Ward: College Park And Old Oak

Site Address:
Former Dairy Crest Site, Land Beneath And Bounded By Westway And West London Railway Line And Adjoining 58 Wood Lane London W12 7RZ
Site location and adjoining developments

Proposed Construction Phasing and Development Zones
Applicant:
Imperial College London
C/O Agent

Description:
Outline planning application for a mixed use development delivered as a phased masterplan comprising 7 development zones and accommodating up to 178,102 sqm of research & development, offices and other business uses (Use Class B1) in 6 - 13 storey buildings; up to 373 residential units (Use Class C3) in 18 - 32 storey buildings; a hotel up to 8 storeys and associated facilities (Use Class C1); community and/or leisure uses and retail, cafes, restaurants and bars (Use Classes D1 and/or D2, A1-5) together with access, bridge over the railway (Central Line), parking, servicing and landscaping; and the demolition of Stadium House.

Application Type:
Outline Application

LOCAL GOVERNMENT ACT 2000
LIST OF BACKGROUND PAPERS

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

Application form received: 26th January 2018
Drawing Nos: See Condition 4 below

Policy documents: National Planning Policy Framework (NPPF) 2019
The London Plan 2016
LBHF - Local Plan 2018
LBHF – Planning Guidance Supplementary Planning Document 2018

Consultation Comments:

Comments from: Dated:
Greater London Authority (GLA) 30.04.18
Transport For London - Land Use Planning Team 16.03.18
London Underground 16.03.18
Thames Water - Development Control 28.02.18
Royal Borough Of Kensington And Chelsea 22.02.18
Natural England 23.02.18
Environment Agency - Planning Liaison 13.02.18
Environment Agency - Planning Liaison 24.05.19
Historic England London Region 12.02.18
Civil Aviation Authority 09.02.18
National Air Traffic Services - Navigation 03.04.18

Neighbour Comments:

Letters from: Dated:
Flat 50 Cranston Court 56 Bloemfontein Road London W12 7FF 09.01.19
117 Wood Lane W12 7ED 03.06.19
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Officer Recommendation:

1) Subject to there being no contrary direction from the Mayor for London that the Committee resolve that the Strategic Director for The Economy be authorised to determine the application and grant permission upon the completion of a satisfactory legal agreement and subject to the conditions listed below; and

2) To authorise the Strategic Director for The Economy after consultation with the Director of Law and the Chair of the Planning and Development Control Committee to make any minor changes to the proposed conditions or heads of terms of the legal agreement, any such changes shall be within their discretion.

CONDITIONS

1. Reserved Matters Details

Development of each phase shall not commence until all details of the proposed means of access; layout and scale; appearance and landscaping for that phase have been submitted to and approved in writing by the Local Planning Authority.

In order that the Local Planning Authority may be satisfied as to the details of the proposal, to comply with the Town and Country Planning (Development Management Procedure) Order 2015 (as amended).

2. Time Limits (Reserved Matters)

i) Application(s) for the approval of the Reserved Matters specified in condition 1, in respect of Phase 1 shall be made to the Local Planning Authority before the expiration of 3 years from the date of this permission. Development within Phase 1 shall be begun before the expiration of 2 years from the date of the approval of the last of the relevant Reserved Matters (in respect to Phase 1) to be approved pursuant to condition 1.

ii) Application(s) for the approval of the Reserved Matters specified by condition 1, in respect of Phase 2, shall be made to the Local Planning Authority before the expiration of 10 years from the date of this permission. Development within Phase 2 shall be begun before the expiration of 2 years from the date of approval of the last of the relevant Reserved Matters (in respect to Phase 2) to be approved pursuant to condition 1.

iii) Application(s) for the approval of the Reserved Matters specified by condition 1, in respect of Phase 3, shall be made to the Local Planning Authority...
Authority before the expiration of 18 years from the date of this permission. Development within Phase 3 shall be begun before the expiration of 2 years from the date of approval of the last of the relevant Reserved Matters (in respect to Phase 3) to be approved pursuant to condition 1.

iv) Application(s) for the approval of the Reserved Matters specified by condition 1, in respect of Phase 4, shall be made to the Local Planning Authority before the expiration of 20 years from the date of this permission. Development within Phase 4 shall be begun before the expiration of 22 years from the date of approval of the last of the relevant Reserved Matters (in respect of Phase 4) to be approved pursuant to condition 1.

Condition required to be imposed by Section 92 (2) (a) of the Town and Country Planning Act 1990. Extended time periods for which the planning permission can be implemented is given considering exceptional circumstances relevant to the Demolition, Ground and Enabling Works and the extent of the development.

3. Phasing Programme

No development shall take place on the site (with exception to demolition, site clearance and enabling works, including construction of the bridge link and other site infrastructure works) until a detailed phasing plan of the whole development and construction and completion of each phase has been submitted to and approved in writing by the Local Planning Authority. These details shall include the proposed sequence of development across the site, the extent of the development phases and the timing for the completion of the public realm relative to each phase. Any changes that may be required to the phasing shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved phasing.

To ensure that the development is carried out in a comprehensive, orderly, and within a reasonable timescale for the benefit of future occupiers and other occupiers of the surrounding area, and with the provisions and assessment set out in the approved Environmental Impact Assessment, in accordance with policies WCRA, WCRA1, 7.1, 7.2, 7.3, 7.4, 7.5, 7.6, 7.7, 7.8, 7.9, 7.18, 7.19 and 7.21 of the London Plan 2016 and Policies DC1, DC2, DC2, DC3 and DC8 of the Local Plan 2018.

4. Design Codes and Parameters

All reserved matters applications shall include a statement to demonstrate how the reserved matters have been prepared in accordance with the approved Parameter Plans, principles of the Design Codes (as amended in May 2019) and the Development Specification & Parameter Plans (December 2017 and May 2019). The approved Parameter Plans are listed below:

- Site Location & Planning Application Boundary – 1103_07_001 P3;
5. Demolition, Ground, and Enabling Works

Prior to the commencement of each phase, details of any demolition, ground and/or Enabling Works including construction of the bridge link and other site infrastructure, for that phase shall be submitted to and approved in writing by the Local Planning Authority (any such works approved under this condition 5 are referred to in other conditions as "Demolition, Ground and Enabling Works"). The Enabling Works shall proceed in accordance with the approved details. For the avoidance of doubt, any Enabling Works may be undertaken prior to the submission or approval of Reserved Matters Applications. The phasing of Demolition, Ground and Enabling Works shall be defined separately and agreed with the Local Planning Authority for the purposes of the Community Infrastructure Levy Regulations 2010 (as amended).

To ensure that the development accords with the provisions and assessment of the approved Environmental Statement and to ensure that the development is carried out in a satisfactory manner in accordance with Policies WCRA, WCRA1, DC1, DC2, DC8 and CC2 of the Local Plan 2018.

6. The Bridge Link

The works to the bridge link shall not commence until full details including the gradients, layout, details and specifications (and including inclusivity and accessibility) of the approved bridge link over the Central Line have been
submitted to and approved in writing by the Local Planning Authority. The bridge link shall be carried out in accordance with those approved details and in advance of the occupation of any part of the development hereby approved.

To ensure a comprehensive, sustainable and integrated development to facilitate regeneration and good design and to ensure safe and efficient access in accordance with policies 7.1, 7.2, 7.3, 7.4, 7.5, 7.6, 7.7, 7.8 and 7.9 of the London Plan 2016 and Policies DC1, DC2, DC3 and DC8 of the Local Plan 2018.

7. Infrastructure Protection – London Underground

Prior to the commencement of each phase (excluding Demolition, Ground and Enabling Works), a detailed design and method statement (in consultation with London Underground) for that phase of the foundations, basement and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent), shall be submitted to and approved in writing by the Local Planning Authority which:

- provide details on all structures;
- provide details on the use of tall plant/scaffolding;
- demonstrate that there will at no time be any potential security risk to the railway, property or structures;
- accommodate ground movement arising from the construction thereof;
- mitigate the effects of noise and vibration arising from the adjoining operations within the structures.

The development shall thereafter be carried out in all respects in accordance with the approved design and method statements, and all structures and works comprised within the development hereby permitted which are required by the approved design statements in order to procure the matters mentioned in paragraphs of this condition shall be completed, in their entirety, before any part of the building hereby permitted is occupied.

To ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with London Plan 2015 Table 6.1, draft London Plan policy T3 and ‘Land for Industry and Transport’ Supplementary Planning Guidance 2012.

8. Demolition Management Plan

Prior to the commencement of demolition of Stadium House, a Demolition Management Plan (DMP) shall be submitted to and approved in writing by the Local Planning Authority. The DMP shall include details location of site offices, ancillary buildings, plant, wheel-washing facilities, stacking bays and car parking, storage of any skips, oil and chemical storage, membership of the Considerate Contractors Scheme, delivery locations and the proposed control measures and monitoring for noise, vibration, lighting, restriction of hours of work and all associated activities audible beyond the site boundary
9. Demolition Logistics Plan

Prior to commencement of demolition of Stadium House, a Demolition Logistics Plan (DLP) in accordance with the Transport for London Guidance on Construction Logistics Plans shall be submitted to and approved in writing by the Local Planning Authority (in consultation with Transport for London). The DLP shall include the following minimum requirements:

- Site logistics and Operations;
- Demolition vehicle routing;
- Details of the estimated number, size and routes of demolition vehicles per day/week;
- Details of the use of Ultra Low Emission Zone (ULEZ) compliant Vehicles e.g. Euro 6 and Euro VI;
- Details of the access arrangements and delivery locations on the site;
- Details of any vehicle holding areas; and other matters relating to traffic management to be agreed as required;
- Efficiency and sustainability measures to be undertaken for the works;
- Membership of the Considerate Contractors Scheme; and
- Other matters relating to traffic management to be agreed with Network Management and the Permit Coordinators of the Council

The works shall be carried out in accordance with the relevant approved DLP throughout the project period set out in the DLP.

To ensure that appropriate steps are taken to limit the impact of the proposed construction works on the operation of the public highway, the amenities of local residents and the area generally in accordance with Policies 6.11 and 6.12 of the London Plan 2016 and Policy T7 of the Local Plan 2018 and SPD Key Principle TR21.
10. **Construction Management Plan**

Prior to commencement of each phase of development (excluding Demolition, Ground and Enabling Works), a Construction Management Plan (CMP) for that phase shall be submitted to and approved in writing by the Local Planning Authority. The CMP shall include a detailed plan showing phasing; relevant foundations, basement and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent), contractors’ method statements, waste classification and disposal procedures and locations, location of site offices, ancillary buildings, plant, wheel-washing facilities, stacking bays and car parking, details of storage and any skips, oil and chemical storage, membership of the Considerate Contractors Scheme, delivery locations and the proposed control measures and monitoring for noise, vibration, lighting, 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, 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 details shall include for each phase of works the use of on-road Ultra Low Emission Zone compliant Vehicles e.g. Euro 6 and Euro VI; provisions within the site 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. Approved details for each relevant phase, or part thereof shall be implemented throughout the project period.

To ensure that occupiers of surrounding premises are not adversely affected by noise, vibration, dust, lighting or other emissions from the building site in accordance with policies 5.18, 5.19, 5.20, 5.21 and 5.22 of the London Plan 2016, Policies DC1, DC12, CC6, CC7, CC10, CC11 and CC12 of the Local Plan 2018 and Key Principles of the Planning Guidance SPD (2018).

11. **Construction Logistics Plan**

Prior to commencement of each phase of development (excluding Demolition, Ground and Enabling Works), a Construction Logistics Plan (CLP) in accordance with the Transport for London Guidance on Construction Logistics Plans shall be submitted to and approved in writing by the Local Planning Authority (in consultation with Transport for London). Each CLP shall include the following minimum requirements:

- Site logistics and operations;
- Construction vehicle routing;
- Details of the estimated number, size and routes of construction vehicles per day/week;
- Details of the use of Ultra Low Emission Zone (ULEZ) compliant Vehicles e.g. Euro 6 and Euro VI;
- Details of the access and egress arrangements;
• Delivery locations on the site;
• Details of any vehicle holding areas; and other matters relating to traffic management to be agreed as required;
• Efficiency and sustainability measures to be undertaken for the works;
• Membership of the Considerate Contractors Scheme; and
• Other matters relating to traffic management to be agreed with the Network Management and the Permit Coordinators of the Council.

The development of the relevant Phase shall be carried out in accordance with the relevant approved CLP. Approved details for each relevant phase, or part thereof shall be implemented throughout the project period.

To ensure that appropriate steps are taken to limit the impact of the proposed demolition and construction works on the operation of the public highway, the amenities of local residents and the area generally in accordance with Policies 6.11 and 6.12 of the London Plan 2016, Policy T7 of the Local Plan 2018 and SPD Key Principle TR21 of the SPD 2018.

12. **Hoardings**

Prior to commencement of each phase of the development, a scheme for temporary fencing and/or enclosure of the site (including detailed drawings in plan, section, and elevation) shall be submitted to and approved in writing by the Local Planning Authority. The temporary fencing and/or enclosing shall be painted timber and must be erected prior to commencement of each phase in accordance with the approved details. The temporary fencing and/or enclosure shall thereafter be retained for the duration of the demolition and building works in accordance with the approved details. No part of the temporary fencing and/or enclosure of the site shall be used for the display of advertisement hoardings, unless consent is sought for the Local Planning Authority.

To ensure a satisfactory external appearance and to prevent harm to the street scene and public realm, in accordance with Policies 7.1 and 7.6 of the London Plan 2016, Policy DC1 and DC8 of the Local Plan 2018 and Key Principles of the Planning Guidance SPD 2018.

13. **Temporary Land Uses**

Prior to implementing works for any temporary uses or structures including temporary landscaping and sales/marketing suites within the site, details shall be submitted to and approved in writing by the Local Planning Authority. Any interim structures, uses and buildings shall be implemented in accordance with the approved details, for a specified time period set out in the details and shall be discontinued/removed once the temporary period has been expired.

To ensure that the site remains in a tidy condition during the construction phase and to ensure that any temporary uses/structures do not create un-
neighbourly impacts and to prevent harm to the street scene and character and appearance of the conservation area, in accordance with Policies DC1, DC2 and DC8 of the Local Plan 2018 and Key Principles of the Planning Guidance SPD 2018.

14. **Use/Floorspace**

The total gross external floor space (GEA) areas of the development comprising the land uses hereby approved shall not exceed the following:

(a) An overall gross maximum floor space of all the development, including basement parking, servicing, energy centre and plant and storage that shall not exceed 267,427 sqm. GEA (including a maximum 25,172 sqm GEA in the basement) and;

(b) Overall gross maximum floor space by land use that shall not exceed 242,255 sqm above ground. GEA (excluding the floor space below ground level) as set out below:

- Research & development/business space (B1): 178,102 sqm
- Residential (C3): 41,324 sqm
- Hotel (C1): 9,290 sqm.
- Active Uses within Class A&D Use Classes (Class A1-A5, D1 and D2): 13,539 sqm

(c) or such breakdown by phase of the overall gross maximum floor space specified in (a) and (b) above as may be submitted to and approved by the Local Planning Authority

To ensure the development is carried out and used in accordance with the impacts assessed in the Environmental Impact Assessment, in accordance with Policies 7.1, 7.2, 7.3, 7.4, 7.5, 7.6, 7.7 and 7.8 of the London Plan 2016 and Policies DC1, E1, and TLC1 of the Local Plan 2018.

15. **Maximum floor space (GEA) per phase**

The maximum gross external floor space (GEA) to be provided in each phase shall not exceed that set out in the schedule below:

<table>
<thead>
<tr>
<th>Development Zone</th>
<th>Maximum Floor Space GEA (sqm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Development Zone 1:</td>
<td>2,161 sqm</td>
</tr>
<tr>
<td>Development Zone 2:</td>
<td>3,602 sqm</td>
</tr>
<tr>
<td>Development Zone 3:</td>
<td>71,055 sqm</td>
</tr>
<tr>
<td>Development Zone 4:</td>
<td>32,506 sqm</td>
</tr>
<tr>
<td>Development Zone 5:</td>
<td>24,512 sqm</td>
</tr>
<tr>
<td>Development Zone 6:</td>
<td>89,342 sqm</td>
</tr>
<tr>
<td>Development Zone 7:</td>
<td>19,077 sqm</td>
</tr>
<tr>
<td><strong>Total:</strong></td>
<td><strong>242,255 sqm</strong></td>
</tr>
</tbody>
</table>
To ensure the development carried out does not exceed the cumulative maximum approved, to ensure a suitable mix and distribution of land uses within the development and to ensure the quantum of floor space keeps within the parameters assessed pursuant to the EIA in relation to the development in accordance with policies 7.1, 7.2, 7.3, 7.4, 7.5, 7.6, 7.7, 7.8 and 7.9 of the London Plan 2016 and Policies DC1, TLC1, TLC5, E1, CF1, and CF2 of the Local Plan 2018.

16. Flexible Uses - All Plots

Notwithstanding the information in the approved parameter plans and development specification report and subject to the provisions within the relevant conditions set out in this planning permission, the following land uses are permitted within all or part of the specified floorspace on the ground floors in the outline plots (subject to the specified range of uses within each plot) providing the total floorspace (within the combined development) does not exceed the maximum floorspace as approved for that use subject to condition no. 14 of this planning permission:

- Class A1 (retail)
- Class A2 (Financial and Professional Institution)
- Class A3 (restaurant)
- Class A4 (Bar)
- Class A5 (Hot food Take-away)
- Class B1 (Business)
- Class D1 (Non-Residential Institution)
- Class D2 (Leisure)

As set out in Class E, Part 3, schedule 2 of the General Permitted Development Order 2015 or the provisions of the relevant Class/Part upon implementation, this permission benefits from a period during which changes of use of the above specified floorspace between uses A1, A2, A3, A4, A5, D1, D2 and B1 as set out in the description of development may take place without the need for further planning permissions, subsequent to the approval of the reserved matters applications. This flexibility is for a period of ten years from the date of the approval of the last reserved matters application, for that part of the development.

To ensure the uses are compatible with the adjoining land uses, within the White City Regeneration Area and to ensure that the amenity of occupiers residing in surrounding residential properties would be safeguarded in accordance with policies 7.1, 7.2, 7.3, 7.4, 7.5, 7.6, 7.7, 7.8 and 7.9 of the London Plan 2016 and Policies WCRA, WCRA1, TLC1, TLC5, E1, HO11, CF1, and CF2 of the Local Plan 2018.

17. Retail Amalgamation

Prior to the first occupation of the relevant part of each Phase, the layouts of the Class A1, A2, A3 and A4 shall be submitted to and approved in writing
by the Local Planning Authority. The development shall be carried out in accordance with the approved details and the Class A1, A2, A3, A4 uses shall not be amalgamated to create larger units (in excess of 300 sqm gross) within the development.

To safeguard the amenities of occupiers of neighbouring residential properties in terms of noise, disturbance, car parking and traffic from noise generating uses, and in the interests of impacts on surrounding local businesses and centres in accordance with Policies TLC1, TLC2, TLC5, CC11, CC13 and T4 of the Local Plan 2018.

18. Residential Units

The total number of Residential Units (Class C3) hereby approved shall not exceed 373 units overall.

To ensure the development carried out does not exceed the cumulative maximum approved and to ensure the quantum of floor space keeps within the parameters assessed pursuant to the EIA in relation to the development in accordance with the NPPF 2019, Policies 3.3, 3.4, 3.7, 3.8, 3.9, 3.10, 3.11, 3.12, 7.1, 7.2, 7.3, 7.4, 7.5, 7.6, 7.7, 7.8 and 7.9 of the London Plan 2016 and Policies HO1, HO4, and HO5 of the Local Plan 2018.

19. Residential Units - Space Standards

Each residential unit shall meet or exceed the following space standards.

<table>
<thead>
<tr>
<th>Dwelling Type (b=bedrooms; p=persons)</th>
<th>GIA (sqm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1p</td>
<td>39 (37) *</td>
</tr>
<tr>
<td>1b, 2p</td>
<td>50</td>
</tr>
<tr>
<td>2b, 3p</td>
<td>61</td>
</tr>
<tr>
<td>2b, 4p</td>
<td>70</td>
</tr>
<tr>
<td>3b, 4p</td>
<td>74</td>
</tr>
<tr>
<td>3b, 5p</td>
<td>86</td>
</tr>
<tr>
<td>3b, 6p</td>
<td>95</td>
</tr>
<tr>
<td>4b, 5p</td>
<td>90</td>
</tr>
<tr>
<td>4b, 6p</td>
<td>99</td>
</tr>
</tbody>
</table>

*Where a one-person dwelling has a shower room instead of a bathroom, the floor area may be reduced from 39m2 to 37m2

To ensure adequate space standards for new residents, in accordance with Policy 3.5 and Table 3.3 of the London Plan 2016.

20. Archaeology (GLAAS)

Prior to commencement of development hereby permitted (excluding Demolition, Ground and Enabling Works), a Written Scheme of Investigation (WSI) shall be submitted to and approved in writing by the Local Planning
Authority. For land that is included within the WSI, no development shall take place other than in accordance with the agreed WSI, which shall include the statement of significance and research objectives, and

a) 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) 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 WSI.

Heritage assets of archaeological interest may survive on the site. The local planning authority wishes to secure the provision of appropriate archaeological investigation, including the publication of results, in accordance with Section 12 of the NPPF, Policy 7.8 of the London Plan 2016, Policies DC1, DC8 of the Local Plan 2018 and Key Principles within the Planning Guidance SPD 2018.

21. Piling

No piling shall take place for each development phase hereby permitted until a piling method statement for the relevant phase (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the Local Planning Authority in consultation with the relevant water or sewerage undertaker Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

To prevent any potential to impact on local underground water and sewerage utility infrastructure, in accordance with Policies 5.14 and 5.15 of the London Plan 2016, Policies CC3 and CC5 of the Local Plan 2018 and Key Principles of the Planning Guidance SPD 2018.

22. Preliminary Risk Assessment Report

No development shall commence until a preliminary risk assessment report is submitted to and approved in writing by the Local Planning Authority. 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 5.21 of the London Plan 2016, Policies CC9 and CC13 of the Local Plan 2018 and SPD Key Principles LC1 to LC7 2018.

23. **Site Investigation Scheme**

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 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 5.21 of the London Plan 2016, Policies CC9 and CC13 of the Local Plan 2018 and SPD Key Principles LC1 to LC7 2018.

24. **Quantitative Risk Assessment Report**

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, following a site investigation undertaken in compliance with the approved site investigation scheme, until 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. 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 5.21 of the London Plan 2016, Policies CC9 and CC13 of the Local Plan 2018 and SPD Key Principles LC1 to LC7 2018.

25. Remediation Method Statement

Unless the Local Planning Authority agree in writing that a set extent of development must commence to enable compliance with this condition, no phase of development shall commence until a remediation method statement for that part of the site 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 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 5.21 of the London Plan 2016, Policies CC9 and CC13 of the Local Plan 2018 and SPD Key Principles LC1 to LC7 2018.

26. Verification Report

Unless the Local Planning Authority agree in writing that a set extent of development must commence to enable compliance with this condition, no phase of development shall commence until the approved remediation method statement has been carried out in full for that part of the site 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 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 5.21 of the London Plan 2016, Policies CC9 and CC13 of the Local Plan 2018 and SPD Key Principles LC1 to LC7 2018.

27. Onward Long-Term Monitoring Methodology Report

Unless the Local Planning Authority agree in writing that a set extent of development must commence to enable compliance with this condition, no phase of development shall commence on that part of the site until an onward long-term monitoring methodology report is submitted to and approved in writing by the Local Planning Authority 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 Local Planning Authority 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 5.21 of the London Plan 2016, Policies CC9 and CC13 of the Local Plan 2018 and SPD Key Principles LC1 to LC7 2018.

28. Water Network (Thames Water)

Prior to the commencement of above ground works in each development phase hereby permitted (excluding Demolition, Ground and Enabling Works), an impact study of the existing water supply infrastructure shall be submitted to and approved in writing by the Local Planning Authority (in consultation with Thames Water). The studies should determine the magnitude of any new additional capacity required in the system and a suitable connection point.

Condition required by Thames Water, to ensure that the water supply infrastructure has sufficient capacity to cope with the/this additional demand in accordance with Policy 5.13 of the London Plan 2016, Policies CC3 of the Local Plan 2018 and Key Principles of the Planning Guidance SPD 2018.

29. Drainage Strategy (Thames Water)

Prior to the commencement of above ground works in each development phase hereby permitted (excluding Demolition, Ground and Enabling Works), a drainage strategy detailing any on and/or off-site drainage works,
shall be submitted to and approved in writing by the Local Planning Authority (in consultation with the sewerage undertaker). No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed.

Condition required by Thames Water, to ensure that sufficient drainage capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community in accordance with Policy 5.13 of the London Plan 2016, Policies CC3 of the Local Plan 2018 and Key Principles of the Planning Guidance SPD 2018.

30. **Sustainable Drainage Strategy (SuDS)**

Prior to the commencement of above ground works in each development phase hereby permitted (excluding Demolition, Ground and Enabling Works) a revised Sustainable Drainage Strategy (SuDS), which details how surface water will be managed on-site for that phase, in-line with the London Plan Drainage Hierarchy's preferred SuDS measures, shall be submitted to and approved in writing by the Local Planning Authority. Information shall include details on the design, location and attenuation capabilities of the proposed sustainable drainage measures such as permeable surfaces, including green roofs. Details of the proposed flow controls and flow rates for any discharge of surface water to the combined sewer system should also be provided, achieving greenfield rates for final discharges. Where feasible, rainwater harvesting should also be integrated to collect rainwater for re-use in the site. The Strategy shall be implemented for each phase in accordance with the approved details, and thereafter all SuDS measures shall be retained and maintained in accordance with the approved details and shall thereafter be permanently retained in this form.

To prevent any increased risk of flooding and to ensure the satisfactory storage of/disposal of surface water from the site in accordance with Policy 5.13 of The London Plan 2016; Policies CC3 of the Local Plan 2018 and Key Principles of the Planning Guidance SPD 2018.

31. **Flood Risk Assessment (FRA)**

The Flood Risk Assessment shall be implemented in accordance with the approved details, and thereafter all approved measures shall be retained and maintained in accordance with the approved details and shall thereafter be permanently retained in this form.

To reduce the impact of flooding to the proposed development and future occupants, in accordance with Policies 5.11, 5.13, 5.14 and 5.15 London Plan 2016, Policies CC3 and CC5 of the Local Plan 2018 and Key Principles of the Planning Guidance SPD 2018.
32. **Rainwater Harvesting**

Prior to the commencement of each development phase hereby permitted (excluding Demolition, Ground and Enabling Works), a detailed surface water drainage scheme for that phase based on the agreed Flood Risk Assessment (FRA) Drainage Strategy, shall be submitted to and approved in writing by the Local Planning Authority. The drainage strategy shall include a restriction in run-off and surface water storage on site as outlined in the FRA. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.


33. **Green / Brown / Blue Roofs**

Prior to commencement of above ground works in each development phase hereby permitted (excluding Demolition, Ground and Enabling Works), details of all green/brown or blue roofs proposed in that phase, including the identification of further opportunities for green roofs, including details of types of green roofs and a planting maintenance plan shall be submitted to and approved in writing by the Local Planning Authority. Development in that phase shall not be occupied until the scheme has been carried out in accordance with the approved details and shall thereafter be permanently retained in this form.

To ensure the provision of green roofs in the interests of sustainable urban drainage and habitat provision, in accordance with Policies 5.11, 5.13 and 7.19 of the London Plan and Policy OS1, OS4, OS5 and CC4 of the Local Plan 2018.

34. **Artificial Nesting Opportunities**

Prior to occupation of each development phase hereby permitted, details of ‘artificial nesting opportunities’ within the Phase(s) shall be submitted to and approved in writing by the Local planning Authority. These details shall incorporate bird and bat boxes, including specialise boxes for Black Redstarts. The details to be submitted to the Local Planning Authority for approval shall include a timetable for provision and shall be implemented in accordance with the approved timetable and thereafter retained in accordance with the approved details.

To ensure that satisfactory provision is made for 'artificial nesting opportunities' within the development thereby enhancing the biodiversity of the site in accordance with Paragraph 118 of the NPPF, policy 7.19 of the London Plan (2011), and policy OS4 of the Local Plan 2018 and Key Principles of the Planning Guidance SPD 2018.
35. **Updated Energy Strategy**

Prior to the commencement of above ground works for each development phase hereby permitted (excluding Demolition, Ground and Enabling Works) a revised Energy Strategy for that phase shall be submitted to and approved in writing by the Local Planning Authority. The revised strategy shall include details of energy efficiency and low/zero carbon technologies and confirm that CO2 emissions will be reduced in line with the London Plan (2016). This states that the development shall aim to achieve 35% reduction in carbon dioxide emission compared to the Part L 2013 baseline through on-site measure for non-domestic buildings, and 100% reductions for domestic buildings. No part of the development in that phase shall be used or occupied until it has been carried out in accordance with the approved details and shall thereafter be permanently retained in this form.

In the interests of energy conservation and reduction of CO2 emissions, in accordance with Policies 5.1, 5.2, 5.3, 5.6 and 5.7 of the London Plan 2016 and Policies CC1 of the Local Plan 2018 and Key Principles of the Planning Guidance SPD 2018.

36. **BREEAM**

Prior to the commencement of above ground works for each development phase hereby permitted (excluding Demolition, Ground and Enabling Works), revised BREEAM pre-assessments or interim certification from the BRE (if available) shall be submitted to and approved in writing by the Local Planning Authority for that phase to confirm the sustainable design and construction measures to be integrated and the associated BREEAM ratings for the offices and retail spaces with the aim of achieving the Very Good ratings.

Within 6 months of final occupation of each Development Phase, a BREEAM (2014) certificate confirming that sustainability performance (Very Good ratings) had been achieved as proposed shall be submitted to and approved in writing by the Local Planning Authority. Supporting information shall also be submitted for approval to demonstrate that the residential units meet the minimum sustainable design and construction standards of the London Plan.

In the interests of energy conservation, reduction of CO2 emissions and wider sustainability, in accordance with Policies 5.1, 5.2, 5.3, 5.6 and 5.7 of the London Plan and Policies CC1, CC2 of the Local Plan 2018.

37. **Photovoltaic (PV's) system**

No part of each development phase hereby permitted shall be occupied until full details of the proposed photovoltaic (PV's) system on the roofs of building are submitted to and approved in writing by the Local Planning Authority at a scale no less than 1:20 in plan, section and elevation. Such
details shall be implemented prior to occupation or use of the building and shall be retained thereafter.

To ensure that the development is consistent with the Mayor's sustainable design objectives, to ensure a satisfactory external appearance and to prevent harm to the street scene and public realm, in accordance with policies 5.3 and 5.7 and 7.1 and 7.6 of the London Plan 2016, Policies DC1, DC2, DC3 and DC8 of the Local Plan 2018 and Key Principles of the Planning Guidance SPD 2018.

38. Secure by Design

Prior to the commencement of above ground works for each development phase hereby permitted (excluding Ground and Enabling Works), a statement of how 'Secure by Design' requirements are to be adequately achieved for that phase shall be submitted to and approved in writing by the Local Planning Authority. Such details shall include, but not be limited to: site wide public realm CCTV and feasibility study relating to linking CCTV with the Local Planning Authority's borough wide CCTV system, access controls, basement security measures and means to secure the site throughout construction in accordance with BS8300:2009. No part of the development in that phase shall be used or occupied until these measures have been implemented in accordance with the approved details, and the measures shall thereafter be permanently retained in this form.

To ensure that the development incorporates suitable design measures to minimise opportunities for, and the perception of crime and provide a safe and secure environment, in accordance with Policy 7.3 of the London Plan, and Policies DC1, DC2 and DC8 of the Local Plan 2018.

39. Structural Blast Engineer

Installation of the glazing into the buildings hereby permitted for each phase shall not commence until the detailed specification of the external glazing for that phase have been submitted and approved in writing by the Local Planning Authority. Such details shall be carried out in consultation with a qualified Structural Blast Engineer and the Metropolitan Police in respect to blast resistant glazing and shall be implemented as approved and shall be permanently retained thereafter.

To ensure that the development incorporates suitable design measures to minimise opportunities for crime, in accordance with Policy 7.3 and 7.13 of the London Plan 2016 and Policies DC1, DC2 and DC8 of the Local Plan 2018.

40. Air Quality Dust Management Plan

Prior to the commencement of each of the demolition and construction phases of the development hereby permitted, an Air Quality Dust Management Plan (AQDMP) in order to mitigate air pollution in that phase
shall be submitted to and approved in writing by the Local Planning Authority. The AQDMP must include an Air Quality Dust Risk Assessment (AQDRA) that considers sensitive receptors off-site of the development and is undertaken in compliance with the methodology contained within Chapter 4 of the Mayor of London ‘The Control of Dust and Emissions during Construction and Demolition’, SPG, July 2014 and the identified measures recommended for inclusion into the AQDMP. The AQDMP submitted must comply with the Mayor’s SPG and should include: Inventory and Timetable of dust generating activities during demolition and construction; Site Specific Dust mitigation and Emission control measures in the table format as contained within Appendix 7 of Mayor’s SPG including for on-road and off-road construction traffic; Detailed list of Non-Road Mobile Machinery (NRMM) used on the site. The NRMM should meet as minimum the Stage IV emission criteria of Directive 97/68/EC 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 demolition phase(s) shall be registered on the NRMM register https://nrmm.london/user-nrmm/register prior to commencement of demolition works; use of on-road Ultra Low Emission Zone (ULEZ) compliant vehicles in accordance with the emission hierarchy (1) Electric (2) Hybrid (Electric-Petrol) (3) Petrol, (4) Hybrid (Electric-Diesel) (5) Diesel (Euro 6 and Euro VI); Details of MCERTS compliant monitoring of Particulates (PM10) where appropriate and used to prevent levels exceeding predetermined Air Quality PM10 threshold trigger levels. Developers must ensure that on-site contractors follow best practicable means to minimise dust and emissions at all times. Approved details shall be fully implemented and permanently retained and maintained during the demolition and construction phases of the development.

To comply with the requirements of the NPPF, Policies 7.14a-c of the London Plan, and Policy CC10 of the Local Plan 2018.

