



Appeal Decision

Site visit made on 23 August 2022

by Thomas Hatfield BA (Hons) MA MRTPI

an Inspector appointed by the Secretary of State

Decision date: 28 October 2022

Appeal Ref: APP/H5390/W/21/3287382

26-28 Hammersmith Grove, London, W6 7BA

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
 - The appeal is made by Britel Fund Trustees Limited against the decision of the Council of the London Borough of Hammersmith & Fulham.
 - The application Ref 2021/00537/FUL, dated 17 February 2021, was refused by notice dated 21 May 2021.
 - The development proposed is demolition of existing car park, ramp and garage and construction of an aparthotel/hotel (Use Class C1), ancillary café (Use Class A3) at ground floor level, hard and soft landscaping works, including screening to loading bay.
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Decision

1. The appeal is allowed and planning permission is granted for demolition of existing car park, ramp and garage and construction of an aparthotel/hotel (Use Class C1), ancillary café (Use Class A3) at ground floor level, hard and soft landscaping works, including screening to loading bay at 26-28 Hammersmith Grove, London, W6 7BA in accordance with the terms of the application, Ref 2021/00537/FUL, dated 17 February 2021, subject to the conditions set out in the attached schedule.

Application for Costs

2. An application for costs was made by Britel Fund Trustees Limited against the Council of the London Borough of Hammersmith & Fulham. This application is the subject of a separate decision.

Main Issues

3. The main issues are the effect of the development, firstly, on the living conditions of neighbouring occupiers with regard to noise, disturbance, and outlook and, secondly, on highway safety and the local road network.

Reasons

Living conditions

4. The appeal site is located within the designated Hammersmith Town Centre. It is adjacent to existing office buildings to the south and terraced residential properties to the west that front onto Hammersmith Grove.
5. At present, the site comprises a disused garage building, an access ramp, and a large area of decked car parking that serves the adjacent office buildings.

There is also a pedestrian route to the offices via the existing access point from Hammersmith Grove. The site therefore generates noise and activity at present, including through vehicular and pedestrian traffic, albeit this is likely to be concentrated during office hours, and particularly at the start and end of the working day. In addition, the site is affected by noise from the adjacent railway line and by road traffic from the town centre, as I observed on my site visit. In this regard, there is a relatively high background noise level across the site, including from traffic and pedestrian footfall along Hammersmith Grove itself.

6. The development would introduce a pedestrian and vehicular access route to the proposed hotel in relatively close proximity to the rears of Nos 32-60 Hammersmith Grove. This would be the sole route into the site, and it would generate noise and activity through deliveries and servicing, vehicular traffic, and pedestrian arrivals and departures. However, given the existing noise environment, this would not be intrusive during the day and the character of the noise generated would be similar to that arising from the town centre. Moreover, the timing of deliveries to the site, which would be undertaken by larger and noisier vehicles, could be controlled by condition to ensure this took place during daytime hours only. The location of any proposed smoking shelter could also be controlled by condition to ensure it would be positioned away from the boundary with adjacent properties.
7. In contrast to the existing use, the development would also attract vehicular traffic and pedestrian movements into the evening. However, given the existing noise generated by the railway line and town centre, and the mitigation afforded by the proposed acoustic screen, this would not be intrusive in the vast majority of cases, as is demonstrated in the submitted noise report¹. Whilst the Council state that the noise report should have considered the effect of noise on the adjacent garden areas, those spaces are most likely to be used during the day and early evening when the background noise level is higher. Home working is also likely to take place mainly at these times. Moreover, the effect on neighbouring residential windows was assessed as being well below World Health Organisation guidelines in the submitted noise report, particularly once the effect of the acoustic screen is taken into account.
8. Whilst there is the potential for occasional disturbance to arise from inconsiderate behaviour late in the evening or at night, any such disturbance would be infrequent and short lived. In this regard, the proposed forecourt does not contain seating areas that would encourage customers to loiter or congregate in this area. Moreover, it would be in the interests of the hotel operator to manage noise for the benefit of other guests, and there would be a 24 hour onsite presence at reception. The development also does not include a bar or function room that could be used for private parties or events. The frequency of any visits by scooter deliveries would significantly decrease into the late evening, and in any case, the submitted noise report has considered noise from this source in its assessment.
9. My attention has been drawn to a bedroom window in the side elevation of No 32 Hammersmith Grove that faces directly onto the proposed access route. However, this window is in close proximity to Hammersmith Grove at present and so is already affected by noise from passing vehicular and pedestrian

