made and to ensure air quality is not impacted as a result of heating the building, in line with Local Plan Policies CC10 and CC13.

- 23) No less than 10% of the total hotel bedrooms hereby approved shall be fully accessible for wheelchair users and designed in accordance with the requirements of 19.2.12 of British Standard BS8300-2:2018 (or any such subsequent version of this guidance).

A further 10% of hotel bedrooms shall be designed and capable of adaptation to the requirements of 19.2.12 of British Standard BS8300-2:2018.

The hotel bedrooms shall thereafter be permanently retained in this arrangement.

To ensure the provision and retention of facilities for all, including disabled people, in accordance with Policy E10 of the Local Plan (2018).

- 24) No part of the enlarged basement hereby approved shall be occupied or used until the front and side lightwells have been constructed in accordance with the approved plans and the approved metal railings have been installed as per drawing 6000 Rev B (Lightwell details) and 6001 Rev A (Site plan showing lightwell locations). The lightwells shall not project further than 800mm along Glenthorne Road. Additionally, a minimum footway width of at least 2000mm, measured from the edge of the lightwells and railings to the footway kerb shall be maintained, for the lifetime of the development.

To ensure sufficient footway clearance is provided along Glenthorne Road, uphold a suitable pedestrian environment for future users of the adjacent footway and to ensure a satisfactory external appearance and to prevent harm to the street scene, in accordance with Policies DC1, DC4, DC8 and DC11 of the Local Plan (2018) and Key Principles BL1, BL2, BL3, TR12, TR15 and TR29 of the Planning Guidance Supplementary Planning Document (2018).

- 25) Notwithstanding any indication given on the approved plans, all external doors shall open inwards only.

To prevent an obstruction to the safe movement of pedestrians and vehicles in accordance with Policy T1 of the Local Plan (2018).

- 26) Neither music nor amplified or loud voices emitted from the commercial part of the development shall be audible at any residential/ noise sensitive premises.

To ensure that the amenity of occupiers of the development site/ surrounding premises is not adversely affected by noise, in accordance with Policies CC11 and CC13 of the Local Plan (2018).

- 27) Noise from uses and activities within the development site shall not exceed the criteria of BS8233:2014 at neighbouring noise sensitive / habitable rooms and private external amenity spaces.

To ensure that the amenity of occupiers of the surrounding premises is not adversely affected by noise, in accordance with Policies CC11 and CC13 of the Local Plan 2018.

- 28) No outdoor seating associated with the use hereby approved shall be placed on the public highway. No tables or chairs shall be made available for customers externally, including moveable furniture.

To ensure that the amenity of occupiers of the surrounding premises is not adversely affected by noise, and to ensure sufficient pedestrian clearance, in accordance with Policies CC11 and CC13 of the Local Plan (2018).

- 29) Prior to commencement of the development, details of anti-vibration measures shall be submitted to and approved in writing by the Council. The measures shall ensure that machinery, plant/ equipment, extract/ ventilation system and ducting are mounted with proprietary anti-vibration isolators and fan motors are vibration isolated from the casing and adequately silenced. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

To ensure that the amenity of occupiers of the development site/ surrounding premises is not adversely affected by vibration, in accordance with Policies CC11 and CC13 of the Local Plan 2018.

- 30) Prior to commencement of the development, details shall be submitted to and approved in writing by the Council, of the installation, operation, and maintenance of the odour abatement equipment and extract system, including the height of the extract duct and vertical discharge outlet, in accordance with Appendix 4G of the LBHF Planning Guidance Supplementary Planning Document - February 2018. Approved details shall be implemented prior to the commencement of the use and thereafter be permanently retained.

To ensure that the amenity of occupiers of the development site/ surrounding premises is not adversely affected by cooking odour, in accordance with Policy CC13 of the Local Plan 2018.

- 31) No deliveries nor collections/ loading nor unloading shall occur at the development hereby approved other than between the hours of 10:00 to 18:00 on Monday to Friday, 10:00 to 18:00 on Saturdays and at no time on Sundays and Public/Bank Holidays.

To ensure that the amenity of occupiers of the development site and surrounding premises is not adversely affected by noise and to protect local air quality, in accordance with Policies DM H9, H11 and CC10 of the Development Management Local Plan

- 32) No removal of refuse nor bottles / cans to external bins or areas at the development shall be carried out other than between the hours of 08:00 to 20:00 on Monday to Friday and 10:00 to 18:00 on Saturdays and at no time on Sundays and Public/Bank Holidays.

To ensure that the amenity of occupiers of the development site and surrounding premises is not adversely affected by noise, in accordance with Policies DM H9 and H11 of the Development Management Local Plan.

- 33) Prior to the first occupation of the development hereby permitted, the cycle storage at ground level, shown on approved drawing no. 2000 Rev.D (received 29th Jan 2024) shall be installed in full accordance with the approved details. The cycle storage shall thereafter be permanently retained and maintained.

To ensure adequate provision of cycle storage for employees in accordance with Policy T5 of the London Plan (2021).

- 34) Prior to the first occupation of the Hotel and Cafe, full details of the dedicated refuse and recycling store shall be submitted to and approved in writing by the Local Planning Authority. No part of the hotel hereby permitted shall be occupied prior to the provision of the waste storage as shown on approved drawing no. 2000 Rev.D (received 29th Jan 2024) and in accordance with the details within the approved Waste Management Plan (prepared by Caneparo, dated December 2022). The refuse and recycling storage for each use shall thereafter be permanently retained and maintained.

To ensure adequate provision for refuse and recycling within the development in accordance with Policy CC7 of the Local Plan (2018).

- 35) The development shall be carried out and completed in full accordance with the details contained within the approved Flood Risk Assessment Drainage Strategy including SUDS Assessment prepared by We Are Symmetrys (Rec'd 12 Jun 2023) and Flood Risk Assessment by GeoSmart (Rec'd 19 Dec 2022). No part of the development shall be used or occupied until all flood prevention and mitigation measures have been installed in accordance with the submitted details and the development shall be permanently retained in this form and maintained as necessary thereafter.

To limit the impact on flood risk and mitigate the susceptibility of the development to flooding in accordance with Policies CC2, CC3 and CC4 of the Local Plan (2018)

- 36) No external air-conditioning units, ventilation fans, extraction equipment, flues or other plant equipment and associated external pipework or ducting shall be fitted to the exterior of the building/front elevation/rear elevation unless otherwise shown on the approved drawings.

To ensure a satisfactory external appearance and to prevent harm to the amenities of the occupiers of neighbouring residential properties, in accordance with Policies DC1, DC2, DC4, DC8 and HO11 of the Local Plan (2018)

- 37) Prior to the occupation of the development hereby permitted, the windows at first floor level in the western elevation serving room 6 and room 1 [drawing 2001] and the window at second floor level in the western elevation serving room 1 [drawing 2002], shall be fitted with obscure glass to a minimum level of obscurity equivalent to Pilkington Texture Glass Level 3, and shall be non-opening and fixed shut up to a height of 1.7m above the finished floor level. The window shall thereafter be permanently retained as approved.

To protect the amenities of adjoining occupiers in terms of privacy and overlooking in accordance with Policy HO11 of the Local Plan (2018).

- 38) Prior to the first occupation of each use hereby permitted, a final Delivery and Servicing Plan (DSP) shall be submitted to and approved in writing by the Local Planning Authority. The DSP shall detail the management of deliveries, emergency access, collection of waste, how coaches will be prevented and recyclables, times and frequencies of deliveries and collections/ silent reversing methods/ location of loading bays and vehicle movement at the site entrance and throughout the development. The approved measures shall be implemented and thereafter be permanently retained for the lifetime of the development in the relevant part of the site.

To ensure highway safety and that satisfactory provision is made for refuse storage and collection and to ensure that the amenity of occupiers of the development site and surrounding premises is not adversely affected by noise, in accordance with Policies T2, CC11 and CC13 of the Local Plan (2018) and SPD Key Principle TR28 (2018).

- 39) No demolition or development shall take place until a stage 1 Archaeological Desk Based Assessment has been submitted to and approved by the local planning authority in writing. For land that is included within the DBA, no demolition or development shall take place.

If heritage assets of archaeological interest are identified by stage 1 then for those parts of the site which have archaeological interest a stage 2 Written Scheme of Investigation (WSI) shall be submitted to and approved by the local planning authority in writing. For land that is included within the stage 2 WSI, no demolition/development shall take place other than in accordance with the agreed stage 2 WSI which shall include:

A. The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works

B. Where appropriate, details of a programme for delivering related positive public benefits

C. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.

To safeguard the Archaeological Priority Area (King Street APA), in accordance with Local Plan Policy DC8, H&F SPD (2018) Key Principles AH1 and AH2 and London Plan (2021) HC1.

- 40) No advertisements shall be installed on the building hereby permitted without the prior written approval of the Council.

To ensure a satisfactory external appearance of the development in accordance with Policy D3 of the London Plan (2021), Policies DC1, DC4, DC8 and DC9 of the Local Plan (2018) and Key Principles of the Planning Guidance SPD (2018).

- 41) Prior to commencement of the development, details of external artificial lighting shall be submitted to and approved in writing by the Council. Lighting contours shall be submitted to demonstrate that the vertical illumination of neighbouring premises is in accordance with the recommendations of the Institution of Lighting Professionals in the 'Guidance Note 01/20: Guidance Notes for the Reduction of Obtrusive Light'. Details should also be submitted for approval of measures to minimise use of lighting and prevent glare and sky glow by correctly using, locating, aiming and shielding luminaires. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

To ensure that the amenity of occupiers of surrounding premises is not adversely affected by lighting, in accordance with Policies CC12 and CC13 of the Local Plan 2018.