41. Ventilation Strategy

Prior to commencement of above ground works for each phase of the buildings hereby permitted, (excluding site clearance, demolition and basement works) a Ventilation Strategy report in order to mitigate air pollution in that phase shall be submitted to and approved in writing by the Local Planning Authority. The Ventilation Strategy report should include the following information:

a) Details and locations of the air intake locations for B1, C1, C3, D1 and D2 use class at rear roof level

b) Details and locations of air intakes locations for A1-A5, use class on the rear elevations

c) Details and locations of air extract locations to demonstrate that they are located a minimum of 2 metres away from the fresh air intakes
d) Details and location of non-openable windows of habitable rooms (Bedrooms, Living rooms) for C3 use on front elevations with Wood Lane (A219), Westway (A40) and West Cross Route (A3220)

e) If part (a) is not implemented details of the independently tested mechanical ventilation system with air intakes at the rear for B1, C1, C3, D1 and D2 use class with Nitrogen Oxides (NOx) and Particulate Matter (PM2.5, PM10) filtration to remove airborne pollutants. The filtration system shall have a minimum efficiency of 75% in the removal of Nitrogen Oxides/Dioxides, and Particulate Matter (PM2.5, PM10) in accordance with BS EN ISO 10121-1:2014 and BS EN ISO 16890.

The whole system shall be designed to prevent summer overheating and minimise energy usage. Chimney/boiler flues and ventilation extracts shall be positioned a suitable distance away from ventilation intakes, openable windows, balconies, roof gardens, terraces, and receptors. 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. A post installation certificate of the approved ventilation strategy shall be submitted to the Local Planning Authority for approval prior to the occupation/use of that phase of the development. Approved details shall be fully implemented for each building prior to the occupation/use of that building and thereafter permanently retained and maintained.

To comply with the requirements of the NPPF, Policies 7.14a-c of the London Plan 2016 and Policy CC10 of the Local Plan 2018.

42. **External Seating Areas – Air Quality**

Prior to the installation of any external seating areas in each phase, a report containing the details of the external public amenity and A1-A5 use class seating areas proposed for that phase shall be submitted to and approved in writing by the Local Planning Authority. The report shall include details to demonstrate all external seating is orientated away from and located a minimum of 25 metres from the kerbside site boundaries on Wood Lane (A219), Westway (A40) and West Cross Route (A3220). Approved details shall be fully implemented prior to the installation and thereafter permanently retained and maintained.

To comply with the requirements of the NPPF, Policies 7.14a-c of the London Plan 2016 and Policy CC10 of the Local Plan 2018.

43. **Low Emissions Strategy**

Prior to occupation of the development hereby permitted, a Low Emission Strategy for the operational phase in order to mitigate the impact of air pollution shall be submitted to and approved in writing by the Local Planning Authority. The Low Emission Strategy must detail the remedial action and
mitigation measures that will be implemented to protect receptors (e.g. abatement technology for energy plant, design solutions). This Strategy must make a commitment to implement the mitigation measures (including NOx emissions standards for the chosen energy plant) that are required to reduce the exposure of poor air quality and to help mitigate the development's air pollution impacts, in particular the emissions of NOx and particulates from on-road vehicle transport by the use of Ultra Low Emission Vehicles in accordance with the emissions hierarchy (1) Cargo bike (2) Electric Vehicle, (3) Hybrid (non-plug in) Electric Vehicle (HEV), (4) Plug-in Hybrid Electric Vehicle (PHEV), (5) Alternative Fuel e.g. CNG, LPG, and energy generation sources. Approved details shall be fully implemented for each phase prior to the occupation/use of that phase and thereafter permanently retained and maintained.


44. **Combustion Plant compliance with Emission Standards – Air Quality**

Prior to the occupation of each phase of the development hereby permitted, a report with details of the combustion plant for that phase, in order to mitigate air pollution, shall be submitted to and approved in writing by the Local Planning Authority. The report shall include the following:

a) Details to demonstrate that the termination height of the shared Flue stack for the combustion Plant has been installed a minimum of 2 metres above any openable window and/or roof level amenity area of the development plot and adjacent development plot(s) and meet the overriding minimum requirements for Chimney heights memorandum of the third edition of the 1956 Clean Air Act.

b) Details of emissions certificates, and the results of NOx emissions testing of each CHP unit, Ultra Low NOx gas boiler and Emergency Diesel Generator Plant to demonstrate that all the CHP Plant, Ultra Low NOx Gas fired boilers, Emergency Diesel Generator Plant and associated abatement technologies shall meet a minimum dry NOx emissions standard of 25 mg/Nm-3 (at 5% O2), 30 mg/kWh (at 0% O2) and 95 mg/Nm-3 (at 5% O2) respectively by an MCERTS accredited laboratory shall be provided following installation and thereafter on an annual basis to verify compliance of the relevant emissions standards in part b). Where any combustion plant does not meet the relevant emissions Standards in part b) above, it should not be operated without the fitting of suitable secondary NOx abatement Equipment or technology as determined by a specialist to ensure comparable emissions.

c) Details to demonstrate where secondary abatement is used for the Emergency Diesel Generator the relevant emissions standard in part b) is met within 5 minutes of the generator commencing operation. During the operation of the emergency Diesel generators
there must be no persistent visible emission. The maintenance and cleaning of the systems shall be undertaken regularly in accordance with manufacturer specifications. The diesel fuelled generators shall only be used for a maximum of 48 hours when there is a sustained interruption in the mains power supply to the site, and the testing of these diesel generators shall not exceed a maximum of 12 hours per calendar year.

Approved details shall be fully implemented prior to the occupation/use of that phase of the development and thereafter permanently retained and maintained.

To comply with the requirements of the NPPF, Policies 7.14a-c of the London Plan, and Policy CC10 of the Local Plan 2018.

45. Green Infrastructure

Prior to the occupation of the development hereby permitted, details of the green infrastructure (including details of planting species and maintenance) in order to mitigate air pollution for public and private amenity areas on the site boundaries with Wood Lane (A219), Westway (A40) and West Cross Route (A3220) shall be submitted to and approved in writing by the Local Planning Authority. The green infrastructure for each phase shall be constructed and planted in full accordance with ‘Using Green Infrastructure to Protect People from Air Pollution’, Mayor of London, GLA, April 2019 guidance document within the first available planting season following completion of Buildings. Any plants which die, are removed, become seriously damaged and diseased within a period of five years from completion of these buildings shall be replaced in the next planting season with others of similar size and species. Approved details shall be fully implemented for each phase prior to the occupation/use of that phase of the development and thereafter permanently retained and maintained.

To comply with the requirements of the NPPF, Policies 7.14a-c of the London Plan, and Policy CC10 of the Local Plan 2018.

46. Micro Climate

Prior to the commencement of above ground works in each development phase hereby permitted (excluding Demolition, Ground and Enabling Works), details of the mitigation measures for that phase relating to wind/micro-climate impacts to entrances, pedestrian thoroughfares and external amenity spaces and any proposed balconies/roof terraces for that phase, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details prior to occupation or use of the relevant phase and shall be permanently retained thereafter.

To ensure that suitable measures are incorporated to mitigate potential adverse wind environments arising from the development, in accordance
with Policies 7.6 and 7.7 of the London Plan 2016 and Policies DC1, DC2 and DC3 of the Local Plan 2018.

47. **Transport and/or industrial noise sources**

Prior to the commencement of above ground works in each development phase hereby permitted (excluding Demolition, Ground and Enabling Works), a noise assessment for that phase shall be submitted to and approved in writing by the Local Planning Authority. The assessment shall relate to external noise levels incl. reflected and re-radiated noise and details of the sound insulation of the building envelope, orientation of habitable rooms away from major noise sources and of acoustically attenuated mechanical ventilation as necessary to achieve internal room- and (if provided) external amenity noise standards in accordance with the criteria of BS8233:2014. The development shall be implemented in accordance with the approved details prior to occupation or use of the relevant phase and shall be permanently retained thereafter.

To ensure that the amenity of occupiers of the development site is not adversely affected by noise from transport [industrial/ commercial noise sources], in accordance with Policies CC11 and CC13 of the Local Plan 2018.

48. **External noise from machinery, extract/ventilation ducting, mechanical gates, etc.**

Prior to the installation of mechanical ventilation, plant and other machinery in each development phase hereby permitted, details shall be submitted to and approved in writing by the Local Planning Authority of the external sound level emitted 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 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 that phase 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.

49. **Emergency Generators**

Prior to first operational use, details shall be submitted to and approved in writing by the Local Planning Authority to confirm that the Rating Level
emitted by standby or emergency generators during power outages or testing does not exceed the agreed pre-development representative background sound level at any residential receptor by more than +10dB (3.5m from the façade at ground level and 1m from the façade for floors above ground). Furthermore, the room-average internal ambient noise level (L_Aeq,15min) inside any commercial or retail development or outside in any defined external amenity area shall not exceed the relevant design ambient noise level as defined in BS 8233: 2014 (or as agreed prior to design).

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

50. Anti-vibration mounts and silencing of machinery etc.

Prior to first operational use of each phase, details of vibration and appropriate mitigation (where required) from machinery, plant or equipment, extract/ ventilation system and ducting to be installed in each building shall be submitted to and approved in writing by the Local Planning Authority. Approved details shall be implemented for each phase prior to occupation of the development and thereafter be permanently retained.

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

51. Sound Insulation of commercial/ industrial building envelope

Prior to commencement of above ground works to the buildings hereby approved, in each phase of development (excluding Demolition, Ground and Enabling Works), details shall be submitted to and approved in writing by the Local Planning Authority, of sound insulation of the building envelope and other mitigation measures, as appropriate. Details shall demonstrate that noise from uses and activities is contained within the building/ development site and shall not exceed the criteria of BS8233:2014 within neighbouring noise sensitive/ habitable rooms and private external amenity spaces. Approved details shall be implemented for each phase 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, in accordance with Policies with Policies CC11 and CC13 of the Local Plan 2018.

52. Separation of noise sensitive rooms in neighbouring flats

Prior to commencement of above ground works to each of the residential buildings hereby approved in each phase of development (excluding Demolition, Ground and Enabling Works), details shall be submitted to and approved in writing by the Local Planning Authority, of an enhanced sound
insulation value $Dn_T,w$ and $L'n_T,w$ of at least 5dB above the Building Regulations value, for the floor/ceiling/wall structures separating different types of rooms/ uses in adjoining dwellings. Approved details shall be implemented prior to occupation of the dwellings and thereafter be permanently retained.

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

53. **Walls/ceilings separating the commercial part(s) of the premises from residential dwellings.**

Prior to commencement of above ground works to the residential buildings hereby approved, (excluding Demolition, Ground and Enabling Works), details shall be submitted to and approved in writing by the Local Planning Authority that demonstrate the sound insulation value $Dn_T,w$ is enhanced above the Building Regulations value and, where necessary, additional mitigation measures are implemented to contain commercial noise within the commercial premises and to achieve the criteria of BS8233:2014 within the dwellings/ noise sensitive premises. Approved details shall be implemented prior to occupation of the residential accommodation and thereafter be permanently retained.

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

54. **Extraction and Odour Control system for non-domestic kitchens**

Prior to first operational restaurant use, details shall be submitted to and approved in writing by the Local Planning Authority, 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 each non-domestic kitchen, in accordance with the ‘Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems’ January 2005 by DEFRA. Approved details shall be implemented for that kitchen 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 Policies CC11 and CC13 of the Local Plan 2018.

55. **Outside seating (Furniture and delineation)**

The use of grade level open seating area(s) shall not commence until details of all furniture, including tables and chairs and method of delineating the extent of the seating area in each case, have been submitted to and approved in writing by the Local Planning Authority. The open seating
area(s) shall be arranged and managed only in accordance with the approved details.

To ensure a satisfactory external appearance, in accordance with Policies DC1, DC2 and DC8 of the Local Plan 2018 and Key Principles of the Planning Guidance SPD 2018.

56. **No music / Amplified sound**

Music or amplified sound emitted from the commercial element of the development within a Development Plot hereby permitted 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.

57. **Floodlights, Security lights and Decorative External Lighting**

Prior to the installation of any external artificial lighting within the relevant phase hereby permitted, details of external artificial lighting shall be submitted to and approved in writing by the Local Planning Authority. 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 Notes For The Reduction Of Light Pollution 2011’. 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 each phase 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 Policy CC12 of the Local Plan 2018.

58. **Lights off**

Prior to first occupation of research & development/business space (B1) in each development phase hereby permitted, a scheme for the control and operation of the proposed lighting within the office buildings, during periods of limited or non-occupation, shall be submitted to and approved in writing by the Local Planning Authority. Details shall be implemented prior to the occupation of the relevant Phase and operated only in accordance with the approved details.

To ensure that the building does not cause excessive light pollution and to conserve energy when they are not occupied, in accordance with Policy CC12 of the Local Plan 2018.
59. **Materials – Buildings**

Prior to the commencement of above ground works for each development phase hereby permitted (excluding Demolition, Ground and Enabling Works), details and samples of all the materials to be used in all external faces and roofs of the buildings in the phase, to include entrances, shopfronts, cladding, fenestration, roofing, and plant, shall be submitted to and approved in writing by the Local Planning Authority. Where requested, this may need to include external material sample panels, including samples of brickwork, stonework, concrete, pointing style, mortar colour and mix being erected on site for the inspection by Local Planning Authority’s Conservation Officer and written approval obtained by the Local Planning Authority. The development of each phase 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, in accordance with Policies 7.1 and 7.6 of the London Plan and Policies DC1, DC2, DC3, DC5 and DC8 of the Local Plan 2018.

60. **1:20 Drawings**

Prior to the commencement of each development phase hereby permitted (excluding Demolition, Ground and Enabling Works), detailed drawings of each building at a scale not less than 1:20 (in plan, section, and elevation), of typical bays and junctions with adjacent buildings of each elevation of each building shall be submitted to and approved in writing by the Local Planning Authority. This shall include detailed drawings of shopfronts for any A or D Class uses on site. Each phase of 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, in accordance with Policies 7.1 and 7.6 of the London Plan and Policies DC1, DC2, DC3, DC5 and DC8 of the Local Plan 2018.

61. **External Surface Materials**

Prior to the commencement of above ground works for each development phase hereby permitted (excluding Demolition, Ground and Enabling Works), details and samples of all the materials relating to the laying out of ground surface treatment (including detailed drawings in plan, section and elevation at 1:20 and samples, where appropriate), of all paving and external hard surfaces, boundary walls, railings, gates, fences and other means of enclosure for that phase shall be submitted to and approved in writing by the Local Planning Authority. The development of each phase 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, in accordance with Policies 7.1 and 7.6 of the London Plan and Policies DC1, DC2 and DC8 of the Local Plan 2018.

62. Obscured Glass

The window glass at ground level in the development, including the shop fronts, shall not be mirrored, painted or otherwise obscured and shall be permanently retained as such, unless otherwise approved at the reserved matters stage.

To ensure a satisfactory external appearance and to prevent harm to the street scene and public realm, in accordance with Policy 7.6 of The London Plan 2016, and Policies DC1 and DC8 of the Local Plan 2018.

63. Roller Shutters

No roller shutters shall be installed in front of any shopfront, commercial entrance or display facade hereby approved.

To ensure a satisfactory external appearance and to prevent harm to the street scene and public realm, in accordance with Policy 7.6 of The London Plan 2016, and Policies DC1, DC5 and DC8 of the Local Plan 2018.

64. Roof enclosures

Prior to the commencement of each development phase hereby permitted (excluding Demolition, Ground and Enabling Works) above ground level, details of any enclosure(s) to be fitted to roof mounted equipment at a scale of 1:20 shall be submitted to and approved in writing by the Local Planning Authority. No part of the development phase shall be used or occupied until any enclosure(s) have been constructed in accordance with the approved details, and the enclosure(s) shall be retained for the lifetime of the development.

To ensure a satisfactory external appearance and to prevent harm to the street scene and public realm and ensure that the amenity of occupiers of surrounding premises is not adversely affected by noise, in accordance with Policies 7.1 and 7.6 of the London Plan 2016 and Policies DC1, DC2, DC3, DC8, CC11 and CC13 of the Local Plan 2018 and Key Principles of the Planning Guidance SPD 2018.

65. Energy Plant Flues

Prior to the commencement of the relevant development phase hereby permitted (excluding Demolition, Ground and Enabling Works) above ground level, details of the location and appearance of Energy Plant Flues, including height, design, and siting shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be carried out prior to Occupation and be permanently maintained thereafter.
To ensure a satisfactory external appearance and to prevent harm to the street scene and public realm and ensure that the amenity of occupiers of surrounding premises is not adversely affected, in accordance with Policies 7.1 and 7.6 of the London Plan 2016 and Policies DC1, DC2, DC3, DC8, CC11 and CC13 of the Local Plan 2018 and Key Principles of the Planning Guidance SPD 2018.

66. Telecommunications Equipment (siting and details)

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 part of the site, without planning permission first being granted.

To ensure that the visual impact of telecommunication equipment upon the surrounding area can be considered, in accordance with Policies 7.6 and 7.8 of the London Plan 2016, and Policies DC1, DC2, DC3 and DC8 of the Local Plan 2018.

67. Signage Strategy

Prior to the first occupation of the retail units within a development phase hereby permitted, a Signage Strategy for the retail units within that building shall be submitted to and approved in writing by the Local Planning Authority and all development pursuant to this permission shall be carried out in accordance with the approved details.

To ensure that the Local Planning Authority may be satisfied with the detail of the proposed development and to ensure a satisfactory external appearance in accordance with Policies DC1, DC2, DC5, DC8 and DC9 of the Local Plan 2018.

68. Landscaping & Public Realm

Prior to commencement of each development phase hereby permitted (excluding Demolition, Ground and Enabling Works) above ground level, details of the proposed soft and hard landscaping of all areas external to the buildings for that phase shall be submitted to and approved in writing by the Local Planning Authority. These details will include the public realm provided along the Bridge link off Wood Lane and detailed drawings of the shared surfaces and methods of delineation of the vehicular and pedestrian areas. Details shall also be provided of the hard and soft landscaping interfaces with adjacent sites to the northern and southern boundaries of the development site. The details shall include: planting schedules and details of the species, height and maturity of any trees and shrubs, including sections through the planting areas; depth of tree pits, containers and shrub beds; details relating to the access of each building, pedestrian surfaces, materials, kerb details, external steps and seating, means of enclosure,
street furniture, bins and lighting columns that ensure a safe and convenient environment for blind and partially sighted people. The landscaping works shall be carried out in accordance with the approved details for each phase and shall thereafter be permanently retained in this form.

To ensure a satisfactory external appearance of the development and relationship with its surroundings, and the needs of the visually impaired are catered for in accordance with the Equality Act 2010, Policies 3.1, 7.1 and 7.6 of the London Plan 2016, and Policies DC1, DC8, OS2 and OS5 of the Local Plan 2018.

69. Replacement of Trees, Shrubs, and Planting

Any trees, shrubs planting, seeding and turfing including works associated with green roofs or wall boundary planting pursuant to the soft landscape details that is removed, or seriously damaged, dying or diseased within five years of the date of planting shall be replaced in the next planting season with a similar size and species to that originally required to be planted.

To ensure a satisfactory external appearance in terms of the provision of tree and shrub planting, in accordance with Policies 7.1 and 7.6 of the London Plan, and Policies DC1, DC8, OS1, OS2 and OS5 of the Local Plan 2018.

70. Landscape Management Plan

Prior to commencement of above ground works in each development phase hereby permitted (excluding Demolition, Ground and Enabling Works), a Landscape Management Plan shall be submitted to and approved in writing for that phase by the Local Planning Authority for all of the landscaped areas. This shall include details of management responsibilities and maintenance schedules for all landscape areas. The landscape management plan shall be implemented in accordance with the approved details and shall thereafter be permanently retained in this form.

To ensure that the development provides an attractive natural and visual environment in accordance with Policies 7.1 and 7.6 of the London Plan, and Policies DC1, DC8, OS2 and OS5 of the Local Plan 2018.

71. Outdoor Play Spaces

Prior to commencement of any residential building hereby permitted (excluding Demolition, Ground and Enabling Works) above ground level within a Phase hereby permitted, a scheme detailing the play equipment, boundary treatments and ground surface treatment of the outdoor play spaces, for that part of the development shall be submitted to the Local Planning Authority and approved in writing. The play equipment will be designed to be fully inclusive to ensure the play spaces are accessible to all. The approved play spaces shall be completed prior to 50% occupation of residential units within the relevant building in accordance with the approved
details and shall be permanently retained for the lifetime of the development.

To ensure equal life chances for all, and to prevent groups such as blind people and disabled children being excluded from use of public realm and other amenities by designs failing in detail to take specific needs into account, in accordance with Policy 3.1 of the London Plan 2016, and Policies OS1, OS2, OS3 of the Local Plan 2018 and Key Principles of the Planning Guidance SPD 2018.

72. Site Wayfinding

Prior to practical completion within a development phase hereby permitted, details of wayfinding and signage proposed around and, on the site, shall be submitted to and approved in writing by Local Planning Authority (in consultation with Transport for London). The wayfinding and signage proposed on site shall be provided as approved and thereafter be permanently retained in this form.

To ensure that the Local Planning Authority may be satisfied with the detail of the proposed wayfinding to ensure a satisfactory appearance and ensure access for all in accordance with Policies DC1 and DC8 of the Local Plan 2018.

73. Outside Seating (Operating Hours)

Prior to first operation of any outside seating areas in connection with the retail (A1, A2, A3 and A4 Uses) office (B1 Use), community (D1 Use) and leisure (D2 Use) uses within a Development Phase hereby permitted, details of operating hours for any outside seating areas shall be submitted to and approved in writing by the Local Planning Authority. The outside seating areas will operate in accordance with the approved details and be closed outside of these hours and any temporary seats/tables shall be removed and stored internally within the unit(s).

To ensure that the development does not result in conditions prejudicial to the amenities of residents by reason of noise and disturbance in accordance with Policies CC11, CC12 and CC13 of the Local Plan 2018 and Key Principles of the Planning Guidance SPD 2018.

74. Operating Hours (Use Classes A1, A2, A3, A4, A5, D1, D2)

Prior to first occupation of any retail (A1, A2, A3, A4, A5 Uses), community (D1 Use) and/or leisure (D2 Use) uses within a Development Phase hereby permitted, details of operating hours shall be submitted to and approved in writing by the Local Planning Authority. Details shall be implemented and retained in accordance with the approved details.
To ensure that the amenities of surrounding occupiers are not unduly affected by noise and other disturbance, in accordance with Policies TLC5, CC11, CC12 and CC13 of the Local Plan 2018.

75. Daylight/Sunlight

Applications for approval of Reserved Matters in relation to residential accommodation shall be accompanied by details of how the proposed design applies standards recommended in the Building Research Establishment’s “Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice (2011)”.

To ensure a sustainable development and good design and to safeguard the amenity of future occupiers of the development in accordance with the Environmental Statement (July 2012) and Environmental Statement Addendum (November 2012), in accordance with policies 7.6 and 7.7 of the London Plan (2016) and policy DC1 and DC2 of the Local Plan 2018.

76. Boundary with Centre House/St. James (M&S) site

At the reserved matters stage, the southern elevations including the ground floor level of development phases 4 and 5 hereby permitted, shall be designed so that habitable room windows are positioned at least 9 metres from the southern boundary or designed to ensure no loss of privacy will occur. Approved details shall be implemented and retained in accordance with the approved details.

To ensure a comprehensive approach whereby adjoining landowners each set back 9 metres from their respective boundaries, so that an 18-metre separation distance is secured between facing residential properties, thereby ensuring an acceptable residential environment is achieved for future residents in accordance with Strategic Policy WCRA, Policies DC1, DC2 and DC8 of the Local Plan 2018 and Key Principles of the Planning Guidance SPD 2018.

77. Access Management Plan

Prior to first occupation of each development phase hereby permitted, an Inclusive Access Management Plan (IAMP), which sets out a strategy for ongoing consultation with specific interest groups including the H&F Disability Forum shall be submitted to and approved in writing by the Local Planning Authority. The plan will include details of access, wheelchair accessible provision for office, retail or other uses, and facilities to accommodate hearing and sight impairments at entertainment venues. On-going consultation shall then be carried out in accordance with the approved IAMP. The development shall not be operated otherwise than in accordance with the IAMP as approved and thereafter be permanently retained in this form.
To ensure that the proposal provides an inclusive and accessible environment in accordance with Policy 7.2 of the London Plan 2016 and Policies DC2, DC3, DC5, DC8 and HO6 of the Local Plan 2018.

78. Wheelchair Accessible Housing

No residential development within a Phase(s) shall commence (with exception to demolition or site clearance works and enabling works, including construction of the bridge link) until details of the provision of 10% of the total residential units to meet Building Regulations requirements M4(3) or adaptable to this standard have been submitted to and approved in writing by the Local Planning Authority and retained as such. All other remaining residential units hereby approved shall be provided to meet Building Regulations requirements M4(2) accessible adaptable dwellings. The development shall accord with the details as approved.

To ensure that the development provides for the changing circumstances of occupiers and responds to the needs of people with disabilities, in accordance with Policy 7.2 of the London Plan 2016 and Policy HO6 and T5 of the Local Plan 2018 and Key Principle TR6 of the SPD 2018.

79. Hotel – Wheelchair Standards

A minimum of 10% of all hotel bedrooms hereby approved shall be capable of meeting the needs of wheelchair users and shall be designed and capable of adaptation. This arrangement shall thereafter be permanently retained.

To ensure the provision and retention of facilities for all, including disabled people, in accordance with Policy 4.5 of the London Plan 2016 and Policies DC1 and HO6 of the Local Plan 2018.

80. Level Threshold

The ground floor entrance doors to the buildings and integral lift/stair cores shall not be less than 1-metre-wide and the threshold shall be at the same level as the adjoining ground level fronting the entrances to ensure level access.

To ensure the development provides ease of access for all users, in accordance with Policy 3.1 and 7.2 of the London Plan 2016 and Policy DC1 and HO6 of the Local Plan 2018.

81. Lifts

Prior to first occupation and/or use of each relevant building within a development phase hereby permitted, details of fire rated lifts in each of the buildings submitted to and approved in writing by the Local Planning Authority. Details shall include measures to ensure that no wheelchair
occupiers are trapped if a lift breaks down. The fire rated lifts shall be installed as approved and maintained in full working order for the lifetime of the development.

To ensure that the development provides for the changing circumstances of occupiers and responds to the needs of people with disabilities, in accordance with policies 3.8 and 7.2 of the London Plan, and Policy DC1 and HO6 of the Local Plan 2018.

82. **Roads, Footways, Footpaths and Cycleways**

Prior to the commencement of above ground works for each development phase hereby permitted (excluding Demolition, Ground and Enabling Works), details of the layouts of any road, footway or footpath within that phase shall be submitted to and approved in writing by the Local Planning Authority. The submitted details shall show (where relevant) the alignment, widths, surfacing arrangements, kerbs, access ramps to basement parking (including the car park ramps with confirmation of vertical clearance), forward visibility sight lines and vision splays, speed restraint measures, turning heads, gradients, street level car parking arrangements in respect of the relevant part phase. Development shall be implemented in accordance with the relevant approved details and no building within the relevant part of the phase shall be occupied until the approved ramps, roads, accesses, footways, footpaths and cycleways have been constructed and been made available for use.

To ensure that the detailed design of the access ramps provides sufficient vertical clearance and capacity for vehicle manoeuvring in the interest of public safety and to ensure that the detailed design of the roads, footways and cycleways would avoid vehicle/pedestrian conflict in accordance with policies 6.13 and 7.2 of the London Plan 2016 and Policy T1, T2, T4, T5 of the Local Plan 2018.

83. **Vehicular parking**

Prior to commencement of works involving the provision of vehicular parking, (excluding Demolition, Ground and Enabling Works) within each Development Phase hereby permitted, the detailed design, access, including ramp gradient, layout and location of the car parking provided for that relevant Development Phase shall be submitted to and approved in writing by the Local Planning Authority. The proposed car parking shall accord with the details as approved and shall be retained for the lifetime of the development.

To ensure that the detailed design of the access ramps provide sufficient vertical clearance and capacity for vehicle manoeuvring in the interest of public safety and to ensure that the detailed design of the roads, footways and cycleways would avoid vehicle/pedestrian conflict in accordance with policies 6.13 and 7.2 of the London Plan 2016 and Policies T1, T4 and T5 of the Local Plan 2018.
84. **Maximum Residential Car Parking**

The residential car parking provision for the development shall not exceed 149 car parking spaces or spaces per residential unit at a ratio of 0.4 on the whole site.

To avoid creating unacceptable traffic congestion on the surrounding road network and to ensure there would be adequate parking for the development, in accordance with policies 6.13 and 7.2 of the London Plan 2016 and Policy T4 of the Local Plan 2018.

85. **Maximum Non-Residential Car Parking**

The non-residential car parking level for the development shall not exceed 100 car parking spaces for the research & development/business space (B1 uses) and 5 spaces for the Hotel (C1 use) and all the spaces shall have active electric vehicle charging points.

To avoid creating unacceptable traffic congestion on the surrounding road network and to ensure there would be adequate parking for the development, in accordance with policies 6.13 and 7.2 of the London Plan 2016 and Policy T4 of the Local Plan 2018.

86. **Electric Vehicle Charging Points**

Prior to first occupation of each Development Phase hereby permitted, details of the installation (including location and type) of active electric vehicle charging points within the car parking areas for that Development Phase must be submitted to and approved in writing by the Local Planning Authority. All the non-residential car parking spaces, and a minimum of 25% of the residential car parking spaces, taxi-rank and loading bays hereby permitted shall have active electric vehicle charging points, and passive provision shall be made for all the remaining spaces. The approved details of the installation of electric vehicle charging points in each Development Phase shall be fully implemented and permanently retained for the lifetime of the development.

To encourage sustainable travel in accordance with policies 5.8, 6.13 and 7.2 of the London Plan, Policies T1, T2 and T4 of the Local Plan 2018.

87. **Disabled Parking Spaces**

A minimum of 10% of the residential car parking spaces and 5% of the non-residential car parking spaces hereby approved shall be provided and maintained for use of wheelchair users or, where the development is yet to be completed, the number of car parking spaces allocated to wheelchair users shall be calculated in proportion with the amount of spaces completed in accordance with those standards.
To ensure the suitable provision of car parking within the development to meet sustainable transport objectives, 6.13 and 7.2 of the London Plan 2016, Policy T4 of the Local Plan 2018 and SPD 2018 - Key Principle TR15 and TR16.

88. **Taxi Rank & Drop off Bay**

Details of a new taxi rank and drop-off bay for private hire cars shall be submitted to the Local Planning Authority for approval, prior to commencement of works for such a facility, to be permanently retained thereafter.

To ensure there are adequate facilities for taxis serving the development, in accordance with 6.13 and 7.2 of the London Plan 2016 and Policy T4 of the Local Plan 2018.

89. **Coach drop off/parking bay**

Details of any coach drop off or parking bay shall be submitted to the Local Planning Authority for approval, prior to commencement of works for such a facility, to be permanently retained thereafter.

To ensure there are adequate facilities for taxis serving the development, in accordance with policy T4 of the Local Plan 2018.

90. **Motorcycle parking spaces**

Details of the number, layout, location, and access to motorcycle parking spaces to be provided on the site shall be submitted to the Local Planning Authority for approval in respect of each Phase(s) of the development and shall be permanently retained thereafter.

To avoid creating unacceptable traffic congestion on the surrounding road network and to ensure there would be adequate parking for the development, in accordance with 6.13 and 7.2 of the London Plan 2016, Policy T4 of the Local Plan 2018 and SPD 2018 - Key Principle TR8.

91. **Cycle Parking**

Prior to commencement of development (excluding Demolition, Ground and Enabling Works) within each Development Phase hereby permitted, details of the facilities to be provided for the secure storage of bicycles for each use within that Phase, shall be submitted to and approved in writing by the Local Planning Authority. Such details shall include the number, location and access arrangements to cycle parking. Prior to occupation of the relevant phase, the approved cycle parking facilities shall be provided for that phase, retained for the lifetime of the development and not be used for any other purpose.
To ensure the suitable provision of cycle parking within the Development to meet the needs of future site occupiers and users and in the interest of the appearance of the development, in accordance with Policies 6.9 and 6.13 of the London Plan 2016 and Policy T3 of the Local Plan 2018.

92. Car & Cycle Parking Management Plan

Prior to the first occupation of each Development Phase hereby permitted, a Car and Cycle Parking Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The development shall not be operated otherwise than in accordance with the Car and Cycle Parking Management Plan as approved and shall be retained for the lifetime of the development.

To ensure an appropriate level, mix and location of car and cycle parking is achieved for the development and that management arrangements are in place to control its allocation and use in accordance with Policies 5.2, 5.18, 5.19, 5.21, 6.3, 7.14 and 7.15 of the London Plan, Policies CC1, CC2, CC6, CC7, CC9, CC10, CC11, CC12, CC13, T1 and T6 of the Local Plan 2018 and SPD Transport Policies of the Planning Guidance Supplementary Planning Document 2018.

93. Delivery and Servicing Plan

Prior to first occupation of each Development Phase hereby permitted, a Delivery and Servicing Plan (DSP), shall be submitted to and approved in writing by the Local Planning Authority. The DSP for the relevant part of each Phase shall include, freight consolidation facilities, vehicle tracking, detail the management of deliveries, emergency access, collection of waste and recyclables, times and frequencies of deliveries and collections/ silent reversing methods/ location of loading bays with active electric vehicle charging points and vehicle movement in respect of the relevant Phase. The approved measures for the relevant part of each Phase shall be implemented and thereafter retained for the lifetime of the residential or commercial uses in the relevant part of the site.

To ensure 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 Policy 6.11 of the London Plan and Policies T2, CC11 and CC13 of the Local Plan 2018 and SPD 2018 - Key Principle TR27.

94. Waste Management Strategy

Prior to occupation within each Development Phase hereby permitted, a Waste Management Strategy shall be submitted and approved in writing by the Local Planning Authority. Details shall include refuse arrangements including storage, collection, and recycling for all uses within each Phase and how recycling will be maximised and be incorporated into the facilities of the development. All approved storage arrangements shall be provided in
accordance with the approved details and shall thereafter be permanently retained in this form.

To protect the environment and to ensure that satisfactory provision is made for refuse/recycling storage and collection, in accordance with policy 5.17 and 5.3 of the London Plan 2016 and Policies CC6 and CC7 of the Local Plan 2018 and Key Principle WM1 of the SPD 2018.

95. Operational Management Plan

Prior to first occupation of development within each Development Phase hereby permitted, an Operational Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Operational Management Plan shall include details of hours of operation for the different permitted uses. The development shall be implemented in accordance with the approved details prior to occupation of that phase and shall thereafter be permanently retained in this form.