¹ Noise Written Report (Sharps Redmore, 17 November 2021)

traffic. In this regard, the submitted noise report measured existing maximum noise level outside this window between 23:00 and 23:30 hours and found it to be in excess of that which would be generated by a vehicle driving past at around 10 mph. Moreover, the proposed segregated pedestrian route would be positioned away from this window. Given the existing noise environment in this location, I do not consider that the development would result in any significant disturbance to someone asleep in this bedroom.

10. The potential for significant noise to arise from the emptying of waste containers, including glass bottles, has also been raised. However, the submitted transport assessments indicate that bin storage would be located away from neighbouring boundaries in an existing servicing area beneath the adjacent office buildings. The location of this area could be controlled by condition. A Noise Management Plan could also be secured by condition that would cover the management of this area, and other aspects of the development including the proposed forecourt and taxi drop off areas.
11. The precise details of the plant and machinery that would be installed are currently unknown. However, noise from plant and machinery can be controlled through mitigation measures and so this matter is capable of being dealt with by condition.
12. The proposed 4 metre high acoustic screen would be positioned much closer to the rear boundaries of Nos 32-34 than the properties further to the north. Nos 32-34 also have significantly smaller gardens than those properties. In this position, the proposed acoustic fence would be a domineering presence that would enclose these relatively compact spaces. However, a relatively small reduction in the height of the part of the fence at the rear of Nos 32-34 would address this concern, and this is capable of being secured by condition.
13. The proposed hotel building would be up to 6 stories in height. However, it would have a stepped design towards the rear boundaries of neighbouring properties and would be just 2 stories in height at its closest point. This arrangement would ensure that there would be no significant overbearing effect to neighbouring occupiers arising from the height of the structure. Moreover, the submitted Daylight & Sunlight Report² confirms that there would be no significant overshadowing effect generated by the building.
14. Any disturbance during the construction period would be short-term and could be mitigated by careful construction management. This is capable of being controlled by condition.
15. For the above reasons, I conclude that the development would not significantly harm the living conditions of neighbouring occupiers with regard to noise, disturbance, and outlook. It would therefore accord with Policies E3, DC2, DC4, CC11 and HO11 of the Hammersmith and Fulham Local Plan (2018). These policies seek to ensure, amongst other things, that new development respects the amenities of neighbouring properties and does not materially increase the noise experienced by noise sensitive uses in the vicinity.

² Daylight & Sunlight Report (Waterslade, December 2020)