- 42) The development hereby permitted shall incorporate security measures to minimise the risk of crime and to meet the specific Security needs of the development in accordance with the principles and objectives of Secured by Design. Details of these measures shall be submitted to and approved in writing by the local planning authority prior to commencement of the development and shall be implemented in accordance with the approved details prior to occupation.

To ensure that the development maintains and enhances community safety in accordance with Policy DC2 of the Local Plan (2018).

- 43) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or re-enacting that Order with or without modification), no aerials, antennae, satellite dishes or related telecommunications equipment shall be erected on any external part of the approved building, without planning permission first being obtained.

In order to ensure that the Council can fully consider the effect of telecommunications equipment upon the character and appearance of the building and its setting, in accordance with Policy D3 of the London Plan (2021), and Policies DC1, DC2 and DC8 of the Local Plan (2018).

- 44) No development shall be occupied until confirmation has been provided that either:

1. Foul water Capacity exists off site to serve the development, or
2. A development and infrastructure phasing plan has been agreed with the Local Authority in consultation with Thames Water. Where a development and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan, or
3. All Foul water network upgrades required to accommodate the additional flows from the development have been completed.

Condition required by Thames Water as network reinforcement works may be required to accommodate the proposed development. Any reinforcement works identified will be necessary in order to avoid sewage flooding and/or potential pollution incidents. The developer can request information to support the discharge of this condition by visiting the Thames Water website at [thameswater.co.uk/preplanning](http://thameswater.co.uk/preplanning).

45) No development shall be occupied until confirmation has been provided that either:

1. Surface water capacity exists off site to serve the development or
2. A development and infrastructure phasing plan has been agreed with the Local Authority in consultation with Thames Water. Where a development and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan.
- Or 3. All Surface water network upgrades required to accommodate the additional flows from the development have been completed.

Condition required by Thames Water as network reinforcement works may be required to accommodate the proposed development. Any reinforcement works identified will be necessary in order to avoid flooding and/or potential pollution incidents. The developer can request information to support the discharge of this condition by visiting the Thames Water website at [thameswater.co.uk/preplanning](https://www.thameswater.co.uk/preplanning).

### **Justification for Approving the Application:**

- 1)
  1. Land Use: The redevelopment of a vacant Class E commercial unit, outside a designated town or local centre to provide a Class C1 Small hotel (less than 50 bedrooms) in this well connected location, is considered acceptable in land use terms, subject to appropriate mitigation measures and controls. The provision of additional visitor accommodation is welcomed and will help ensure sufficient bedroom spaces are provided for visitors to Hammersmith and Fulham and bringing a vacant heritage building (building of merit) back into use. The proposed development would contribute towards the quantity of the borough's visitor overnight stay provision. The proposal is judged to accord with the NPPF, London Plan Policy E10 and Local Plan Policy E3.
  2. Quality of Accommodation: The proposed development provides an acceptable standard of visitor accommodation, in accordance with London Plan E10, all rooms would be ensuite, with at least one window and access to associated facilities.
  3. Design and Heritage: The proposals are considered to be of a good quality of design having regard to the character and appearance of the existing site and surrounding area. The proposals although allowing for partial demolition of existing building, would allow for the restoration/alteration of key architectural features of the host property, a locally listed, (Building of Merit); and on balance would not result in any harm to the non-designated heritage asset. Proposals would also not result in any harm to the character of appearance of the Bradmore conservation area. The proposal therefore accords with the NPPF, London Plan (2021) Policies HC1 and D3, Local Plan (2018) Policies DC1, DC4, and DC11, and DC8, and Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

4. Impact on Neighbouring Residents: The development is considered to respect the principles of good neighbourliness in relation to the on site characteristics. The impacts on outlook, overlooking, and noise/disturbance, and sunlight/daylight are considered to be acceptable. Measures would be secured by conditions to minimise noise/odours/light pollution generated by the use/operation of the premises. A Demolition Management Plan (DMP) and Construction Management Plan (CMP) will be secured by conditions to address disturbance during the building works. The proposed development therefore accords with London Plan (2021) Policies D14, Local Plan (2018) Policies DC1, DC4, HO11, TLC4, CC11, CC12 and CC13, and Key Principles of the Planning Guidance SPD (2018).

5. Safety and Access: The development would provide a safe and secure environment for all users in accordance with London Plan (2021) Policy D11, and Local Plan (2018) Policies DC1 and DC4. Inclusive access has been considered and at least 10% of rooms would be wheelchair accessible. The proposal would provide ease of access for all people, including disabled people, in accordance with London Plan (2021) Policy D5 and Local Plan (2018) Policies DC1 and DC4.

6. Highways and Transportation: It is considered that the scheme would not have a significant impact on the highway network or local parking conditions and is thus considered to be acceptable. The application is supported by highways/transport documents. More detailed documents would be secured by condition. Subject to a satisfactory legal agreement it is considered that the development would not contribute to on-street parking stress or significant disruption to traffic flows. Satisfactory provision would be made for cycle parking and refuse storage. External impacts of the development would be controlled by conditions related to servicing and deliveries, while works to the highway will improve pedestrian comfort. The proposed development therefore accords with the NPPF, London Plan (2021) Policies T1-T7, Local Plan (2018) Policies T1, T2, T3, T4, T7 and CC7, and relevant Key Principles of the Planning Guidance SPD (2018).

7. Flood Risk and SUDS: A Flood Risk Assessment (FRA) has been submitted as required. In this respect the proposal is therefore in accordance with the NPPF (2023), London Plan (2021) Policies SI 12 and SI 13, and Local Plan (2018) Policies CC2, CC3 and CC4.

8. Air Quality: With regards to air quality considerations, a number of conditions will ensure additional mitigation is included including dust management plans, a ventilation strategy, restricted hours of deliveries and zero emission heating. The development would be acceptable and compliant with London Plan (2021) Policy SI 1, and Local Plan (2018) Policy CC10.

9. Land Contamination: Conditions would ensure that the site would be remediated to an appropriate level for the proposed use. The proposed development therefore accords with the London Plan (2021), and Local Plan (2018) Policy CC9.

10. Planning Obligations: Planning obligations to mitigate the impact of the development and to make the development acceptable in planning terms are secured. This includes, footway improvements along Glenthorne Road, coach free development, contribution towards public safety, contributions to local employment and procurement. These measures for the proposed development would therefore mitigate external impacts and would accord with London Plan (2021) DF1 and Local Plan (2018).

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

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

Application form received: 19th December 2022  
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:**

<b>Comments from:</b>	<b>Dated:</b>
Thames Water - Development Control	21.03.23
Crime Prevention Design Advisor - Hammersmith	28.03.23
Historic England London Region	13.06.23
Brackenbury Residents Association	18.04.23
Thames Water - Development Control	21.06.23
Greater London Archaeology Advisory Service	08.02.24
Transport For London - Land Use Planning Team	27.06.23
Greater London Archaeology Advisory Service	05.02.24
Thames Water - Development Control	23.01.24
Greater London Archaeology Advisory Service	31.01.24
The Hammersmith Society	08.09.23

**Neighbour Comments:**

<b>Letters from:</b>	<b>Dated:</b>
9 REDMORE ROAD Brackenbury London W6 0HZ	09.03.23
68 Dalling Road Hammersmith W6 0JA	09.03.23
No Address Given	27.11.23
1 Redmore Road London W6 0HZ	05.04.23
50 Studland Street Hammersmith W6 0JT	17.03.23
129E Glenthorne Rd Hammersmith W6 0LJ	03.04.23
Flat B 5 Redmore Road London W6 0HZ	29.03.23
3 Redmore Road London W6 0HZ	03.04.23

Flat C, 5 Redmore Road London W6 0HZ	03.04.23
39 Studland St London W60JT	19.03.23
7 Redmore Road Hammersmith W60HZ	02.04.23
52 Studland Street London W6 0JT	15.04.23
129E G 129E Glenthorne Rd Hammersmith W6 0LJ	03.04.23
41 STUDLAND STREET LONDON W6 0JT	19.03.23
100b Glenthorne Road London W6 0LP	04.04.23

## 1.0 Site and Surroundings

- 1.1. The subject site includes Nos. 108-116 Glenthorne Road. The subject site is composed of a run of five two-storey mid-19th Century Buildings, fronting Glenthorne Road. The group of buildings are designated as locally listed Buildings of Merit, and located in the Bradmore Conservation Area (sub-area 1 Bradmore Park Road). The site is close to Hammersmith Town Centre and Hammersmith Regeneration Area.
- 1.2. While the sub-area is generally characterised by mainly two and three-storey cottages with small front gardens and tight knit urban grain, Glenthorne Road is more varied in character and appearance, with more diverse building typologies and heights, from a wider range of architectural eras.
- 1.3. The subject site is prominent within Key View 18 from the Bradmore Conservation Area Character Profile, which includes the buildings, which frame the view eastwards towards Hammersmith Broadway along Glenthorne Road.
- 1.4. The existing buildings hold a prominent position in the local townscape owing to their corner position at the intersection of Studland Street and Glenthorne Road, and their distinct character and appearance. The group retains a high degree of uniformity, and owing to their age, are characterised by their simple architectural expression and form. The buildings are distinguished by their decorative timber shopfronts and white rendered first floor facades with simple cornice and parapet roof level detailing. Two sets of chimney stacks are present, though these are not readily visible from street level. Decorative traditional timber shopfronts are characterful and demarcate the extent of each building and contribute to an activated ground floor that engages well with the street. Above each shopfront is a pair of timber sash windows. The western flank elevation is white painted brick for the depth of the main building, stepping down to a single storey garage with white painted double doors and a separate entrance to No.50A Studland Street.
- 1.5. The two-storey scale of the buildings with flat roofs mark them out as some of the smallest buildings in the local townscape. Directly adjoining to the east are taller two-storey Victorian terrace houses with raised ground floors and semi basements. To the west, on the western side of Studland street is a three-storey terrace of red brick buildings. To the north along Studland Street the character returns to smaller scale two-storey cottage style terrace houses with plain facades.
- 1.6. Overall, the buildings are considered to make a positive contribution to the character and appearance of Glenthorne Road and the Bradmore Conservation Area, particularly owing to their architectural design and composition.