To ensure that the amenities of surrounding occupiers are not unduly affected by noise and other disturbances, in accordance with Policies T1, T4, CC11, CC12, and CC13 of the Local Plan 2018.

96. Road Safety Audit(s)

Prior to commencement of works to the Bridge link and/or operational vehicular access to the site (whichever the earlier), details of Road Safety Audit(s) shall be submitted to and approved in writing by the Local Planning Authority.

To ensure the accesses and proposed roads do not compromise highway safety or the safety of pedestrians on the footway, in accordance with policy 7.2 of the London Plan 2016 and Policies T4 and T5 of the Local Plan 2018.

97. Window Cleaning Equipment

Prior to first use or occupation of the development within each Phase of development, details of the proposed window cleaning equipment for the buildings within that Phase shall be submitted and approved in writing by the Council. The details shall include the appearance, means of operation and storage of the cleaning equipment. No part of the development within the relevant Phase shall be used or occupied until the equipment has been installed in accordance with the approved details and shall thereafter be permanently retained in this form.

To ensure a satisfactory external appearance and to prevent harm to the street scene and public realm, in accordance with Policies 7.1 and 7.6 of the London Plan, and Policies DC1, DC2, DC3 and DC8 of the Local Plan 2018.
98. **Airwaves Interference Study**

Prior to commencement of above ground works in each development phase hereby permitted (excluding Demolition, Ground and Enabling Works) the following details shall be submitted to and approved in writing by the Local Planning Authority in that phase:

(i) The completion of a Base-Line Airwaves Interference Study (the Base-Line Study) to assess airwave reception within/adjacent to the site; and
(ii) The implementation of a Scheme of Mitigation Works for the purposed of ensuring nil detriment during the [Demolition Works and Construction Works] identified by the Base-Line Study. Such a Scheme of Mitigation Works shall be first submitted to and approved in writing by the Local Planning Authority.

Development in that phase shall be implemented in accordance with the approved details prior to occupation and shall thereafter be permanently retained in this form.

To ensure that the existing airwaves reception is not adversely affected by the proposed development, in accordance with Policy 7.13 of the London Plan 2016 and Policies DC1 and DC8 of the Local Plan 2018.

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**REASONS**

**Principle of Development/Regeneration:**
The principle of a comprehensive, employment led mixed use redevelopment of the site, including residential and with flexible ground floor (retail/restaurant/café/ office/community or leisure) uses is considered to be acceptable, in accordance with national, strategic and local planning policies, which advocate making the most efficient use of brownfield land in sustainable locations. The proposals are considered to make an important contribution towards meeting local and strategic employment and housing needs within the Borough and London and would also create a vibrant and creative place with a stimulating and high-quality environment where people will want to work, live, shop and spend their leisure time. The proposed development would contribute to the regeneration of the area, improve education and employment opportunities, and promote sustainable economic growth. The proposed development would support the regeneration of the area by completing the remaining section of land to the east of Wood Lane and open up linkages with the existing Imperial College North Campus and with the White City Living development to the south, thereby facilitating improved circulation within the area. The relatively small size and location of the proposed flexible retail and leisure uses would not compromise the vitality or viability of surrounding town or local centres. The proposed floorspace would provide a new and vibrant retail offer without an adverse impact on existing retail centres. The retail would also have place making benefits contributing positively to the regeneration of the site. the
proposed development is therefore considered in accordance with policies TLC1 and TLC2 of the Local Plan regarding the location of retail development. The proposed development would contain appropriate land uses that are compatible with the White City Regeneration Area which is well served and accessible by public transport. The proposed development is therefore considered acceptable and in accordance with policies 2.1, 2.13, 2.15, 3.3, 3.4 of the London Plan (2016) and policies WCRA, WCRA1, DC1, DC2 and DC3 of the Local Plan 2018 and White City Opportunity Area Planning Framework (2013).

Local Economy and Employment:
It is considered that the loss of the existing employment uses on the site is justified in the circumstances. The redevelopment of the site to provide a mixed scheme with an increase in Class B1 floorspace is considered to be an appropriate use for this location which is highly accessible by public transport. The proposal would provide significant employment opportunities both in the borough and London generally. The development would generate significant construction and operation job opportunities including work placements and apprenticeships as well as local procurement opportunities. The development would provide modern and upgraded Class B1 floorspace and deliver wider benefits by way of increasing local expenditure through new employment uses as well as and the retail and leisure uses proposed. The employment and training initiatives secured through the S106 agreement would bring significant benefits to the local area while a local procurement intuitive will be entered into by way of the legal agreement to provide support for businesses. The development is therefore in accordance with Policies 3.1 and 4.2 of the London Plan 2016 and policies E1, and E4 of the Local Plan 2018.

Housing:
The proposed development is considered to make a significant contribution towards providing much needed additional housing in accordance with London Plan Policies 3.3B, 3.3D and 3.3E and would help the borough towards meeting its housing targets in accordance with Table 3.1 of the London Plan. It is considered that the development would contribute towards the indicative housing targets set out in Policy HO1 of the Local Plan (2018) which promotes the development of new housing within the Strategic policies WRCA and WCRA1 for developments within the White City Opportunity Area which set an increased indicative housing target of 6,000 homes proposed across the plan period. The principle and density of residential development proposed is considered acceptable given the location within the White City Regeneration Area and transport accessibility of the site and would be in accordance with London Plan Policies 3.3 and 3.4 and Local Plan policies WCRA, WCRA1, HO1, HO3, HO4 and HO5. The proposed development would comprise an appropriate indicative mix of dwelling sizes that would meet local and London-wide housing needs and is therefore considered to be in accordance with policy 3.8 of the London Plan (2016) and Local Plan policy HO5. Indicative amenity and play space provision would accord with the adopted policies and would provide a high quality of private and communal amenity for future occupants together with
a high standard of residential accommodation. In the context of these policies and having regard to the Viability Assessment, the individual circumstances of the site and the planning and regeneration benefits arising from the development, it is considered that the provision of an element of key worker affordable intermediate housing with Imperial College having first option in terms of nominations is acceptable, subject to a legal agreement which secures a mechanism which permits the conversion (of key worker units) to other affordable housing tenures compatible with local affordability levels, in order to safeguard the affordability of the units in perpetuity, in the event there is no take-up for ICL key workers, in lieu of a review mechanism. The proposals would therefore, be in accordance with Policies 3.8, 3.10, 3.11 and 3.12 of the London Plan (2016), policies HO1, HO3, HO4, HO5, H11, WCRA and WCRA1 of the Local Plan 2018 and the Council’s Planning Guidance Supplementary Planning Document 2018 and White City Opportunity Area Planning Framework (2013).

Design:
The proposed development is considered acceptable in accordance with the development plan as a whole including the National Planning Policy Framework, design policies of the London Plan requiring high quality inclusive development providing safe and secure environments which respond to their setting and are of high architectural quality with high quality public realm, and Local Plan policies requiring a high quality urban environment and requiring development to preserve or enhance the character or appearance of conservation areas and listed buildings. The proposed development has the potential to provide a high-quality architectural response and link with the White City Living residential led development to the south. There would be no adverse impact on the surrounding built environment which includes the Wood Lane Conservation Area and Grade II listed Television Centre building and adjoining sites which are subject to redevelopment and regeneration. The scale and massing of the proposed development are considered to meet the policy requirements in delivering buildings with good quality architecture which optimises the residential capacity of the site which improves connectivity and movement within the area. Although the proposed development will be visible, it is considered that the impact on views from within H&F and the Royal Borough of Kensington and Chelsea, would not be harmful to the local townscape and the proposed development would positively contribute to the skyline of this part of White City. The proposed development would not prejudice the development potential of the adjoining development sites, subject to conditions. Specifically, the distribution of scale, massing and height of the taller elements has been demonstrated to have minimal townscape, heritage and visual amenity impacts on the local and wider context. When considered alongside the significant planning benefits in terms of housing provision and new public realm included as part of the development, the proposals, on balance, are in general accordance with local plan strategic policies WCRA and WCRA1 which promote regeneration in this part of the Borough. The proposed development is therefore considered acceptable in accordance with policies 7.1, 7.2, 7.3, 7.4, 7.5, 7.6, 7.7, 7.8 and 7.21 of the London Plan 2016, Local Plan policies WCRA, WCRA1, DC1, DC2, DC3

**Built Heritage:**
The proposed development responds positively to the townscape and would respect the setting of the emerging developments to the north and south, without appearing overly assertive or dominant. The tallest elements are positioned in the south of the site and are considered sufficiently distant from the Grade II listed Television Centre, preserving its setting. It is considered that the proposed development, would cause no harm to the character or appearance of the Wood Lane conservation area and setting of the nearby listed and locally listed buildings and nearby conservation areas in H&F. The proposed development would be visible from within the Royal Borough of Kensington and Chelsea. The impact of the proposal on the historic significance, visual amenity, character, appearance and setting of these assets, in particular Oxford Gardens/St Quintin Conservation Area; Grade I listed Kensal Green Park (Kensal Green Cemetery); and listed buildings in RBKC, is considered to be negligible. In coming to a view on the heritage impacts, officers have given due regard in any case, to the significant townscape, urban design and regeneration benefits of the proposals. The proposed development is therefore considered to be acceptable and would be in accordance with policies 7.4, 7.7 and 7.8 of the London Plan (2016), Local Plan policies WCRA, WCRA1, DC1, DC2, DC3 and DC8 and the Council's Planning Guidance Supplementary Planning Document 2018 and White City Opportunity Area Planning Framework (2013).

**Residential Amenity:**
It is considered that the proposed development, would not result in significant harm to the amenities of adjoining occupiers in terms of daylight/sunlight, over-shadowing, and privacy. Although there are recorded incidences whereby the impacts exceed the BRE technical guide for daylight and sunlight, there are very few overall transgressions and the extent of level changes are moderate at worst and can be mitigated at the detailed stage. It is considered that the proposals, have been designed so that they do not unduly prejudice the development potential of the adjoining sites, including the adjoining White City Living development which have the capacity to contribute towards the comprehensive regeneration of the Opportunity Area, by virtue of the extent of the daylight, sunlight, overshadowing and privacy impacts. With regards to noise and privacy impacts, the proposals are acceptable on the basis that planning conditions are secured to limit the additional impacts to arise out of the development, including those during construction and demolition phases. Potential impacts in terms of air quality, light pollution, solar glare, wind tunnelling and TV/radio reception would be acceptable, subject to the various mitigation methods proposed which are secured by conditions. In this regard, the development would respect the principles of good neighbourliness. The proposed development is therefore considered to be acceptable and would be in accordance with policies 3.5, 3.6, 3.8, 7.1, 7.3, 7.6, 7.7, 7.14 and 7.15.

Safety and Access:
A condition would ensure the development would provide a safe and secure environment for all users in accordance with London Plan Policy 7.3 and Policy DC2 of the Local Plan. The development would result in the provision of an inclusive environment, providing 10% of all units as wheelchair units, level access, minimum of one lift to all upper levels and suitable circulation space. Conditions would ensure the proposal would provide ease of access for all persons, including disabled people. Satisfactory provision is therefore made for users with mobility needs, in accordance with Policy 7.2 of the London Plan and Policy HO6 of the Local Plan (2018). Subject to these conditions, and continued consultation with local access groups in the reserved matter applications, it is considered that the development, as amended, would provide a safe and secure environment for all users. The development is therefore considered to be acceptable in accordance with Policies 3.8, 6.12 and 7.2 of the London Plan (2016) policy HO6 of the Local Plan 2018 and the Council's "Planning Guidance" Supplementary Planning Document.

Quality of Residential Accommodation:
It is considered that, on balance the development would provide an acceptable standard of accommodation for future occupiers of the residential accommodation (private and affordable) in respect of the living space, aspect and amenity, for a scheme which is located within a high density urban context that is envisaged to optimise development capacity. The assessment confirms that the majority of the proposed units would benefit from acceptable levels of daylight/sunlight, outlook and privacy. The development is therefore considered, on balance, to be acceptable in accordance with Policies 3.5 and 3.8 of the London Plan (2016), Policies HO4, HO11, DC1, DC2 and CC11 of the Local Plan and the Council's "Planning Guidance" Supplementary Planning Document 2018 and White City Opportunity Area Planning Framework (2013).

Highways:
It is considered that the overall traffic impact of the proposed development would be acceptable and in accordance with Local Plan policy T1. The level of car, motorcycle and cycle parking is assessed as being acceptable in accordance with Local Plan policy T3 and the Council's "Planning Guidance" Supplementary Planning Document. The site is highly accessible and well served by public transport. The proposed development would enhance pedestrian and cycle linkages to the development sites to the north and south and to the Wood Lane from the proposed space between the north and south buildings creates an opportunity to establish a new east-west vehicular/pedestrian/cycle route through the strategic site. Such improvements would the benefit of the wider White City Opportunity/Regeneration Area. It is considered that any impacts arising
from the development would be mitigated by conditions and s106 provision
to contribute towards sustainable transport infrastructure measures within
the White City Opportunity/Regeneration Area and prevent significant
increase in on-street parking pressures in surrounding roads. A car and
cycle parking management plan, servicing and delivery plan, road safety
and travel planning initiatives would be implemented in and around the site
to mitigate against potential adverse impacts. Construction and demolition
logistics and management plans would be secured by conditions. A Section
278 agreement is secured to carry out works to the public highway. The
proposed development is therefore considered acceptable in accordance
with policies 6.1, 6.3, 6.9, 6.10, 6.11, 6.13 and Table 6.3 of the London Plan
(2016), policies T1, T2, T3, T4, T5 and T7 of the Local Plan and the
Council's "Planning Guidance" Supplementary Planning Document 2018

**Sustainability:**
The proposed development can be designed to meet a high standard of
sustainable construction. Condition is also included requiring the submission
of post construction BREEAM assessments to demonstrate that the “Very
Good” and “Excellent” ratings. The proposed energy strategy includes a
connection to the provision for a decentralised energy centre within phase 2
of the development. The proposed energy centre would provide the heating
and hot water requirements for the development through Gas fired CHP
units. The development will contribute towards further CO2 reductions
through façade design and the incorporation of green and brown roofs to
supplement the provision of gas fired CHP units as appropriate to their
carbon reduction target and energy profile. This will result in a significant
reduction of CO2 emissions beyond the Building Regulations 2010
compliant level. Subject to conditions, the development would enable
compliance with the London Plan targets, the proposed development is
therefore considered to be acceptable and would be in accordance with
policies 5.1, 5.2, 5.3, 5.6, 5.7, 5.8, 5.9, 5.11, 5.12, 5.13, 5.14, 5.15, and 7.19
of the London Plan (2016), and would broadly comply with the intent of
policies CC1, CC2, CC3, CC4, CC6, CC9 and CC10 of the Local Plan and
the Council's Planning Guidance Supplementary Planning Document 2018

**Flood Risk:**
The site is located in flood zone 1 (low risk). A Flood Risk Assessment
(FRA) has been submitted which advises standard construction practices in
order to ensure the risk of flooding at the site remains low. The development
would therefore be acceptable and in accordance with Policies 5.12 and
5.13 of the London Plan (2016), policies CC2, CC3 and CC4 of the Local
Plan and the Council’s Planning Guidance Supplementary Planning
Document.

**Environmental Impacts:**
All Environmental Impacts have been assessed with regards to construction,
demolition, proposed development and alternatives, Noise, Air Quality,
Ecology, Transport, Socio-economics, Archaeology, Sunlight, Daylight,
Overshadowing, Solar Glare, Water Resources and Flood, Waste, Ground Contamination, Microclimate, Electronic Interference, Townscape and Heritage, Cumulative and Residual Impacts, some of which are set out in the Environmental Statement (dated 2017), in accordance with the EIA Regulations 2011 (as amended). The Environmental Statement which comprises the ES (and appendices), together with the consultation responses received from statutory consultees and other stakeholders and parties, enable the Council to determine this application with knowledge of the likely significant environmental impacts of the proposed development.

Legal Agreement: The application proposes that its impacts are mitigated by way of a comprehensive package of planning obligations to fund improvements that are necessary as a consequence of the increased use arising from the population yield from the development and additional new land uses. The financial contributions will go towards the enhanced provision of education, employment, accessibility and sustainable transport, highways (including pedestrian and cycle routes) and the public realm. The proposed development would therefore mitigate external impacts and would accord with London Plan (2016) policy 8.2, Policy WCRA and WCRA1 of the Local Plan and the White City Opportunity Area Planning Framework (2013).

Legal Agreement:
Planning obligations to offset the impact of the development and to make the development acceptable in planning terms are secured. Contributions relating to securing the provision of affordable space, community benefits, offsetting highways impacts, and public realm works, and local training and employment opportunities and procurement are secured. The proposed development would therefore mitigate external impacts and would accord with Policy 8.2 of the London Plan 2016 and Policy INFRA1 of the Local Plan 2018.

Conditions:
In line with the Town and Country Planning Act 1990 and the Town and Country Planning (Pre-commencement Conditions) Regulations 2018, officers have consulted the applicant on the pre-commencement conditions included in the agenda and the applicant has raised no objections.

INFORMATIVES:

That the applicant be informed as follows:

1) Prior Consent under The Control of Pollution Act 1974 Under Section 61 of COPA 74’, developers and their contractors may apply for 'prior consent' for noise generating activities during construction work. The application must contain the details of the works to be carried out, the methods by which they are to be carried out, and the steps proposed to minimise noise resulting from the works. The Council may also attach conditions to the consent and limit its duration.
Applications for prior consent must be received at least 28 days prior to the commencement of works and should be submitted to the London Borough of Hammersmith and Fulham, Noise and Nuisance Team, Council Offices, 37 Pembroke Road, London, W8 6PW or by email environmental protection@lbhf.gov.uk

2) Construction and demolition work and associated activities at the development, audible beyond the boundary of the site should not be carried out other than between the hours of 0800 - 1800hrs Mondays to Fridays and 0800 - 1300hrs on Saturdays and at no other times, including Sundays and Public/Bank Holidays, unless otherwise agreed with the Environmental Health Officer.

3) At least 21 days prior to the commencement of any site works, all occupiers surrounding the site should be notified in writing of the nature and duration of works to be undertaken. The name and contact details of a person responsible for the site works should be made available for enquiries and complaints for the entire duration of the works and updates of work should be provided regularly. Any complaints should be properly addressed as quickly as possible.

4) Best Practicable Means (BPM) should be used in controlling dust, particulates (PM10, PM2.5), and NOx emissions, in accordance with the following guidance:

- Guidance on the assessment of dust from demolition and construction, Version 1.1, IAQM, June 2016
- Guidance on Monitoring in the Vicinity of Demolition and Construction Sites, Version 1.1, IAQM, October 2018
- ‘Best in Class’ Guidance on Dust and Emissions from Construction, LLECP, March 2019

5) No waste materials should be burnt on site of the development hereby approved.

6) Best Practicable Means (BPM) should be used, including low vibration methods and silenced equipment and machinery, in accordance with the Approved Codes of Practice of BS5228:2009 for noise and vibration control on construction and open sites.

7) Where works involve materials containing asbestos, specialist licensed contractors and carriers should be employed for the safe handling and disposal of asbestos materials.

NOTE:
Advisory and Enforcement body: Health & Safety Executive on tel. 0845 345 0055, www.hse.gov.uk.

8) Concrete crushing requires a permit under the Pollution Prevention and Control Act 1990. Please contact the Council’s Environmental Quality team, Environment Services Department on Tel. 0208 753 3454. E-mail: environmental.quality@lbhf.gov.uk

9) All waste materials and rubbish associated with demolition and/or construction should be contained on site in appropriate containers which, when full, should be promptly removed to a licensed disposal site.

10) Under Section 80 of the Building Act 1984, the Council should be given a minimum of 6 weeks' notice of intention to carry out any works of demolition of the whole or part of a building. A notice of intended demolition should be submitted to the London Borough of Hammersmith and Fulham, Environmental Quality Team, Hammersmith Town Hall, King Street, Hammersmith W6 9JU or email Environmental.Quality@lbhf.gov.uk.

11) Where works involve materials containing asbestos, specialist licensed contractors and carriers should be employed for the safe handling and disposal of asbestos materials. Advisory and Enforcement body: Health & Safety Executive on tel. 0845 345 0055, www.hse.gov.uk.

12) The applicant should contact the Environmental Quality team via e-mail to Environmental.Quality@lbhf.gov.uk or by phone on 0208 753 1081 as soon as possible to discuss the steps necessary to fulfil the contaminated land conditions.

13) A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Thames Water would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water’s Risk Management Team by telephoning 02035779483 or by emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality.

14) Thames Water advise there is a main crossing the development site which may/will need to be diverted at the Developer’s cost or necessitate amendments to the proposed development design so that the aforementioned main can be retained. Unrestricted access must be available at all times for maintenance and repair. Please contact Thames Water Developer Services, Contact Centre on Telephone No: 0800 009 3921 for further information.
15) There are large water mains adjacent to the proposed development. Thames Water will not allow any building within 5 metres of them and will require 24 hours access for maintenance purposes. Please contact Thames Water Developer Services, Contact Centre on Telephone No: 0800 009 3921 for further information.

16) In determining the planning application, the Local Planning Authority has had regard to the following supporting documents:

- Planning Statement prepared by Gerald Eve LLP;
- Application forms, CIL forms and Certificate prepared by JLL;
- Planning Statement
- Development Specification and Parameter Plans
- Design and Access Statement including Landscape Strategy
- Design Codes
- Environmental Statement. Includes the Technical Appendices and a Non-Technical Summary
- Transport Assessment and Draft Travel Plans
- Sustainability Statement
- Energy Statement (including revisions)
- Utilities Statement
- Flood Risk Assessment (including revisions related to drainage matters)
- Affordable Housing Delivery Statement
- Waste Management Strategy
- Statement of Community Consultation

17) In determining this application, the local planning authority has worked in a pro-active and positive manner with the applicant to foster the delivery of sustainable development, in accordance with the requirements of paragraphs 186 and 187 of the National Planning Policy Framework
1.0 BACKGROUND

1.1 Under the terms of the Town & Country Planning (Mayor of London) Order 2008, the Greater London Authority (GLA) has been notified, as the application is within the thresholds of potential strategic importance to London.

1.2 The Mayor of London formally considered the proposal on 30 April 2018 and issued a Stage 1 report. A summary is set out within the Publicity and Consultation section of this report. The contents of the Stage 1 have been considered by both the applicant and the Council and there have been discussions with the officers at the GLA and Transport for London (TfL), to ensure that their concerns and comments have been properly addressed as far as is reasonably practicable.

1.3 Should the planning permission be granted; the application would be referred to the Mayor of London prior to the issue of any decision notice. The Mayor has a period of 14 days from the date of notification to consider the Council's resolution before issuing a decision as to the call-in of the application for the Mayor to act as the local planning authority, or to allow the application to proceed.

1.4 The application is submitted on behalf of Imperial College London or ‘ICL’ (the Applicant) and is for a comprehensive redevelopment of the former Dairy Crest site at White City and Stadium House which fronts Wood Lane (the Site or Application Site). The site was acquired from Aviva and Helical Bar in 2014. The land forms part of ICL land holdings, in conjunction with the existing campus to north of the A40 (Westway), by means of buildings which are already open or under construction. Centre House (56 Wood Lane), the subject of a detailed residential led planning application, was reported to the Council’s PDCC committee on 2 April 2019. The application was submitted by St James Group Ltd. in partnership with ICL.

1.5 The proposed development would replace an existing outline consent on the former Dairy Crest site, granted permission on 21 November 2014 (ref: 2012/02454/OUT), for a mixed used residential led scheme, providing up to 1,150 new homes.

1.6 Outline planning permission is sought for an employment led mixed use masterplan. The proposal is for the demolition of the remaining buildings on the site and redevelopment for a new research and innovation masterplan. This proposal focuses on an employment led mixed use scheme, comprising science, medicine, engineering and education facilities through a range of office and other business type Class B1 uses and residential units, a hotel, retail, cafe, restaurants and bars, community and/or leisure uses and significant areas of new public realm.

1.7 The proposal provides up to 373 residential units, with an anticipated range of one, two and three bed apartments. 35% of the residential accommodation (by both habitable room and unit number) would be a mix of social and
intermediate rent affordable housing. Intermediate – Key Worker housing is to be prioritise for ICL.

1.8 The application includes a new vehicular/cycle/pedestrian bridge link over the Central Line north of Depot Road. The proposal intends to provide important north/south cycle and pedestrian linkages with the adjacent ICL White City campus to the north and to the south with the former M&S Warehouse site, currently being redeveloped with a residential-led mixed used scheme known as ‘White City Living’ (WCL).

1.9 The proposal is a phased development and is projected to take approximately 22 years to build out. Following outline permission, reserved matters applications would need to be submitted for the proposed development zones in each phase, in compliance with the specifications set out in the supporting documents.

1.10 The site is located within the White City Regeneration Area (WCRA), designated in the Local Plan (2018) and within the White City Opportunity Area (WCOA) as designated in the London Plan (2016). Specifically, the site is identified within ‘White City East’, where development proposals are required by the Local Plan Policy WCRA1 to provide capacity for many of the 6,000 new homes and 10,000 new jobs (the target set for the White City Regeneration Area). The Local Plan states new homes are needed for residents across a variety of tenures, house sizes and affordability, whilst ensuring that development provides high quality places for living and working that are well integrated with, and respect the setting of, the surrounding area. In recognition of the existing presence of Imperial College London in the borough, strategic policy supports the opportunity to provide a world class research/academic/business hub within ‘White City East’ and other ancillary uses.

1.11 Officers have given due consideration to the potential positive effects of the proposals to meeting the Council’s employment and housing targets within the White City Regeneration Area (WCRA), with particular weight given to the opportunity to provide a world class research/academic/business hub in the area and the provision of affordable housing and whether this would provide for local housing needs plus the needs of accommodation for students, researchers and staff.

2.0 APPLICATION SITE AND SURROUNDINGS

2.1 The application site covers an area of 5.68 hectares, and is located east of Wood Lane, close to the junction with South Africa Road. The site is an irregular shaped plot of former industrial, brownfield land and extends under the elevated section of the (A40) Westway. The site is situated adjacent to the administrative boundary with the Royal Borough of Kensington and Chelsea (RBKC).

2.2 The site comprises two distinct areas (see site plan). The main area encompasses the ‘Dairy Crest’ site, a former major processing and
distribution facility for the pasteurisation and bottling of milk. Stadium House on the east side of Wood Lane is also included and is occupied by the applicant.

2.3 The former Dairy Crest site has been to a large extent been cleared and is now formed by areas of hardstanding except for a two-storey office building (Forest House). Forest House is let by ICL for research and development within the B1 Use Class. Beyond the Central Line tracks and fronting Wood Lane, is a two-storey office building (Stadium House). Stadium House is currently owned and used by ICL for a variety of research and educational uses, including a temporary clinical facility for the School of Public Health and Invention Rooms.

Surrounding Context

2.4 The surrounding area is characterised by a mix of uses, densities, heights and building forms, with predominantly commercial and business premises and residential properties located off Wood Lane. To the north, the site adjoins the new Imperial White City North Campus. Innovative facilities on the campus include postgraduate accommodation, a building for the Department of Chemistry and the ‘I-HUB’ providing a variety of business space. In addition, two major buildings are close to completion, including a 35-storey residential tower that is immediately to the north and a new 13 storey biomedical engineering research hub (Sir Michael Uren Building). A resolution to grant planning permission has been issued for two additional buildings (A & G), one of 7 storeys and the other of 11 storeys in height and would accommodate the School of Public Health. Further to the north is Hammersmith Hospital with incorporated Imperial research, the Linford Christie Stadium and the large expanse of Wormwood Scrubs Park.

2.5 To the east, the site is bounded by a railway embankment to the West London Line which runs alongside the eastern boundary beyond which are areas within the RBKC. Stable Way is occupied by a traveller site in-between the north and southbound elevated carriageways of the West Cross Route (A3220). The traveller site accommodates the nearest existing residential properties to the application site.

2.6 To the south of the development plot is the former M&S warehouse site which is currently being redeveloped for a housing-led scheme by St James (referred to White City Living), where planning permission has been granted for over 1,500 residential units in buildings extending up to 30-storeys in height and a new public park. To the south-west of the application site and across the road from Wood Lane station is the Wood Lane Estate, which comprises terraced residential properties of up to four storeys in height. Centre House is located between White City Station and WCL development and contains flexible office space referred to as the Ugli Campus.

2.7 To the west, the site blends into the White City area. Wood Lane is further west with South Africa Road and residential properties leading into the White City Estate. The former BBC Media Village site now comprises White City
Place (WCP), part of a large office led commercial centre. Undeveloped land on the southern part, known as ‘The Gateway Site’ has planning permission for an office led development and buildings of up to 23 storeys.

Accessibility

2.8 The site has good access to public transport links with a Public Transport Accessibility Level (PTAL) of 6a (on a scale of 1-6b). Two London Underground stations (White City and Wood Lane) serve the site and are located within walking distance to the south, serving the Central Line and Hammersmith and City and Circle Lines. The West London Line is served by Shepherds Bush, an over ground station. This is located a bit further afield approximately 1.4km to the south. This station, however, provides an additional public transport option with direct access to all stations on the route to Clapham Junction to the south and to Stratford in the opposite direction. There are 15 bus routes operating within walking distance with two bus stops within 1 minute’s walk and a bus station at Westfield. Cycle docking stations are located on Ariel Way and Wood Lane.

2.9 Most of the site is set back from Wood Lane. The only access point to the main site for vehicles, cyclists and pedestrians is via Depot Road which connects to Wood Lane. Depot Road is a 7m wide single carriage road that provides a bridge access over the Central Line and connects into the south west part of the site and surrounding developments to the south. On Wood Lane there is a signalised junction with South Africa Road.

Designations and Heritage Assets

2.10 The site is identified as a regeneration area. Designated within the White City Regeneration Area (WCRA) in the Local Plan (2018) and in the White City Opportunity Area (WCOA) in the London Plan (2016). The WCRA covers approximately 110 hectares at the eastern edge of the borough and along the boundary with the Royal Borough of Kensington and Chelsea. The site is identified within White City East (WCRA 1) which consist of land to the north of Westfield and includes the former BBC Television Centre and Media Village site, the St James (former M&S Warehouse) site, currently being redeveloped with a residential-led mixed used scheme known as White City Living (WCL) and land to the north/south of the A40.

2.11 The site is located within Flood Risk Zone 1, an Air Quality Management Area (as is the whole borough of Hammersmith and Fulham) and contains a designated green corridor which follows the West London Line along the eastern boundary. Furthermore, a Nature Conservation Area follows the Central Line north of White City Station. The site is located in the ‘Wood Lane Conservation Area’. There are nine conservation areas surrounding or in close proximity to the application site. They include the Oxford Gardens/St Quintin Conservation Area to the north of the Westway, within RBKC. There are no listed buildings or buildings on the Council’s Local Register of Buildings of Merit on the site. The closest heritage assets to the site include the Grade II listed BBC Television Centre to the south west of Wood Lane and the locally...
listed White City underground station. The site is not in an Archaeological Priority Area or affected by any strategic views. The site is affected by Aerodrome safeguarding of Heathrow 150m and Northolt 91.4m.

3.0 PLANNING HISTORY

3.1 The site has a long planning history. Most relevant to this proposal is the extant outline planning permission for a residential led development, granted on 21 November 2014, subject to conditions and a legal agreement (ref: 2012/02454/OUT). The development is for:

'Demolition of all existing buildings and structures and; outline planning application for a comprehensive residential led mixed use redevelopment; comprising 11 building plots, with building heights ranging from 8 - 32 storeys (plus basement/podium level); to develop up to a maximum of 1,150 residential units (Class C3); offices and employment uses (Class B1); shops, services, cafes, restaurants, bars and take-aways (Classes A1-A5); health, crèche and multi-purpose community facilities (Class D1); leisure facilities (Class D2); associated infrastructure works including basement and surface level car parking and servicing; a vehicular and pedestrian bridge, access roads and footways; energy centres; provision of new open spaces including a public garden, urban square, communal and private courtyards and gardens, together with other landscaping works, ancillary accommodation and associated works'.

3.2 Conservation area consent (ref: 2017/02033/CAC) was granted on 20 December 2017 for a phased 'Demolition of buildings and structures within Conservation Area'. Most of the site has now been cleared. Forest House would be demolished at a later stage as part of the proposed phased masterplan, subject to planning approval.

3.3 A reserved matters application (ref: 2017/02538/RES) was granted 14 November 2017 for the 'submission of reserved matters relating to the details of access pursuant to outline planning permission reference 2012/02454/OUT'. This consent safeguarded the extant residential led outline planning permission as the first application for approval of Reserved Matters was required to be submitted before the expiration of 3 years from the date of the outline permission. It is not the applicant's intended course of action to progress with the development as approved in the outline application 2012/02454/OUT. The current outline masterplan, the subject of this report would replace the existing approved proposals.

3.4 On 4 July 2018, permission was granted for 'Meanwhile Space' in the proposed masterplan proposals, limited for a temporary period of 10 years from the first occupation (ref: 2017/04276/FUL). Permission was approved for three 4-storey modular buildings to provide 25,486sqm (GEA) of flexible office space (Class B1) to house specialist companies associated with research and development, technology, education, and start-ups and up to 300sqm (GEA) of commercial space at ground floor (Use Classes A1-A5), together with temporary access, landscaping and associated works. The development
would be located within Masterplan Development Zone 6, as referred to in the Design and Access Statement, and would be replaced by permanent built form as the masterplan develops into its final phases. Works have commenced.

3.5 The surrounding area comprises a mix of commercial, retail and residential uses and is undergoing significant changes as a consequence of WCRA designation. Major planning permissions have been granted for the BBC Television Centre to the west, the Westfield site to the south and the White City Living site directly to the east. The following references listed below are recent planning permissions for large scale redevelopments on neighbouring sites within the wider WCRA:

**Imperial College London (ICL) - White City North Campus**

3.6 The Imperial North masterplan site covers an area of approximately 2.27 hectares (5.60 acres) to the north of the Westway and was acquired by (ICL) in September 2009. A Hybrid (part detailed/part outline) planning permission was granted on 21 December 2012 (ref 2011/04016/COMB) and comprise a detailed element for 3 buildings:

(1) Academic building (9 storeys/23,077m2 GEA) (Class D1) including health research, day nursery (1,029sqm GIA) (Class D1) and restaurant facilities (2,127sqm GIA) (Class A3);

(2) Office and research units (part 6, part 12 storeys/22,528m2 GEA) (Class B1) of which 77sqm (GIA) Class A1/A3 and 313sqm (GIA) Class A3; and

(3) Residential tower (Class C3) (35 storeys/20,297m2 GEA) of floorspace in total, 192 units (59 of which are key worker units) and 319sqm (GIA) of A1/A3 floorspace at ground floor level; along with an access road, car/cycle parking (part basement and part surface), ancillary plant and landscaping; and

The outline element of the application comprise the erection of 3 additional buildings comprising a hotel (13 storeys/maximum 14,500m2 GEA) (Class C1) including 1,080sqm (GIA) restaurant (Class A1/A3) and 850sqm (GIA) fitness centre (Class D2); and 2 further buildings to be used for education (7 storeys/maximum 6,500m2 GEA) (Class D1) of which 600sqm (GIA) Class A1/A3; and office (Class B1) and administrative uses (Part 3, part 5 storeys/maximum 5,900m2 GEA); and demolition of existing sports hall building (Class D1) and existing office (Class B1) (GEA - Gross External Area; GIA - Gross Internal Area).