Road network and highway safety

16. The development would involve the partial demolition of an existing decked car park and would remove a total of 166 parking spaces from the site. These spaces would not be re-provided elsewhere, and current users would therefore be required to utilise alternative means of transport. The removal of the access ramp would also mean that the retained spaces would be accessed via an alternative route to the south. The proposed hotel would be 'car free' and would contain 2 blue badge parking spaces only.
17. The removal of 166 parking spaces would significantly reduce the number of vehicular trips generated by the site. In this regard, the submitted Transport Assessment³ states that the development would result in the removal of at least 238 daily vehicle movements, as evidenced by a 2018 parking survey, whereas the appeal proposal would generate 81 daily vehicle movements. Whilst the use of the existing car park is likely to have reduced since the onset of the pandemic, the number of daily trips that would be generated by the development is only around a third of that recorded in the parking survey. Moreover, these trips would be spread out throughout the day, whereas the traffic associated with the existing car park is concentrated particularly in the morning and evening peaks. Accordingly, much of the traffic associated with the appeal proposal would be generated at less busy times. In these circumstances, I do not consider that the proposal would lead to any significant increase in local congestion, or deterioration in air quality.
18. The development would utilise a one-way system to enter and exit the site, with servicing and delivery vehicles entering the yard area by a northern access and exiting by a separate southern access. The southern access would have a direct sight line to the access point onto Hammersmith Grove and vehicles exiting the servicing yard would be required to stop and give way to those entering from the public highway. This arrangement would not result in vehicles waiting on Hammersmith Grove to enter the site for any significant period of time. Similarly, any vehicles exiting the drop off area would have clear sight of the Hammersmith Grove junction.
19. The appeal site is in a highly accessible location on the edge of Hammersmith Town Centre. It is well served by tube and bus services and has the highest achievable PTAL rating (6b). On-street parking in the surrounding area is also subject to Controlled Parking Zones, which would deter visitors from travelling to the site by private car. In that context, I consider the use (in the Transport Assessment) of the TRICS survey for the Hampton by Hilton in Lambeth to be appropriate. This approach was also agreed with the Highway Authority.
20. The development does not propose any coach drop off facilities and there is no space available on the public highway to accommodate this without obstructing traffic. However, the appellant has submitted a Unilateral Undertaking ('UU') that would ensure that the development would be coach free. In this regard, I note that the Council state that such legal agreements have been used successfully elsewhere in the Borough. Accordingly, I consider that the UU would satisfactorily address this matter.
21. For the above reasons, I conclude that the development would not result in severe residual cumulative impacts to the road network, nor would it prejudice

³ Transport Assessment and Appeal Written Representation (Momentum, November 2021)

highway safety. It would therefore accord with Policies T2, E3 and CC10 of the Hammersmith and Fulham Local Plan (2018). These policies seek to ensure, amongst other things, that new development does not have a harmful effect on air quality and congestion in the local area.

Other Matters

Planning obligations

22. Two signed and dated UUs have been submitted that relate to an energy and sustainability contribution, a submitted Travel Plan, coach free development, and jobs, employment, training strategy and local procurement. With regard to the provisions relating to a coach free development, this is clearly necessary in the interests of highway safety, for the reasons set out above. Compliance with the submitted Travel Plan for the development is also necessary in order to encourage sustainable travel to and from the site.
23. The proposed energy and sustainability contribution is necessary in order to comply with Policy SI 2 of the London Plan (2021), and it is based on an agreed calculation to offset the carbon emissions that would be generated. Similarly, the jobs, employment, training strategy and local procurement contributions and provisions are necessary in order to accord with Policy E 11 of the London Plan (2021) and are based on an agreed calculation. I am satisfied that both of these contributions are fairly and reasonably related in scale and kind to the development.

Flood risk

24. The appeal site is located within Flood Zone 3 as defined by Environment Agency flood mapping. The National Planning Policy Framework seeks to steer new development to areas with the lowest probability of flooding by applying a Sequential Test. This states that development should not be permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower probability of flooding. However, a significant proportion of Hammersmith and Fulham is within Flood Zone 3, including the vast majority of the southern part of the Borough where Hammersmith Town Centre is located, and where most of the population resides. Accordingly, I consider that the Sequential Test is met in this case.
25. The development is also required to pass the Exception Test as it proposes a 'more vulnerable' use in Flood Zone 3. In order to pass the Exception Test the development must, firstly, provide wider sustainability benefits to the community that outweigh flood risk and, secondly, be safe for its lifetime without increasing flood risk elsewhere. In this regard, the development would provide a new hotel in a highly accessible location and would involve the redevelopment of a partially disused brownfield site. It would also create a significant number of new jobs and would generate economic benefits both during and after the construction period. Moreover, the site and the surrounding area are protected by the River Thames's flood defences, which comprise a series of barriers and raised banks, including the Thames Barrier at Woolwich. The Council's Strategic Flood Risk Assessment states that these defences would provide protection against tidal flooding to an estimated 1 in 1000 year standard for 2030, which equals a less than 0.1% chance of flooding each year. These defences significantly reduce the actual flood risk to the site. In these circumstances, I consider that the wider sustainability benefits that

would be provided would outweigh the flood risk, which in this case is significantly reduced by the presence of extensive defences.