- 1.7. The site is located within an Archaeological Priority Area and Environment Agency Flood Risk Zones 1, 2 and 3.
- 1.8. The site is located within Controlled Parking Zone A, Glenthorne Road is designated as a Local Distributor Roads and several bus routes run along the road including services 27, 110, 190, 218, 267, 306, H91, N9, N11 and N266 with destinations towards Hammersmith, Sands End and West Brompton. The PTAL is 6a indicating excellent levels of access to public transport, using TfL methodologies. Ravenscourt Park station is a short walk away which affords access to District Line services. The Hammersmith stations are also nearby with affording access to Piccadilly, District, Circle and Hammersmith & City line services.

## 2.0 Relevant Planning History

- 2.1 The site spans across units 108-116 Glenthorne Road. The below list outlines historic planning history on the site, which has been commercial since records began. More recently, the site was used as a fireplace shop since at least 2008, however the entire application site has been vacant since 2020.

1962/00112/HIST - 108 Glenthorne Road - The use of No. 108 Glenthorne Road, Hammersmith, as a snack bar - Granted

1961/00150/HIST - 110 Glenthorne Road - The use for a limited period of No. 110 Glenthorne Road as a betting office - Granted

1966/00586/HIST - 114-116 Glenthorne Road - Change of use of Nos. 114-116 (even), Glenthorne Road, W6 from shop to storage of scrap non-ferrous metal - Refused on land use and highways grounds

1966/00792/HIST - 114-116 Glenthorne Road - Change of use from shop to storage of scrap non-ferrous metal at 114-116 (even), Glenthorne Road, W6 - Refused on land use and highways grounds

1967/00577/HIST - 114-116 Glenthorne Road - Continued display of an advertisement hoarding measuring approximately 14'0" by 11'0", maximum height above ground level approximately 11'6", containing two panels each 6'8" by 10'0" at 116 Glenthorne Road, W6 - Refused on amenity grounds

1970/00483/HIST - 114-116 Glenthorne Road - Use of part of 114-116 Glenthorne Road, W6, for the storage of scrap non-ferrous metal - Refused on land use and highways grounds

1970/00129/HIST - 112 Glenthorne Road - Change of use to accommodation bureau at 112 Glenthorne Road, W.6 - Granted

1970/00298/HIST - 112 Glenthorne Road - Use of 112 Glenthorne Road, W.6 as employment agency and accommodation bureau - Granted

1972/01427/HIST - 108-112 Glenthorne Road - The continued use as a car hire office and the retention of a 40ft. high serial on the roof - Granted

1972/01476/HIST - 110-112 Glenthorne Road - The display at 110/112 Glenthorne Road, W6, of a non-illuminated advertising board between the windows at first floor level - Granted

1976/01367/HIST - 110 - 112 Glenthorne Road - The continued use as a car hire office and the retention of a 40ft high aerial on the roof - Granted

1980/00595/ADV - 114-116 Glenthorne Road - RETENTION OF A NON ILLUMINATED ADVERTISING BOARD MEASURING SITUATED BETWEEN THE WINDOWS AT FIRST FLOOR LEVEL. DRG. NOS. FRONT ELEVATION - Refused at committee on amenity grounds

2021/03463/FUL - 108 - 116 Glenthorne Road - Demolition of the existing building with the exception of the front facade and increasing the height of the front elevation, erection of a three storey plus-basement building in connection with the change of use from retail (Class E) into a hotel (Class C1) comprising of 23 rooms and a ground floor cafe (Use Class E); alterations to the front fenestration to include the installation of new doors and windows (to match neighbouring properties) - Application lapsed.

### 3.0 Proposals

#### 3.1. The application seeks full planning permission for:

- Demolition of the existing building with the exception of the front facade and part of the side elevation fronting Studland Street and increasing the height of the front elevation
- Erection of a three storey plus-basement building
- In connection with the change of use from retail (Class E) into a hotel (Class C1) and a ground floor cafe (Use Class E)
- Alterations to the front fenestration to include the installation of new doors and windows (to match neighbouring properties)
- Installation of a new window at first floor level at the side elevation.

#### 3.2 As outlined above, this application follows on from the previously lapsed application 2021/03463/FUL. The key differences between the previous application and this application include:

- Reduction in bedroom numbers from 23 bedrooms to 21 bedrooms
- Reduction in scale and massing
- Provision of accessible bedrooms
- Other minor changes

#### 3.3 Pre-application Consultation

3.4 The applicants have advised that following an initial pre-application with LBHF, a Public Consultation was held at Grove Neighbourhood Centre, Hammersmith on 21/09/21, arranged by Huddle Communications. A Statement of Community Involvement was provided which includes full details of public feedback.

3.5 The Statement of Community Involvement outlines '1,500 properties were identified to receive a leaflet advertising the consultation' with the creation of a website, email address to provide feedback and freephone number.

3.6 Letters were delivered on the 10th and 11th of September 2021 advertising the drop-in session held on Tuesday 21st September, 2021, between 4pm and 8pm. Amenity groups were also invited to a preview session an hour before this opened to the general public. Key points/issues raised included:

- Positivity about redevelopment of the Site and restoration of the Glenthorne Road façade.
- Mixed views on the proposed use of a hotel onsite with questions seeking clarity on its operations
- Questions seeking clarity on the type of 'boutique hotel' as residents had concerns with the operations of another hotel on Glenthorne Road.
- Questions about the frequency of servicing vehicles requiring access to the site for refuse and laundry.
- Concern about impact of proposals on neighbouring residents' daylight/sunlight.
- Concern about construction works and impact on neighbouring properties on Studland Street and Glenthorne Road.
- Criticism of no onsite parking provision and concern about the impact on local traffic generation.
- Mixed views on whether the provision of a café was suitable for the Site. One response including a potential operator who made an enquiry about running the proposed café. However, other residents felt unsure there was enough footfall to make the café viable.

3.7 In total, 32 people attended the drop-in session, with 22 of them providing contact details when signing in. These included representatives from the Brackenbury Residents Association, The Hammersmith and Fulham Historic Buildings Group and The Fulham and Hammersmith Historical Society.

#### 4.0 Formal Consultation

4.1. In addition to site and press notices, notification letters were sent to 79 neighbouring properties. 1 (one) letter of support was received from a resident at Dalling Road, which is noted. 1 (one) letter was received from a resident neither objecting to or supporting the planning application, noting that whilst they were generally in support of the new hotel, they were concerned with the quality of the hotel and requested it be in keeping with the area.

4.2 A total of 13 letters of objection were received. Issues raised include:

- Impact on bus routes, issues with taxis, pick-up, drop-offs and general servicing of the site
  - Acknowledge that things cannot stay as they are noting the building is falling apart and becoming an eyesore
  - Loss of light and privacy, backyards will be dark
  - Foundation concerns with the basement
  - Too many hotels in the area and no justification put forward
  - Massing unacceptable for a residential and conservation area
  - Strain on parking stress and noise
  - Devalue property nearby
  - Glenthorne Road is a busy thoroughfare that is often gridlocked with heavy traffic
- 
- Issues during construction related to demolition/noisy building works and daily activities
  - Area is largely residential in nature
  - Despite the applicants' claim to be "committed to continuous dialogue with local residents ... to ensure they are all informed and consulted throughout the planning process", heard nothing from them at all regarding this application.
  - Route is already used as a rat run to avoid the zebra crossings for Flora Gardens school. This development will make the traffic, all noise and harmful emissions.
  - Should be housing instead
  - Pavement area is shallow and will create issues when loading and unloading.
  - Concerns with Delivery and Servicing Management Plan including the swept path analysis of a double decker bus passing the site, but no swept paths are provided for buses or fire engines turning right out of Studland Street into Glenthorne
  - Existing bus routes will also make the hotel a noisy place to stay as they accelerate away from the Studland Street junction without adequate soundproofing.
  - Issues with air quality assessment e.g. asbestos/dangerous mould/pathogens
  - How will smells be mitigated against relating to the cafe
  - No designated smoking area for the hotel
  - Will add to transient population in the neighbourhood
  - The hotel is a poor business proposition which will become victim to its poor location, fail, and become derelict within the year, encouraging more antisocial behaviour, drug dealing, vandalism etc.
  - Following implementation of the Clean Air Neighbourhood Trial, if roads around Brackenbury are made unusable to visiting traffic and the traffic becomes concentrated on the larger roads, Glenthorne Road will result in more pollution and traffic

4.3 A joint submission by the Hammersmith Society and the Brackenbury Residents Association requested, subject to their reasoned observations being addressed in full, would offer support for the application. The local amenity groups requested the issues are resolved prior to determination rather than dealing with these by planning condition. Observations include:

- Impact on no 50 Studland Street
- Vehicular servicing
- Issues with the West Elevation
- Ensure commitment to retain/match existing external joinery

#### External & Statutory Consultees

4.4 Thames Water - no objection subject to conditions relating to foul and surface water management in addition to informatives.