3.7 Following on from the grant of planning permission (Ref: 2011/04016/COMB) in December 2012, there have been several amendments made to that permission through Section s73 applications. 2015/06109/VAR: Approved 30 September 2016. Variation of Conditions 3, 4 & 53 (pursuant to planning permission ref: 2015/01328/VAR dated 13 March 2016) to allow for occupation of Building C by the Dept. of Chemistry together with changes to the external appearance (of Building C), installation of nitrogen vessel & enclosure (serving Building C), provision of Class D1 (health/day nursery) &
Class A3 (restaurant) floorspace within Buildings A &/or G (reallocated from Building C), reconfiguration of central car park basement & amendments to cycle parking facilities. The revisions are minor material amendments resulting in a hybrid planning application (part detailed/part outline) for the Imperial West ("Woodlands") site comprising detailed application for 3 buildings: (1) academic building (9 storeys/27,702m² GEA) (Class D1); (2) office & research units (part 6, part 12 storeys/23,996m² GEA) (Class B1) of which 92 sqm (GIA) Class A1/A3 & 345sqm (GIA) Class A3; & (3) residential tower (Class C3) (35 storeys/20,297m² GEA) of floorspace in total, 192 units (59 of which are key worker units) & 319sqm (GIA) of A1/A3 floorspace at ground floor level; along with an access road, car/cycle parking (part basement & part surface), ancillary plant & landscaping; & Outline application for the erection of 2 further buildings (7 storeys/maximum 6,500m² GEA) & (Part 3, part 5 storeys/maximum 5,900m² GEA) to be used for education (Class D1); retail facilities (600sqm GIA) (Class A1/A3); office (Class B1) & administrative uses; health research, day nursery (1,029sqm GIA) (Class D1) & restaurant facilities (up to 2,127sqm GIA) (Class A3); & demolition of existing sports hall building (Class D1) & existing office (Class B1). (GEA - Gross External Area; GIA - Gross Internal Area).

3.8 2015/01329/FUL: Approved 1 July 2016. Erection of a 13-storey building plus two levels of basement comprising research laboratories and offices within Use Class B1 together with a clinical facility, lecture theatre and other ancillary uses; a shop and/or cafe at ground floor within Use Class A1, A2 and A3; and external landscaping, vehicle drop off and public realm works. This building is almost complete and known as the Michael Uren Biomedical Building Engineering Research Hub.

3.9 2017/04463/RES: Approved 9 May 2018. Buildings A & G Reserved Matters pursuant to hybrid planning permission ref: 2015/06109/VAR (as amended) to confirm details of the appearance and scale of the 2 buildings approved in outline consent comprising (7 storeys/maximum 6,500 sqm GEA) & (Part 3, part 5 storeys/maximum 5,900 sqm GEA) to be used for education (Class D1); retail facilities (600 sqm GIA) (Class A1/A3); office (Class B1) & administrative uses; health research, day nursery (1,029sqm GIA) (Class D1) & restaurant facilities (up to 2,127sqm GIA) (Class A3).

3.10 2018/01234/FUL: Erection of two buildings comprising research & development, offices (all within Use Class B1) and/or polyclinic (Use Class D1), together with commercial floorspace at ground floor within Use Class A1-A5 and other ancillary uses to form part of the Imperial White City Campus North; Plot A, part 3, part 5, part 7 storey building with single level of basement; Plot G, 10 storey building with a single level of basement; and external landscaping and public realm works. This application was reported to PDCC on 6 November 2018. Committee resolved to grant planning permission subject to completion of the s106 agreement and a satisfactory Stage 2 from the Mayor of London.

3.11 2018/01256/VAR: Variation of conditions 3, 4, 5, 6, 22, 23, 24, 32 and 61 (pursuant to planning permission 2015/06109/VAR) to allow for
reconfiguration of access junction head, removal of central square basement car park, amendments to at grade vehicle and cycle parking facilities and associated changes to the public realm and landscaping to accommodate the revised footprints of buildings A and G. The revisions are minor material amendments to a hybrid planning application (part detailed/part outline) for the Imperial West ('Woodlands') site comprising detailed application for 3 buildings: (1) academic building (9 storeys/27,702sqm GEA) (Class D1); (2) office and research units (part 6, part 12 storeys/23,996sqm GEA) (Class B1) of which 92sqm (GIA) Class A1/A3 and 345sqm (GIA) Class A3; and (3) residential tower (Class C3) (35 storeys/20,297sqm GEA) of floorspace in total, 192 units (59 of which are key worker units) and 319sqm (GIA) of A1/A3 floorspace at ground floor level; along with an access road, car/cycle parking (part basement and part surface), ancillary plant and landscaping; and outline application for the erection of 3 additional buildings comprising a hotel (13 storeys/maximum 14,500sqm GEA) (Class C1) including 1,080sqm (GIA) restaurant (Class A1/A3) and 850sqm (GIA) fitness centre (Class D2); and 2 further buildings to be used for education (7 storeys/maximum 6,500sqm GEA) (Class D1) of which 600sqm (GIA) Class A1/A3; and office (Class B1) and administrative uses (Part 3, part 5 storeys/maximum 5,900sqm GEA); and demolition of existing sports hall building (Class D1) and existing office (Class B1). This application was reported to PDCC on 6 November 2018. Committee resolved to grant planning permission subject to completion of the s106 agreement and a satisfactory Stage 2 from the Mayor of London.

3.12 The ICL north campus is nearing completion and comprises offices and research and development space, 608 units of post graduate student accommodation and a 35-storey residential tower.

Centre House, 56 Wood Lane

3.13 Ref: 2018/03058/FUL: Existing 4-6 storey office buildings in use as flexible workspace referred to as the Ugli Building. Detailed planning application was considered by committee on 2 April 2019 for demolition of all buildings on site, and erection of two buildings with basement level, comprising 1 x part 11/ part 22 storey building and 1 x part 11/part 32 storey building to provide 527 residential units with ancillary residential facilities (C3); 1,350 sqm (GEA) of flexible commercial, community and leisure floorspace (A1-A3, B1, D1-D2); means of access, public realm, amenity space, landscaping, and other associated infrastructure works including creation of basement level access to the adjoining White City Living site and works to the site's western boundary. Permission would be granted subject to there being no contrary direction from the Mayor of London and the completion of the s106 agreement and conditions. The proposal provides 185 Intermediate Rent units for Key Workers employed by ICL. This application was reported to PDCC on 2 April 2019. Committee resolved to grant planning permission subject to completion of the s106 agreement and a satisfactory Stage 2 from the Mayor of London.

White City Living (Former M&S Warehouse Site), 54 Wood Lane

3.14 2014/04726/OUT: The original masterplan was approved 16 December 2015 for: planning application (part detailed/part outline) for the demolition of all existing buildings and structures and the redevelopment of the site for
residential and mixed uses comprising the erection of new buildings ranging from 11 to 30 storeys to provide up to 1,465 residential units (Class C3) and use classes (A1-A5, B1, D1 & D2), the provision of a new publicly accessible open space, new pedestrian and vehicle routes, accesses and amenity areas, basement level car park with integral servicing areas and other associated works.

3.15 The original permission was varied twice under S73 applications (ref: 2016/03907/VAR and 2017/04377/VAR). The second ‘2018’ application (ref: 2017/04377/VAR) approved 3 July 2018 sought amendments to the outline component to vary the approved parameters and overall provision of housing. The amended description comprised: Variation to conditions 1-8 of planning permission ref: 2016/03907/VAR (for the comprehensive phased redevelopment of the site for a residential-led mixed-use development) granted 23 May 2017 in order to permit minor material amendments to the outline form of development. Amendments comprise modifications to the approved Parameters Plans and Development Specification and Parameters Report that cover design alterations to Development Plots B1 (varying the horizontal parameters (to -0.92m to +27.98m) to permit an extended southern building line), Development Plots D1 and E1 (varying parameters to extend the maximum heights by an additional +2.31m and 8.86m), Development Plots D2, D3 and E2 (varying parameters to extend maximum heights by an additional +4.79m) and incorporating a new additional Development Plot E3 (to comprise residential use within a new building up to 74.45m in height). The specified amendments would facilitate the optimisation of residential units to increase the overall maximum unit numbers from 1,477 to 1,814 units including the provision of an additional 118 affordable units (35% of the additional units).

3.16 2018/02116/NMAT: Approved 21 August 2018. Non Material Amendment to Planning Permission (Ref: 2017/04377/VAR dated 25/06/2018) seeking to change the mix and number of dwellings in Phase 1 and provision of additional residential dwelling nos. within Phases 2 and 3 of the comprehensive redevelopment of the former M&S Warehouse Site; including variation of condition 3 (amended drawing numbers) and condition 7 (no. of dwellings) to permit up to 1845 residential units (an additional 31 x units) under s96A (3) of the Town and Country Planning Act (1990) as amended.

3.17 The applicant has commenced works for Phases 1A, 1B, 1C and 1D. Phases 1A and 1B relate to the bridge and deck and received approval under ref: 2016/03650/RES: Submission of reserved matters (access, appearance, landscaping, layout and scale) for the Decking over the Central Line cutting (Phase 1B) in connection with planning permission ref: 2014/04726/OUT for the redevelopment of the former M&S Warehouse Site granted 16th December 2015.

3.18 Phase 1C: Ref: 2017/03358/RES: Submission of Reserved Matters Application to discharge access, appearance, landscaping, layout, and scale pursuant to Condition 1 for the land identified as Exhibition Green within the masterplan for the M&S Site redevelopment, pursuant to Outline Planning

3.19 Phase 2: Ref: 2017/04567/RES: Submission of reserved matters application dealing with all reserved matters including access, appearance, landscaping, layout and scale in respect of Development Plot B1 (erection of 13-27 storey building with basement level providing 416 affordable homes (including 80 x Extra Care Units) and 952 sqm (GEA) commercial floorspace with associated external amenity space, public realm, car and cycle parking and other works) pursuant to planning application 2017/04377/VAR (for the comprehensive residential led mixed use redevelopment of the former M&S Warehouse Site in White City) (first application for RMA for phase 2). Approved 10 July 2018.

3.20 Phase 1E: 2017/04823/RES: Reserved Matters Application to discharge access, appearance, landscaping, layout, and scale pursuant to Condition 1 for the land identified as Kiralfy Square within the masterplan for the M&S Site redevelopment, pursuant to Outline Planning Permission reference 2014/04726/OUT, approved on 16th December 2015. Approved 04 June 2018.

3.21 Phase 1E: 2017/04827/RES: Reserved Matters Application to discharge access, appearance, landscaping, layout, and scale pursuant to Condition 1 for the land identified as Spring Garden within the masterplan for the M&S Site redevelopment, pursuant to Outline Planning Permission reference 2014/04726/OUT, approved on 16th December 2015. Approved 04 June 2018.

3.22 Phase 1C: 2018/02768/RES Submission of reserved matters for access, appearance, landscaping, layout, and scale pursuant to Condition 1 for the land identified as Exhibition Park within the masterplan for the M&S Site redevelopment, pursuant to Outline Planning Permission ref: 2017/04377/VAR (second RMA for phase 1C). Approved 22 January 2019.

3.23 Phase 2: 2018/02377/RES: Submission of (a second) reserved matters application (for Phase 2) dealing with all reserved matters including access, appearance, landscaping, layout and scale in respect of Development Plot B1 comprising the erection of 13-27 storey building with basement level providing 427 affordable homes (additional 11 new affordable homes) (including 60 x Extra Care Units) and 1,027 sqm (GEA) flexible commercial floorspace (Classes A1/A2/A3/A4/A5/B1/D1 or D2) with associated external amenity space, public realm, car and cycle parking and other works) pursuant to planning application 2017/04377/VAR (for the comprehensive residential led mixed use redevelopment of the former M&S Warehouse Site in White City). Approved 18 October 2018.

Former BBC Television Centre:

3.24 Ref: 2015/02646/VAR (Original ref. 2014/02531/COMB) The proposed development consists of eight plots, comprising up to 943 residential units, 6,182sqm of B1 floorspace, 2,490sqm of C1 floorspace, 573 car spaces; and 1,960 cycle spaces. The application includes a tall building of 25 storeys on
Block G, which lies directly to the west of Wood Lane. Approved 10 December 2015.

**Westfield:**

3.25 Ref: 2013/05115/OUT: Outline Planning Application for the comprehensive redevelopment of the site comprising a mixed use scheme to include construction of new buildings (ranging from 2 - 23 storeys) to provide up to 61,840sqm (net increase) retail use (A1) including an anchor department store; up to 8,170sqm restaurant and café use (A3 - A5); up to 2065sqm office use (B1); up to 1,600sqm community/health/cultural use (D1); up to 3500sqm leisure use (D2); and up to 1,347 residential units (up to 127,216sqm (C3); plus creation of a basement, an energy centre together with ancillary and associated development, new pedestrian routes and open spaces, cycle parking, car and motorcycle parking and vehicular access and servicing facilities. Approved 5 September 2014.

3.26 Ref: 2015/05217/RES: Westfield to the south of the application site. Submission of reserved matters of Phases B (building structure) and C (building envelope) of the Westfield Phase 2 development relating to access, appearance, layout and scale of the Mall Extension and Anchor Store buildings (including parts of Plot A and Plot P) comprising 75,019sqm of retail (Class A1) floorspace, 3000sqm of restaurant/café (Class A3-A5) floorspace, 2,456sqm of leisure (Class D2) floorspace and 518 non-residential car parking spaces pursuant to outline planning permission dated 13th October 2015 (Ref: 2015/02565/VAR). Approved 26 April 2016.

**Gateway Development and White City Place:**

3.27 White City Place has extensive historic planning records relating to the former BBC Media Village development and subsequent refurbishment and extension to form the White City Place buildings.

3.28 2016/04452/COMB: Permission was granted on 26 March 2018 for the Gateway Site for: “Demolition of existing car park and temporary public open space to facilitate comprehensive phased redevelopment of the site, to erect: three buildings to provide a total of up to 106,585sqm (GIA) of Office (Class B1); 962sqm (GIA) Retail (Class A1), and up to 2,745sqm (GIA) of Restaurant (Class A3) floorspace; hard and soft landscaping works, and alterations to existing vehicular/pedestrian routes/ access and associated works. Planning Permission is sought in detail for the erection of a building of between 6 and 23 storeys (including plant) with a maximum height of 109.40m AOD, with 1 basement level, comprising 63,181 sqm (GIA) Office (Class B1); 904sqm (GIA) Retail (Class A1), and; 1,298 sqm (GIA) Restaurant (Class A3); hard and soft landscaping areas, and; alterations to existing vehicular/pedestrian routes/ access and associated works. Planning Permission (with all matters to be reserved) is sought for the erection of a building of between 4 and 12 storeys (including plant) with a maximum height of 60.50m AOD, with 1 basement level, and a building of 3 and 4 storeys with a maximum height of 30.00m AOD, comprising combined floor areas of up to 36,862 sqm (GIA) Office (Class B1) and up to 1,281 sqm (GIA) Restaurant (Class A3); hard and
soft landscaping areas, and; alterations to existing vehicular/pedestrian routes/ access and associated works”.

3.29 2016/05465/FUL: Approved 16 February 2017 for the provision of new temporary landscaping works to the eastern side of the former car park.

4.0 APPLICATION DETAILS

4.1. The application seeks outline planning permission for a comprehensive mixed-use redevelopment of the site. In conjunction with the existing campus north of the A40 (Westway), the development would create a new research and innovation campus for ICL, providing a range of employment uses (science and education focus), falling within Use Class B1. Permission is also sought for a hotel (Class C1) and residential (Class C3) uses. Complementary uses (Class A1-A5, D1 and D2) are proposed, principally at ground level, that would create a range of different types of activity located around new areas of public realm in the centre and around the main point of access off Wood Lane and beneath the Westway. These include a range of retail, restaurant, café, leisure, and different leisure and community supporting uses. The applicant seeks a level of flexibility in the case of the Class A1-A5, D1 and D2 in order to accommodate the specific needs of future building tenants once they have been secured. The tallest building (up to 32 storeys) would be located in the south-east part of the site, close to the West London Line and the St James development to the south.

4.2 Demolition of the former buildings on the Dairy Crest site (except for Forest House) was consented in December 2017 (ref; 2017/02033/CAC). The main site, excluding Forest House, has been cleared. The proposal seeks to demolish the remaining buildings on the site. Both Forest House and Stadium House (located on Wood Lane) would be demolished as part of the development. Permission is sought for a phased development (Indicative Phases proposed: nos. 1-4) would extend over a period of approximately 20+ years, as assessed in the supporting Environmental Statement.

4.3 Reserved matters defined as access, appearance, landscaping, layout, and scale would all come forward in subsequent applications should outline permission be granted. Information associated with access, layout, scale, and quantum of the development are however provided within the Development Specification document and would be controlled by the accompanying parameter plans summarised below. The application seeks approval for the maximum amount of development identified for various proposed land uses, as set out in the table below. The parameter plans tightly define the form of the proposed buildings in each development phase, in terms of minimum and maximum heights, separation and set back distances, areas of public realm and the extent of the basement level. At this stage, not all of the design details are known. Design Codes are therefore included. These set out key design principles and rules for forthcoming reserved matter applications for each development zone. All the supporting documents enabled a detailed assessment to be undertaken in the Environmental Statement.
Access is reserved at this stage. Two indicative areas are however identified where vehicular access points to the proposed development could possibly be situated. The main access point would connect to the west onto Wood Lane. A second vehicular access area would enable a north-south connection to be made with the Imperial College campus to the north under the A40 Westway. The final detailed design of the access points would come forward within the submitted areas at the reserved matters stage.

Quantum of Development

The proposed maximum level of floorspace (excluding the basement) is 242,255 sqm gross external area (GEA). The proposal is for a research and development/business led development (falling within Use Class B1), where up to a maximum of 178,102 sqm GEA is being applied for, across all seven development zones. This equates to almost 74% of the total maximum floorspace. The maximum proposed floorspace sought above ground for each land use is set out in the table below:

<table>
<thead>
<tr>
<th>Use</th>
<th>Use Class</th>
<th>Maximum Floor Space GEA (sqm)</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Research &amp; development/business space</td>
<td>B1</td>
<td>178,102</td>
<td>73.5%</td>
</tr>
<tr>
<td>Residential</td>
<td>C3</td>
<td>41,324</td>
<td>17%</td>
</tr>
<tr>
<td>Hotel</td>
<td>C1</td>
<td>9,290</td>
<td>4%</td>
</tr>
<tr>
<td>Active uses within the A&amp;D Use Classes including retail, café, restaurant, bar, community and/or leisure floorspace</td>
<td>A1-A5, D1 &amp; D2</td>
<td>13,539</td>
<td>5.5%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td><strong>242,255</strong></td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>

The floorspace set out in the table above excludes the ancillary uses below ground in the basement space e.g. the tunnel, plant rooms, space for parking, servicing, circulation, and on-site energy generation, which may be built out in addition, if required, provided it is in accordance with the basement parameter plan. The below ground plan shows the maximum possible extent of basements that can be constructed beneath the development zones (except for zones 1 and 2). In addition, the parameter plan shows an area within which a tunnel can be constructed, linking service corridors at grade level that run approximately north to south to the rear of development zones 3 and 6. The energy centre planned to serve the site is currently proposed in the basement in the north-west in development zone 3. However, this would be subject to further consideration at the reserved matters stage. The basement space would be built out on a zone by zone basis at the reserved matters stage to allow future flexibility. The total maximum area for the basement area is 25,172 sqm.
4.7 Together the above ground floor space and additional ancillary basement space would increase the maximum level of floorspace to 267,427 sqm gross external area (GEA).

4.8 The proposal permits a level of flexibility between certain use classes, principally at ground floor level. Active frontages are planned at the base of most of the buildings and include a range of uses within the A and/or D Classes. Final quantum/uses set within the maximum proposed floor caps would respond to demand.

4.9 The proposed residential element in Development Zones 4 and 5 would equate up to a maximum of 373 residential units, with associated amenity space. The final number of units would depend on the precise mix of unit sizes. The applicant proposes that 35% of the housing be affordable, with a 60:40 range of social/intermediate rent. At the reserved matters stage, all the dwellings would be required to be designed to meet the Mayor’s Lifetime Homes standards and at least 10% to wheelchairs standards.

Development Zones

4.10 The masterplan is subdivided into seven main development zones. Each zone is designed to accommodate a range of buildings or plots and open space. The zones define the distribution where one or more buildings would be located, and the main land uses proposed to come forward. The layout of the masterplan is a similar form to the extant 2014 permission. The development zones are broadly located around new areas of public realm in the centre and the main points of access to the site include a new bridge off Wood Lane. Two development zones are located in the north part of the site (Zones 1 and 2), including one beneath the A40 (Westway). Two zones (Zones 3 and 6) are located along the eastern and western flanks. Two zones (Zones 4 and 5) are located to the south and include two residential towers, with the tallest building on the site. One zone (Zone 7) is located on Wood Lane and would replace Stadium House. Development Zones 3 and 6 are the largest plots. These zones must include either a physical separation between individual buildings and/or the impression of visual sub-division. The location of buildings plots in the development zones is fixed by the parameter plans. Limited deviation provides a certain level of certainty on the overall layout. The ground floor footprint of all buildings must be constructed within the boundaries of the zones, with maximum and minimum horizontal deviations for the frontages of buildings and upper floors set out for each zone. Building height would vary across the site. Would range between 4 up to 32 storeys (13.0 to 121.0 m AOD maximum height range), with the office buildings ranging between 6 and 13 storeys, the residential buildings between 18 and 32 storeys and an 8-storey hotel. The final design of each building would be considered at the reserved matters stage.
4.11 Each development zone would comprise a total maximum development floorspace quantum above ground as shown in the table below.

<table>
<thead>
<tr>
<th>Development Zone</th>
<th>Maximum Floor Space GEA (sqm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>2,161</td>
</tr>
<tr>
<td>2</td>
<td>3,602</td>
</tr>
<tr>
<td>3</td>
<td>71,055</td>
</tr>
<tr>
<td>4</td>
<td>32,506</td>
</tr>
<tr>
<td>5</td>
<td>24,512</td>
</tr>
<tr>
<td>6</td>
<td>89,342</td>
</tr>
<tr>
<td>7</td>
<td>19,077</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>242,255</strong></td>
</tr>
</tbody>
</table>

**Description of each Development Zone**

4.12 The parameter plans define the broad location of the proposed primary uses. The table below describes the uses proposed within each of the development zones.

<table>
<thead>
<tr>
<th>Development Zone</th>
<th>Description of Proposed Uses</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Located at the northern edge of the site beneath the A40 (Westway). Height would range between 13 to 17 metres in height, subject to TfL asset protection requirements. Maximum of 2,161 sqm. gross floorspace. Designed to introduce activity between both campuses. Includes proposed north/south and east/west routes. A range of flexible retail related uses and/or community and leisure uses are sought and supporting business and research and development uses on the upper level. Permission sought for Class A1-A5, D1 and D2.</td>
</tr>
<tr>
<td>2</td>
<td>Located south of Zone 1. Proposed building designed as a marker to the ICL North campus and would provide a buffer with the new public realm (Central Square) to the south. Designed as a maximum 6 storeys (between 36.5 metres and 46.8 metres in height) or at least one storey taller than Westway, so to act as an acoustic barrier for the Central Space. Maximum 3,602 sqm of gross floorspace. The principle use would comprise business uses (Class B1) and/or facilities (Class D1). Additional acceptable uses on the ground floor could include a mix of retail related purposes falling within Use Classes A1, A2, A3, A4 and A5, and/or leisure and related uses falling within Class D1 or D2.</td>
</tr>
<tr>
<td>3</td>
<td>Located along the western side of the site, adjacent to the east of the Central Line cutting following demolition of Forest House. Along with Development Zone 6, this</td>
</tr>
</tbody>
</table>
zone would provide the main research and commercial floor space. Would comprise a range of buildings fronting the central open space between 10 to 12 storeys. Maximum 71,055 sqm of gross floorspace.

Primary use is research & development and other business purposes falling within Class B1, which would occupy all the upper levels. At the ground floor level, a mix of active uses are proposed. Acceptable uses comprise entrance lobbies and communal areas to the business space, retail related uses falling within Class A1, A2, A3, A4 and A5, facilities falling within Class D1 and/or leisure within Class D2. These active frontages would occupy at least 65% of the length of the eastern and southern frontages. Business space within Class B1 may occupy the remainder of the space on the ground floor. A site-wide energy centre (if required) may be located within this development zone.

<table>
<thead>
<tr>
<th>Zone</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>Located at the southern end of the masterplan. The zone would comprise residential buildings and occupy most of the space on the upper floors, including a hotel use (Class C1) up to 8 storeys. Buildings would range between 27.5 metres to 121 metres in height (8 to 32 storeys). Maximum 32,506 sqm gross floorspace. The ground, first and second floors would accommodate a mix of retail related purposes falling within Class A1, A2, A3, A4 and A5, facilities within Class D1 and/or leisure uses within Use Class D2. Business uses falling within Use Class B1 could also occupy the ground, first and second floors. Entrances to the business space, hotel and residential would utilise less than 50% of the total northern built frontage at ground level. Both Zones 4 and 5 intended to provide connection and linkages with the St. James (WCL) development to the south and public realm spaces to the north and west.</td>
</tr>
<tr>
<td>5</td>
<td>Located at the south west corner of the masterplan. Two residential buildings above a podium with flexible Class A and D class or business space proposed on the ground floor.</td>
</tr>
<tr>
<td>6</td>
<td>Located along the eastern side of the site fronting the central open space and opposite Development Zone 3. This is the penultimate phase to come forward. Would replace the Class B1 ‘Meanwhile Use’ the subject of a separate permission. The principle use of this zone is for research &amp; development and other business purposes falling within Class B1 and would occupy all the upper</td>
</tr>
</tbody>
</table>
levels. At the ground floor level, a mix of active uses are proposed, similar to Zone 3.

Located to the west of the Central Line cutting fronting Wood Lane. Currently occupied by Stadium House. Recently refurbished by ICL as their Invention Rooms and includes education facilities. Would form part of the entrance to the campus alongside new bridge. Would provide a new build between 47.4 and 58.5 metres in height providing 19,077 sqm floorspace. Flexibility uses sought with range of retail Class A or education/community uses and/or research and business functions.

Phasing of the Development

4.13 The proposed development zones are intended to come forward in four main phases in an order which provides an indicative build programme. The Environmental Statement indicates the masterplan would take approximately 22 years to complete, delivered as seven development zones, with utilities and enabling works, demolition of the whole site and the bridge construction undertaken upfront in Phase 1. Enabling works would include the formation of a temporary exit off Depot Road into the site and a temporary access road to the north underneath the Westway for construction traffic. The first building works would commence with the construction of a new bridge over the Central Line tracks providing connection with Wood Lane, internal access roads at grade level, the building works to Development Zones 1-3 and the start of public realm works to the central amenity area.

4.14 Indicative sequencing and timescales are set out for consideration in the application. Building works would commence to the north of the site under the Westway (Development Zone 1), moving anticlockwise around the site, ending with Development Zone 6 (land used by the consented temporary ‘Meanwhile Uses’ development). Works finalise with Development Zone 7 on Wood Lane with the redevelopment of Stadium House. The proposed phases are summarised in more detail below.

Phase 1 - Development Zones 1, 2 and 3 (0-6 Years)
This phase involves the demolition of Forest House and the construction of the Wood Lane entrance bridge, internal access roads at grade, the construction of foundations, piling works and the ground slab up to superstructure for Development Zones 1, 2 and 3; and commencement of public realm and landscaping works to the central amenity area.

Phase 2 - Development Zones 4 and 5 (6-12 Years)
This phase includes the construction of foundations, piling works and ground slab up to superstructure for Development Zones 4 & 5, the construction of a basement tunnel connecting the east and west service roads plus public realm works and construction of residential and hotel buildings.
Phase 3 – Development Zone 6 (12-20 Years)
This phase involves the disassembly of the temporary office and research buildings (Meanwhile Uses) and involves the construction of foundations, piling works and ground slab up to super-structure for the permanent mixed-use office buildings in Development Zone 6 and the completion of public realm and landscaping works.

Phase 4 – Development Zone 7 (20-22 years)
This phase involves the demolition of Stadium House and construction of foundations, piling works and ground slab up to super-structure for Development Zone 7.

Accessible Open Space and Public Realm

4.15 Building plots in each development zone would be designed in a grid form, connected by streets, servicing areas or pedestrianised routes. Areas of public realm and amenity space form an important part of the proposal and are set out in the parameter plans. Public realm is defined as publicly accessible areas and include both hard and soft landscaping with additional amenity areas in the south of the site on the podiums of Zones 4 and 5. A new bridge/deck would span the Central Line cutting, between Wood Lane to the west and Development Zones 3 and 4 is included. This new bridge would form a significant ‘arrival’ space for pedestrian, cycle, and vehicle access and include both hard and soft landscaping.

4.16 Two main areas of public open space are proposed and comprise:

A Central Square: Located in the centre of the site. Hard and soft landscaped area. Minimum width of 37m between facing buildings, widening to the south to a minimum of 54m. Pedestrians have priority throughout this area. There are no defined vehicular roads and access to the hardstanding would be limited to emergency vehicles, taxis, bicycles, and building maintenance vehicles only.

An Arrival Space: Linked to the bridge and the space between Development Zones 3 and 4. Would act as the public face of the development and be predominately hard landscaped. Minimum width of 33m along its length. Would accommodate all modes of access into the site off Wood Lane, with vehicles confined to the northern part. Most of space would be given over to pedestrians and cyclists. This area would incorporate facilities for wheelchair users. Routes would not exceed a gradient of no more than 1:20 and the provision of flat resting areas at set intervals would be provided.

4.17 Pedestrianised routes are proposed between most of the development zones. The Westway undercroft would form a key strategic link between the two ICL estates, north and south of the Westway (A40) with a potential underpass link to RBKC under the West London Line. This space would be animated, with uses such as retail or student hubs. Shared, communal and/or private spaces would be provided for the residential element at podium level in Development
Zones 4 and 5 together with balconies for some of the residential units. These spaces would be designed at the reserved matters stage.

**Access and Circulation**

4.18 The configuration of the masterplan is intended to enhance local connectivity for pedestrian, cyclist and vehicular access. New pedestrian routes would unlock the site, currently precluded with vehicular access off Depot Road. Parameter plans indicate two areas where vehicular access points to the development could be situated, thus providing better connectivity between the application site and its surroundings. One of these is to the west onto Wood Lane.

4.19 An integral part of the development proposals would be the provision of a new pedestrian, cycle and vehicular bridge link adjacent to the existing Depot Road. The new bridge link is proposed off Wood Lane, crossing the Central Line tracks to the western boundary of the site, linking the site to Wood Lane and public transport e.g. London Underground stations and buses and providing pedestrian, cycle, vehicular linkages, and landscaping. The bridge would provide a 33 metres long access point comprising of a 9m wide carriageway with 1.5m on-street cycle lanes on each side of the carriageway, 18m wide footway to the south of the access and a 3m footway to the north. The bridge would provide improved vehicular access to the site for deliveries and visitors during construction and operation. Depot Road would be retained. This new bridge link would be delivered early during the construction programme and provide the new main vehicle and pedestrian access entrance to the site, connecting it to the wider infrastructure and include landscaping. Once in the site, vehicles would be confined to service roads along the east and west boundaries plus a basement tunnel. Vehicle and cycle parking would be provided largely in the form of underground parking.

4.20 A second vehicular access area would connect with the existing ICL campus north of the Westway. Access zones within which service roads would be constructed are shown along the east and west boundaries of the site, adjoining development zones 3 and 6. A route through Development Zone 4 would provide further linkages with the St James development to the south is also identified.

**Basement**

4.21 Below ground level, the possible extent of the basement floorspace is identified. The basement level would contain the majority of the proposed parking and servicing requirements. An access tunnel connecting the east and west perimeter service roads at this level is also proposed, designed to allow a car free central amenity space in the centre of the site. All the car parking spaces would be provided adjacent to the perimeter service roads or within the basement, with exception that all residential parking would be provided at basement level. The proposed development would provide a total of 254 car parking spaces, 149 spaces for the residential units and 105 for the commercial uses on the site (100 spaces for the B1 use and 5 for the
The residential car parking is provided at a ratio of 0.4 spaces per residential unit and includes 10% blue badge spaces). Cycle parking on the site would consist of 2,468 cycle parking spaces (2,152 long stay spaces and 316 short-stay spaces).

Submitted Documents

4.22 The following documents have been submitted in support of the application:

- Planning Statement
- Development Specification and Parameter Plans
- Design and Access Statement including Landscape Strategy
- Design Codes
- Environmental Statement. Includes the Technical Appendices and a Non-Technical Summary
- Transport Assessment and Draft Travel Plans
- Sustainability Statement
- Energy Statement (including revisions)
- Utilities Statement
- Flood Risk Assessment (including revisions related to drainage matters)
- Affordable Housing Delivery Statement
- Waste Management Strategy
- Statement of Community Consultation
- Financial Viability Appraisal

4.23 A Development Specification document has been submitted for approval. This document factually defines the scheme and sets out the parameters for the proposed development. Explains the scope and extent of the development and sets out the overall scale of development proposed in terms of development zones, minimum and maximum proposed heights, mix of land uses, basement demise, areas of public realm and open space, access and circulation routes and phasing plan. Together, they provide sufficient detail to meet the requirements for this outline planning application and enable the environmental impact of the proposals to be formally assessed.

4.24 The Design and Access Statement sets out the principles behind the masterplan. Provides examples how the development could be brought forward within the parameters set. The Design Codes are intended to help future applications for approval of reserved matters and ensure the design principles set out in this application are delivered at the detailed stage. Revisions and further clarification in the Design Codes has been sought by officers to demonstrate how the quantum development proposals could be satisfactorily be arranged and accommodated.