26. The second part of the Exception Test requires that the development will be safe for its lifetime without increasing flood risk elsewhere. In this regard, the appellant has submitted a site Flood Risk Assessment⁴ to show that the development would be safe without increasing flood risk elsewhere, which has not been contested by the Council. The development would therefore also pass the second part of the Exception Test.

Other considerations

27. The appeal site is located just outside of the Hammersmith Grove Conservation Area, which comprises an area of well-preserved townscape that dates mainly to the 19th century. It is largely residential in character and consists of attractive terraces and semi-detached properties with period detailing, arranged along tree lined streets. The existing structures at the appeal site have little architectural merit and do not make a positive contribution to the setting of the conservation area. The height of the proposed building would be comparable to the adjoining office blocks and would have limited visibility from public views within the conservation area itself. In my view, the proposed design and use of materials would be appropriate to this context and would preserve the setting of the conservation area. I further note that neither the Council's Design and Conservation Officer nor Historic England have objected to the development on these grounds.
28. It is asserted that the development would compromise the security of adjoining residential properties. However, it would introduce a 4 metre acoustic fence along those boundaries which would provide an additional barrier at the rear. The proposed hotel use would also provide surveillance of this area. I further note that the Metropolitan Police's Design Out Crime Officer has not objected to the development.
29. There is no substantive evidence before me to suggest that the development would exceed the capacity of the local sewer network. In this regard, I note that Thames Water have written to confirm that they have no objection to the development on these grounds.

Conditions

30. The Council suggested a number of conditions, some of which I have edited for clarity and enforceability. In addition to the standard time limit condition, I have imposed a condition that requires the development to accord with the approved plans. This is necessary in the interest of certainty. Conditions requiring the submission and approval of a Demolition Method Statement, Construction Method Statement, and Air Quality Dust Management Plan are necessary in order to protect local air quality and the living conditions of neighbouring occupiers, and to implement the recommendations of the submitted Air Quality Assessment⁵. A condition requiring the submission and approval of a Design and Method Statement is also necessary given the site's proximity to a London Underground line. Further conditions relating to drainage and contamination are necessary to ensure that the site is appropriately remediated and drained. These conditions are pre-

⁴ Flood Risk Assessment and Drainage Strategy (Fairhurst, February 2021)

⁵ Air Quality Assessment (Ensafe Consultants, December 2020)

commencement in nature as they will either inform the construction process or relate to works below ground level. As required by Section 100ZA(5) of the Town and Country Planning Act 1990, the appellant has agreed to these conditions in writing.