4.5 Historic England - Do not consider that it is necessary for this application to be notified to Historic England. No comments.

4.6 Historic England (GLAAS) - No objection subject to a condition.

4.7 Metropolitan Police (design out crime) - no objection subject to a condition.

4.8 Transport for London - Scheme is acceptable in principle, subject to points raised being addressed.

#### 5.0 Policy Context and Planning Considerations

5.1 The Town and Country Planning Act 1990, the Planning and Compulsory Purchase Act 2004 and the Localism Act 2011 are the principal statutory considerations for town planning in England. Collectively the three Acts create a plan led system which requires local planning authorities to determine planning applications in accordance with an adopted statutory development plan unless there are material considerations which indicate otherwise (section 38(6) of the 2004 Act as amended by the Localism Act).

5.2 In this instance the statutory development plan comprises the London Plan 2021, LBHF Local Plan 2018 and the LBHF Planning Guidance SPD 2018.

#### National Planning Policy Framework (NPPF)

5.3 The NPPF (2023) is a material consideration in planning decisions. The NPPF, as supported by the Planning Practice Guidance (PPG), sets out national planning policies and how these are expected to be applied.

- 5.4 The NPPF does not change the statutory status of the development plan as the starting point for decision making. Proposed development that accords with an up-to-date Local Plan should be approved and proposed development that conflicts should be refused unless other material considerations indicate otherwise.

#### The London Plan

- 5.5 The London Plan was published in March 2021 and is the Spatial Development Strategy for Greater London. It sets out a framework for how London will develop over the next 20-25 years.

#### The Local Plan

- 5.6 The Council adopted the Local Plan on 28 February 2018. The policies in the Local Plan together with the London Plan make up the statutory development plan for the borough. The Planning Guidance Supplementary Planning Document (SPD) (February 2018) is also a material consideration in determining planning applications. It provides supplementary detail to the policies and is organised around key principles.

#### Planning Considerations

- 5.7 The main planning considerations in the assessment of this application include the following:-
- The change of use from Class E to C1 Hotel and Class E Cafe and principle of a hotel use on the site
  - Impact on the character and appearance of the host building and the Bradmore Conservation Area
  - Residential amenity of neighbouring occupiers
  - Highways impacts
  - Environmental considerations
  - Fire Safety

#### Planning Assessment

##### 6.0 Land Use / Principle of Hotel Use

- 6.1 The existing site last housed a retail use fireplace shop which falls under Class E use. The premises have been vacant since the fireplace shop ceased trading from the site. The current proposal includes a change of use to C1 Hotel with ancillary café use.
- 6.2. Paragraph 97 of the NPPF advises that planning decisions should provide the social, recreational and cultural facilities and services the community needs, including public houses.

- 6.3. Policy E10 of the London Plan requires planning decisions to enhance London's visitor economy and associated employment should be strengthened by enhancing and extending its attractions, inclusive access, legibility, visitor experience and management and supporting infrastructure. Part C of this policy seeks to ensure a sufficient supply and range of serviced accommodation. Part G seeks for visitor infrastructure to be located within the CAZ or where they are well connected by Public Transport, particularly to central London. Part H requires sufficient choice and at least 10% of bedrooms to be wheelchair-accessible.
- 6.4 Policy E3 of the Hammersmith and Fulham Local Plan (2018) states that small-scale hotels may be considered appropriate outside of the town centres and Opportunity Areas subject to their meeting the below criteria:
- small scale hotels; and
  - visitor accommodation related to major visitor attractions of sub-regional or greater significance in accordance with the provisions of London Plan
- 6.5 Supporting paragraph 4.19 outlines, small hotel schemes (not in excess of 50 bedrooms) will be considered in other areas of the borough where the scale is appropriate to public transport accessibility and surrounding uses. As outlined under section 1.8 the site has a PTAL rating of 6a indicating excellent levels of access to public transport with many train and bus services nearby, including links to central London and Heathrow Airport. The application site is not in a town centre or other identified area (albeit located close to Hammersmith Town Centre) and as such only a small-scale hotel would be supported. A small-scale hotel is defined within the Local Plan as being one with no more than 50 bedrooms.
- 6.6 The proposal would not result in the loss of any priority uses i.e. permanent housing. The property has been vacant since late 2019/2020. Following re-submission of this application, at least 10% of bedrooms are now designed as wheelchair accessible and a further 10% are adaptable.
- 6.7 To support the application, a Proposed Hotel Market Need Report has been prepared by Colliers (November 2022). This report notes, "The proposed hotel will be positioned within the boutique sector, featuring a lift, air conditioning and generous floor to ceiling heights. The guest rooms and public/communal areas will be designed and finished to a high standard, efficiently designed to maximise use of space and will offer high quality facilities and amenities.....". The proposed Hotel is considered to be small scale and the room density has been reduced from 23 bedrooms to 21 bedrooms and is well connected to public transport, including to major airport hub and central London. Officers consider that the proposed use would be a viable proposal for the reinstatement of this vacant site.
- 6.8 Subject to an assessment against all other material planning considerations, the principle of the change of use is considered on balance to be acceptable and would accord with the NPPF, London Plan Policy E10 and Local Plan Policy E3.

## Design and Heritage

- 7.1 The NPPF seeks to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings. The NPPF also requires that proposals should conserve heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations.
- 7.2 Local Plan - Policies DC1, DC2 and DC4 are particularly relevant to the assessment of design. Policy DC1 (Built Environment) states that all development within the borough should create a high-quality urban environment that respects and enhances its townscape context and heritage assets. There should be an approach to accessible and inclusive urban design that considers how good design, quality public realm, landscaping and land use can be integrated to help regenerate places. Policy DC2 (Design of new build), states that new build development will be permitted if it is of a high standard of design and compatible with the scale and character of existing development and its setting. Policy DC4 (Alterations and Extensions, Including Outbuildings) sets out to ensure that a high standard of design will be achieved in all alterations and extensions to existing buildings.
- 7.3 Given the proposed enlargement of the existing basement to the original building, Policy DC11 outlines a series of criteria for which new basement extension will only be permitted. The policy requires proposals to be designed to safeguard the structural stability of the existing building and nearby buildings, and also suggests submission of a Construction Method Statement (CMS) (carried out by a qualified structural or civil engineer).

## Design Commentary

- 7.4 The design of the proposal scheme has been considered through detailed negotiations with the design team during the consideration of the application. Following these negotiations, the extent of demolition of the locally listed, (building of merit) has been reduced considerably, with the principal and side façade of the main building, including the shop frontages and stucco detailing to be retained and adapted to facilitate the hotel use of the site. Furthermore, some internal elements of the existing structures would be preserved to allow for appreciation of the original layout of the building form.
- 7.5 An existing basement would be enlarged and adapted, through the introduction of features such as lightwells, to facilitate hotel accommodation at basement level. Considering the limited scale of the application site and its commercial nature, the extent of basement development is considered to be acceptable. The proposal is supported by a structural report and a Construction Method Statement (CMS).

- 7.6 An additional storey would be developed above the retained parapet of the main building. The design of this element has been designed to introduce a mansard style roofscape, featuring projecting dormer windows. This would be finished with roof tiles to match the appearance of adjacent properties. The scale of these extensions would result in some additional visibility within views along Glenthorne Road, Studland Street and from the Dalling Road open space. However, given the sensitive approach to design and materiality of these elements, particularly reinforcing the prominence of the retained/restored building parapet, these elements of the proposal are considered acceptable and not harmful to surrounding townscape views.
- 7.7 Finally, the scheme proposes a series of rear extensions to the retained façade, (beyond the original massing of the development, these extensions largely in-fill the area between the existing building and 50 Studland Street; the area adjacent to 106 Glenthorne Road; alongside more modest extensions to general portion of the site. Consideration of these extensions upon the character and appearance of the Bradmore conservation area, is provided below. However, from a general design perspective, the scale, design and materiality of these elements is considered acceptable and would not have any undue impacts upon the surrounding townscape views.

#### Heritage considerations

- 7.8 The Planning (Listed Buildings and Conservation areas) Act 1990 sets out the principal statutory duties which must be considered in the determination of any application affecting listed buildings or conservation areas.
- 7.9 It is key to the assessment of these applications that the decision-making process is based on the understanding of specific duties in relation to listed buildings and Conservation areas required by the relevant legislation, particularly the section 72 duties of the Planning (Listed Buildings and Conservation areas) Act 1990 and the requirements set out in the NPPF.
- 7.10 Section 72 of the Planning (Listed Buildings and Conservation areas) Act 1990 requires that: With respect to any buildings or other land in a conservation area, of any functions under or by virtue of any of the provisions mentioned in subsection, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.
- 7.11 Paragraph 195 of the NPPF states: Heritage assets range from sites and buildings of local historic value to those of the highest significance, such as World Heritage Sites which are internationally recognised to of Outstanding Universal Value. These assets are an irreplaceable resource and should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations.