4.25 The form of the outline application, whilst allowing control over subsequent reserved matters, also allows for a degree of flexibility in the final designs so that the schemes for each plot can evolve over time, to take account of
relevant factors including possible changes to the surrounding built environment and market conditions.

**Parameter Plans**

4.26 The outline application seeks approval at this stage for the content, layout and form of development within the site. The quantum and type of uses sought are defined as are the location and general scale of the proposed floorspace within each Development Zone. The Development Specification and the accompanying Parameter Plans submitted for formal determination at this stage, describe the main elements of the proposal, the extent and quantum of development and mix of uses. The Development Specification describe the principal components of the proposal, including the description of the development and the amount and uses of development by building plot. The information in the Parameter Plans include details of the size, location and minimum/maximum deviations both horizontally and vertically of building lines. Maximum heights for each three dimensional ‘building plot’, the uses being sought, the maximum floor space being applied for on each plot, maximum possible extent of the basement that can be constructed, site levels as well as other elements of the scheme including public realm and open space and key streets are all provided.

4.27 The following details have been provided in the Parameter Plans for approval:

- Planning Application Area (Site Location Plan)
- Demolition Plan
- Basement Development Zone – maximum extent and area within which proposed basement tunnel may be constructed
- Proposed Development Zones
- Proposed Public Realm (minimum extent of the publicly accessible areas);
- Proposed Ground Floor - Building Lines
- Proposed Middle Floors - Building Lines
- Proposed Upper Floors - Building Lines
- Proposed Ground Floor Land Uses and Primary Frontage
- Proposed Upper Floor Land Use
- Proposed Minimum Heights
- Proposed Maximum Heights
- Existing Site Levels
- Proposed Site Levels
- Access and Circulation Routes
- Proposed Construction Planning

4.28 If outline permission is granted, the parameter plans would constitute formal approved rather than indicative drawings which would guide the submission of future reserved matters applications.

4.29 The parameter plans do not propose any deviation beyond the maximum parameters although it would be possible to build up-to the maximum limits.
This means that the final ground level/upper level building line or façade height may differ from those currently drawn on the plans. In some instances, the building line drawn on the plan is the maximum outer limit and the as built building line could only move behind the line (i.e. into the site) and in other circumstances flexibility is permitted for the final building line to move in front or behind the building line as currently drawn.

**Heights**

4.30 A range of maximum building heights have been specified. It should be noted that ground levels vary across the site. As such building heights are primarily illustrated as relative their Above Ordnance Datum (AOD). It should be noted that buildings within the zones with commercial uses at ground floor is based on an overall ground floor height of approximately 4m. Floor to ceiling heights for lab and office floors would be 4.5m. The applicant has indicated that this height provides flexibility for future tenants but has confirmed that, if this height is not required at the final design stage, the relevant buildings would reduce slightly in overall height.

4.31 A series of urban markers are proposed to identify the new area of public amenity space including the entrance to the site via the new bridge line and the central square. The illustrative masterplan proposes a 32-storey building at the southern end of the site supported by an 18-storey building. The table below indicates the maximum heights per zone and indicative storey heights.

<table>
<thead>
<tr>
<th>Development Zone</th>
<th>Maximum Height (M) AOD</th>
<th>Indicative Number of Storeys</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>17.00</td>
<td>G+1</td>
</tr>
<tr>
<td>2</td>
<td>46.85</td>
<td>G+5</td>
</tr>
<tr>
<td>3</td>
<td>70.35</td>
<td>G+12</td>
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<td>4</td>
<td>120.99</td>
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<td>5</td>
<td>72.45</td>
<td>G+17</td>
</tr>
<tr>
<td>6</td>
<td>70.35</td>
<td>G+12</td>
</tr>
<tr>
<td>7</td>
<td>58.50</td>
<td>G+9</td>
</tr>
</tbody>
</table>

**Design Codes**

4.32 The proposed development is intended to take around 22 years to complete. Given this timescale, none of the new buildings have been designed in detail. Instead the applicant has submitted Design Codes, intended to inform the future design development based on a framework of controls. Together with the above documents, the Design Codes provide the primary design information to inform the preparation of subsequent applications for approval of Reserved Matters on individual development zones. The Design Codes are mandatory design rules and guidance which focus on two and three-dimensional elements of the design that build upon the masterplan and provide the Council with certainty of the commitment to high quality design. The controls proposed would ensure delivery of design based upon the vision of the illustrative scheme, which is expressed within the Design and Access Statement and upon which the outline application parameters are based.
Design Review Panel

4.33 As part of the assessment of the design and townscape proposals, a Design Review Panel (DRP) were consulted on two occasions during the pre-planning application process (12 July 2017 and 12 December 2017), prior to the submission of the planning application. The main points raised by the Panel were about the detail of the masterplan. These are summarised below.

4.34 12 July 2017

- The DRP requested to see the scheme again. Considered key elements of the Masterplan need to be tied down. Details of guidelines and degree of flexibility in the parameters also need to be progressed.
- Requested further development of the technical studies (wind and sunlight issues) plus view studies in a Townscape analysis.
- Welcomed the central space. Should ensure that outward facing facades and elevations do not present “backs” to the wider urban context.
- Felt the mid-rise buildings were too uniform. Generally, too tall, and bulky, when compared to some of the large footprint buildings surrounding the site.
- Would prefer larger breaks and greater variation between the blocks in the development zones.
- Ask to explore different ways the tops of the blocks could be articulated. Seek interest to the skyline silhouette. Variation in height between the west and eastern side of the space.
- Not convinced at this stage about the proposed repositioning of the tower element. Would add bulk and massing to the south of the site. Lose the gateway narrative of the previous masterplan proposal (dialogue created with the tower under construction on the northern side of Westway).
- Concerned about sense of openness at ground floor level regardless of the size of building. Desire to stimulate and drive the footfall through to connect to the northern site.
- Residential element tucked away in the south-eastern corner. Reassurances requested regarding quality of amenity to these units given the proximity of the tower element and the West Cross Route.
- Positive about the proposed servicing strategy and supported segregation of vehicular and pedestrian movements. Concern that the route to the tunnel may involve greater land take than the currently shown, how the provision is tied into the phasing and what trigger the ability to deliver it.
- Would like to see further development of the public realm and landscaping especially at the arrival space. Public realm needs to react to the buildings and vice-versa, but limited information available at this stage. The applicants are encouraged to develop features in the space to draw people through and look at the possibility of a strong public offer – a cultural / leisure space that could animate the space and ensure vitality.
4.35  12 December 2017

- The Panel support the Masterplan's commitment to public realm but consider the idea is not strong enough for the density proposed. The central space feels loose and potentially vacuous. Needs a stronger narrative and identity with a clarity of idea to give it its own DNA and sense of place.
- The public realm is sufficiently generous in terms of scale and the panel acknowledge the applicants desire for flexible use of the space. However, it felt that a singular idea that the campus would be known for, and a key to draw people into the site and draw the masterplan together, would be beneficial and enhance the potential for success.
- The Panel have no great concern with the general scale of the masterplan but suggested it should recognise its impact over the wider area and there should be a commitment in the parameters and design codes to ensure that the developments have an empathy with their surroundings.
- The panel were particularly concerned with the degree of visual permeability into the site both from Wood Lane and the adjoining development site to the south. The parameters and design codes should also secure more significant gaps between the development plots and greater articulation at the upper levels such that in longer views the plots did not coalesce, and the development in views both from the west and east felt less unrelenting.
- With respect to the tower, the Panel remain unconvinced on its siting at the southern end of the site. The taller buildings on the site to the south appeared to be satisfying any townscape requirements for increased massing at this point. View studies did not form part of the presentation, so it is difficult to comment further at this stage.
- Similarly, design ideas for the block on Wood Lane did not form part of the presentation and the panel were concerned with the scale of the block represented on the model.
- Broader ideas for the wider public realm, including integration of art and SUDs were welcomed but the Panel didn’t feel there was sufficient commitment to these ideas in the guidelines to ensure that they would be delivered.

Amendments

4.36  The application was submitted and validated in February 2018. During the course of consideration of the application, supplementary information in relation to energy and drainage matters has been provided. The design codes have also been revised to address design comments received. As a result, the Council, consulted on the amendments in May/June 2019.

5.0  ENVIRONMENTAL STATEMENT

5.1  An Environmental Impact Assessment (EIA) has been undertaken and the application is accompanied by and Environmental Statement (ES). The ES was submitted by the applicants under the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 and the Town and
Country Planning (Environmental Impact Assessment) (Amendment) 2015. This EIA was undertaken in accordance with the 2011 EIA Regulations (as amended in 2015) rather than the more recent 2017 EIA Regulations, as the scoping opinion request was submitted before the 16 May 2017 deadline. The Council’s Scoping Opinion issued on 30 June 2017 confirmed this position. Comments received in the Scoping Opinion and responses from other consultees were considered throughout the EIA process and during the preparation of the ES.

5.2 An EIA Regulations requires certain projects to be assessed to establish whether they would have any significant effect on the environment. The scale of the proposals means that it is an EIA development requiring an ES.

5.3 The ES comprises:

- Environmental Statement Volume 1: Main Environmental Statement
- Environmental Statement Volume 2: Technical Appendices
- Environmental Statement Volume 3: Townscape, Visual and Built Heritage Impact Assessment, and
- Environmental Statement Non-Technical Summary

5.4 The main Environmental Statement includes the following topics:

- Chapter 1: Introduction
- Chapter 2: Approach to the Assessment
- Chapter 3: Main Alternatives
- Chapter 4: The Proposed Development
- Chapter 5: Demolition and Construction
- Chapter 6: Socio-Economics
- Chapter 7: Transport and Access
- Chapter 8: Local Air Quality
- Chapter 9: Noise and Vibration
- Chapter 10: Environmental Wind
- Chapter 11: Daylight, Sunlight, and Overshadowing
- Chapter 12: Ecology
- Chapter 13: Ground Conditions, Hydrogeology and Contamination
- Chapter 14: Water Resources, Flood Risk and Drainage
- Chapter 15: Cumulative Effects
- Chapter 16: Summary of Mitigation Measures
- Chapter 17: Summary of Residual Effects

5.5 The ES is based on a baseline scenario taken to be an unoccupied site, following the clearance (post demolition) of most of the existing buildings (excluding Stadium House), sought under consent ref: 2017/02033/CAC. It is however noted that some EIA topics, in particular ecology and daylight and sunlight considered the effects of the existing (now former) structures on the site, as this was the case at the time when the relevant surveys were carried out. Consideration of alternatives considered by the applicant including the evolution of the masterplan and including the ‘Do Nothing’ Scenario,
alternative sites and alternative forms of the proposed development on the application site. The ES is based on the parameter plans and development specification and follows the layout of seven development zones. All the topics are tested and assessed against the maximum parameters.

5.6 The assessment has considered effects at relevant stages of the proposed development which are site preparation and construction and completion/operational stages. At the time when the ES was submitted, it assumed works would commence in 2019, extend over approximately 22 years with construction in 2041. Each assessment in the ES includes a consideration of the effects and mitigation if required to reduce the effects including sensitive receptors. The majority of the construction works have been assessed qualitatively rather than quantitatively and would be for the most part temporary. Operational works assess the effects quantitatively. An assessment of the cumulative effects arising from the proposed development have been considered in the ES. A list of committed developments provided by the Council in its scoping opinion was included as part of this assessment.

5.7 The significance or magnitude of each change or effect has been defined with reference to specific standards, accepted criteria and legislation where available. The effects have been classified as being High, Medium, Low or Negligible. The following terms are used to describe the significance of the predicted effects:

- Major positive or negative effect: where the Proposed Development would cause a significant improvement (or deterioration) to the existing environment;
- Moderate positive or negative effect: where the Proposed Development would cause a noticeable improvement (or deterioration) to the existing environment;
- Minor positive or negative effect: where the Proposed Development would cause a barely perceptible improvement (or deterioration) to the existing environment; and
- Negligible: where the Proposed Development would result in no discernible improvement or deterioration to the existing environment.

5.8 In summary, the EIA has identified that, once the Proposed Development is completed and occupied, the majority of adverse effects would be reduced to insignificant levels through the implementation of mitigation measures.

5.9 The environmental considerations are addressed in Section 8 of this report each containing a factual summary of the findings contained within the Environmental Statement (ES). Officers consider the ES has appropriately considered the likely significant environmental impacts of the development proposals and have been fully considered in the consideration of this application. In summary the ES concludes that proposal set out in the outline application when operational is likely to result in the following residual effects.
6.0 PUBLICITY AND CONSULTATION

Statement of Community Involvement

6.1 The applicant has undertaken a comprehensive public consultation exercise prior to the submission of the planning application. Pre-application discussions were held with planning, design, and transport officers. Pre-application consultation and negotiation included discussions with the Royal Borough of Kensington and Chelsea, the Greater London Authority, Transport for London, and H&F Disability Forum.

6.2 A key part of the community engagement involved two consultation events. These events held in the local area were advertised via a range of mediums and included invitations issued to over 20,000 residential and business properties near the site. Approximately 265 people attended the consultation events, and of those persons who completed feedback forms (71 in total), over 60% indicated their support for the proposals. As well as the two sets of exhibitions, the applicants met key stakeholders and local representatives, including White City Residents’ Association, White City Neighbourhood Forum, Wood Lane Estate Tenants’ and Residents’ Association, Saint Helen's Residents Association, The Hammersmith Society, Brickfields Area Residents Association, Silchester Estate Residents’ Association, Hammersmith United Charities, and elected members in H&F and RBKC. A Statement of Community Consultation accompanies the application and summarises these events and comments in more detail.

Post Submission

6.3 The application was advertised on the following basis:

- Development is subject to an Environmental Impact Assessment
- The site is within a Conservation Area and affects the setting of Listed Buildings/Locally Listed Buildings/structures.
- The scheme comprises a Major Development

Consultation Responses

Greater London Authority (GLA) – Stage 1

6.4 Application referable to the Mayor of London under Categories 1A, 1B (c) and 1C (c) of the Mayor of London Order (2008). The Mayor’s Stage I response was received on 30 April 2018, and is summarised below:

- Strongly support the proposed development of a new research campus with supporting commercial, leisure, community, hotel and residential uses. Would help deliver Mayor’s aspiration for ‘Med City’, in the White City OAPF and housing targets. Must provide further details to confirm strategy for providing permanent small and medium enterprise (SME) workspace.
- 35% affordable housing generally supported. The development is not eligible for the ‘Fast Track’ approach based on the current tenure mix
and subject to type and affordability proposed. Development therefore subject to the ‘Viability Tested Route’. Request provision of a Financial Viability Appraisal and inclusion of early and late review mechanisms through the s106 agreement. GLA minded to waving late stage review if a significant increase of the affordable housing offer is made in response to the Mayor’s strategic target of 50%.

- The design, layout and height of the proposed development is supported. Would preserve and enhance the conservation area and not harm adjacent heritage assets.
- The development falls short of London Plan (and draft London Plan) targets for reductions in CO2 emissions. Further information requested. Remaining shortfalls must be secured through the s106 agreement.
- Further ground Sustainable Urban Drainage Systems must be fully explored.
- Site access improvement must be legally secured. The new bridge and associated access improvements delivered prior to occupation. Junction improvements at Wood Lane must align with Cycle Superhighway 10.
- Transport Assessment modelling must be revised before transport mitigation measures can be agreed with TfL, including appropriate financial contributions towards public transport capacity improvements to mitigate identified additional demand. Cycle and parking provision must be revised to meet draft London Plan standards. TfL infrastructure protection issues must be addressed by condition.

**Transport for London (TfL):**

6.5 TfL request the following matters be addressed:

- Transport Assessment: Study area and methodology acceptable. However, no validation notes presenting the data; the growth and committed development assumed in future scenarios (2041) unclear; data does not account for an increased proportion of cycling trips resulting from general cycling uplift and implementation of Cycle Superhighway 10; further justification for increase in other modes of transport required before adjustment to lessen projected car trips can be accepted. TA should include analysis of demand impact on stations. Analysis on transport, trip generation and mode share need to be robust enough to justify and support the quantum of development and assertion there would be limited impact on public transport.

- Access (Walking and Cycling): new junction from Wood Lane into site is acceptable in strategic terms; however, contributions to junction improvements of South Africa Road/Wood Lane to benefit cycle and pedestrian safety sought; TfL request to be included in s278 negotiations as these would impact TfL (CS10) proposals at Wood Lane; contribution for implementing CS10 sought; mitigation
required to address pedestrian safety at Depot Road identified in PERS should be sought.

- New decked bridge and internal access routes welcomed. However, confirmation sought bridge would be built, maintained to adoptable standards and continuously open for use by the public. Timings of delivery should be confirmed. Suggest development should not be occupied until the bridge is delivered given the unsuitability of Depot Road to serve cyclists and pedestrians. Cycle segregation from traffic is not achieved (at the bridge) and the proposed 1.5m lanes are too narrow and should be at least 2m; cycle lane design is not compliant with London Cycle Design Guidance, and the extant and draft London Plan policies on Healthy Streets and making cycling safer, more convenient, and attractive; bridge should be accessible to pedestrians and people with mobility issues; ease and convenience of using the 18m pedestrian element is questioned and section through the ramping is requested; in the absence of DDA compliant ramping the proposed 3m wide northern footway would be inadequate; two cycle and pedestrian routes into the site, at north (under the Westway) and south (St James), are welcomed as they would contribute to permeability, and Healthy Streets agenda in line with London Plan policies; Grampian conditions recommended to secure the delivery of these two additional routes; details of applicant ownership of land under the Westway and indicative drawings showing route through southwards to St James advantageous; vehicle access arrangements should be clarified at St James site; vehicle access under the Westway requires agreement with TfL, and clarification required on parameter plan P5 is sought; access arrangements within the site, although reserved, should ensure through parameter plans, Development Specification and Design Codes should ensure high quality, appropriate capacity, and timely provision for all modes, including disabled people; wayfinding (preferably Legible London) comprising new signs on site and updates at stations and adjoining developments should be secured as part of legal agreement. TfL can provide costs if required.

- Oppose level of car parking proposed. Not consistent with the OAPF’s aims to achieve a step-change in modal shift towards sustainable modes of transport nor with the Mayor’s Transport Strategy or the London Plan; development should be in accordance with Policy T6 Parking in the draft London Plan and thus car free, except for disabled spaces; insufficient disabled parking proposed, below published and draft London Plan standards; electric vehicle charging point provision should be increased above 20% of that currently proposed to take to cover spaces without active provision in compliance with the draft London Plan; s106 regarding Blue Badge holders only parking in the adjoining CPZ is welcomed and revisions to existing CPZ timings secured at the applicant’s expense; a condition requiring a car parking management plan updated as each development phase/zone comes on stream should be imposed.
• Cycle Parking: no objection to proposed standards, however, should meet minimum standards set out in draft London Plan due to build out period; clarification sought to define differences between use classes to enable minimum quantum of cycle parking to be applied; clarification on short term cycle parking numbers in accordance with London Cycle Design Standards; further information relating to cycle parking in the court yards; 5% of long stay spaces should be suitable for larger bikes and short stay provision should be in the form of Sheffield stands.

• Public Transport: the development would add demand to entry/exit at White City and Wood Lane London Underground services; bus services and infrastructure may also require improvement; discussion on mitigation requested to consider deficiencies; London Overground: applicant’s conclusion that there is sufficient rail capacity is contested.

Historic England
6.6 Do not wish to offer any comments on this occasion.

Environment Agency
6.7 No objection. Consider the proposals to be of low environmental risk with respect to their remit.

Natural England
6.8 No objection in respect to statutory nature conservation sites. Based upon the information provided, proposal unlikely to affect any statutorily protected sites or landscapes. Have not assessed the application and associated documents for impacts on protected species.

6.9 Royal Borough of Kensington and Chelsea (RBKC)
Object on the basis that: “the proposed development in particular the tall building within Development Zone 5, would add to the overly dominant appearance of the development and surrounding development and would cause harm to the views across the Royal Borough's Conservation Areas, in particular the Oxford Gardens, Avondale and Kensal Green Cemetery Conservation Areas. The proposal is contrary to Consolidated Local Plan policies CL3, CL11 and CL12, and Policy 7.7 of the London Plan”.

6.10 Thames Water
Request conditions be added to any planning permission as unable to determine the waste water infrastructure needs and the existing water supply infrastructure has insufficient capacity to meet the additional demands for the proposed development. Requires surface water to be attenuated to greenfield run-off rates before discharging into the public sewer system and confirmation of the existing connection point on the public sewer system. Thames Water also recommend informative be attached relating to proximity to large water mains adjacent to the proposed development and no piling taking place until a piling method statement has been agreed.
6.11 **London Underground**
Object on grounds of potential risk to the safety of structures, passengers and staff, as the proposed redevelopment is situated close to underground tunnels and infrastructure. Consider the proposed development would have a detrimental effect on structures in the short and long term. Oppose the application until such a time as confirmation provided that the scheme would not pose a risk to London Underground operational railway. Request the applicant engages with London Underground Engineers to discuss the proposals and a way forward.

6.12 **Civil Aviation Authority (CAA)**
Recommend London Westland Heliport be advised of the proposal. Notice should be served or structures (including temporary such as cranes) above height of 300ft (91.4m) ground level. Crane operator should contact the CAA's Airspace Regulation (AR) section. Cranes above height of 60m or more would need to be equipped with aviation warning lighting in line with CAA guidance. Also recommend contacting local emergency services Air Support Units through the National Police Air Service (NPAS) organisation.

6.13 **NATS Safeguarding**
Identify the potential for an impact upon its infrastructure, namely its H10 radar located at Heathrow Airport. Impacts on its radar due to an adjacent building and the current proposal may benefit from the shielding provided by other construction.

6.14 **Hammersmith and Fulham Disability Forum Planning Group**
Met the applicant on 18 October 2017 (pre-application stage). Forum noted the biggest challenge is getting from Wood Lane over the Central Line, into the main entrance of the campus. Recommended the following:

- Alternative step free routes be provided in order to deliver accessibility to Wood Lane tube station and bus stops and for routes to be signposted with good lighting for night time use.
- Conformity with latest London Plan, Mayor of London Housing SPG, Local Plan as well as Building Regulations M4(2) accessible and adaptable dwellings and M4(3) wheelchair user dwellings etc.
- Provide evidence that detailed residential standards can be met at a later stage and won't be compromise at the reserve matters or conditions stage.
- Promote health and wellbeing in the form of quiet spaces.
- Meet requirements for blind and visually impaired persons through building lines; tactile paving at pedestrian crossings etc; provision of Changing Places toilets; provide evidence that space available at hotel sufficient for wheelchair accessible bedrooms and communal spaces; affordable housing: if local authority has nomination rights then wheelchair user dwellings to be wheelchair accessible on completion; market housing: to be wheelchair adaptable on completion but capable of becoming wheelchair accessible without structural works, loss of storage, retaining walls or bedrooms etc and Transport Assessments: PTAL and PERS reports to document barriers to access for disabled people as well as accessibility for able bodied people.
Neighbouring Occupiers

6.15 Neighbouring occupiers were notified on 6 February 2018 by way of 400 letters, a press advert (published 5 February 2018) and site notice (posted on 9 February 2018). A further round of consultation was carried out in May 2019 updating on amendments/revisions to supporting documents. The application was advertised again by way of neighbour letters plus site and press notices (expired 24 June 2019).

6.16 Two representations received. Summarised below:

Chair - Wood Lane Estate: Object on grounds of too much construction already taking place in the area; traffic congestion; residents inconvenienced; appropriate measures should be put in place control dust control, traffic management etc.

Occupier in Bloemfontein Road London W12:
- Proposal makes inadequate provision for open space. Does not meet policy requirements for providing new open space or parks as part of major developments in regeneration areas. Open space provision would be unable to cope with the increased pressure of a university.
- Condition should be included requiring the submission of further landscaping details to ensure quantum of green open space meets policy requirements.
- Mass/bulk/scale contrary to policy WCRA1. Buildings are of a similar scale, create homogeneous appearance. Plot sizes should be varied in terms of both footprint and height in keeping with the surrounding area.
- Developments fails to integrate and connect with RBKC.
- Indicative designs of the buildings are bland, uninspiring, and monotonous. The site is within Wood Lane Conservation Area and therefore better standards of design should be expected.

7.0 PLANNING POLICY FRAMEWORK


7.2 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).

7.3 In this instance the statutory development plan comprises the London Plan (2016), the Local Plan 2018 and the Planning Guidance Supplementary Planning Document 2018 (hereafter referred to as Planning Guidance SPD). A number of strategic and local supplementary planning guidance and other documents are also material to the determination of the application.
The National Planning Policy Framework (February 2019)

7.4 The revised National Planning Policy Framework was published on 24 July 2018 and updated in February 2019. The application has been evaluated against the Development Plan and the NPPF (and the Authority has assessed the application against the core planning principles of the NPPF and whether the proposals deliver "sustainable development."

7.5 Paragraph 11 of the NPPF sets out the presumption in favour of sustainable development which for decision taking means approving development proposals that accord with an up-to-date development plan without delay; or where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless the application of policies in the NPPF that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

7.6 NPPF Paragraph 118 (in Part 11 Making Effective Use of Land) requires that Planning decisions should (a) encourage multiple benefits from urban land through mixed use schemes and taking opportunities to achieve net environmental gain (et al); (c) give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs (et al) and (d) promote and support the development of under-utilised land and buildings (et al).

The London Plan (2016)

7.7 The London Plan (as amended 2016) provides the strategic policy context for all 32 of the London boroughs and the Corporation of the City of London. It is a spatial development strategy up to 2036 and its main themes are economic development and wealth creation, social development and improvement of the urban environment.

7.8 The Mayor’s strategic policies aim to provide more homes, promote opportunity and provide a choice of homes for all Londoners that meet their needs at a price they can afford.

7.9 There is a recognised need for all housing types and Policy 3.3 of the London Plan seeks to increase housing supply. Policy 3.4 seeks to optimise housing potential and Policy 3.5 require housing developments to be of the highest quality.

7.10 Paragraph 3.13 and Policy 3.3 of the London Plan recognise the ‘desperate need for more homes in London’ and set an annual housing target for the London Borough of Hammersmith and Fulham to deliver 1,031 net new homes per year.
The London Plan designates the site within the White City Opportunity Area (WCOA). Opportunity Areas are identified on the basis that they are capable of accommodating substantial new jobs and homes and the London Plan advises that their potential should be maximised. The London Plan identifies that the WCOA should provide a minimum of 6,000 new homes, although this figure is increased to 7,000 new homes within the Draft London Plan (2017).

All of the policies in the London Plan are of strategic importance. Those that are considered particularly relevant to the proposed development are:

- Policy 2.9 – Inner London
- Policy 2.13 – Opportunity Areas and Intensification Areas
- Policy 2.14 – Areas for Regeneration
- Policy 3.1 – Ensuring equal life chances for all
- Policy 3.3 – Increasing Housing Supply
- Policy 3.4 – Optimising Housing Potential
- Policy 3.5 – Quality and Design of Housing Developments
- Policy 3.6 – Children and Young People’s Play and Informal Recreation Facilities
- Policy 3.7 – Large Residential Developments
- Policy 3.8 – Housing Choice
- Policy 3.9 – Mixed and Balanced Communities
- Policy 3.10 – Definition of Affordable Housing
- Policy 3.11 – Affordable Housing Targets
- Policy 3.12 – Negotiating Affordable Housing on Individual Private Residential and Mixed-Use Schemes
- Policy 3.13 – Affordable Housing Thresholds
- Policy 4.1 – Developing London’s Economy
- Policy 4.2 – Offices
- Policy 4.3 – Mixed Use Development and Offices
- Policy 4.7 – Retail and Town Centre Development
- Policy 4.10 – New and Emerging Economic Sectors
- Policy 5.1 – Climate Change Mitigation
- Policy 5.2 – Minimising Carbon Dioxide Emissions
- Policy 5.3 – Sustainable Design and Construction
- Policy 5.5 – Decentralised Energy in Development Proposals
- Policy 5.7 – Renewable Energy
- Policy 5.10 – Urban Greening
- Policy 5.11 – Green Roofs and Development Site Environs
- Policy 5.12 – Flood Risk Management
- Policy 5.13 – Sustainable Drainage
- Policy 5.21 – Contaminated Land
- Policy 5.22 – Hazardous Substances and Installations
- Policy 6.1 - Strategic Approach
- Policy 6.3 – Assessing Effects of Development on Transport Capacity
- Policy 6.8 – Coaches
- Policy 6.9 - Cycling
Policy 6.13 – Parking
Policy 7.1 – Building London’s Neighbourhoods and Communities
Policy 7.2 – An Inclusive Environment
Policy 7.3 – Designing Out Crime
Policy 7.4 – Local Character
Policy 7.5 – Public Realm
Policy 7.6 – Architecture
Policy 7.7 – Location and Design of Tall and Large Buildings
Policy 7.8 – Heritage Assets and Archaeology
Policy 7.14 – Improving Air Quality
Policy 7.18 - Protecting Open Space and Addressing Deficiency
Policy 7.15 – Reducing Noise and Enhancing Soundscapes
Policy 7.19 – Biodiversity and Access to Nature
Policy 8.2 – Planning Obligations
Policy 8.3 – Community Infrastructure

7.13 The Mayor has also published supplementary planning guidance and strategies which elaborates on London Plan Policy. Those most relevant in consideration of the proposals are:

- Affordable Housing and Viability SPG (August 2017)
- Mayor’s Housing SPG (March 2016)
- Social Infrastructure (May 2015)
- Sustainable Design and Construction (April 2014)
- Accessible London- Achieving and Inclusive Environment (October 2014)
- Shaping Neighbourhoods: Character and Context (June 2014)
- Shaping Neighbourhoods: Play and Informal Recreation (September 2012)
- London View Management Framework (March 2012)

The Draft New London Plan (November 2017)

7.14 On 29 November 2017, the Greater London Authority published their Draft London Plan. The consultation period ended on 2 March 2018. In August 2018 the Mayor published a revised version of the draft Plan that includes his minor suggested changes. Consultation comments relating to the draft Plan have been reviewed by the independent Planning Inspector appointed by the Secretary of State and the Plan’s formal Examination in Public (EIP) took place from January to May 2019. Following the examination, a draft Plan – Consolidated version was published in July 2019. The 'consolidated' version shows all of the Mayor's suggested changes following the EIP. All of the suggested changes, along with submitted evidence, will now be considered by the Panel whose examination report is expected to be submitted to the Mayor in September 2019.

7.15 It is expected that the new London Plan would be adopted in early 2020. Once adopted, the new London Plan would replace the policies of the current
London Plan (2016) and would become the new regional Spatial Development Strategy.

7.16 The policies within the Draft London Plan carry limited material weight at the time of writing the report.

**Affordable Housing and Viability SPG (August 2017)**


7.18 The SPG includes a new threshold approach to viability, which makes provision for a Fast-Track Route for planning applications, which are not required to submit a viability assessment to the Mayor. The Fast-Track Route applies to applications that meet a 35% threshold of on-site affordable housing (in habitable rooms). Such applications would not have to submit a viability assessment or be subject to future viability review mechanisms provided an agreed level of progress is made following the grant of planning permission.

7.19 In order to qualify for the Fast-Track Route, applications should deliver at least 35 per cent affordable housing on-site without public subsidy; be consistent with relevant local affordable housing tenure split whilst meeting other obligations and requirements to the satisfaction of the LPA and the Mayor where relevant. Applications should also demonstrate that they have sought to increase the level of affordable housing beyond 35 per cent by accessing grant.

**White City Opportunity Area Planning Framework (WCOAPF)**

7.20 The GLA in partnership with Hammersmith and Fulham and Transport for London (TfL) prepared the WCOAPF (Dec 2013), which sought to guide the comprehensive redevelopment of the opportunity area. Figure 2.1 ‘Land Use Strategy’ identifies the site, along with others within the White City East Area, and within an area suitable for housing, commercial, creative and academic uses as part of a mixed-use area. The Local Plan and SPD document adopted in February 2018 replace the White City Opportunity Area Planning Framework. The WCOAPF is still a supplementary document to the London Plan and therefore technically carries some material weight.

**Local Planning Policy – Development Plan**

7.21 The relevant Development Plan for the area comprises the:

- Hammersmith and Fulham Local Plan (2018)
- Hammersmith and Fulham Local Plan Proposals Map (2018)
- London Plan (MALP) (2016)
In addition, the Wood Lane Conservation Area Character Profile (1998) and the LBHF Supplementary Planning Guidance Document (2018) are material planning considerations.

Hammersmith and Fulham Local Plan (2018)

The Local Plan (February 2018) sets out the council’s vision for the borough until 2035. It contains development policies to be used by the Council in helping to determine individual planning applications. The Local Plan should be read and considered alongside the London Plan and would be supplemented by supplementary planning documents (SPDs).

The Local Plan incorporated an increase in target additional new homes within the White City Regeneration Area to 6,000 (from 5,000 in the former Core Strategy) across a variety of tenures and 10,000 new jobs mainly in White City East.

The policies within the Local Plan aim to ensure development within the borough accords with the spatial vision of the borough. The key policies relevant to the proposals are:

- Strategic Site Policy WRCA – White City Regeneration Area
- Strategic Site Policy WCRA1 – White City East
- Policy HO1 - Housing Supply
- Policy HO3 - Affordable Housing
- Policy HO4 - Housing Quality and Density
- Policy HO5 - Housing Mix
- Policy HO6 - Accessible Housing
- Policy HO11 - Detailed Residential Standards
- Policy E1 – Range of Employment Uses
- Policy E2 - Land and Premises for Employment Uses
- Policy E4 – Local Employment, Training and Skill Development Initiatives
- Policy DC1 - Built Environment
- Policy DC2 - Design of New Build
- Policy DC3 - Tall Buildings
- Policy OS1 – Parks and Open Spaces
- Policy OS3 - Play space for Children and Young People
- Policy OS4 – Nature Conservation
- Policy TLC1- Hierarchy of Town and Local Centres
- Policy T1 – Transport
- Policy T2 – Transport Assessments and Travel plans
- Policy T3 - Increasing and promoting Opportunities for Cycling & Walking
- Policy T4 - Vehicle Parking Standards
- Policy T5 – Blue Badge Parking
- Policy T7 – Construction and Demolition Logistics
- Policy CC1 – Reducing Carbon Dioxide Emissions
- Policy CC2 - Ensuring Sustainable Design and Construction
Hammersmith and Fulham Supplementary Planning Guidance (2018)

7.26 Hammersmith and Fulham have adopted a Planning Guidance Supplementary Planning Document (February 2018), which provides supplementary detail to policies concerned with a variety of topics within LBHF’s Local Plan or any neighbourhood plans that may come into effect in the borough.