31. A Condition requiring the submission and approval of a Fire Statement is necessary to accord with London Plan Policy D 12. Further conditions relating to external materials, window and door surrounds, and landscaping, are necessary to protect the character and appearance of the area. Other conditions requiring the submission and approval of a Servicing and Delivery Management Plan, Noise Management Plan, and relating to plant and machinery, anti-vibration measures, obscure glazing, and external lighting, are necessary in order to protect the living conditions of adjoining occupiers. Conditions relating to the proposed access alterations, parking spaces, and refuse storage facilities are also necessary to ensure that these are provided prior to the occupation of the development.
32. I have also imposed conditions relating to the proposed acoustic screen and landscaped buffer zone, which are necessary to ensure that they are installed and appropriately maintained. Further conditions relating to flood resilient design measures and carbon reduction/sustainability measures are necessary to implement the recommendations of the submitted Flood Risk Assessment and Energy and Sustainability Statement⁶. Finally, conditions restricting the use of the roof areas as terraces, and the installation of further air-conditioning units or extraction equipment, are necessary to prevent overlooking and disturbance to neighbouring occupiers.
33. The Council suggested another condition that would have required the submission and approval of a Demolition and Construction Logistics Plan. However, this would duplicate requirements set out in the Demolition Method Statement and Construction Method Statement conditions, and so is unnecessary. A suggested condition that would have required the submission and approval of a preliminary risk assessment for contamination is also unnecessary, as this has already been submitted. Another suggested condition relating to accessibility is unnecessary as this relates to matters covered by the Building Regulations. Suggested conditions that would have required the submission and approval of a Parking Management Plan, cycle storage, and refuse storage/collection details are also unnecessary as this information has already been provided in the submitted Transport Assessments. Further conditions relating to emissions from the development are unnecessary, as the submitted Air Quality Assessment found that the air quality impacts of the proposed use would not be significant, and that the development would be air quality neutral.

Conclusion

34. For the reasons given above I conclude that the appeal should be allowed.

Thomas Hatfield

INSPECTOR

⁶ Energy & Sustainability Statement (Cudd Bentley Consulting, February 2021)

Schedule of Conditions

- 1) The development hereby permitted shall begin not later than 3 years from the date of this decision.
- 2) The development hereby permitted shall be carried out in accordance with the following approved plans: A 1371 PA 0500; A 1371 PA 0502; A 1371 PA 1010; A 1371 PA 1011; A 1371 PA 1012; A 1371 PA 1013; A 1371 PA 1014; A 1371 PA 1110; A 1371 PA 1111; A 1371 PA 1112; A 1371 PA 1210; A 1371 PA 2000; A 1371 PA 2001; A 1371 PA 2002; A 1371 PA 2004; A 1371 PA 2006; A 1371 PA 2100; A 1371 PA 2101; A 1371 PA 2102; A 1371 PA 2103; A 1371 PA 2200; A 1371 PA 2201.

Pre-commencement conditions

- 3) No development shall commence until a Demolition Method Statement has been submitted to and approved in writing by the Local Planning Authority. This shall include details of control measures for noise, vibration, lighting, delivery locations, delivery and demolition working hours, and public display of contact details of persons responsible for the demolition works. The details shall also include the numbers, size and routes of demolition vehicles, and provisions to ensure that all vehicles associated with the demolition works are washed and cleaned to prevent the passage of mud and dirt onto the highway. The approved details shall be implemented throughout the demolition period.
- 4) No development shall commence until a Construction Method Statement has been submitted to and approved in writing by the Local Planning Authority. This shall include details of control measures for noise, vibration, lighting, delivery locations, delivery and construction working hours, and public display of contact details of persons responsible for the construction works. The details shall also include the numbers, size and routes of construction vehicles, and provisions to ensure that all vehicles associated with the construction works are washed and cleaned to prevent the passage of mud and dirt onto the highway. The approved details shall be implemented throughout the construction period.
- 5) No development shall commence until an Air Quality Dust Management Plan has been submitted to and approved in writing by the Local Planning Authority. This shall be based on the fugitive dust mitigation measures identified in Table 16 of the Air Quality Assessment (Ensafe Consultants, December 2020). The approved measures shall be implemented throughout the demolition and construction periods.
- 6) No development shall commence until a detailed Design and Method Statement (in consultation with London Underground) for the foundations, basement, and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent), has been submitted to and approved in writing by the Local Planning Authority. This shall:
 - Provide details of construction methodologies for temporary and permanent works;
 - Provide details on the use of any tall plant or scaffolding;

- Accommodate ground movement arising from the construction of the development;
- Mitigate the effects of noise and vibration arising from the adjoining operations within the development;
- Demonstrate that access to elevations of the building adjacent to the property boundary with London Underground can be undertaken without recourse to entering London Underground land; and
- Demonstrate that there will be no potential security risk to London Underground railway, property, or structures.