- 7.12 Paragraph 201 of the NPPF states: Local Planning Authorities should identify and assess the significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal.
- 7.13 Paragraph 203 of the NPPF states: In determining applications, local planning authorities should take account of: a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and c) the desirability of new development making a positive contribution to local character and distinctiveness.
- 7.14 Paragraph 205 of the NPPF states: When considering the impact of a Proposed Development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.
- 7.15 Paragraph 206 of the NPPF states that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional; b) assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II\* listed buildings, grade I and II\* registered parks and gardens, and World Heritage Sites, should be exceptional.
- 7.16 Paragraph 207 of the NPPF states that where a Proposed Development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply: a) the nature of the heritage asset prevents all reasonable uses of the site; and b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and c) conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and d) the harm or loss is outweighed by the benefit of bringing the site back into use.
- 7.17 Paragraph 208 of the NPPF states: Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

- 7.18 Paragraph 209 of the NPPF states: The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.
- 7.19 The NPPF makes a clear distinction between the approach to be taken in decision-making where the Proposed Development would affect the significance of designated heritage assets (listed buildings, conservation areas, Registered Parks and Gardens) and where it would affect the significance of non-designated heritage assets (buildings of local historic and architectural importance).
- 7.20 The NPPF also makes a clear distinction between the approach to be taken in decision-making where the Proposed Development would result in 'substantial' harm and where it would result in 'less than substantial' harm.
- 7.21 Case law indicates that following the approach set out in the NPPF will normally be enough to satisfy the statutory tests. However, when carrying out the balancing exercise in paragraph 208, it is important to recognise that the statutory provisions require the decision maker to give great weight to the desirability of preserving designated heritage assets and/or their setting.
- 7.22 The Planning Practice Guidance notes which accompany the NPPF remind us that it is the degree of harm to the asset's significance rather than the scale of the development that is to be assessed.
- 7.23 The scheme would impact directly on heritage assets. These impacts are considered separately in the following sections.
- 7.24 Impacts are mainly focussed upon the Bradmore conservation area and 109-116 Glenthorne Road, a non-designated heritage asset. No other heritage assets would be impacted by the proposals. In order to fully assess the proposal scheme, officers have agreed the scope of supporting documents with the applicant. The applicant's statements submitted with the application, identifies the significance of designated/non-designated heritage assets within a study area surrounding the application site, within Hammersmith & Fulham.
- 7.25 In the first instance, the assessment to be made is whether the development within the setting of a designated heritage asset will cause harm to that designated heritage asset or its setting. If no harm is caused, there is no need to undertake a balancing exercise. If harm would be caused, it is necessary to assess the magnitude of that harm before going to apply the balancing test as set out in paragraphs 208 and 209 of the NPPF as appropriate.

7.26 Local Plan Policy DC8 (Heritage and Conservation) states that the council will conserve the significance of the borough's historic environment by protecting, restoring, and enhancing its heritage assets. These assets include listed buildings, conservation areas historic parks and gardens, the scheduled monument of Fulham Palace Moated site, unscheduled archaeological remains and buildings and features of local interest. When determining applications affecting heritage assets, the council will apply the following principles: a) the presumption will be in favour of the conservation, restoration and enhancement of heritage assets, and proposals should secure the long-term future of heritage assets. The more significant the designated heritage asset, the greater the presumption should be in favour of its conservation; b) applications affecting designated heritage assets, including alterations and extensions to buildings will only be permitted if the significance of the heritage asset is conserved or enhanced; c) applications should conserve the setting of, make a positive contribution to, or reveal the significance of the heritage asset. The presence of heritage assets should inform high quality design within their setting; d) applications affecting non-designated heritage assets (buildings and artefacts of local importance and interest) will be determined having regard to the scale and impact of any harm or loss and the significance of the heritage asset in accordance with paragraph 135 of the National planning Policy Framework; e) particular regard will be given to matters of scale, height, massing, alignment, materials and use; f) where changes of use are proposed for heritage assets, the proposed use, and any alterations that are required resulting from the proposed use should be consistent with the aims of conservation of the asset's significance, including securing its optimum viable use; g) applications should include a description of the significance of the asset concerned and an assessment of the impact of the proposal upon it or its setting which should be carried out with the assistance of a suitably qualified person. The extent of the requirement should be proportionate to the nature and level of the asset's significance. Where archaeological remains of national significance may be affected applications should also be supported by an archaeological field evaluation; h) proposals which involve substantial harm, or less than substantial harm to the significance of a heritage asset will be refused unless it can be demonstrated that they meet the criteria specified in paragraph 133 and 134 of the National Planning Policy Framework; i) where a heritage asset cannot be retained in its entirety or when a change of use is proposed, the developer should ensure that a suitably qualified person carries out an analysis (including photographic surveys) of its design and significance, in order to record and advance the understanding of heritage in the borough. The extent of the requirement should be proportionate to the nature and level of the asset's significance; j) the proposal respects the principles of accessible and inclusive design; k) where measures to mitigate the effects of climate change are proposed, the applicants will be required to demonstrate how they have considered the significance of the heritage asset and tailored their proposals accordingly; l) expert advice will be required to address the need to evaluate and conserve archaeological remains, and to advise on the appropriate mitigation measures in cases where excavation is justified; and m) securing the future of heritage assets at risk identified on Historic England's national register, as part of a positive strategy for the historic environment.

7.27 The Council's Supplementary Planning Guidance SPD is relevant, in particular Key Principles AH1 (Information Requirements for applications for consent affecting heritage assets); AH2 (Protection of Heritage Assets); CAG1 (Land Use in Conservation areas); CAG2 (Urban Design in Conservation areas) and CAG3 (New Development in Conservation areas). These Key Principles provide guidance which seeks to ensure that heritage assets are conserved in a manner appropriate to their significance in accordance with the NPPF.

7.28 During the course of consideration of the application, officers have worked with the applicant to review the scope of demolition and retention of historic fabric relative to the locally listed, building of merit. As a consequence of these negotiations, the extent of demolition has been significantly reduced to retain the principal and side façades of the building and supporting structures. Retention of these elements would also allow appreciation of the original plan form of the building. Furthermore, the proposed mansard extension would result in the loss of original chimneys.

#### Bradmore conservation area

7.29 The Bradmore conservation area was originally designated in April 1989, and covers a significant area, owing in part to the historic Bradmore medieval field which was later subject to significant development to form the houses, streets and open spaces which form the conservation area today.

7.30 Given the large expanse of coverage of the conservation area, it has been split up into several sub areas for the consideration of character and significance. The proposal site is situated in the Bradmore Park Road sub-area. This area was subject of significant development during the Victorian area, and its overriding character is of streets of two storey cottages, tightly knit, with small front and back gardens, some tree lined. Glenthorne Road is noted in the character profile for this conservation area to contain a range of building styles and dates of construction.

#### Assessment of impact

7.31 Officers have carefully considered the scale of proposed demolition, extensions, and alterations to the existing building as part of the assessment of harm to the character and appearance of the Bradmore conservation area. As part of these considerations, officers have also considered the positive role and current condition of the existing building which occupies a prominent location on Glenthorne Road.

7.32 It is noted that the scale of extensions to the host building, particularly those extensions to the rear of site, fronting Studland Street would introduce additional bulk visible in key localised views. However, given the tight knit grain of this area, coupled with the variety in building types and form found within this sub-area; alongside the complementary materiality of new build elements, proposals are not considered to result in harm to these views and the wider conservation area.

7.33 The character and significance of the area would remain clearly appreciable and given the sensitive scale, appearance, and materiality of the proposed extensions, these would not overly compete or dominate the character of adjacent properties. Furthermore, there would be some heritage benefit in the restoration of principal façade of the host property to the character and appearance of the conservation area.

109-116 Glenthorne Road - Locally Listed, (Building of Merit)

7.34 The application site features the terrace of 109-116 Glenthorne Road, which is a non-designated heritage asset. The main significance of the asset generally relates to its architectural character and appearance along the prominent commercial setting of Glenthorne Road and when viewed from Dalling Road open space. Here the historic shopfronts, stucco detailing and building parapet are key architectural features of the development.

7.35 The host property has remained vacant for a substantial period from 2019. During recent visits to the site, officers observed that the fabric and interiors of the building to subject of considerable deterioration and are in need of significant intervention to enable the building to be brought back into a long-term use. It is noted that the existing property provides a limited amount of internal floorspace, which is subject of subdivision and therefore would require intervention to allow for alternative uses.

7.36 As discussed above, officers have worked with the applicant to reduce the scale of demolition of the existing building, particularly to enable the preservation and reinstatement/alteration of the principal façade, (which features the most architecturally significant features). The extent of extensions to the property has also been subject to revision to provide a balanced approach to facilitate the proposed hotel/café use.

7.37 Given the vacant and deteriorating nature of the host property, coupled with the reduced extent of demotion to allow for preservation and restoration/alterations to key elements of the building, (including the principal building façade, (and other areas to identify the original plan form of the building)), officers consider that in taking a balanced view, although the extent of extensions/alterations would result in changes to visual appearance of the building, these would not be unduly harmful. As such, the proposals are not considered to result in harm to heritage significance of the locally listed, building of merit.