7.27 The SPD is organised around key principles, formed to develop more detail on the application of strategic and borough wide policies in the Local Plan.

Wood Lane Conservation Area Character Profile (1998)

7.28 The Conservation Area Character Profile outlines that much of the justification for designating the conservation area in 1991 was the need to protect the BBC Television Centre building from potentially insensitive development nearby.

7.29 Since the Conservation Area Character Profile was adopted the Television Centre has undergone redevelopment. Planning permission was granted in 2015 for a scheme which retained the core part of the Television Centre, with redevelopment around it to provide 943 residential units and 6,182 sqm of business floor space, as well as a mix of retail, community and leisure uses.

Equality Act

7.30 In addition, Section 149 of the Equality Act (2010) which sets a Public Sector Equality Duty (PSED) came into force in April 2011 and requires the Council to consider the equality impacts on all protected groups when exercising its functions. In the case of planning, equalities considerations are factored into the planning process at various stages. The first stage relates to the adoption of planning policies (national, strategic and local) and any relevant supplementary guidance. In coming to a recommendation, officers have considered the equalities impacts on protected groups in the context of the development proposals. This planning report identifies the possible equality impacts on the protected groups within the following sections.
Planning (Listed Buildings and Conservation Areas) Act 1990

7.31 Officers acknowledge that there is a strong statutory presumption under the Planning (Listed Building and Conservation Areas) Act 1990 and as reflected in recent case law against the grant of planning permission for any development which would either (1) fail to preserve the setting or special architectural or historic character of a listed building or (2) fail to preserve the character or appearance of a conservation area. This is because the desirability of preserving the special architectural or historic character of a listed building, or the character or appearance of the area is a consideration of considerable importance and weight.

8.0 PLANNING ASSESSMENT

8.0.1 The main considerations to the assessment of this application have been summarised as follows:

- Principle of Development
- Employment Uses
- Housing
- Design, Townscape and Heritage
- Landscaping
- Transport and Highways
- Amenity Considerations
- Environmental Considerations
- Planning Obligations

8.1 Principle of Development

8.1.1 The site is located within the White City Regeneration Area (WCRA) in the H&F Local Plan and the White City Opportunity Area (WCRO) in the London Plan. Both the London Plan and Local Plan identify this strategic site as having capacity to accommodate 10,000 new jobs and a minimum of 6,000 new homes. The draft London Plan sets out an indicative guideline for 2,000 jobs and 7,000 homes, which reflects developments that has been approved or built out.

8.1.2 London Plan Policy 2.13 and draft London Plan Policy SD1 require development proposals in opportunity areas to optimise potential residential and employment development capacity, provide a mix of uses and support wider regeneration. Local Plan Policy ‘White City Regeneration Area’ WCRA sets out the comprehensive regeneration area. Strategic Policy WCRA states that the Council would “work to secure the comprehensive regeneration of WCRA, in particular the creation of a new high-quality mixed-use development in White City East, along with the creation of a major research/academic facility with supporting retail, community facilities and open space”. The importance of ICL as a strategic investor and occupier in the borough is emphasised within the Local Plan, stating that the “council supports the opportunity to provide a world-class
research/academic/business hub, as it would bring much needed investment to the area”.

8.1.3 The site lies within strategic site ‘White City East’ (WCRA1) of the Local Plan. WCRA1 is allocated for mixed use development, including the creation of a major world-class academic and business research campus, led by Imperial College London, alongside housing and supporting retail, leisure and community facilities and open space, linked to improvements in pedestrian and cycle connectivity and public transport capacity. Housing should be for residents across all tenures, house sizes and affordability, whilst ensuring that development provides high quality places for living and working that are well integrated with, and respect the setting of, the surrounding area. The proposal capitalises on existing business activities on the North ICL campus and would provide a wide range of academic and research facilities, commercial uses and include a limited amount of accommodation for students, researchers and staff.

8.1.4 With exception to the existing use of Forest and Stadium House, the site is currently underutilised. The site has been largely cleared, and part of the land is currently being prepared for the ‘Meanwhile Uses’ consent. The existing Imperial research and development campus to the north of the A40 includes a mix of uses including, 800 residential (including post graduate) units and other ancillary uses. White City is in the process of regeneration and the application site presents a unique opportunity to contribute towards securing benefits for the wider area through access to a range of jobs, additional housing provision, improved linkages with the wider area, better community and leisure facilities and improved environmental conditions. Underpinning the regeneration objectives is the need to create a more sustainable, mixed and balanced community and to raise educational standards in the Borough and in London which would contribute towards reducing levels of social deprivation.

8.1.5 The application site presents a unique opportunity to contribute towards securing benefits for the wider area through access to a range of jobs, additional housing provision, improved linkages with the wider area, better community and leisure facilities and improved environmental conditions. Underpinning the regeneration objectives is the need to create a more sustainable, mixed and balanced community and to raise educational standards in the Borough and in London which will contribute towards reducing levels of social deprivation. This is consistent with the academic mission of Imperial College which is to create world class academic/research facilities and to assist the advancement of medical sciences and biotechnological research. The proposal would create further employment activities, replacing jobs linked to former uses on the site and meet a key objective by increasing the supply of housing in the borough. The proposal would deliver a comprehensive mix use regeneration which support the wider regeneration of the area with employment opportunities and new homes is supported in policy terms. It is considered that the proposals go some way towards meeting the strategic employment targets for the regeneration area, in accordance with Policy WCRA and WCRA1. It is therefore considered that
the proposed redevelopment of the application site to deliver a comprehensive mixed use regeneration is in conformity with this policy context.

8.2 **Phasing of the development**

8.2.1 The ES indicates that the proposed development would be implemented in four phases over a predicted 22-year period. The applicant has submitted an indicative phasing plan with a broad indication of the timescale envisaged for the release of each phase to enable the assessment of the likely environmental effects within the ES. This shows that following initial enabling and demolition works and the construction of the new bridge over the Central Line cutting, the development would be broken up into a series of areas ‘zones’ and a phased development of each zone would be carried out. Officers consider that the phasing proposal ensures the early delivery of connectivity. The proposed delivery of the residential uses including the tower building in Zone 4 and 5 and would be delivered between 6-12 years from the commencement of the development. A condition would ensure that development takes place in accordance with a final phasing plan as part of the submission of Reserved Matters (Condition no.3). Whilst there are no relevant development plan policies regarding phasing, officers consider the proposals would result in an acceptable mixed-use development. Accordingly, officers consider that there are no material considerations which indicate why planning permission should be withheld.

8.3 **Employment Uses**

8.3.1 **London Plan Policy 4.2 (Offices)** supports the management and mixed-use development and redevelopment of office provision to improve London’s competitiveness, including enhancing its varied attractions for businesses of different types and sizes including small and medium sized enterprises. **Policy 4.10** sets out the need to give strong support clusters of research and innovation and London’s higher education institutions by: ensuring the provision of a wide range of workspaces to support the continued growth of these emerging sectors; meeting the accommodation needs of the capital’s universities; and facilitating collaboration between higher education institutions, businesses and other agencies.

8.3.2 Local Plan Strategic policies WCRA and WCRA1 are applicable. **Local Plan Policy E1 (Providing a range of Employment Uses)** supports proposals for new employment uses and the retention and intensification of existing employment uses, especially those that recognise the Borough’s existing strengths in (inter alia) creative industries. It requires flexible and affordable space suitable for small and medium enterprises in large new business developments. **Policy E4** states that the council would seek appropriate employment and training initiatives for local people of all abilities in the construction of major developments and in larger employment generating developments, including visitor accommodation and facilities when these are completed. Local businesses would be encouraged to adopt the London Living Wage.
8.3.3 The application would result in the redevelopment of a former industrial site. The site was occupied by 'Dairy Crest' until 2002, as a major milk processing and bottling plant and afterwards by temporary B Class industrial and distribution businesses/uses, operating in short term accommodation until 2017. Most of the site has been cleared and is now underused whilst awaiting redevelopment. Existing buildings (Forest and Stadium House) are occupied and in Class B1 use. The outline planning permission granted in 2014 was for a mixed use residential led development with up to a maximum of 1,150 homes; offices and employment uses and a range of other retail, community, leisure and health facilities. The main emphasis of the current outline application is for a business led mixed development with emphasis on research and business uses. The redevelopment of site for a research led campus as part of a mixed-use development, including residential and commercial uses is acceptable in accordance with Policy 4.3 of the London Plan and Policy E4 of the draft London Plan and local plan policies.

8.3.4 Imperial College is one of the top universities in the world specialising in engineering, physical sciences and technology. The university contains important research and development facilities in the borough and proposes to expand further provision on their South Campus. The applicant has set out that the proposal would provide the potential for economic benefits to the borough through increased employment opportunities, support for business innovation, entrepreneurship and new business, healthcare and community facilities, new housing (including housing for key workers), enhancing connectivity across the White City OA, provision of enhanced public realm and leisure facilities.

8.3.6 The applicant is close to building out the White City Campus North, with all but two plots now either completed or practically completed. The White City Campus North includes the largest molecular sciences research building in the UK; an Innovation Hub building providing start-up, incubation and accelerator space for SMEs and graduates; and 608 residential units of postgraduate student accommodation. In addition, a bio-medical engineering research hub and 35 storey residential tower providing 192 residential units, including key worker housing has been delivered. Together, these facilities provide a substantial cluster of medical, life sciences, engineering and technology research uses, linked to Imperial College London’s South Kensington campus and the nearby Hammersmith Hospital.

8.3.7 The current development proposals provide a unique opportunity to generate further employment opportunities during both the construction and operational phases with jobs, within the academic, hotel, retail, leisure and office sectors. Officers have engaged with the applicant to ensure that appropriate s106 controls are put in place to ensure new jobs and training initiatives are accessible to local people, particularly those living in White City and the surrounding area. The applicant has expressed a willingness to work with the borough in fostering a partnership whereby employment training, outreach programmes, skills development, traineeships, apprenticeships, job fairs. The applicant has also confirmed their commitment through the S106 to working with borough with regards to business procurement whereby local
firms, businesses and practices would have the opportunity to compete for construction contracts as part of a tendering process aimed at assisting local business.

8.3.8 Through the Section 106 agreement, the LPA will secure on-going commitment from the applicant, in partnership with the Council to prepare an employment and training strategy. This would include a review mechanism where the provisions of the strategy are appraised in order to assess the successes and failings of the strategy and identify where improvements are necessary. The strategy would need to consider amongst other matters, impacts on the equalities groups to ensure all people have access to jobs.

8.3.9 Local Plan Policy WCRA highlights Imperial as a world-class university which has a reputation for excellence in science, medicine, engineering and commerce and ranks within the top 10 universities in the world. The Council supports the opportunity to provide a world-class research/academic/business hub, as it would bring much needed investment to the area. Primary and secondary educational facilities are also encouraged at this location. The policy also outlines that accommodation for students, researchers and staff may be appropriate as part of the overall mix of residential types, sizes and tenures within the WCRA. The proposal, in providing an element of Key Worker affordable homes for Imperial employees, and new flexible use commercial floorspace complies with the aims of Local Plan Strategic Policy WCRA. As such, the proposed development would significantly expand the existing cluster of research and development uses in White City and, on this basis, is strongly supported, in accordance with London Plan Policy 4.10 and Local Plan Policy WCRA.

8.4 **Loss of existing employment uses**

8.4.1 Existing office and education uses Forest House currently includes a number of small businesses affiliated with Imperial College London and Stadium House has been recently refurbished and is occupied by both Imperial and ‘the Invention Rooms’ - a publicly accessible ‘hackspace’ and ‘makerspace’, which also includes an education/community space, which provides workshops and events a with the local community. In total, these two buildings comprise 4,865 sqm of floorspace in B1 office, research and development and D1 community use. The design and fabric of these office buildings is not of a high quality and their renewal and modernisation as part of a comprehensive mixed-use development would improve the overall quality, flexibility and quantity of the office stock in this location and is encouraged, in accordance with London Plan Policy 4.2 and Policy E1 of the draft London Plan. Moreover, the provision of the meanwhile use buildings would precede the demolition of Forest House (subject to planning permission being provided) and would provide 25,486 sqm of flexible office, research and development and laboratory floorspace space suitable for SMEs, thereby ensuring the provision of suitable replacement workspace, in accordance with Policy E2 of the draft London Plan. Stadium House would not be demolished until the final phase of the development (years 20-22).
8.5 Other Non-Residential Land Uses

Class C1 (Hotel) use

8.5.1 At a strategic level, **Policy 4.5 of the London Plan** states that the GLA seeks to achieve 40,000 net additional hotel bedrooms by 2036, of which at least 10 per cent should be wheelchair accessible. The policy then goes on to advise that “beyond the Central Activities Zone (CAZ) [hotels] should be focussed in town centres and opportunity and intensification areas, where there is good public transport access to central London and international and national transport termini”. Being located in an Opportunity Area and within proximity to 4 London Underground stations, an over ground station and numerous bus routes, the proposed hotel is considered to adhere to the criteria.

8.5.2 **Local Plan Policy E3** states that permission will be granted for new visitor accommodation facilities or the extension of existing facilities within the three town centres and the Earls Court and White City Regeneration Areas, subject to the following:

- The development being well-located in relation to public transport;
- The development and any associated uses not having a detrimental impact on the local area;
- No loss of priority uses such as permanent housing;
- Provision of adequate off-street servicing and pick up points for the type of facility proposed;
- At least 10% of hotel bedrooms designed as wheelchair accessible;
- The facility being of a high standard of design; and
- The scheme adding to the variety and quality of visitor accommodation available locally.

8.5.3 This application seeks outline planning permission for a hotel within Development Zone 4. The development specification states that up to 9,290 sqm (GEA) Class C3 hotel floor space could be provided with potential close links to White City Station. Building ‘E’ on the ICL North Campus was originally intended to be for a 220 bedroom hotel. The building was intended to be occupied by a high-quality hotel operator (i.e. 4 star or above), with ancillary retail / restaurant / bar and gym uses at ground floor level. The building plot has since been developed into a Biomedical Research Hub, as a result of a charitable donation by the Michael Uren Foundation. Assessed against the criteria in Policy E3, the site is extremely well-located in terms of public transport, with a PTAL rating of 6b. It is also considered that a new hotel in this location would not have a detrimental impact on the local area in terms of noise or disturbance to any existing nearby residential properties. Transport, servicing, access, and design are reserved for a later stage but found to be found acceptable. A condition is secured that at least 10% of the bedrooms would be wheelchair accessible. The principle of a hotel use on this site is considered to be acceptable in accordance with Policy E3.
Other Land Uses

8.5.4 The development specification states that the proposals would provide a wide range of uses in all buildings. Up to 13,539 sqm (GEA) commercial (Class A1-A5) or health / community / leisure floor (Class D1 or D2) floor space could be provided. The proposed uses would range from retail to café, bar and restaurants uses or health and social care/community/leisure facilities. The above facilities fall within the list of uses deemed acceptable and although not forming the main land uses, officers acknowledge that they would contribute positively to meet the above objective to create a stimulating and vibrant environment and complement the existing amount and mix of employment at the site.

8.5.5 The distribution and specific land use across the site have not yet been defined. The detail of the location/quantum of uses in each development zone will be reserved for the Reserved Matters stage. The parameter plans and design codes set out proposed maximum quantum/location of non-residential/non B1 uses in the masterplan and state they will be generally located at ground and first floor levels. This would ensure active ground floor frontages and the opportunity for the public to integrate with the development. The nature of the uses and the design of the public realm will seek to generate vibrancy and vitality within the development which could significantly contribute to the overall regeneration of the White City Regeneration Area. It is acknowledged that this approach provides the maximum flexibility for the applicant to respond to the market demand at the appropriate stage that the floorspace is being delivered and will provide the best possible chance for the proposed units to be let. At the same time, the Council would retain adequate control through the use of planning conditions. The proposed non-residential / B1 floorspace is therefore considered an appropriate provision in this location, providing the services and facilities complement the development and help to meet the day-to-day needs of new employees/residents, as well as persons within the existing surrounding area who would be able to access the site through new pedestrian and vehicle routes.

8.5.6 A key issue is the scale of the proposed retail floor space in the scheme. Local Plan Policy TLC1 establishes a more detailed local town centre hierarchy, classifying key local centres, neighbourhood parades and satellite parades in addition to the three large centres identified by the London Plan. Policy TLC1 states that the council will support the network of town centres through a series of measures, including promoting new development, maintaining the retail function of town centres and safeguarding local shops and services from changes of use. It also enshrines the sequential and impact tests in local policy, establishing an impact test threshold of 300sqm. Local Plan Policy TLC2 (Town Centres) sets out policies for the management of existing town centres, including resisting certain uses such as payday loan shops, betting shops, bars and hot food takeaways, and the loss of retail floorspace where this would diminish the centre’s retail function below a specified level.
8.5.7 The application site is not located in a town centre or key local centre and is not located on a neighbourhood or satellite parade. Shepherds Bush town centre is the closest main town centre to the site, less than half a mile to the south with the Westfield shopping complex located in between. The applicant intends to provide different and vibrant small scale uses in and around the development, serving the local needs of residents, workers and visitors. Restaurants and bars would add to vibrancy and atmosphere to the development, providing a focal point where people can sit and enjoy the space. The inclusion of such uses in the part of the development is considered critical to the development’s overall success and would be entirely appropriate in this location and complement the proposed residential/non-residential uses on the development site. Officers consider this component of the development to be of a relatively small scale, enough to establish sustainable shopping patterns and dissuade residents from travelling to stores further afield for their day to day needs. This floor space is therefore considered to be of enough quantity to stimulate the development and key primary routes and yet provide a local level provision that would not impact on existing surrounding centres. Full details of the mix and location of the uses would be submitted for consideration at the Reserved Matters stage. A condition is recommended to ensure that no individual A1 to A5 uses exceed 300 sqm (Condition 17). This would ensure that no unacceptable impact is caused by such uses. Conditions relating to full details of location and equipment such as means of extraction associated with A3-A5 uses and details of outdoor seating are recommended to ensure no adverse effect on residential amenity and function of the area.

8.5.8 The Development Specification could provide health / community / leisure floor space within Class D1 and D2. These uses would be distributed across the site and include a multipurpose community/leisure facility including space located beneath the Westway in Development Zone 1. The proposed health and community use would provide a balanced range of facilities for new residents and workers within this part of the Regeneration Area.

8.5.9 Together with London Plan policy 3.16, policies 3.17 – health and social care facilities, 3.18 – education facilities and 3.19 – sports facilities, seek to ensure that new housing provision is complemented by adequate social and other infrastructure.

8.5.10 Local Plan Policy CF1, CF2 and CF3 seek to ensure access to a range of high-quality facilities and services. Policy CF1 specifically supports the improvement and/or expansion of community and services, including the improvement and expansion of primary schools, provision of childcare nurseries, and seeking new facilities where appropriate and viable as part of major development proposals, including leisure, recreation, and sports facilities. Policy CF2 sets out new or expanded community uses should meet local needs, be compatible with and minimise impact on the local environment and be accessible and inclusive to all in the community. Policy CF3 supports the improvement and/or expansion of arts, culture, entertainment, leisure recreation and sport use.
8.5.11 Officers are satisfied that these uses could create activity and vibrancy in an area of the site currently closed off to the general public. Given the nature of the application no detailed layout plans have been submitted. Details of the operations and delivery of these facilities and how they would serve the local community need to be provided at the Reserved Matters stage. The S106 agreement would also secure an on-site provision for a community and leisure uses and possibly a crèche facility. Issues relating to how this community facility would be provided and operated in the future need to be in the s106 together with provision that the use is properly provided to the local community at an affordable rate. At this point it is considered this use is of huge benefit to existing and future residents which would help integrate the development with the existing community.

8.6 Housing

8.6.1 At both a London-wide and local level, a strategic objective is to increase the supply and choice of high-quality homes and ensure that new housing meets local needs and aspirations through a range of tenures and sizes. Local Plan Policy HO1 (Housing Supply) seeks to address this strategic objective, highlighting that the Council intend to exceed their London Plan (2016) minimum housing target of 1,031 additional homes annually until 2025.

8.6.2 **Policy HO1** is predicated on the London Plan’s historic housing figures which have since been revised within the Draft London Plan. Accordingly, Draft London Policy H1 (Increasing housing supply) confirms that the housing target for H&F would increase to 1,648 homes annually once the new London Plan has been adopted.

8.6.3 Notwithstanding the content of Local Plan Policy E1 (Providing a range of Employment Uses) and E2 (Land and Premises for Employment Uses), the site is within the wider WCRA and WCRA1 which has been identified as an area which must maximise housing delivery.

8.6.4 Local Plan policy WCRA encourages housing-led intensification to enable the area’s regeneration. The policy sets out the White City Regeneration Area has the potential to deliver a minimum of 6,000 homes and 10,000 new jobs. This is an increase from the previous borough and London Plan policies which set a target of 5,000 homes to be delivered within the WCOA.

8.6.5 In addition, Draft London Plan policy SD1 (Opportunity Areas) outlines an updated housing target for the WCOAPF. The new target, which reflects development that has already been approved or built out, has been increased to 7,000 new homes.

8.6.7 To achieve the housing delivery expected by both the London Plan (including the Draft London Plan) and Local Plan, a significant increase in the quantum of housing delivered within the regeneration area would need to be planned. Some large-scale residential-led planning permissions have already been granted within the Regeneration Area and include the BBC, Imperial sites,
Westfield and WCL development. These developments provide significant numbers of new homes.

8.6.8 The previous outline planning permission for the site permitted 1,150 new home. The site is now planned for an academic-led mixed-use development which proposes 373 homes. Although local and strategic London-wide policies require housing delivery to be focussed and maximised, in this case the proposed development would provide significant employment space within the borough with up to 178,102 sqm (GEA) Class B1 floorspace and up to 22,829 sqm of commercial floorspace predominantly at ground floor level and a hotel use. It is intended that most of this space would be occupied and managed by Imperial or its partners. It is anticipated that the space would provide much needed employment space in the borough and also be used for exhibitions, lectures and events which also aim to provide benefit to the public. The new residential units would include 35% affordable housing and would deliver a much-needed contribution towards the housing targets and is supported by LBHF Local Plan policies WCRA and HO1 and London Plan policies 3.1 and 2.13.

Housing Density

8.6.9 The NPPF states that LPA’s should set their own approach to housing density to reflect local circumstances. The site is located within the White City Regeneration Area. Both London and Local Plan policies promote the principle of high density, mixed use development. Together with Local Plan policy HO1, WCRA and the site-specific policy WCRA1, it is evident that the principle of a high density residential led development is accepted in this area.

8.6.10 London Plan Policy 3.4 requires development to optimise housing output for different locations considering local context and character, the design principles in Chapter 7 and public transport capacity. Table 3.2 sets out density ranges of 200-700hr/ha (70-260u/ha) for urban settings. Draft London Plan Policy D6 seeks a more design-led approach to density, based on an assessment against the housing standards within Policy D4 and the long-term management proposals for higher density developments.

8.6.11 Local Plan policy HO4 ‘Housing quality and density’ sets out that that high-density housing with limited car parking can help ensure housing output is optimised and may be appropriate in locations with high levels of public transport accessibility (PTAL 4-6) provided it is compatible with the local context and the principles of good design and is satisfactory in all other respects.

8.6.12 The application site benefits from a PTAL level of 6a, indicating excellent public transport accessibility. The site is within 10 minutes of two Underground stations which are served by three Underground lines and there are a further 15 bus routes available on Wood Lane within five minutes’ walk. In short, the public transport accessibility to this inner London site is exceptional.
8.6.13 The site measures 5.68 hectares and the proposal would provide up to 41,324 sqm (GEA) for residential use. The residential element would be located in Development Zone 4 and 5, the most accessible part of the site. When calculating density on mixed use sites, the impact of the non-residential component should be taken into account, by taking the net residential site area excluding the non-residential floorspace. The density on this mixed use site has been calculated by taking the percentage of total floorspace that would be in residential use (17% of total floorspace) and applying it to the total net site area, to come up with a notional ‘net residential site area’. Then dividing the total habitable rooms or units by this notional net residential site area. Using this method, the proposed density of the scheme would equate to a site density of approximately 370 units per hectare and outside the limit of the London density range (within Table 3.2 of the London Plan). The ranges however should not be applied rigidly. London Plan Policy 3.4 (Optimising housing potential) recognises the scope for higher density residential and mixed-use development within opportunity areas.

8.6.14 The London Plan (2016) suggests that it may be acceptable for a scheme to exceed the ranges in the density matrix provided other considerations are suitably addressed. Local context, design, residential quality and transport capacity are important considerations in determining whether the proposed density is acceptable. In this case, it is considered that the high density does not manifest itself in any unacceptable environmental impact in terms of design, residential quality, strategic views or transport impacts. As such, the proposed density is acceptable.

8.6.15 The Draft London Plan seeks to remove proposed density ranges entirely. Draft London Plan Policy D6 (Optimising housing density) requires development proposals to make the most efficient use of land and to be developed at the optimum density. The policy outlines that, the higher the density of a development the greater the level of scrutiny of its design, particularly the qualitative aspects of the design and the proposed on-going management. The policy also sets out that boroughs and applicants should use design review to assess and inform design options early in the planning process. Design review should be in addition to the borough’s planning and urban design officers’ assessment and pre-application advice. The proposals were presented to H&F’s Design Review Panel in July and December 2017. Similarly, the applicant has engaged with GLA Design officers prior to the submission of the application and the Stage 1 design response has been positive. Given the site is within the White City Opportunity Area, where a significant amount of physical change has already taken placed and the development’s potential for a high-quality design, the site’s excellent public transport connection and the overarching objective for residential delivery to be optimised within opportunity areas, the scheme’s overall density is considered to be acceptable and in compliance with London Plan policy 3.4 (Optimising housing potential).
Housing Mix and Layout

8.6.16 The proposed development seeks outline permission for up to 373 self-contained homes. London Plan policy 3.5 and associated supplementary planning guidance promotes housing choice and seeks a balanced mix of unit types and sizes in new developments. London Plan Policy 3.8, together with the Mayor’s Housing SPG, seek to promote housing choice and a balanced mix of unit sizes in new developments, whilst Draft London Plan Policy H12 advises against setting prescriptive dwelling size mix requirements for market and intermediate homes. Policy 3.11 establishes that strategic priority be afforded to the provision of affordable family homes. Local Plan Policy HO5 (Housing Mix) identifies the breakdown of unit sizes and tenures that developments should aim to meet. Policy HO11 states several criteria which should into account when ensuring that the design and quality of all new housing is of a high standard, meets the needs of future occupants and respects the principles of good neighbourliness.

8.6.17 The proposal is an outline submission at this point and is based on a maximum amount of residential floorspace. The final internal layout of the residential buildings would come forward at the reserved matters stage. A residential mix has however been applied at this outline stage which provides an acceptable mix. The applicant’s proposed housing mix is set out below:

<table>
<thead>
<tr>
<th>Unit Type</th>
<th>No. of units</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 bedroom 1 person</td>
<td>26</td>
<td>7%</td>
</tr>
<tr>
<td>1 bedroom 2 person</td>
<td>131</td>
<td>35%</td>
</tr>
<tr>
<td>2 bedrooms</td>
<td>164</td>
<td>44%</td>
</tr>
<tr>
<td>3 bedrooms</td>
<td>52</td>
<td>14%</td>
</tr>
<tr>
<td>Total</td>
<td>373</td>
<td>100%</td>
</tr>
</tbody>
</table>

8.6.18 It is considered that whilst a level of flexibility within the market units can be given at this stage, conditions would be attached that require the units comply with the minimum flat size requirements and that the total does not exceed 373 units (the maximum). In any event, the reserved matters submissions will be considered against the adopted policies at the time of assessment. It is therefore considered that the proposed mix of accommodation within the development is acceptable and would be in accordance with London Plan (Policies 3.3, 3.8 and 3.11) and Local Plan (Policies HO1 and HO3).

8.6.19 The application proposes a total of 131 affordable units. This equates to an affordable housing delivery target of 35% on the site. The table below sets out the proposed breakdown of the housing quantum by tenure, units, percentage, habitable rooms and floorspace.

<table>
<thead>
<tr>
<th>Tenure</th>
<th>Units</th>
<th>Habitable Rooms</th>
<th>Floorspace (GIA Sqm)</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Private</td>
<td>242</td>
<td>651</td>
<td>24,712</td>
<td>65</td>
</tr>
<tr>
<td>Affordable</td>
<td>131</td>
<td>351</td>
<td>13,306</td>
<td>35</td>
</tr>
</tbody>
</table>
The following two tables provide a breakdown of the proposed housing provision by tenure type and unit size.

<table>
<thead>
<tr>
<th>Unit Type</th>
<th>Total</th>
<th>Market</th>
<th>Affordable</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Bedroom (1 Person)</td>
<td>26</td>
<td>17</td>
<td>9</td>
</tr>
<tr>
<td>1 Bedroom (2 Persons)</td>
<td>131</td>
<td>77</td>
<td>54</td>
</tr>
<tr>
<td>2 Bedroom (3/4 Persons)</td>
<td>164</td>
<td>114</td>
<td>50</td>
</tr>
<tr>
<td>3 Bedroom (5/6 Persons)</td>
<td>52</td>
<td>34</td>
<td>18</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>373</strong></td>
<td><strong>242</strong></td>
<td><strong>131</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Unit Type</th>
<th>Social London Affordable Rent</th>
<th>Social Affordable Rent capped at LHA maximum</th>
<th>Intermediate Imperial Key Worker</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Number</td>
<td>Number</td>
</tr>
<tr>
<td>1 Bedroom (1 Person)</td>
<td>0</td>
<td>0</td>
<td>9</td>
</tr>
<tr>
<td>1 Bedroom (2 Persons)</td>
<td>6</td>
<td>13</td>
<td>35</td>
</tr>
<tr>
<td>2 Bedroom (3/4 Persons)</td>
<td>13</td>
<td>28</td>
<td>9</td>
</tr>
<tr>
<td>3 Bedroom (5/6 Persons)</td>
<td>5</td>
<td>13</td>
<td>0</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>24</strong></td>
<td><strong>54</strong></td>
<td><strong>53</strong></td>
</tr>
</tbody>
</table>

For the social and affordable rented tenures, no studios (1 Bedroom 1 Person units) are included in the unit mix. 77% of the 78 units would be 2 bedrooms and 23% would be 3 bedrooms. For the intermediate housing, approximately 17% of the 53 units would be 1 bedroom units and 83% 2 bedrooms. The split is weighed more heavily towards providing larger units for the social tenure and a greater allocation of smaller units in the intermediate tenure, as the applicant expects a greater demand for 1 bedroom units from Imperial Key Workers. As a result, the indicative habitable room split is 70% social and 30% intermediate), when compared with the split by unit type (60:40).
With regard to market housing, Policy HO5 sets out that new housing development should provide a mix of housing including, family housing. The policy does not set out a prescriptive mix that new developments should seek to provide but suggests a mix of unit sizes including larger family accommodation, subject to viability, locational characteristics and site constraints being considered on a site by site basis.

Housing would come forward in Development Zones 4 and 5. The affordable housing would be constructed at the same stage as the market housing and integrated where feasible into a mixed private/affordable tenure block in one of the two residential buildings.

Officers consider the proposed scheme would provide a mix of unit sizes and types to ensure that a mixed and balanced community would be achieved. In this regard, the proposal incorporates an appropriate range of one- and two-bedroom units as well as larger three-bedroom units suitable for family accommodation. Therefore, the proposed housing mix is considered appropriate to meet a variety of housing needs and current market conditions and complies with London Plan (Policies 3.3 and 3.8) and Local Plan Policy HO5. In order to ensure the scheme delivers an appropriate mix of residential units, the final mix would be controlled by condition.

Affordable Housing

The NPPF 2019 identifies the Government’s support for the delivery of sufficient supply of new homes across all tenures and sizes, including the provision of affordable homes. NPPF Para 64 states that where major development involving the provision of housing is proposed, planning policies and decisions should expect at least 10% of the homes to be available for affordable home ownership, unless this would exceed the level of affordable housing required in the area, or significantly prejudice the ability to meet the identified affordable housing needs of specific groups. Exemptions to this 10% requirement should also be made where the site or proposed development: a) provides solely for Build to Rent homes; b) provides specialist accommodation for a group of people with specific needs (such as purpose-built accommodation for the elderly or students); c) is proposed to be developed by people who wish to build or commission their own homes; or d) is exclusively for affordable housing, an entry-level exception site or a rural exception site.

London Plan Policy 3.9 (Mixed and Balanced Communities) states that a more balanced mix of tenures should be sought in all parts of London, particularly in neighbourhoods where social renting predominates and there are concentrations of deprivation. Policy 3.9 goes on to state that communities, mixed and “balanced by tenure and household income, would be promoted across London throughincremental small scale, as well as larger scale developments which foster social diversity, redress social exclusion and strengthen communities’ sense of responsibility for, and identity with, their neighbourhoods. They must be supported by effective and attractive design, adequate infrastructure and an enhanced environment”. Policy 3.10 outlines
that homes “should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision”.

8.6.27 **London Plan Policy 3.10** defines affordable housing as: "social rented, affordable rented and intermediate housing (para 3.61), provided to eligible households whose needs are not met by the market. ..." and defines each as follows:

- **Social Rented Housing** - is owned by local authorities or registered providers, for which guideline target rents are determined through the national rent regime. It may also be owned by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Mayor. Social rent is lower than affordable

- **Affordable Rented Housing** is that which is let by local authorities or registered providers of social housing and is subject to controls requiring a rent of no more than 80% of the local market rent (including service charges where applicable).

- **Intermediate Housing** - is available for sale or rent at a cost above social rent, but below market levels. These can include shared equity (shared ownership and equity loans), other low-cost homes for sale and intermediate rent, but not affordable rent. Households whose annual income is in the range £18,100 - £66,000 should be eligible for new intermediate homes. For homes with more than two bedrooms, which are particularly suitable for families, the upper end of this eligibility range would be extended to £80,000. These figures would be updated annually in the London Plan Annual Monitoring Report.