The development shall thereafter be carried out in accordance with the approved Design and Method Statement.

- 7) No development shall commence until a sustainable drainage scheme has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented prior to the first occupation of the development and shall thereafter be permanently retained and maintained in accordance with the approved details.
- 8) No development shall commence until a site investigation scheme is submitted to and approved in writing by the Local Planning Authority. This scheme shall be based upon and target the risks identified in the Geo-Environmental & Geotechnical Desk Study (Fairhurst, January 2021) and shall provide for, where relevant, the sampling of soil, soil vapour, ground gas, surface, and groundwater. All works must be carried out in compliance with the approved scheme 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.
- 9) Unless the Local Planning Authority 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 Local Planning Authority. 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.
- 10) Unless the Local Planning Authority 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 Local Planning Authority. 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 the approved statement 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.

- 11) Unless the Local Planning Authority 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 Local Planning Authority. 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 Local Planning Authority is to be informed immediately and no further development (unless otherwise agreed in writing by the Local Planning Authority) 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 Local Planning Authority. 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 the approved statement 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.
- 12) No development shall commence until a monitoring and maintenance scheme to demonstrate the effectiveness of the proposed remediation has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented, and the reports produced as a result, shall be submitted to the Local Planning Authority within 30 days of the report being completed and approved in writing. If any of these reports identifies any discrepancy with the verification report then a protocol, including timescale, for the necessary remediation shall be submitted to the local planning authority within a further 30 days and approved in writing. Thereafter, any necessary remediation and verification shall be carried out in accordance with the approved protocol.

Prior to development above ground level conditions

- 13) No development above ground level shall commence until a detailed Fire Statement to meet the requirements of London Plan (2021) Policy D12 has been submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented prior to the first occupation of the development and shall thereafter be retained.
- 14) No development above ground level shall commence until detailed drawings (in plan, section, and elevation at a scale of not less than 1:20) of each window/door and the surrounding bay on the building has been submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented prior to the first occupation of the development and shall thereafter be retained.

Pre-occupation conditions

- 15) Prior to the first occupation of the development, detailed drawings of any plant and machinery to be installed on the exterior of the building, as well as any associated enclosures and/or screening, shall be submitted to and

- approved in writing by the Local Planning Authority. The approved details shall be implemented prior to the first occupation of the development and shall thereafter be retained.
- 16) Prior to the first occupation of the development, details of the external sound level emitted from the proposed plant and machinery, and appropriate mitigation measures, shall be submitted to and approved in writing by the Local Planning Authority. The mitigation measures shall ensure that the external sound level emitted from plant and machinery is lower than the lowest existing background sound level by at least 10dBA. The assessment shall be made in accordance with BS4142:2014 at the nearest and/or most affected noise sensitive properties, with all machinery operating together at maximum capacity. Prior to the first occupation of the development, a post-installation noise assessment shall be submitted to and approved in writing by the Local Planning Authority either confirming compliance with the sound criteria or identifying additional mitigation measures. The approved details shall be implemented prior to the first occupation of the development and shall thereafter be retained.
 - 17) Prior to the first occupation of the development, details of anti-vibration measures shall be submitted to and approved in writing by the Local Planning Authority. These measures shall ensure that the proposed plant and machinery and any extraction and/or ventilation system and ducting are mounted with proprietary antivibration isolators and fan motors are vibration isolated from the casing and adequately silenced. The approved details shall be implemented prior to the first occupation of the development and shall thereafter be retained.
 - 18) Prior to the first occupation of the development, a Servicing and Delivery Management Plan shall be submitted to and approved in writing by the Local Planning Authority. This shall include times and frequency of deliveries and collections, vehicle movements, silent reversing methods, location of loading bays, and quiet loading/unloading measures. The use hereby permitted shall thereafter be carried out and operated in accordance with the approved Servicing and Delivery Management Plan.
 - 19) Prior to the first occupation of the development, a Noise Management Plan shall be submitted to and approved in writing by the Local Planning Authority. This shall identify management measures to minimise the noise generated by the development. The approved Management Plan shall thereafter be adhered to throughout the lifetime of the development.
 - 20) Prior to the first occupation of the development, the proposed alterations to the access route and junction onto Hammersmith Grove including the proposed signage, as shown on Drawing Ref M000358-2-3-DR-001 Rev A, shall be implemented in full, and shall thereafter be retained.
 - 21) Prior to the first occupation of the development, the proposed blue badge parking bays and cycle storage racks shall be laid out in accordance with Drawing Ref M000358-2-3-DR-002 Rev A and made available for use and shall thereafter be retained.
 - 22) Prior to the first occupation of the development, details of all hard and soft landscaping to the entrance route and external courtyard shall be submitted to and approved in writing by the Local Planning Authority.