Archaeology

7.38 This site is located within an Archaeological Priority Area. The application site already contains an existing basement, and the proposal seeks permission to extend and excavate further. The APA identified is "King Street" - which follows finds at 120-124 King Street.

- 7.39 Key Principle AH2 of the H&F SPD (2018) seeks a presumption in favour of the conservation of heritage assets and the more significant the heritage asset, the greater the presumption in favour of its conservation will be. Para 5.46 notes the King Street APA 'Iron Age prehistoric earthwork, a short section of which was excavated at 120-124 King Street. May have protected a single farmstead but may have been a more substantial settlement - a "proto-town", or possibly have been a long linear territorial boundary.'
- 7.40 As outlined under section 4.10, subject to a condition recommended by Historic England's GLAAS, no objections are raised. The pre-commencement condition will require that no demolition or development shall take place until a stage 1 Archaeological Desk Based Assessment has been submitted to and approved by LBHF. If heritage assets of archaeological interest are identified by stage 1 then for those parts of the site which have archaeological interest a stage 2 Written Scheme of Investigation (WSI) shall be submitted to and approved by the local planning authority in writing.
- 7.41 Subject to the abovementioned condition, the proposal would safeguard the Archaeological Priority Area (King Street APA), in accordance with Local Plan Policy DC8, H&F SPD (2018) Key Principles AH1 and AH2 and London Plan (2021) HC1.

#### Urban design and heritage conclusion

- 7.42 Officers have assessed the impact of the proposal on the heritage assets and consider that for the reasons summarised above it is appropriate to grant planning permission having regard to and applying the statutory provisions in Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990. The proposal is also in line with national guidance in the NPPF and strategic local policies on the historic environment and urban design.
- 7.43 In summary, it is considered that the proposals which allow for partial-demolition, restoration/alterations, and extensions of the existing building, would be acceptable to allow this vacant property to be brought back into use as hotel/café accommodation. The proposals although resulting in some demolition, would allow for the restoration and preservation of key architectural features of the host building, a locally listed, (building of merit). In this context, the scale of alterations and extensions to the property are not considered to cause harm the non-designated heritage asset and would represent a good quality of design.
- 7.44 In terms of impacts upon the Bradmore conservation area, the character and significance of the area would remain clearly appreciable. Although visible in localised views, particularly from Studland Street, given the sensitive scale, appearance, and materiality of the proposed extensions, these would not overly compete or dominate character of adjacent properties in this sub area of the conservation area, which features variety of building forms. As such, the development would not result in any harmful impact upon the significance of the conservation area.
- 7.45 Overall, the proposed development is considered acceptable having regard to the NPPF, Policies D3 and HC1 of the London Plan (2021) and Policies DC1, DC2, DC4, DC8 and DC11 of the Local Plan (2018).

## 8.0 Residential Amenity

- 8.1. Local Plan Policy HO11 addresses detailed residential standards and, in seeking a high standard of design, seeks to ensure the protection of existing residential amenities; including issues such as loss of daylight, sunlight, privacy and outlook. Policy DC2 advises that good neighbourliness in particular the amenities of the neighbouring properties, and other properties most directly affected by the proposal will be a key consideration when assessing proposals.
- 8.2. Key Principles HS6 and HS7 of the Planning Guidance SPD seek to protect the existing amenities of neighbouring residential properties, in terms of outlook, light, and privacy.

## 8.3 RESIDENTIAL AMENITY

- 8.4 Local Plan Policy HO11 states that proposals will be considered acceptable where it can be demonstrated that there is no detrimental impact on:
- Privacy enjoyed by neighbours in adjoining properties;
  - Daylight and sunlight to rooms in adjoining properties;
  - Outlook from windows in adjoining properties; and
  - Openness between properties.
- 8.5 Policies DC1 and DC2 require all proposals for new builds to be formulated to respect the principles of good neighbourliness. Planning Guidance SPD Housing Key Principles 6 and 7 support Local Plan Policy HO11 and set out a more detailed means of assessment.
- 8.6 The area surrounding the site is predominantly residential, with a mix of terrace homes and flats to the north of the site. Heights surrounding the site range from 2 to 3 storeys. The immediately adjacent terrace Studland Street is at right angles to the site, and located to the north. The main element of the adjoining building does not have windows facing the site, though as discussed below there are windows in the back addition element of the property.

### Outlook

- 8.7 Key Principle HS6, stipulates that extensions should not result in infringing an angle of 45 degrees to the rear boundary. Whilst not strictly applicable in the case of no. 108 - 116 Glenthorne Road, which is an enclosed commercial yard part i and ii of this Key Principle HS6 are not applicable. The existing site contains a single storey structure to the northwest of the main terrace building, adjoins no 50 Studland Street and fronts Studland Street. Additionally, another single storey outbuilding is located in the northeastern corner of the application site, which again adjoins the boundary wall with no 50 Studland Street to the north. Existing site arrangements represent a tightly knit urban grain. Following officer's site visit to 50 Studland Street, the site contains a half depth galley kitchen and other non-habitable room which is served by several windows along the flank elevation including a door which permits access into a small courtyard/amenity area.

8.8 The window adjacent to the proposed staff room, serves a ground floor bedroom. The proposal would extend the existing footprint beyond the rear facade of the main building of no 50 Studland Street, to accommodate a staff room at first floor level, the extension has been set back to not breach the rear facade of the main building of no 50 Studland Street. This set back at upper levels would ensure no harmful reduction in outlook is expected. Officers note, the existing ground floor bedroom looks onto the party wall with no 50 Studland Street and the application site and views are primarily towards the existing enclosed courtyard. Whilst the proposal would result in a marginal increase in the height of the development when viewed from the neighbouring property, the separation distance between the buildings would not be an unusual one within the neighbouring residential streets and existing site context. It is considered there is sufficient distance so that the occupiers would not suffer a loss of outlook. In view of the above it would be difficult to sustain an argument that the new building would be unacceptable due to loss of outlook and increased sense of enclosure.

#### Privacy

8.9 In relation to the neighbouring properties, the main extensions are set atop the existing roof of the building. Efforts have been made to step the development back at upper levels. At basement and ground floor level, windows look into a lightwell and given the existing party wall, would not harm amenity towards the residential property to the north of the application site. The window of room no 6 at first floor level, would look towards no 50 Studland's Streets courtyard and habitable windows opposite. As the separation distance is less than 18m, a condition will require this window to be obscure glazed and fixed shut. No rear windows are proposed to the rear for any other bedrooms at first or second floor level, rather looking onto Glenthorne Road or Studland Street. This would allow for some passive surveillance to take place along the road, particularly along Glenthorne Road. The flank elevation of no 44 Studland Street (south of the application site) contains a windowless flank elevation. Side windows serving room 1 at first floor level and room 1 at first floor level look towards 118 Glenthorne Road - council tax records outline this site is residential. As such, both of these windows will also be obscure glazed and fixed shut. Officer's would note, the windows to be obscure glazed along Studland Street are secondary windows and other clear glazed windows are provided along Glenthorne Road, ensuring sufficient quality of accommodation. Subject to the above referenced condition, officers judge the proposal to comply with Key Principle HS7 of the H&F SPD (2018).

#### Daylight/Sunlight

8.10 The Council has regard to the guidance set out in Building Research Establishments' (BRE) Report 2022 "Site Layout Planning for Daylight and Sunlight - A guide to good practice". This guidance is used as aid to prevent and/or minimise the impact of a new development on the availability of daylight and sunlight in the environs of the site. Although it provides numerical guidelines, these should be interpreted flexibly because natural lighting is only one of many factors in site layout design.

- 8.11 Vertical Sky Component (VSC) - VSC is a measure of the direct skylight reaching a point from an overcast sky. It is the ratio of the illuminance at a point on a given vertical plane to the illuminance at a point on a horizontal plane due to an unobstructed sky. For existing buildings, the BRE guideline is based on the loss of VSC at a point at the centre of a window, on the outer plane of the wall. The BRE guidelines state that if the VSC at the centre of a window is less than 27%, and it is less than 0.8 times its former value (i.e. the proportional reduction is greater than 20%), then the reduction in skylight will be noticeable, and the existing building may be adversely affected.
- 8.12 No-Sky Line (NSL) - NSL is a measure of the distribution of daylight within a room. It maps out the region within a room where light can penetrate directly from the sky, and therefore accounts for the size of and number of windows by simple geometry. The BRE suggest that the area of the working plane within a room that can receive direct skylight should not be reduced to less than 0.8 times its former value (i.e. the proportional reduction in area should not be greater than 20%).
- 8.13 Annual Probable Sunlight Hours (APSH) - In relation to sunlight, the BRE recommends that the APSH received at a given window in the proposed case should be at least 25% of the total available, including at least 5% in winter. Where the proposed values fall short of these, and the absolute loss is greater than 4%, then the proposed values should not be less than 0.8 times their previous value in each period (i.e. the proportional reductions should not be greater than 20%).
- 8.14 The applicant's Daylight and Sunlight report which has been carried out in line with BRE considers the potential impacts of the proposed development on daylight, sunlight and overshadowing on the following residential properties:  
The full list of assessed properties is as follows;
- 50 Studland Street
  - 118a Glenthorne Road
  - 39 Studland Street
  - 44 Studland Street
  - 129 Glenthorne Road
- 8.15 The following 4 properties will experience fully BRE compliant alterations in terms of VSC, NSL and APSH:
- 118A Glenthorne Road
  - 39 Studland Street
  - 44 Studland Street
  - 129 Glenthorne Road
- 8.16 In respect of 50 Studland Street, this terraced property is located to the north flank of the Site and contains residential accommodation across the ground and 1st floor levels.