8.6.28 **London Plan Policy 3.11 (Affordable Housing Targets)** sets a London wide affordable housing target of at least 13,200 more affordable homes per year. London Plan Policies 3.11 and 3.12 and draft London Plan Policy H5 seek to maximise the delivery of affordable housing, with the Mayor setting a strategic target of 50%. The policy advises that 60% of new affordable housing should be provided for social or affordable rent and 40% for intermediate rent or sale, with priority accorded to the provision of affordable family housing. The London Plan addresses the introduction of affordable rent, with further guidance set out in the Housing SPG. With regard to tenure split, the Mayor’s position is that both social rent and affordable rent should be within the 60%. London Plan Policy 3.12 (Negotiating Affordable Housing on Individual Private Residential and Mixed-Use Schemes) seeks negotiation to secure the maximum reasonable amount of affordable housing within new development taking account of the individual circumstances including development viability.

8.6.29 **London Plan Policy 3.12** sets out a cascade approach to providing affordable housing. In the first instance it states that affordable housing should be provided on-site except where it can be demonstrated robustly that this is not appropriate. The policy also states that negotiations should take account
of the Site’s individual circumstances including development viability. Where it can be demonstrated that affordable housing cannot be provided on site, it may be provided off-site. It goes on to state that a cash in lieu contribution should only be accepted where this would have demonstrable benefits in furthering the affordable housing provision and should be ring-fenced to secure additional affordable housing on identified sites or elsewhere in the borough as part of an agreed programme.

8.6.30 **The Affordable Housing and Viability Supplementary Planning Guidance (SPG) (2017)** introduced the ‘threshold approach’ to assessing viability, which does not require supporting viability evidence to be submitted where proposals meet the threshold level of provision. The SPG identifies a 35% threshold for all sites above ten units except (only) for land in public ownership or public use, to which a 50% threshold applies. Paragraph 2.33 justifies this differentiation on the basis that land in public land that is surplus to requirement ‘typically has a low value in its current use, allowing higher levels of affordable housing to be delivered’.

8.6.31 The Draft London Plan was consulted on between December 2017 and March 2018. Within the context of the above, the most relevant policies are Draft Policy H5, Draft Policy H10 and Draft Policy H11. Policy H5 states that 50 per cent of all new homes delivered across London should be affordable. Supporting paragraph 4.5.5 states that affordable housing should only be accepted as an off-site contribution in exceptional circumstances where it can be demonstrated that affordable housing cannot be delivered on-site or where an off-site contribution would better deliver mixed and inclusive communities than an on-site contribution.

8.6.32 **Local Plan Policy HO3 (Affordable Housing)** states that the Council would seek the maximum reasonable amount of affordable housing, taking into account site size and constraints and financial viability. It identifies a target for 50% of dwellings in schemes across the borough to be affordable, of which 60% are to be for social or affordable rent, and 40% are to be intermediate housing.

**Affordable Housing Tenure**

8.6.33 The applicant had originally intended to provide on-site affordable accommodation comprising of intermediate housing, with intermediate rent units for Key Workers employed by Imperial College London.

8.6.34 The applicant is now proposing 35% on-site affordable accommodation with a tenure breakdown of 60% social and 40% intermediate in line with council policy. The intermediate element would be designed as Key Worker housing with priority given for Imperial Key Worker for household incomes, for those with gross household incomes between £45-60k.

8.6.35 It is proposed the social units (60% of affordable units) are composed of 30% at London Affordable Rent (based on rates published by the GLA) and 70% at affordable rent capped at the London Housing Allowance (LHA) maximum
(based on H&F rates) The rents for intermediate units (40% of the affordable units) would be calculated in line with 40% of net income for the lowest household income band assigned to the unit type. These details are summarised in the tables below.

<table>
<thead>
<tr>
<th>Unit Type</th>
<th>Social London Affordable Rent capped at LHA maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
</tr>
<tr>
<td>1 Bedroom (1 Person)</td>
<td>0</td>
</tr>
<tr>
<td>1 Bedroom (2 Persons)</td>
<td>13</td>
</tr>
<tr>
<td>2 Bedroom (3/4 Persons)</td>
<td>29</td>
</tr>
<tr>
<td>3 Bedroom (5/6 Persons)</td>
<td>13</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Unit Type</th>
<th>Social Affordable Rent</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
</tr>
<tr>
<td>1 Bedroom (1 Person)</td>
<td>0</td>
</tr>
<tr>
<td>1 Bedroom (2 Persons)</td>
<td>6</td>
</tr>
<tr>
<td>2 Bedroom (3/4 Persons)</td>
<td>12</td>
</tr>
<tr>
<td>3 Bedroom (5/6 Persons)</td>
<td>5</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Unit Type</th>
<th>Intermediate Key Worker</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
</tr>
<tr>
<td>1 Bedroom (1 Person)</td>
<td>9</td>
</tr>
<tr>
<td>1 Bedroom (2 Persons)</td>
<td>35</td>
</tr>
<tr>
<td>2 Bedroom (3/4 Persons)</td>
<td>9</td>
</tr>
<tr>
<td>3 Bedroom (5/6 Persons)</td>
<td>0</td>
</tr>
</tbody>
</table>
8.6.36 Indicative breakdown of the intermediate units by gross household income bands provided.

<table>
<thead>
<tr>
<th>Unit Type</th>
<th>Units</th>
<th>Household Income Band</th>
<th>Weekly Rent</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Bedroom (1 Person)</td>
<td>9</td>
<td>Up to £45,000</td>
<td>£242</td>
</tr>
<tr>
<td>1 Bedroom (2 Persons)</td>
<td>35</td>
<td>Up to £55,000</td>
<td>£296</td>
</tr>
<tr>
<td>2 Bedroom (3/4 Persons)</td>
<td>9</td>
<td>Up to £60,000</td>
<td>£323</td>
</tr>
</tbody>
</table>

8.6.37 The S106 agreement will secure the different tenure splits and income bands. The Sec 106 agreement will also ensure the affordable levels are reflective of the services received. On this basis, officers consider that the application accords with policy and there is no reason to withhold planning permission on this issue whether or not the SPD is taken into account.

**Financial Viability Assessment**

8.6.38 The proposed level of affordable housing is below the 50% strategic target set out in Local Plan Policy HO3. The applicant had originally proposed to follow the GLA ‘Fast Track Route’ on account of meeting the 35% onsite affordable housing. However, all the proposed affordable units were originally planned as intermediate housing, prioritised for Imperial College London and Imperial College NHS Healthcare Trust employees, and other specified key workers. The application was therefore not eligible for the ‘Fast Track’ approach, as a policy compliant tenure mix was not proposed. The application subsequently followed the ‘Viability Tested Route’ and a Financial Viability Appraisal (FVA) was submitted with the application.

8.6.39 Daniel Watney LLP (DW) was instructed by the Council to prepare a review of the viability assessment provided by the applicant to ensure that the maximum level of affordable housing is being delivered. In conclusion DW considers that, the 35% affordable housing provision exceeds that which would be considered the maximum reasonable provision for the development. The report states however that the project has a programme of circa 22 years and the model relies upon forecast revenue growth and cost inflation. They recommend that the scheme should be reassessed by way of a mechanism to test viability closer to the point of implementation to accurately assess viability having regard to more detailed design information to inform construction costs, revenue and assumptions as the scheme is refined. On this basis they advise a later stage review in order to capture any potential uplift the scheme may gain towards the affordable housing target of 50%.

8.6.40 Officers are mindful that the proposed development is not a regular “market” based scheme, given the applicant is an educational establishment and non-profit making and the proposals set out are more bespoke. In this instance, there would be other factors which may be relevant in terms of assessing
development viability. These factors include other potential revenue streams which the college would generate, which cannot be factored into a market based viability appraisal. The factors represent the key individual circumstances of the site which have been taken into account. Officers have also given weight to the long term vision and approach of ICL and that the proposal represent presents major investment as they seek to strengthen their existing educational, research and technology facilities in the area. Following the conclusions reached in the appraisal officers are also satisfied that the scheme cannot support additional affordable housing at this stage. On the basis of this advice, officers consider that the affordable offer represents above the maximum reasonable level of affordable housing.

8.6.41 The overall affordable housing figure of 35% is therefore generally supported. However, as the proposed development will be built out over a 22 year period and does not meet the strategic target of 50%, there is justification for the Council to put in place a late stage review mechanism secured through the S106 to test viability of the scheme in order re-assess whether the viability in the future would allow for additional affordable housing to be provided beyond the offer of 35%.

8.6.42 Affordable Housing Summary

The proposal would bring about a number of housing regeneration benefits to the area. These relate to the delivery of a substantial number of new private and affordable homes that should contribute towards creating a mixed and balanced community in a high quality development that should assist in raising the profile of the area. The approach to affordable housing is therefore supported by officers.

Housing Standards

8.6.43 The outline nature of the proposal means that the detailed design and appearance of the housing will be considered at the reserved matters stage. The applicant’s Design Codes however provides details on the design principles. It is noted that: all new homes would be provided to the minimum unit size standards and there will be no material difference externally between market and affordable housing. The residential accommodation would be designed to meet and exceed residential standards within the Mayor’s Housing SPG (2016) in so far as possible. The proposed dwellings would be required to following proposed internal area ranges:

- Studios: 37-43 m²
- 1 Bedroom Flats: 50-55m²
- 2 Bedroom Flats: 61-81m²
- 3 Bedroom Flats: 86-144m²

8.6.44 Homes will need to be designed to meet or exceed minimum space standards, all achieving Lifetime Homes standards, and a minimum of 10% of residential accommodation will be provided capable of being built out or of later being easily converted to be wheelchair accessible or adaptable when
the occupier is known. Due to the application being in outline, the exact location of the wheelchair accessible units insofar of their exact distribution in terms of unit sizes and tenures has not been determined at this stage. This will be determined at reserved matters stage. It is therefore considered that details of the location of the proposed wheelchair units be secured via a condition. In addition, car parking spaces capable of use by wheelchair users should also be secured by condition. Careful attention will also need to be paid to the design and layout of the development to ensure minimisation in privacy or overlooking, both within the development itself and in the context of the development’s relationship with its surroundings. Units would need to be designed to be dual aspect where feasible. Where single aspect or north facing units are proposed, they have need to be designed to ensure that all units will have adequate daylight and sunlight and cross-ventilation to minimise overheating. Floor to ceiling heights within all primary habitable areas would need to be at least 2.5m in height, to accord with the requirements for the standard of accommodation as set out within London Plan policy 3.5. In accordance with Standard 12 of the Mayor’s Housing SPG each residential core within the proposed development would serve no more than 8 units on each floor. Overall officers are satisfied that the proposal would provide acceptable amenity and environmental standards for existing, future and surrounding residents.

### Outdoor Amenity Space

8.6.45 Local Plan Policy HO4 (Housing Quality and Density) states that family housing on upper floors should have access to a balcony and/or terrace. The Mayor’s Housing SPG requires 5sqm of private outdoor space should be provided for 1-2-person dwellings and an extra 1sqm should be provided for each additional occupant; the minimum depth of balconies should also be 1500mm.

8.6.46 The proposal aims to maximise outdoor amenity space for the residential units, with all the units benefitting from private amenity space. This would be in the form of various sized balconies, with some larger terraces on the upper floors and winter gardens. These exceed the minimum standards as set out in the Mayor’s Housing SPG.

8.6.47 In addition, the proposal would benefit from podium terraces in Development Plots 4 and 5. benefits from landscaped communal amenity areas at podium.

8.6.48 The key features of the public realm are secured through the parameter plans in the Development Specification and the Design Codes. These include details of publicly accessible open and amenity spaces in addition to routes and circulation spaces. The public realm throughout the development would be designed to link to the different elements/uses of the masterplan campus. The public realm would be designed to be legible, with clear a distinction between the public and private spaces. The public realm would include the Central Open space connected to the Arrival Space (including the bridge link), together with pedestrian-friendly streets/routes, and colonnades and the private courtyard podiums and gardens servicing the residential units.
Officers consider this would make a significant contribution to the open space provision in the area. The Central Open Space will be large and flexible space capable of accommodating a variety of events and activities. The proposed open space is designed in outline form at this stage and a landscaping strategy will be required at the reserved matters stage. At this stage the Design Codes define that a minimum 30% of the entire surface area is envisaged in the as soft landscape areas (including trees, shrubs, green walls and amenity grass). The Central Open Space would however accommodate a larger proportion of soft landscape up to a maximum of 70%. The Design Codes submitted with the application further control how the open space and public realm will come forward through RMAs.

**Play space**

8.6.49 Local Plan Policy OS3 (Play space for Children and Young People) states that in new residential developments which provide residential units suitable for families, communal play space would be required on-site which is suitable for a range of ages and requirements. The GLA’s Supplementary Planning Guidance (SPG) ‘Shaping Neighbourhoods: Children and Young People’s Play and Informal Recreation’ (2012) recommends that 10 sqm of play and recreation space is provided for children and young people in new developments.

8.6.50 Using the GLA benchmark provided within the Mayor’s Play and Informal Recreation SPG the requirement for the proposal would be 910 sqm of dedicated play space provision. This would serve the 91 children estimated to reside within the proposed development once completed and fully occupied.

8.6.51 The play space requirements for the proposed development together with the neighbouring WCL site would demonstrate that between the two sites, play space would be provided for children of 0-4 years and 5-11 years. On site this would be provided in the form of podium terraces including areas of children’s play. Indicative locations of dedicated play space with a provision of 760 sqm is proposed with incidental play space areas in the public realm. Play space for 12 years above would be provided across the public realm in the form of incidental and educational play space and parks and open space within the vicinity of the site. The Design and Access Statement includes a baseline analysis of the local area which indicates that there is currently a good provision of child play space for children aged 5 years and above, including three play spaces within 400m and a further five play spaces within 800m of the site. The three play spaces within 400m of the site include White City Place and Bentworth Open Space with Wormholt Park just outside the 800mm radius.

8.6.53 As the proposed development would accommodate its child play space requirements on-site and is also proximate to a number of other play areas suitable for children over 5 years of age, it is considered that the proposal complies with Local Plan policy OS3 and the requirements of the GLA’s Play space SPG.
8.7 Design, Appearance and Heritage

8.7.1 The NPPF (2019) requires development to respond to local character and history and the surrounding environment and setting, whilst not preventing innovation – but extends this to recognise a role for change and increased densities. The NPPF advocates a positive strategy for conserving and enhancing the historic environment, taking account of (amongst other things) the desirability of new development to make a positive contribution to local character and distinctiveness. The NPPF state that economic, social and environmental gains are to be sought jointly and simultaneously in order to deliver positive improvements in the quality of the built, natural and historic environment.

8.7.2 Policy 3.5 of the London Plan states that housing development should enhance the quality of local places, considering physical context, local character, density, tenure and land use mix. London Plan Policy 7.4 requires developments to provide high quality design responses to existing spaces, to create a positive relationship with street level activity and to allow ‘existing buildings and structures that make a positive contribution to the character of a place to influence the future character of an area’. Policy 7.5 requires public realm to be comprehensive at a human scale through appropriate treatment such as gateways, focal points, landmarks and landscape treatment. Proposals should be informed by the heritage of an area, reinforcing the connection between public spaces and (inter alia) local features that may be of heritage significance. Proposals should further consider integration with high quality public art. Policy 7.6 sets high architectural standards for all buildings and structures, and requires these to enhance, activate and define the public realm. It allows for materials that complement but do not necessarily replicate the local architectural character.

8.7.3 Local Plan Policy DC1 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 demonstrates how good design, quality public realm, landscaping, heritage assets and land use can be integrated to help regenerate places’.

8.7.4 Local Plan Policy DC2 permits new build development that is of a high design standard and compatible with the scale and character of existing development and its setting. It requires proposals to respect:

- historical context, townscape and the sense of place of a site;
- the surrounding area scale, mass, form and grain;
- the relationship of the proposed development to the existing townscape;
- local design context to promote and reinforce local distinctiveness;
- good neighbourliness and principles of residential amenity;
- local landscape context, providing high quality landscaping and public realm with good permeability where appropriate;
- sustainability objectives;
• the principles of accessibility and inclusive design; and
• the principles of Secured by Design.

8.7.5 Local Plan Policy DC3 (for Tall Buildings) outlines that the location of tall buildings within opportunity areas including the White City Regeneration Area is considered to be appropriate. Policy DC3 also requires that tall buildings have a positive relationship to the surrounding townscape context and skyline and should not have an unacceptable impact on views from and to open spaces or heritage assets.

8.7.6 Local Plan Strategic Site Policy WCRA1 (White City East) requires the regeneration of White City East for a mixed-use urban quarter within a high-quality environment and that proposals for development should fit within the context of a detailed masterplan, integrate and connect with the surrounding context including land adjacent to the boundary with RBKC. There should be improved permeability and access between Westfield and areas north in the WCRA, particularly through areas of public open space including opening up arches underneath the Hammersmith and City Line railway viaduct, where appropriate. The policy also requires that development should provide a network of green corridors and public open spaces including a local park located centrally of approximately 2ha; and provide high quality places for living and working that are well integrated with, and respect the setting of, the surrounding area.

8.7.7 Draft London Plan seeks to secure the delivery of good design through a variety of ways. Going beyond the expectations of the adopted London Plan, Policy D2 does the following. Part C encourages use of digital modelling techniques to analyse potential design options, and to use 3D/virtual reality to inform and engage Londoners in the planning process. Part F requires proposals to go through a design review (which must align with the Mayor’s guidance on design reviews) if a scheme is referable to the Mayor and is above the design threshold in Policy D6 or a tall building is proposed in an area where there is ‘no local tall building definition’. Part H seeks to ensure design quality is retained through (inter alia) avoiding deferring the assessment of the design quality of large elements of a development to the consideration of a planning condition or referred matter, and the use of architect retention clauses in legal agreements ‘where appropriate’.

Urban Design and Heritage Considerations

8.7.8 The successful integration of the site with the surroundings is key to any development on this site. Surrounding uses such as the BBC TV Centre, Westfield, QPR football ground, Hammersmith Hospital and Imperial College and Shepherds Bush Empire attract large groups of people to the area. Wormwood Scrubs is a major area of open space. The site has the potential to support and benefit from the surrounding environment if the links are fully realised.

8.7.9 The proposal aims to transform an underutilised brownfield site into a new university campus and urban quarter and thereby assist in achieving the
regeneration aspirations for the wider area are welcomed. In this sense, the proposed master plan would contribute to a London wide strategy for the Heathrow to Central London corridor as well as the local strategy for regeneration of the White City area.

Site context and history

8.7.10 In the 1870’s and up to the 1900s the site was a series of brickfields and was one of two main areas in London. At this time the West London railway line ran alongside the site creating severance from the area to the west. This pattern has continued with the introduction of the Central Line in 1947 and the development of Westway in the 1970s.

8.7.11 The site has been gradually cut off from the surrounding townscape by successive infrastructure improvements. The site has a single-entry point via the s-shaped Depot Road leading from Wood Lane over the railway into the site. The slip roads and the main carriageway of the A40 overhead at the northern end, whilst visually detaching the area to the north, allow for the possibility of connections beneath the structures. Along the eastern boundary, the West London railway line is carried on embankment and the West Cross Route to the east prevents connections. Along the western boundary, the Central Line is in a cutting preventing direct access. To the south the site adjoins another area of potential regeneration where it will be important to secure future links.

8.7.12 Since 2002, and the closure of the Dairy Crest bottling plant the site has undergone significant changes. The former industrial buildings have now all been demolished and a ‘meanwhile’ scheme approved on part of the area would form as development zone 6 within the current masterplan. The meanwhile use will comprise a set of three, four storeys prefabricated and modular office buildings with associate temporary landscaping.

White City Regeneration Area

8.7.13 The present masterplan is the final area to be developed in order to complete the WCRA. In recent years there has been a rapid transformation in the townscape within the White City opportunity Area, with large developments coming forward to the north, south and west of the development site. All developments represent a marked increase in scale and massing and establish a unique character of their own. It is key therefore that the proposal creates a strong relationship with the sites it immediately adjoins, and sits comfortably in the emerging context, in order to encourage the successful coalescence of the sites with the WCRA.

Heritage assets

8.7.14 The applicant’s statement submitted with the application seeks to identify the significance of heritage assets surrounding the site. It identifies assets that have a connection to the proposed development area and seeks to identify the significance of the heritage asset in relation to the site. The majority of the
application site (with exception to land under the elevated Westway) lies within the Wood Lane Conservation Area. Nine additional Conservation Areas are within 1 km of the site (north of Shepherds Bush roundabout). In the borough, the Old Oak and Wormholt conservation area is located to the North West off Wood Lane. The Oxford Gardens/St Quintin conservation area is to the north east in RBKC, beyond the Westway and West London railway line and Latimer Road. Further afield are the conservation areas of Ingersoll and Arminger, Shepherds Bush and St Mary's and Coningham/Lime Grove in LBHF and Avondale Park Gardens, Ladbroke, Norland and Kensal Green Cemetery Conservation Areas in RBKC.

8.7.15 The Wood Lane conservation area contains a mixture of historically commercial and industrial uses, largely of the post-war era. The focal point is the Grade II Listed BBC Television Centre on the east side of Wood Lane and to a lesser extent the 1947 White City Underground Station immediately to the south of the application site. In terms of the listed buildings in the wider areas surrounding the site including the Grade II listed BBC TV Centre and Grade II listed Burlington Danes School, both on Wood Lane it is considered that their setting would receive a low impact.

8.7.16 The majority of the eastern part of the site which was formerly occupied by a range of large industrial warehouses and ancillary buildings has now been cleared. The part two, part three storey white rendered Forest House office building still exists and is a relatively typical example of interwar suburban commercial development. Stadium House fronting Wood Lane dates from the 1980s and is of no architectural or historic interest and makes no contribution to the significance of the Wood Lane Conservation Area.

8.7.17 The site does not fall within any protected strategic or local views. There are a number of low-rise residential areas including Edwardian terraces laid out in a traditional street block pattern and five storey blocks on the White City Estate and, conservation areas, listed buildings and a Registered Park and Garden which the development would be viewed from within. A comprehensive Townscape and Visual Impact Assessment on potentially affected heritage assets and conservation areas has been undertaken in order to determine the significance of the development impact, and whether significant harm would occur to these areas or assets.

Masterplan proposals

8.7.18 The masterplan sets out a framework of development rules expressed as parameter plans and the design code which govern the amount of development, massing, layout, use, access, appearance and landscape. The development framework is rooted in a set of key urban design principles which guide the overarching vision. The principles respond to the aspirations of the WCOAPFs urban design strategy and aim to address how the new neighbourhoods will interact with their existing context and each other. These key principles are as follows:
• Public realm: The public realm will provide a continuous flow of primary public spaces which connect the major developments to the north and south and a strengthened major east-west connection from Wood Lane. The public realm will create a diverse range of inclusive recreation and leisure spaces to compliment the mixed-use nature of the new developments.

• Pedestrian routes: The ICL masterplan will continue to provide principle pedestrian routes throughout its site to forge clear links with WCL and ICL north.

• Active ground floor frontage: Active frontages will line the principle pedestrian routes to create interest and animate routes which help reinforce perceptions of safety.

• Townscape and tall buildings: Any tall building will need to make a positive contribution to townscape, articulating points of significance within the wider areas and to help with wayfinding. Following from the rationale for tall buildings across the rest of the WCOA, a tall building on the masterplan site could be used to mark its entrance off Wood Lane.

8.7.19 The agreed vision for the masterplan is to create a vibrant and inclusive place with strong connection to its neighbouring communities and quality public realm at its centre which can facilitate chance encounters and foster collaboration. Furthermore, the applicant wishes to utilise the campus as a living environment for clean technology which will propel solutions in sustainability and health.

Masterplan Layout and Element

8.7.20 Key to the masterplan layout is the public realm and servicing infrastructure which set the framework for the spatial configuration of the campus. Flexible development zones for future buildings plots are set around these routes and public spaces, which will provide the space (3d area) into which the Imperial campus can expand. The coarser urban grain of this area matches that of the ICL north site, since it is required to provide large scale institutional buildings with flexible floorplates.

Public Realm

8.7.21 The masterplan proposes a hierarchy of interconnected public open spaces which can be broadly categorised into squares and routes or movement spaces, depending on their urban role. The overarching ambition for the public realm throughout the masterplan area, which officers endorse, is to help to establish a unique sense of place that celebrates the campus as part of ICL, is of high-quality design, is highly sustainable and a showcase the research and technology developed by the College. The public realm will aim to incorporate the latest techniques and technologies to form an innovative, safe and highly accessible public realm, and enhance local environmental conditions, address climate change, and provide a multi-layered public realm for activity, events, rest and contemplation. The landscape proposals stipulate a minimum 30% of the entire surface area of the public realm will be soft
landscape and that the overall landscape proposals will transform the site into a sustainable and bio-diverse landscape, which contributes to wider ecological network between Wormwood Scrubs and Shepherds Bush Green, where the public realm will provide spaces for recreation, habitat creation and integrated urban drainage.

### Bridge and Arrival Square

8.7.22 The new bridge and arrival square form the principle entrance into the campus and have been designed to provide an inviting gateway experience and arrival sequence into the centre of the campus. The bridge decks over the central line railway tracks and will provide vehicle service access including dedicated cycle lanes over its northern third. The rest of the deck will be a ramped plaza formed of interlinked steps that provide small resting places and areas for informal activities, pop-up kiosks, seating. A pavilion café or welcome centre is proposed, and endorsed, to help ensure the route into the campus is animated. The bridge deck will be formed of high-quality materials and will utilise as much planting as possible. It is also envisioned as a site to showcase prototype technologies developed at the College, which will help establish the emerging character of the campus.

8.7.23 The level entrance area at the top of the bridge creates the platform for the Arrival Square. This space marks the culmination of routes and must be lined with uses that set the tone of the campus and aid orientation. This area must facilitate movement in all directions whilst also allowing people to meet and linger. Scattered trees and sculptural seating are proposed to help lead pedestrians into the site whilst also forming a simple entrance plaza for the site and the hotel. The eastern edge of the arrival square then transitions into a space which can hold events and create an exciting dialogue with the podium in development zone 4 which will can showcase lectures.

### Central Square

8.7.24 The central square is the largest area of open space within the campus, and forms its core, where all other routes converge. The vision of this space is for it to be a vibrant place for a range of activities that employees, visitors, and students can enjoy. As such, the proposals conceive the space as a canvas which is flexible enough to accommodate a wide range of activities and provide an attractive an inviting space throughout the year. The central space is tightly connected with the colonnades which frame its edges, provide animation and activity, and blend the buildings with the public space.

8.7.25 A minimum of 30% soft landscaping has been set as a target for the public realm, however the central space has been identified as being able to accommodate a maximum of 70% soft landscape. The structure and layout of the central space will come forward in the detailed design stage, but key features have been proposed as part of this application. In particular the codes specify that the central space should provide a choice of quiet areas of different sizes and visual vibrancy, have minimal traffic noise to facilitate conversation or rest, with particular benefits for people with divergent or
sensory impairment. Furthermore, a water feature within the Central Open Space might be considered as an integral part of the water retention strategy, providing ambience and ameliorating ambient noise. Pavilions and prototype technologies are also envisioned as features of this space.

**Hotel Lane and Residential Square**

8.7.26 Hotel Lane and the Residential Square work together to create a buffer between the development zones at the southern end of the site by establishing a more intimate residential character. The landscape will convey a semi-private atmosphere and residential scale, as it is intended to be used by the residents of the residential blocks and as a more low-key entrance to the hotel. These areas have been designed as traffic-free public streets, and secondary routes and as such provide adequate space for high quality landscaping with tree and ground planting.

8.7.27 The area directly to the south of the hotel will form a small entrance space or garden for the hotel. The residential square will contain both hard and planted spaces along with elements of children’s play and be enlivened by the entrances to both the residential buildings which sit opposite one another. The residential character established within these areas is essential to smooth the transition between the residential development to the south and the university campus to the north. Officers consider that the proposals adequately mitigate this transition and make the proposed residential zones clearly legible.

**The Routes**

8.7.28 Two pedestrian priority routes would be established at the north of the campus, on the east and west sides of the pavilions under the Westway. These routes play an important role in connecting the two Imperial campuses and enabling the connection proposed to RBKC via an underpass and have been carefully aligned to directly connect with the route established in the north campus between the I-hub and Sir Michael Uren Biomedical Engineering buildings. The design codes ensure that both routes are direct and preserve clear visual links to the destinations either side of the Westway. They also must provide high quality, attractive and activated public realm, which is essential to encourage their use through under the Westway. The street frontages will have highly active and transparent faces, with entrances onto the route to ensure it provides good natural surveillance which must also be coupled with a strong lighting scheme to support its active use in the hours of darkness.

8.7.29 On the southern boundary of the site, the layout establishes three vertical routes which create short, direct links between adjacent developments to tie in with the wider network of public open space within the Regeneration Area. Importantly these routes follow the alignment of pre-existing routes which knit the two development areas together. The exact location of the central route is yet to be defined and sits within a prescribed zone set within the parameter plans. The design codes control the scale and character of these routes and which must be simple, elegant spaces with high quality surface materials,
street furniture and lines of tree planting. Officers are comfortable with the codes prescription that the landscape design should promote these routes as movement spaces rather than spaces to dwell.

8.7.30 The public realm along Wood Lane must contribute to a good quality streetscape which should maximise the pavement width, enhance the street tree planting and improve the surface materials. Officers see opportunities in this area to improve environmental conditions such as air quality and surface water run-off. Furthermore, designs should reflect the wider aims and strategic plans for the entirety of Wood Lane, so that its treatment is unified.

Development Zones

8.7.31 Development Zone 1 sits under the Westway and acts as a link building between ICL North and the new masterplan area. The buildings within this zone are categorised as attractor buildings and are used to define the street edges along the northern routes. As such, they provide highly active, and predominantly transparent ground floor frontages, that will display Imperial and/or public activities to generate activity and provide passive surveillance along the routes. Given the constraints and hostile character of the area under the Westway, this zone offers an opportunity to radically reimagine the space and provide architecturally distinct and exciting buildings which will transform the quality of the routes and attract people into the new campus.

8.7.32 Development Zone 2 is also designated as an attractor building and a pavilion which is intended to act as a focal point in views looking north and define the limits of the central space. Given its role and prominent position, the building needs to strongly relate to the central space and at its base must activate the routes on the east and west sides, striking a common first floor datum with the pavilions under the Westway. A cut back ground floor is used to allow short range views and maintain visual connections underneath the Westway between the two campuses. The building should be designed in the round and be architecturally distinct from buildings in zones 3 and 6. The maximum height of the building has been kept to 50m, below the building in zones 3 and 6, so that it is least one storey taller than the Westway. This ensures that the building will not overly enclose the central space; will maintain views to the campus north of the Westway; and offers acoustic buffering.

8.7.33 Development Zones 3 and 6 flank the central open space and have been designated as zones for place-making buildings with inward-facing frontages which look on to the central space and outward facing frontages facing east across the west cross route. The role of buildings in these zones is to contribute to the ground floor public realm while defining the volume and character of the central space through buildings which share a consistent and coherent composition. The height range for these buildings is 53 - 70m which is considered appropriate to enclose the central space and provide the quantum of floor space needed for the college.
8.7.34 To keep the continuity of character, no single building within the zone should appear more important than any other. To control this, buildings within these will be unified by the requirement within the design codes to provide a layered tripartite approach to their façades and massing, which will clearly express a base, middle and top. The base of the buildings will be defined through the use of a colonnade and Piano Nobile which will hit a consistent first floor datum around the central square. The colonnade is used to encourage the spilling out of uses from the ground floor uses to activate the edge of the public realm. Above this the middle of the buildings is used to define the volume of the central open space. It is proposed that the buildings are set back at a ‘shoulder datum’ around 50m, but the shoulder can be allowed to vary in height to accommodate different future building functions. For zone 3 the depth of the set back is a generous 15m to minimise overshadowing into the central space. For zone 6, the set back from the front is 3m, with additional 5m set in from the sides of the middle to break up the massing of the building tops in views from the West Cross Route. The design codes also specify that a maximum of 65% of the middle floor plate can be built upon to create the top tier. The codes therefore positively guide the ‘shoulder’ datum and encourage variation in the buildings tops such that they will be clearly articulated but also visually cohesive. Further relief in the massing of buildings in Development Zones 3 and 6 is derived from the requirement to provide side yards between buildings. The width of these yards is set between 8-10m and their function is to provide amenity space for their associated building.

8.7.35 Given their level of exposure in views from the east and west, neither zone has an elevation allocated as a building back, instead these exposed elevations are categorised as outward facing frontages which can be more individually expressive than inward facing frontages but of the same design quality, obliged to create visual interest and express the building function, so that they make a positive contribution to the wider townscape.

8.7.36 A key feature of zones 3 and 6 are that their building plots are flexible and can be subdivided to suit the requirements of the buildings as they come forward. The design code suggests that zones 3 should be visually subdivided into a minimum of 2 buildings, whereas zone 6 is not allocated a specific level of subdivision but given minimum and maximum elevation widths. If a building were proposed for the entire zone, the codes provide a level of control over the quality of building by specifying that it must be of exceptional design quality in order to mitigate the design consequences of their length caused by an increase repetition or bulk. Furthermore, the codes specify that plots within this zone which exceed the 120m maximum elevation width must provide recesses in their massing and that these recesses should be at least as deep as they are wide and should be the width of a side yard as a minimum, to purposefully reduce their perceived scale and bulk.

8.7.37 Development Zone 4 is located on the southern edge of the campus. The zone plays an important role in framing the arrival square, where it pairs with the southern elevation of zone 3 in creating a gateway into the campus, as well as giving definition to the southern edge of the central open space. Zone 4 also acts as an intermediary development between the college character of
the campus, and the residential character of White City Living which it directly
adjoins to the south. Development zone 4 is coded to be subdivided into two
plots, which must be divided by a public route and terminate in at the arrival
square. Despite the subdivision, the zone shares the same front building line
alignment to hold the southern edge of the central space. The eastern plot
has been assigned as a hotel use, whereas the eastern plot has a podium
base for the university with a residential tower on top. As such, the two plots
play different roles within the townscape which are reflected within the design
codes and parameters plans.

8.7.38 The hotel plot has an inward facing frontage that looks onto the square, which
must follow the same hierarchy as the faces of plots within zones 3 and 6 and
define the volume and character of the public realm. While its northern
elevation plays a role in marking the arrival experience of the campus, and
the entrance to the building should be set on this elevation, its articulation
should be restrained so that it does not compete with the neighbouring
podium building. The edges of the hotel plot are classified as street frontages
and are therefore required to positively interact and promote activity for the
public routes they line. The southern elevation is considered an outward
facing frontage and may be more expressive than the northern. In this
location, the outward facing frontage must forge a strong relationship with the
public realm within hotel lane area and must also demonstrate that it is
visually compatible with the design proposals on the immediately adjacent
White city Living Site to aid the transition between the two sites.