These details shall include paving/hard surfacing materials and styles, planting, bollards and barriers, and details relating to any proposed smoking shelter. The approved details shall be implemented prior to the first occupation of the development and shall thereafter be retained.

- 23) Prior to the first occupation of the development, details and drawings in plan, section and elevation of the acoustic screen shall be submitted to and approved in writing by the Local Planning Authority. These details shall include materials, colour, finish, details of planting/greening, and a maintenance strategy. The approved details shall be implemented prior to the first occupation of the development and shall thereafter be permanently retained and maintained.
- 24) Prior to the first occupation of the development, details of the planting (including numbers, species, and location) for the 'landscaped buffer zone', as well as a maintenance plan for this space, shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented prior to the first occupation of the development and shall thereafter be permanently retained and maintained.
- 25) Prior to the first occupation of the development, details of all external lighting to the building and approach route shall be submitted to and approved in writing by the Local Planning Authority. External lighting at the development shall not exceed lux levels of vertical illumination at neighbouring premises that are recommended by the Institution of Lighting Professionals in the 'Guidance Note 01/20: Guidance Notes for the Reduction of Obtrusive Light'. Lighting should be minimized, and glare and sky glow should be prevented by correctly using, locating, aiming, and shielding luminaires, in accordance with the Guidance Notes. The approved details shall be implemented prior to the first occupation of the development and shall thereafter be retained.
- 26) Prior to the first occupation of the development, details of which windows are to be obscurely glazed shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented prior to the first occupation of the development and shall thereafter be retained.
- 27) Prior to the first occupation of the development, the refuse storage and collection arrangements as shown on Drawing Refs M000358-2-3-DR-003 Rev A and M000358-2-3-TR-005 Rev A, shall be implemented. All refuse/recycling generated by the development shall be stored within this area, which shall be permanently retained for this purpose.
- 28) Prior to the first occupation of the development, the flood resilient design measures identified in the Flood Risk Assessment and Drainage Strategy (Fairhurst, February 2021) shall be fully implemented. These measures shall thereafter be retained.
- 29) Prior to the first occupation of the development, the carbon reduction and sustainability measures identified in the Energy and Sustainability Statement (Cudd Bentley, Ver 4 February 2021) shall be implemented and a BREEAM Postconstruction report shall be submitted to and approved in writing by the Local Planning Authority.

Other conditions

- 30) No development involving the use of any facing or roofing materials shall take place until details of the materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.
- 31) No air-conditioning units or extraction equipment, other than those approved under conditions 15-17 above, shall be installed without planning permission first being obtained.
- 32) No part of any roof of the development shall be used as a terrace or other form of open amenity space. No alterations shall be carried out; nor planters or other chattels placed on the roofs. No railings or other means of enclosure shall be erected on the roofs, and no external alterations shall be carried out to form access onto the roofs.