## Daylight

- 8.17 There are a total of 5 windows serving 3 assumed, site-facing, habitable rooms eligible for assessment. The results show that one window (W3/11) will experience a BRE compliant alteration in VSC, with a proportional change of 13%. The remaining 4 windows will experience proportional VSC reductions in excess of 20%. Of these, a ground floor window (W1/10) will experience an arguably borderline relative VSC change of 29%. In reality, this equates to a very small actual VSC change from VSC level of 11.39, down to 8.04. It can be argued that this change is not likely to be noticeable. Furthermore, the associated room (R1/10) will experience a negligible change in daylight distribution as measured by NSL, and the daylight impact is considered minor in nature.
- 8.18 The remaining 3 windows (W2/10, W3/10 and W4/10) serve a small galley style ground floor kitchen (R2/10) and a non-habitable room. These windows are located directly facing the common boundary, and face towards the Site and would experience a 61% loss of VSC. It is inevitable that any viable development that matches the scale of the surrounding properties will result in a noticeable loss of light to this room, given this relationship.

## Sunlight

- 8.19 With regards to sunlight, all 3 rooms contain a window orientated within 90° degrees due south; each will experience a technically noticeable reduction in Annual Probable Sunlight Hours (APSH). However, reductions are to be expected given the Proposed Developments location directly to the southern boundary of the property.
- 8.20 However, it is noted that the BRE Guidelines state "...that all main living rooms of dwellings, and conservatories, should be checked if they have a window facing within 90 degrees of due south. Kitchens and bedrooms are less important." As is typical for this property type, the main living room is likely located to the front of the property, and as such will remain unaffected by the Proposed Development.

## 9.0 Highways

- 9.1. London Plan Policy T6 sets out the intention to encourage consideration of transport implications as a fundamental element of sustainable transport, supporting development patterns that reduce the need to travel or that locate development with high trip generation in proximity of public transport services. The policies also provide guidance for the establishment of maximum car parking standards in relation to hotel uses as well as blue badge parking at Policies T6.4 and T6.5. London Plan Policy T5 sets out the requirements for cycle parking in accordance with the proposed use.
- 9.2. Local Plan Policy T1 sets out the Council's intention to "work with strategic partners to improve transport provision, accessibility and air quality in the borough, by improving and increasing the opportunities for cycling and walking, and by improving connections for bus services, underground, national and regional rail".

- 9.3. Local Plan Policy T2 relates to transport assessments and travel plans and states "All development proposals would be assessed for their contribution to traffic generation and their impact on congestion, particularly on bus routes and on the primary route network".
- 9.4. Local Plan Policies T3, T4, T5 and T7 relate to opportunities for cycling and walking, vehicle parking standards, blue badge holders parking and construction logistics. Local Plan Policy CC7 sets out the requirements for all new developments to provide suitable facilities for the management of waste.
- 9.5 Pedestrian access into the proposed hotel and cafe would be provided from Glenthorne Road via a main access in the south-western corner of the site. In addition, staff-only access would be provided from Studland Street.
- 9.6 Glenthorne Road permits one-way traffic only with vehicles required to travel in an eastbound direction. There are single yellow line parking restrictions along the site frontage on both sides of the carriageway which restrict waiting by buses or goods vehicles between midnight and 8am and 6:30pm and midnight.
- 9.7 Studland Street provides two-way traffic between Glenthorne Road and Redmore Road. The road is subject to a 20mph speed limit and forms part of the "Grove Home Zone" A single yellow line parking restriction extend along the entire length of the Studland Street site frontage.

#### SITE ACCESSIBILITY

- 9.8 The application site has a public transport accessibility rating (PTAL) of 6a on a scale of 0 (worst) to 6b (best). Guests, customers and employees accessing the site will therefore benefit from excellent access to public transport. Within a 2km walk distance from the Site, it is possible to reach a range of destinations including Hammersmith Town Centre and extending as far as Shepherds Bush Market station to the north, Kensington Olympia to the east, Charing Cross Hospital to the south and Chiswick Common to the west. The Site is situated close to several cycle routes which connect to a wider network of routes.
- 9.9 The nearest bus stops to the Site are located on Glenthorne Road, with two-way services located an approximate 1.5-minute / 100m walk to the east of the site. The Site is located a 3-minute /220m walk distance from Ravenscourt Park Underground Station which provides access to District Line underground services and located in Travel Zone 2, with c.15 services per hour serving the station. Hammersmith Underground Station is an 8-minute / 600m walk distance to the east of the Site and provides access to District, Piccadilly, Circle and Hammersmith and City Line services.

#### CAR PARKING

- 9.10. Glenthorne Road forms part of CPZ A, which allows permit holder and pay and display parking from Monday to Saturday between the hours of 0830-1830. Studland Road is located within CPZ L which restricts parking between the hours of 0900-1700.

9.11 The development is proposed to be car free which is in accordance with Policy T6 of the London Plan. To minimise the impact of the proposal on parking capacity in the vicinity of the site, a s106 obligation will remove access to parking permits. Blue badge holders will be able to park in CPZ bays surrounding the site. To minimise the impact on parking in the vicinity of the site, a contribution is sought towards a review of the hours of surrounding CPZ. As such, hotel guests would be unable to arrive to the premises by private car and park their vehicle for the length of their stay during the week. Blue badge holders will be able to park in existing bays.

#### TRIP GENERATION

9.12 It is anticipated that the site would generate 72 two-way Person trips daily. The majority of trips would be made on foot or by rail/ tube which is to be expected owing to the proximity of the Site to central Hammersmith and the wide array of amenities and destinations locally whilst also being located in close proximity Ravenscourt Park and Hammersmith underground stations which offer an excellent level of public transport infrastructure. The number of person movements in to or out of the Site at the peak hours is expected to be 9 -10 person movements across the two peak hours which is approximately 1 person arriving or departing every 6 minutes in a given hour.

#### TAXIS

9.13 It is expected that a number of journeys will be made to / from the development by taxi. The trip generation assessment indicates that the proposal will result in up to 8 taxi movements across a typical day (4 vehicles arriving and departing), equating to less than 1 vehicle in any hour. The waiting restrictions on the site frontage would allow for taxis to wait briefly on Glenthorne Road without obstructing the free-flow of traffic.

#### CYCLE PARKING

9.14 The development would provide 2 long stay cycle parking spaces for staff use and 1 short stay cycle parking space for guests located at ground floor within the site. Further details of the cycle parking will be secured by planning condition, that will ensure the cycle parking is in accordance with the London Cycle Design Standards (LCDS). The proposal will result in an increase in cycle trips when compared to the existing site. TfL cycle hire docking stations are located within close proximity of the site, with a 37 cycle docking station located at the southern end of Southerton Road, an approximate 400m / 5-minute walk distance to the east of the site. These could be used by visitors to the site.

#### TRAVEL PLAN

9.15 Staff and visitors to the site would be encouraged to travel by sustainable modes through the implementation of a Travel Plan, Staff and visitors to the site would be encouraged to travel by sustainable modes through the implementation of a Travel Plan.

## COACHES

- 9.16 Due to the lack of suitable parking / waiting locations for coaches in the vicinity of the site and the constraints of the local highway network, coach travel to / from the development would be restricted. The coach restriction will be secured by obligation and the Travel Plan and hotel website will inform visitors that coach bookings will be restricted and that coaches are not able to access the hotel as a consequence of local restrictions.

## WASTE MANAGEMENT

- 9.17 The refuse store will be located on the ground floor of the building with direct access from Studland Street. Further details of the bin storage will be, secured by condition

## SERVICING AND DELIVERIES

- 9.18 The proposed servicing strategy for the application site involves service vehicles loading on-street on the site frontage on Glenthorne Road or Studland Street. The Delivery and Servicing Plan submitted with the application proposes to retain the existing arrangement and service vehicles would use the lengths of single yellow line parking restrictions that are located on both Glenthorne Road and Studland Street across the Site frontage. The proposed use is expected to generate approximately 38-47 deliveries per week, with up to 8 deliveries per day.
- 9.19 Owing to the width of Glenthorne Road, servicing vehicles will be able to undertake their loading activity without affecting the free flow of traffic along the road. It is anticipated that the majority of activity would occur on Glenthorne Road, whilst only refuse collection would be expected on Studland Street to align with the location of the waste store which is directly accessed from the road. Vehicle swept path analysis has been provided to demonstrate that a vehicle stopping on Glenthorne Road would not obstruct the free flow of traffic along the road,
- 9.20 Further details related to delivery and servicing at the site will be secured through a Delivery and Servicing Plan condition.

## CONSTRUCTION MANAGEMENT

- 9.21 An Outline Construction Logistics Plan (CLP) was submitted with the application, The CLP outlines the construction logistics of the development and measures to manage the construction vehicles on the local highway network. Further details of the Construction Management and Logistic at the site will be secured by condition to ensure the impacts / disruption to local residents, businesses, local schools, members of the public, etc is minimised. A contribution is sought towards periodic monitoring, to ensure the development operates in accordance with the Construction Plan.
- 9.22 The proposed development incorporates the construction of light wells across the site frontage to provide sufficient light to hotel rooms within the basement. The extent of the aforementioned construction will extend beyond the existing building line beneath the site boundary, currently denoted by the area that is tarmacked across the site frontage which lies within the ownership of the Applicant.

9.23 Further details of the excavation work, including an excavation method statement should be secured to ensure the works doesn't impact on the stability of the adjoining highway. A condition is attached to this effect.

## HIGHWAYS IMPROVEMENTS

9.24 A Healthy Streets Assessment was submitted with the application, it considered the quality of the pedestrian environment in the vicinity of the site.

9.25 The Healthy Streets Assessment did identify that the current footway across the site frontage is in a state of disrepair with poor quality reinstatement works which could become minor trip hazards. So, the applicant is required to enter into a S278 Agreement to secure improvement works to the footways on the site frontage on Glenthorne Road and Studland Street. The applicant is also required to improve the crossing facilities on the Glenthorne Road and Studland Street junction including the provision of tactile paving, to improve accessibility to the site.

## 10.0 ACCESSIBILITY

10.1. Local Plan Policy DC1 requires all development to be of a high quality and should have an approach to accessible and inclusive urban design. Policy D2 requires new buildings to follow the principles of accessible and inclusive design.

10.2. London Plan Policy E10 specifically requires that 10 per cent of hotel rooms are delivered as wheelchair accessible units from the outset or that 15 per cent of new hotel bedrooms are accessible in accordance with the requirements of 19.2.12 of British Standard BS8300-2:2018 Design of an accessible and inclusive built environment.

10.3 The development provides 2 bedrooms designed to be wheelchair accessible and a further 2 rooms are noted as being adaptable as necessary. The development is considered to comply with London Plan Policy E10 and Local Plan Policies DC1, DC2 and E3 and as such no objections are raised to this proposal.

## 11.0 Climate, Energy and Sustainability

11.1. In terms of energy and sustainability, a commitment has been made to integrate energy efficiency measures and low/zero emission technologies such as Air Source Heat Pumps. Although the proposal is not a major development, the proposals do meet the CO2 reduction target for major schemes of 35% set in the London Plan by achieving a 38% reduction through on-site measures. As such no objections are raised on these grounds.

## 12.0 Air Quality

12.1 London Plan Policy SI1 states that development proposals should not lead to deterioration of existing poor air quality, create any new areas that exceed air quality limits or create unacceptable risk of high levels of exposure to poor air quality.

- 12.2. The development site is within the borough wide Air Quality Management Area (AQMA). The development proposal would introduce new receptors into an area of existing poor air quality due to traffic along Glenthorne Road.
- 12.3 On this basis, the Council's Environmental Quality officer has considered the proposal and has recommended conditions relating the submission of an dust management plan for during the works, a ventilation strategy and details of the installation of Zero Emission /Air Source Heat Pumps or Electric Boilers for space heating and hot water, ultra low emission strategy, and restrictions on delivery times. The implementation of the ventilation strategy will be secured via condition.
- 12.4 In terms of demolition and construction works a demolition and construction dust management plan will be required. This will be secured by condition and will ensure that air quality would not be adversely impacted by the works on the site. Car parking and coach use would be controlled via clauses in the S106 legal agreement.
- 12.5 On the basis of the above conditions it is considered that the proposed development would not detrimentally impact on Air Quality and would be in accordance with the policies cited above.

### 13.0 Flood Risk

- 13.1. London Plan Policy SI12 sets out that proposals should ensure that flood risk is minimised and mitigated, and that residual risk is addressed.
- 13.2. Local Plan Policy CC2 requires major developments to implement sustainable design and construction measures, including making the most efficient use of water.
- 13.3. Local Plan Policy CC3 requires a site-specific Flood Risk Assessment (FRA) for developments in Flood Zones 2 and 3 that: a. addresses the NPPF requirements; b. takes account of the risk of flooding from all relevant sources; c. integrates appropriate flood proofing measures where there is a risk of flooding; and d. provides structural waterproofing measures in subterranean elements and using non-return valves or equivalent to protect against sewer flooding.
- 13.4. The application site is within Flood Risk Zone 3 with a high residual risk of flooding. A flood risk assessment has been submitted which sets out the required mitigation for flood risk from fluvial, surface water and groundwater sources. The provision of the required mitigation is to be secured by condition.
- 13.5. Thames Water have raised no objection to the scheme, however, they have requested two conditions to protect their infrastructure. These conditions will secure surface and foul water details prior to occupation of the new use.

## 14.0 Land Contamination

14.1. The council's Land Contamination Officers have advised that potentially contaminative land uses are understood to have occurred at, or near to, this site; or a sensitive use is proposed. As such conditions are proposed to ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works, in accordance with Policies CC9 and CC13 of the Local Plan.

## 15.0 Fire Safety

15.1. Policy D12 of the London Plan states that major applications should be accompanied by a fire statement, prepared by a suitably qualified third-party assessor, demonstrating how the development proposals would achieve the highest standards of fire safety, including details of construction methods and materials, means of escape, fire safety features and means of access for fire service personnel.

15.2. Fire Statement information was outlined within the updated DAS. This shows evacuation routes and all communal stair cores will be protected. A fire safety statement has also been produced by Fire Safety London (Dated Feb 15th 2023). This statement is judged to be acceptable. Fire safety will also further be considered under the building regulations.

## 16.0 Designing Out Crime

16.1. Policy DC2 of the Local Plan requires developments to be designed in line with the principles of Secured by Design.

16.2. The proposals have been reviewed by the Metropolitan Police's design out crime officer. A series of recommendations have been made which could feasibly be incorporated into the hotel. The proposal would accord with the aims of Policy DC2, subject to secured by design accreditation being achieved.

16.3 A condition will ensure the development is secure by design accredited.

## 17.0 Planning Obligations and CIL

### Mayoral CIL

17.1. Mayoral CIL (Community Infrastructure Levy) came into effect in April 2012 and is a material consideration to which regard must be had when determining this planning application. Under the London wide Mayoral CIL the scheme would be liable for a CIL payment. An estimate of £56,960 based on the additional floorspace has been calculated. This would contribute towards the funding of Crossrail. The GLA expect the Council, as the Collecting Authority, to secure the levy in accordance with London Plan Policy DF1.

## Local CIL

- 17.2. The Council has also set a CIL charge. The Council's Community Infrastructure Levy (CIL) is also a charge levied on the net increase in floorspace arising from development in order to fund infrastructure that is needed to support development in the area. The Council's CIL runs alongside Section 106 Agreements (S106s) which will be scaled back but will continue to operate. The CIL Charging Schedule was presented to Council and approved 20 May and has formally taken effect since the 1st September 2015.
- 17.3. Hotels and public houses do not attract a charge under the adopted CIL Charging Schedule. Accordingly, no CIL payment would be due on this development.
- 17.4. London Plan Policy DF1 recognises the role of planning obligations in mitigating the effects of development and provides guidance of the priorities for obligations in the context of overall scheme viability.
- 17.5. The applicant would be required to enter into a legal agreement in the event that planning permission were to be granted. The Legal Agreement would include the following obligations:
- 1) Contribution towards apprenticeships for the demolition/construction phase of the development (estimated £10,500)
  - 2) Contribution/commitment towards end user employment for local community (say 20% of staffing) and how you propose to achieve and demonstrate this
  - 3) Contribution towards facilitating the Council in supporting local Small to Medium Enterprises to bid for contracts tendered in the supply chain (estimated £4,500)
  - 4) Commitment towards 10% of build costs to be procured locally, and how this would be achieved
  - 5) Contribution towards Community Safety (£35,000)
  - 6) Contribution towards Environmental Improvements (£25,000)
  - 7) Operational Management Plan to be submitted to help ensure that a quality hotel is provided and maintained on the site
  - 8) Clauses in S106 to Not to permit any Occupation of any Hotel Room by an Occupier for more than 30 consecutive days, and to provide to the Council on request written reports detailing the number of people that have stayed at the hotel and the length of their stay.
  - 9) Submission of a Travel plan including monitoring fee of £3,000 per submission (submissions on years 1, 3 and 5, depending on build program)
  - 10) Coach Free development
  - 11) On-street car parking permit-free development
  - 12) Construction Monitoring obligation £3000 per annum
  - 13) Contribution towards a review of the hours of surrounding CPZ (£15,000)
  - 14) Enter into a s278 agreement to secure improvement works to the footways on the site frontage on Glenthorne Road and Studland Street, and improvements to the crossing facilities on the Glenthorne Road and Studland Street junction including the provision of tactile paving.
  - 15) A commitment to meet the costs of the Council's associated legal fees.

## 18.0 CONCLUSION

18.1. The proposal would result on the restoration and use of the application site. The proposals are considered to be of a good quality of design having regard to the character and appearance of the existing site and surrounding area. The proposals although allowing for partial demolition of existing building, would allow for the restoration/alteration of key architectural features of the host property, a locally listed, (Building of Merit); and on balance would not result in any harm to the non-designated heritage asset. The proposal is considered to be acceptable in land use terms, in its design and appearance, in its limited impact on traffic generation and parking, having a satisfactory relationship to surrounding buildings and would contribute to the range of visitor accommodation on offer in the local area and the adjacent Hammersmith Town Centre .

18.2. The proposal is recommended for approval, subject to conditions and a legal agreement.

## 19.0 RECOMENDATION

19.1. That planning permission be approved in line with the recommendations above.