8.7.39 The buildings height range has been set between 42-50m, and it therefore
rises higher than the podium. Noting the size of the plot, the parameters allow
for a deviation off the northern and eastern elevations by minus 15m for both
the middle and upper floors. This should encourage a smaller overall building
envelope and help reduce the scale and massing of the building as the
detailed design comes forward.

8.7.40 The eastern plot has been identified as a special attractor pavilion building,
which must hold the focus and define the limits of the central space. The
building has a low podium base of between 27.5 – 29.85m, on top of which is
a 32-storey residential tower with a maximum height of 120m. The base of
the building addresses the southern boundary of the central open space and
is unique in should be architectural treatment, but expressive of its public
facing function. As a pavilion, the building must activate space on all sides
and on multiple levels. Its edges do not therefore need to conform to a street
character, but they must relate well to the routes. The southern elevation of
the tower must address the residential plaza at low level and provide the
residential entrance. While related to the design of the podium, the residential
element will not be fully integrated with the podium to ensure the different
functions are clearly legible. Overall, the design codes ensure that the tall
building must be designed in the round, so that it will respond to and take its
place as part of the composition of the emerging cluster of tall buildings in this
part of Wood Lane while having an identifiable character evolving from the
adjacent buildings on the site and surrounding context. The building will also
have a defined top which will encourage future designs to pay due attention to the buildings silhouette.

8.7.41 The relocation of the tower to the south of the site is a significant design change from the extant permission which saw the tower located next to the A40 (Westway), forming a gateway into London as it would pair with the tower on the south-western corner of the ICL north campus. Officers consider that the relocation of the tower would make a positive contribution to the townscape, as it will form a clear conclusion to the south of the Campus and act as a marker leading people into the site off Wood Lane, as well as improving the transition in scale, urban grain and building character from south to north. There are also benefits in terms of residential amenity for relocating the tower to this end of the site, where it would benefit from improved air quality, reduced road traffic noise, and closer the proximity to similar uses, in addition to improved external residential amenity spaces, where it can now provide a large which will be located on top of the podium.

8.7.42 Development Zone 5 sits in the south-eastern corner of the site marks the second residential element of the masterplan area. The zone and plot area extents to the southern boundary adjoining WCL, and also uses a podium base, between 12-17m upon which a U-shaped residential block will be positioned. The depth of the plot footprint allows for a 18m gap between the two sides of the block, oriented southwards, which will be used to form a roof terrace for the block’s inhabitants. The parameters specify that the blocks massing will step down towards the southern boundary to minimise impact on neighbouring developments. Officers consider that the layout and orientation of the block will maintain a sense of privacy from the campus while also maximising access to daylight and sunlight. As with the tower in zone 4, the residential use and proportion of the block helps the transition between the residential character of WCL and the collegiate character of the Campus, by bridging the significant change in urban grain.

8.7.43 The blocks western elevation has been designated as a street frontage, and therefore must contribute activity to the street. The western elevations of Zones 5 and 6 must also align at ground and first floor level, to maintain a consistent building line and route into the campus which follow on from the pre-established eastern longitudinal route within White City Living.

8.7.44 Development Zone 7 is located on the site of Stadium House on Wood Lane, just north of the new entrance bridge. This plot has an important role in marking the entrance to the campus in terms of its scale and architectural expression, whilst also needing to fit within its street fronting context where it needs to positively interact with the public realm along Wood Lane. The plots designation as a street frontage, which would make it predominately transparent and active, will support the life and character of Wood Lane. Furthermore, its height range is set between 47m- 58m, around 10 storeys, corresponding with the height of the proposed Gateway scheme opposite, which is reasonable to ensure the building integrate into the pre-established scale for this section of Wood Lane.
Plant and Servicing

8.7.45 Building servicing requirements have been carefully considered so that they do not impact the quality of the public realm and are kept contained to the rear of the buildings or underneath them. The servicing strategy uses two perimeter roads on the east and west and a tunnel under the southern area to connect the two. Furthermore, all building services must be screened from view from the Public Realm in a way that is integrated with the architecture of the building.

8.7.46 Plant on buildings has also been considered and codified to ensure that it is fully integrated into the composition of the building. With the exception of flues, all plant should be accommodated within the envelope of the buildings prescribed in the parameter plans. In addition, the codes emphasise that roofs should provide some visual amenity to surrounding buildings with screened plant, a considered palette of materials and minimal visual clutter as they are visible from local residential buildings.

Materials

8.7.47 The recommendation for building materials is that they should draw on the existing local context and character, both historic and modern, and be of high quality. The design codes suggest a range of materials which would be appropriate for the proposed development, and a range of colours which should relate to the palette of the surrounding buildings and be warm and white in colour. This is intended to create a sense of coherence both within the proposed development and the wider area. Offices support the contextual nature of the proposed materials and the reasoning that underpins their selection.

Scheme Evaluation Summary

8.7.48 The use, layout and massing of the masterplan, and the role of its constituent development zones, has been well considered to ensure that future development will contribute to a well-structured, legible part of the city. While it is recognised that the scale and grain of the building plots is large, the proposed design codes help to break down and control the massing of buildings to ensure they will positively contribute to the White City Regeneration Area. Furthermore, the codes create a hierarchy of building facades according to their role in the local townscape such that those which play important roles in focusing wayfinding and marking the extent of the campus will be buildings of distinct architectural interest that positively contribute to the public realm. Officers consider that the articulation of different character zones, between the residential scale spaces and building plots on the southern boundary, and the collegiate buildings to the north, is successful in mitigating the changing roles of the residential led development at White City Living and the university campus at Imperial college north.

8.7.49 The rationale and structure of the proposed public realm is also thought to be coherent and capable of creating legible and attractive spaces with a clear
identity, which not only provide for users of the campus, but will also contribute wider environmental benefits. All the spaces proposed for the public realm will be open and accessible to all, offering a good level of permeability and connectivity to neighbouring development zones, particularly on the southern boundary which must seamlessly unite.

**Design Review Panel**

8.7.50 As summarised in paragraphs 4.33 – 4.35 the Masterplan was presented to the Council’s Design Review Panel on two occasions during the early stages of its design development. It was first presented in July 2017 when the applicants presented their ideas of their approach to the masterplan and outlined the aims. The Panel supported the direction of the masterplan and the focus on a central space. The Panel suggested that the next stages of design should include an investigation of how people would be drawn into the space and move through it.

8.7.51 Technical studies to support the proposed massing were considered to be essential before the panel could give comfort on matters of scale. The Panel felt that there should be greater separation between the proposed blocks and questioned the repositioning of the tower to the southern end of the site. The focus on the central space was appreciated but there was a concern that the “rear” elevations should not be treated as such and were of sufficient quality and animation to form a backdrop to the surrounding townscape. The plan to untangle vehicular and pedestrian movements in the servicing strategy was seen to be very positive.

8.7.52 Following further testing and development of the masterplan, it was presented again in December 2017. The Panel supported the masterplans commitment to the public realm and felt that with further development and the consideration of issues such as art and SuDs strategy, it could deliver a real sense of place. The Panel reiterated its concerns with regard to the gaps between the blocks and asked for the relocation of the tower to be tested in view studies before agreement is given to the principle.

8.7.53 Since the Design Review Panel, officers have continued to discuss the development of the masterplan with the applicants and in particular, the issues raised by the panel. The separation between the blocks has been refined, the tower has been tested in extensive view studies, and the central space has been subject of design codes aimed to give it most potential to achieve a curated and animated piece of public realm.

**Townscape and Visual Impact Assessment**

8.7.54 The scale of the Class B1 buildings and residential tower, and their relationship with the existing and emerging context, has been carefully evaluated in a townscape and heritage assessment. In total 30 viewpoints were selected in consultation with officers. The photomontage studies submitted by the applicant are from publicly accessible viewpoints around the site where the new development would be seen in its townscape context. All
views tested are either from, or views to conservation areas and include studies which enable an assessment to be made of the impact of the proposed development on the setting of the conservation areas and also listed buildings and non-designated heritage assets.

8.7.55 Officers consider that in the majority of the views studied, the proposed development would have a neutral impact on the surrounding townscape. Given the scale of the developments that already occupy the WCRA, the new proposals would add little to the cumulative impact of the developments of White City Living, Imperial College North, the Television Centre and the Gateway development. Furthermore, the proposed masterplan would appear as a coherent piece of development of a scale and form that is consistent and relates well with the proposed buildings in the Opportunity Area. Where the tower in zone 4 is highly apparent in views, in particular Views 15 (within RBKC), 20, 29, 30, it would appear as a well-proportioned building that would act as a marker for the public space at the centre of the campus and thereby enhance the legibility of the area. Overall, officers consider that the development proposes an appropriate response to the townscape composition of the site and its surrounding context.

8.7.56 With regard to heritage, a tall building would inevitably appear to some extent in views from within surrounding conservation areas. However, it is considered that the impact of the proposals on the significance of surrounding heritage assets both within RBKC and H&F would be neutral or negligible, such that the setting of heritage assets would be preserved. In this respect the development would not change or result in altering the established townscape character, building typologies, plot dimensions, materials, physical boundaries or street patterns within the surrounding conservation areas.

Design Conclusions

8.7.57 The proposed scheme represents an opportunity to regenerate this part of the White City Regeneration Area. In this respect it meets the aims of the Local Plan. Currently, this part of White City is disconnected from the surrounding townscape and presents a poor aspect in the local built environment. Development of this site therefore provides an opportunity for significant enhancement of the area.

8.7.58 It is acknowledged that this is a large area of redevelopment. The impact of the scheme on the surrounding heritage assets has however been assessed through agreed visual studies and found to be acceptable.

8.7.59 The submitted scheme would connect the site with surrounding townscape and provide a new network of routes and high-quality spaces. The proposed built form has a massing which responds to the proposed spaces, and surrounding townscape at its edges. It has a variation in architectural character which provides interest across the frontages. The master plan arrangement in terms of the relationship between the built form and public realm would assist in the creation of a sense of place.
8.7.60 National, Regional and Local Policy and guidance supports the proposal for a tall building in this location. The impact of the tall building on the surrounding townscape which includes conservation areas in H&F and RBKC has been considered through a Townscape and Visual Impact Assessment. From this analysis it can be concluded that the impact on surrounding townscape is acceptable, and in particular the setting of the heritage assets would be preserved to the extent that their significance is sustained.

8.7.61 Overall, it is considered that the application proposes an appropriate response to the site and would bring substantial benefits in enhancing the townscape. Set in an area of varied architectural characters the proposed development would provide a new place with its own identity that successfully integrated into the surroundings. It would provide a series of new high quality public open spaces and well-designed public realm. The development is consistent with the requirements specified in national guidance, the London Plan, the Local Plan, and it is considered that it would provide a high-quality development which would make a positive contribution to the White City Regeneration Area.

8.7.62 It is considered that this is compliant with Section 16, 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990. The proposed development is also considered acceptable in accordance with the NPPF, Policies 7.1, 7.2, 7.3, 7.4, 7.5, 7.6 and 7.21 of the London Plan and Policies DC1, DC2, DC4, DC7 and DC8 of the Local Plan (2018).

8.8 Amenity Considerations

Amenity of Surrounding Residents

8.8.1 This section focuses on the impact that the scheme would have on the properties surrounding the site. Local Plan policy DC2 (Design of New Build) and policy HO11 (Detailed Residential Standards) set out that the Council would ensure that the design and quality of all new housing is of a high standard and that developments provide housing that would meet the needs of future occupants and respect the principles of good neighbourliness.

8.8.2 The quality of the accommodation and the development’s impacts on neighbouring occupiers are considered within the following sections. Particular regard has been given to the impacts on the closest residential properties that comprise the Traveller’s site (approximately 40m to the east of the site), the Wood Lane Estate (approximately 60m to the south-west of the site) and the emerging development at White City Living which (Phases 1 and 2) lie immediately to the east.

Privacy and Overlooking

8.8.3 Key Principle HS7 (iii) of the Council’s Planning Guidance SPD (2018) sets an 18m standard from windows in new development to existing windows, in order to protect privacy. The SPD clarifies that the 18m distance would be
measured by an arc of 60 degrees taken from the centre of the proposed new window to ensure that there is no loss of privacy to neighbouring occupiers.

8.8.4 There are no existing residential properties within 18m of any elevation of the development. The closest dwellings being on the Traveller’s site circa. 40 m to the east. It is considered that the gap between the development and these properties would ensure that no loss of privacy or significant overlooking would occur to existing properties.

8.8.5 The proposals are located adjacent to Phases 4 and 5 of the emerging White City Living Development to the south. Phases 1 and 2 are currently under construction. As the adjacent WCL development is set back 9m from the boundary, this is repeated within the north block of the Centre House proposals. Therefore, it is reasonable to conclude that the ICL led development of the Dairy Crest site would follow this same principle in order to match the 9m between the building and site boundary. The resulting relationship at its closest would be 18m which is in line with the minimum SPG guidelines. Windows on the north facing elevations would face buildings in Development Phases 4 and 5 and vice versa. This relationship is consistent with the typical distances between facing buildings within the high-density urban settings of the surrounding masterplans consented in the White City area.

8.8.6 It is considered that the overall level of compliance with the minimum “18m guideline” across the development is high. Whilst there are a few examples of dwellings with windows closer to each other (for instance – between the east and west facing elevations of the two residential buildings), the site is within an Opportunity/Regeneration Area within both local and strategic policies encourage residential densities to be optimised where high quality design is delivered.

8.8.7 It is considered that future occupiers would be aware of the site’s dense urban environment, when taking occupation within the development and they are therefore, likely to have different expectations in terms of the privacy levels within the apartments. It is also likely that residents would place more weight on the locational benefits of the site and other qualities of the development, above privacy, which is set out in established planning decisions within similar dense urban environments. It is considered that the relationship between the proposed development, and emerging WCL development and the existing dwellings is acceptable on balance. In summary, the proposal would not result in surrounding properties experiencing any significant undue loss of amenity in terms of overlooking and privacy. The proposal is considered to comply with policy requirements on this matter.

**Daylight, Sunlight & Overshadowing, and Solar Glare**

8.8.8 **London Plan Policy 7.6** requires new buildings and structures to ensure that they do not cause unacceptable harm to the amenity of surrounding land and buildings in relation to a number of factors, including overshadowing. **Policy**
7.7 further states that tall buildings should not adversely affect their surroundings in terms of overshadowing and reflected glare.

8.8.9 The Mayor's Housing SPG makes clear that ‘an appropriate degree of flexibility’ should be applied when assessing the impacts of new development on surrounding properties and within developments. In particular paragraph 1.3.45 states ‘Guidelines should be applied sensitively to higher density development, especially in opportunity areas, town centres, large sites and accessible locations, where BRE advice suggests considering the use of alternative targets. This should consider local circumstances; the need to optimise housing capacity; and scope for the character and form of an area to change over time.’ Paragraph 1.3.46 further states ‘The degree of harm on adjacent properties and the daylight targets within a proposed scheme should be assessed drawing on broadly comparable residential typologies within the area and of a similar nature across London. Decision makers should recognise that fully optimising housing potential on large sites may necessitate standards which depart from those presently experienced, but which still achieve satisfactory levels of residential amenity and avoid unacceptable harm.’

8.8.10 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’. Local Plan Policies DC2 and Policy DC3 states that all new builds and tall buildings must be designed to respect good neighbourliness and the principles of residential amenity. SPD Key Principle HS1 states that, “Where communal open space is provided, development proposals should demonstrate that the space: is designed to take advantage of direct sunlight...” And, SPD Key Principle SDC1 states that, “Other effects buildings can have on the local climate include: Overshadowing and reducing access to sunlight.” Paragraph 3.15 of the Council’s SPD also outlines that as the borough has a high density of development, it is necessary to ensure that in the siting and design of all new buildings and extensions, the amenities of existing residential occupiers are not unduly affected.

8.8.11 With respect to impacts within the scheme itself Policy 3.5 of the London Plan expects housing developments to be of the highest quality, internally and externally. Guidance on the application of Policy 3.5 is provided by the Mayor's Housing SPG (2016). The SPG echoes Policy 3.4 of the London Plan, which seeks to optimise housing output, and recognises that in achieving optimum housing delivery that an appropriate degree of flexibility needs to be applied when using BRE guidelines to assess the daylight and sunlight within new developments.

8.8.12 Emerging policies at local and strategic level advise that the BRE Guidelines should be applied flexibly to higher density development, especially in opportunity areas, town centres, large sites and accessible locations, where BRE advice suggests considering the use of alternative targets. This should consider local circumstances; the need to optimise housing capacity; and scope for the character and form of an area to change over time.”
8.8.13 The Housing SPG at paragraph 1.3.46 goes on to state that “The daylight targets within a proposed scheme should be assessed drawing on broadly comparable residential typologies within the area and of a similar nature across London. Decision makers should recognise that fully optimising housing potential on large sites may necessitate standards which depart from those presently experienced, but which still achieve satisfactory levels of residential amenity.”

8.8.14 Paragraph 2.3.47 of the Housing SPG states “BRE guidelines on assessing daylight and sunlight should be applied sensitively to higher density development in London, particularly in central and urban settings, recognising the London Plan’s strategic approach to optimise housing output (Policy 3.4) and the need to accommodate additional housing supply in locations with good accessibility suitable for higher density development (Policy 3.3). Quantitative standards on daylight and sunlight should not be applied rigidly, without carefully considering the location and context and standards experienced in broadly comparable housing typologies in London.”

8.8.15 The effects of the proposed development on daylight and sunlight availability to windows of existing and proposed properties and overshadowing of open spaces have been assessed and provided in the Daylight, Sunlight and Overshadowing Assessment which forms Chapter 11 of the ES Volume 1. This technical assessment uses the methods set out in the Building Research Establishment’s (BRE) 2011 “Site layout planning for daylight and sunlight: A guide to good practice” to analyse the impact of the proposal on existing and future neighbouring residential properties within the surrounding area. The assessment considers the impact of the proposed development based on a direct comparison between the baseline scenario and the proposed development, and other cumulative developments. The daylight and sunlight assessment have been undertaken on those properties most likely to experience impacts from the development, i.e. the nearest residential properties. In total 10 sensitive receptors have been identified. The receptors include the existing houses on the Wood Lane Estate, the Travellers site in RBKC and the adjacent proposed residential White City Living scheme under construction. Consideration also been given to neighbouring commercial uses, including Centre House and Yonex House on Wood Lane. The assessment also considers the likely effects of the proposed residential units within the development. This includes an indicative daylight and sunlight assessment for future residential occupants and for overshadowing within the proposed open spaces.

8.8.16 A maximum parameter model was tested in this assessment. This represents the worst-case scenario for daylight, sunlight and overshadowing within and surrounding the site (measured up to 200 metres). Committed development up to a distance of 100 metres were included. The effects during the construction stage would vary over the course of the development and is considered to be less than those during the operation stage when the development is fully completed. At present, the majority of the site is cleared, and levels of daylight and sunlight are greater than those in the assessment which was carried out with the former Dairy Crest buildings still in situ. Further
updated assessment would be required through the reserve matters stages for the proposed residential use.

8.8.17 The daylight assessment comprising the Vertical Sky Component (VSC) test to examine the change of daylight levels as a result of the proposed development. An Annual Probable Sunlight Hours (APSH) test has assessed the changes to sunlight levels. For both the VSC and APSH, compliance is achieved if the ratio of the impact between the baseline and proposed development is 0.8 or higher. The ES has also carried out an assessment of the overshadowing of the nearby (existing and future) amenity spaces. These are considered to represent the accepted tests from which to carry out a comprehensive planning assessment of the daylight, sunlight and overshadowing impacts of the development.

8.8.18 In terms of daylight, 1,078 neighbouring windows have been assessed. The analysis finds that show that the majority of the surrounding windows (85%) are not impacted by the development, with the effect on the remainder ranging between low to high. However, of these, most are related to commercial buildings comprising Yonex House, adjacent to the site on Wood Lane, the ‘Gateway’ scheme (which is a proposed scheme which lies to the west on the other side of Wood Lane), the I-Hub on the Imperial Campus to the north and the BBC R&D facility within Centre House, which is to be proposed to be redeveloped. In terms of the neighbouring residential properties, 47 of the 50 windows tested on the Wood Lane Estate are above the BRE criteria. The remaining 3 windows were found to have a low effect insufficient to warrant an adverse impact. The effect on the Travellers site would be greater, with 119 of 161 windows meeting the BRE criteria. Only 8 windows were found to have a level of a higher significance. The effects recorded are however comparable to those for the consented 2014 Helical/Aviva scheme. In conclusion to the daylight section, out of all the potentially affected windows the majority comply with the daylight test, and therefore do not experience an adverse reduction in the amount of daylight received. Given the benefits of the proposal and the large degree of compliance in this urban area, officers on balance concur that provision of daylight for this development is acceptable.

8.8.19 In terms of sunlight, 754 south facing windows were assessed and 97.1% found not to be impacted by the proposed development. The remaining 2.9% have an effect ranging between medium and high, but again, the I-Hub, the proposed Gateway development and Yonex House are all commercial uses. Of the residential properties, the Wood Lane Estate is located south west and not impacted. The effect on the Imperial residential tower to the north was found to be negligible, whilst the effect on the Travellers site without mitigation would be of moderate to major negative significance. The assessment is based on a worst-case scenario considering maximum parameters and detailed effects would be identified during the detailed design, reserved matters stage. A reduction to the massing of the proposed buildings on the east boundary in order to reduce the impacts on the Traveller’s site would probably mitigate this effect and therefore the impact on these properties would not cause significant harm to warrant refusal.
8.8.20 Once cumulative developments come forward the effects on the wider area are marginally increased. The greatest impact being on the proposed St James White City living scheme to the south. However, the effect is found to be of the same order of magnitude as the impact reported in the ‘St James White City Living’ 2014 ES (Chapter 16) on the former Diary Crest site itself. Furthermore, with the north part of the WCL application only being in outline form at this stage, St James advised the applicant at the time that its northern windows facing the former Diary Crest site/Imperial site would be designed so that any windows would not be the primary source of light for habitable rooms.

8.8.21 Overall officers consider the impact of the proposed development on the surrounding areas is predominantly negligible (insignificant). A few properties in closest proximity would however experience moderate/major negative significance. The Traveller’s site to the east and the consented St. James development to the south are the most affected in terms of daylight and sunlight given their proximity to the proposed development. The results are however comparable to those for the 2014 extant permission and surrounding committed developments. On balance, given the location of the site within an urban inner-city opportunity area, designated for tall residential development, the proposed scheme is considered to achieve a high level of protection of existing residential amenities, considering daylight and sunlight, overshadowing and solar glare. The guidance set out within the BRE guidance, which is widely used by Local Planning Authorities (including H&F) has been followed and overall the proposal is considered to be line with Policies 7.6 and 7.7 of the London Plan and DC2, DC3, DC8 of the Local Plan.

8.8.22 The development has been sensitively designed with the tower located in the south to avoid detrimental impacts with regard to daylight, sunlight and overshadowing to surrounding properties; inevitably this means that there will be some degree of overshadowing within the development itself. The generously scaled landscaped is approached through an arrival square set to the west of the residential buildings. Given the scale of this space it would enjoy sunshine during most of the year. It is considered that given the size of the scheme, and the urban context, the impact of the proposed development in terms of daylight, sunlight and overshadowing to existing properties and for future occupiers will on the whole be acceptable. There are a very small number of properties that may experience adverse impacts, however, given the regeneration benefits of the scheme, and the very small area of non-compliance with the BRE guidance which should be applied flexibly, it is considered that on balance, the proposed development is acceptable in this respect.

Internal Daylight and Sunlight for Future Occupiers

8.8.23 A daylight, sunlight and overshadowing assessment has been carried out for the proposed development that provides an analysis of the expected internal light levels within the new homes. This is based on a calculation of the Vertical Sky Component (VSC) and Average Daylight Factor (ADV) for daylight, plus...
calculations of the probable sunlight hours and overshadowing. The report calculates the majority of the habitable rooms within the proposed development would comply with BRE criteria in terms of daylight and sunlight with 90.9% of the units above the minimum recommended ADF and 61% of the living areas above the criteria for sunlight. In accordance with the BRE guidelines, the design of the final proposal will need to seek to avoid providing north-facing homes, with the elevations principally facing east, south and west. In addition, the report shows that projecting or recessed balconies restrict sunlight received within the development. However, it must be stated that whilst the balconies limit sunlight, they provide valuable amenity space for every new home and are required to meet local planning policy requirements. Furthermore, whilst the sunlight reaching the balconies is not included within the assessment of internal light levels, it would contribute to the perception of sunlight for future residents. Therefore, at this stage of design, the proposal suggests that there is a very high level of adherence for a large, dense development within an inner London location and presents an acceptable level of internal daylight and sunlight in accordance with Local Plan policy HO11. The results for the overshadowing assessment show that all the amenity space proposed complies with BRE criteria.

Light Pollution/Solar Glare

8.8.24 The outline nature of the application means both the internal layouts of the buildings and their external appearance are to be determined at a later stage. In order to ensure lighting is designed to avoid glare, light spillage from the site and to conserve energy, a condition is recommended requiring the submission and approval of details of external lighting proposals so that the type, location and intensity of external lighting can be controlled. This would ensure that good lighting levels are achieved for areas on the site such as the new public spaces but also ensure the amenity and environment of the surrounding area would not be adversely affected and ensure that nuisance is not caused to occupiers of neighbouring properties. Subject to the conditions, officers consider the development to satisfy policy requirements in accordance with Local Plan policy CC12.

8.8.25 Conclusions on Residential Amenity

It is considered that the proposed development, would not result in significant harm to the amenities of adjoining occupiers in terms of daylight/sunlight, over-shadowing, and privacy. It is considered that the proposals, have been designed so that they do not unduly prejudice the development potential of the adjoining sites, including the adjoining White City Living development which have the capacity to contribute towards the comprehensive regeneration of the Opportunity Area, by virtue of the extent of the daylight, sunlight, overshadowing and privacy impacts. In this regard, the development would respect the principles of good neighbourliness. The proposed development is therefore considered to be acceptable and would be in accordance with policies 3.5, 3.6, 3.8, 7.3, 7.6, 7.7, 7.14 and 7.15 of the London Plan (2016), Local Plan policies HO11, DC1, DC2 and DC3 and the
Security

8.8.26 The NPPF seeks to ensure that planning decisions promote public safety and consider wider security and defence requirements. They should anticipate and address all plausible malicious threats and natural hazards and create safe, inclusive and accessible places that have high levels of amenity and do not undermine quality of life, community cohesion and resilience to due crime and disorder.

8.8.27 London Plan Policy 7.13 states that through planning decisions development proposals should include measures to design out crime in a manner that is 'in proportion to the risk, deter terrorism, assist in the detection of terrorist activity and help deter its effects'. Policy DC1 seeks to ensure that new developments, new publicly accessible open spaces and new community and leisure facilities are inclusive and accessible, contribute to improving quality of life and reducing the incidence of crime and anti-social behaviour (paragraphs 2.57, 10.5 and 12.3).

8.8.28 The local police Designing Out Crime Officer/Architectural Liaison Officer was consulted. No comments were received. In order to ensure the overall security strategy and design intent at the next stage of the design process, a planning condition regarding secure by design criteria is included in accordance with the NPPF, Local Plan, and Policy DC1 of the Local Plan which requires development to reduce the opportunities for criminal behaviour. A condition is also recommended for blast resistant external glazing.

8.9 Transportation and Highways

8.9.1 The NPPF (2019) requires that developments which generate significant movement are located where the need to travel would be minimised, and the use of sustainable transport modes can be maximised; and that development should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. The NPPF (Paragraph 110) requires applications for development to:

(a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
(b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
(c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
(d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
(e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

8.9.2 **NPPF Paragraph 111** states that all developments that would generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

8.9.3 **NPPF Paragraph 109** states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

8.9.4 **London Plan Policies 6.1, 6.3, 6.9, 6.10 and 6.13** set 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. **Policies 5.16 and 5.17** are relevant to waste and recycling.

8.9.5 **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’. **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”. **Policies T3, T4, T5 and T7** relate to opportunities for cycling and walking, vehicle parking standards, blue badge holders parking and construction and demolition logistics. **Policy CC7** sets out the requirements for all new developments to provide suitable facilities for the management of waste.

8.9.6 **Planning SPD (2018) Key Principles WM1, WM2, WM7 and WM11** are also applicable which seek off-street servicing for all new developments.

8.9.7 The application site is located off Wood Lane, defined as a designated London Distributor Road by the local highway authority, indicating that it a key link between the strategic route network. The site falls within a location which has a Public Transport Accessibility Level (PTAL) of 6a, defined as ‘excellent’ using Transport for London’s (TfL’s) methodology. This represents the second highest possible level. The site benefits from good links to public transport, is close to two different underground stations and extensive bus services, including two bus stops within a 60m walking distance. The site is within Controlled Parking Zone (CPZ) O, which operates restricted parking Monday to Saturday 9:00am – 5:00pm.
8.9.8 Chapter 7 of the ES assesses the likely environmental effects of the proposed development with respect to traffic and transport. This chapter considers the effects of the proposed development during construction as well as once it is operational. A draft Construction Logistics Plan (CLP) is included in the appendices.

8.9.9 A Transport Assessment (TA) and additional supporting information accompany the application in accordance with Local Plan Policy T2. Draft Travel Plans have been submitted and set out measures to encourage the use of sustainable transport. The Transport Assessment provides a full review of the existing factors and the impact of the proposal on the local highway and public transport networks.

Site Access

8.9.10 Existing vehicular access to the site is from Depot Road. A new link into the site is proposed off Wood Lane. The proposed details of these access arrangements are reserved at this stage however, expected to be via a new vehicular, cycle and pedestrian bridge link over the Central Line cutting, between Stadium House and the existing Depot Road bridge. The new bridge would become the priority access route into/out of the main part of the site and have capacity for the development’s vehicular traffic. Depot Road would continue to be used in the short term, although there is an aspiration this road would be close off to traffic and used for pedestrian/cycle and emergency access only. Access to the part of the site currently occupied by Stadium House would continue to be via the existing arrangements off Wood Lane.

8.9.11 A new vehicle/ cycle/ pedestrian bridge link was approved in the previous 2014 scheme. The current proposed bridge would provide a 33m wide access point, connecting Wood Lane with 'Access Square'. The bridge would comprise of a 9m wide carriageway with 1.5m on-street cycle lanes on each side of the carriageway and 18m wide footway to the south of the access and a 3m footway to the north. In order to achieve the necessary clearance over the Central Line cutting, the proposed bridge link would have a gradient of at least 1:20. Previous iterations of the bridge design were considered in the extant scheme, including the provision of a segregated route for cyclist/pedestrians. The proposal has been revised in order to avoid vehicle conflict with pedestrians arriving from White City and the south. It is envisaged that vehicle access would be confined to the northern part of the new bridge, with the remainder being for pedestrians and cyclists. Although reserved at this stage, the principle form and layout of the proposed access point to the site is considered acceptable. The early final details of the bridge design and junction arrangements would be agreed by condition. Delivery of the bridge at an early stage of the development is crucial. The applicant supports this approach and has agreed to the construction of the bridge prior to the occupation of any building on the site. This would be secured by way of the s106 legal agreement. Overall, the proposed indicative access arrangements and highway works to Wood Lane and Depot Road are considered acceptable.
Indicative secondary access points are proposed to the north of the site, by way of internal vehicle, cycle and pedestrian routes, connecting with Imperial’s North Campus. The proposed layout would not only provide necessary connections to the Imperial campus to the north but also link to a proposed underpass beneath the West London Railway Line to the north-east and RBKC beyond. The provision of an underpass for pedestrians and cyclists would improve connectivity in the local area by providing an east-west link between both boroughs and was secured through the s106 legal agreement for the North Campus. This is still viewed by officers in H&F, RBKC and GLA/TfL as being an integral piece of infrastructure that would benefit the whole Opportunity Area including ICL.

The proposed pedestrian and cycle underpass route fall partly within ICL land. The S106 contribution secured under planning permission ref: 2011/04016/COMB for delivery of this route has not yet been provided. Outstanding issues and complexities have been set out by ICL regarding the delayed delivery of the underpass. The applicant states they remain committed to delivering this infrastructure and advised they are engaging with all the relevant parties, including Network Rail. The applicant has emphasised that construction tenders have been requested and currently progressing the technical design and construction methodology required.

There are a series of proposed connections to the WCL site in the south, through secondary routes between Development Zones 4 and 5. This would significantly increase pedestrian and cycle connectivity to public transport and Westfield to the south. These are only indicative at this stage. Further details would be submitted for approval with reserved matters applications. A condition would ensure that all the detailed pedestrian and cycle access points are implemented in accordance with plans to be fully considered by the Council.

A Pedestrian Environmental Review System (PERS) and Cycle Environment Review (CERS) were undertaken as part of the Transport Assessment. These audits find good facilities already exist for pedestrians, with only Depot Road highlighted as providing inadequate facilities pedestrians, in particular wheelchair users. As part of the proposed development Depot Road would become a secondary route with the key destination point formed by a new bridge over the Central Lane. The audit of the existing cycle accessibility demonstrates an overall good level of provision. A wide range of destinations and facilities can be reached within a 5km catchment of the site and there is good connectivity into the London Cycle Network.

Site Layout

The site layout would have a range of buildings set within seven development zones, arranged around areas of access and public realm. An Access and Circulation Routes Parameter Plan identifies the proposed pedestrian priority areas, primary cycle and vehicle routes as well as servicing zones and vehicle turning areas. A key factor of the development is the proposal to maximise pedestrian and cycle movement and minimise the presence of vehicles at
grade level. To achieve this, vehicles entering the site via the new bridge would proceed on the service road network proposed along the eastern and western flanks of the site (Development Zones 3 and 6). This would confine service goods vehicles to the rear of commercial buildings freeing up the main entrances to public realm. These routes would provide a limited number of car parking spaces and access to emergency vehicles. Coach access to the proposed hotel in Development Zone 4 would be via the bridge and a drop off point. To avoid goods vehicles having to drive across the site east/west, a below ground tunnel (underneath the public realm) is proposed and would be constructed linking two service corridors. The tunnel would also provide an opportunity for direct links into a basement beneath Development Zones 4 and 5 (at the southern end of the site), where there is a need for basement car parking and servicing. The precise location of this tunnel is not fixed but defined with the proposed basement parameter plan.

8.9.17 Final design all the internal routes (including all parking bays, taxi and bus lay-bys and servicing bays) would be approved at reserved matters stage. Overall it is considered the development would have good vehicular, cycle and pedestrian connectivity with the surrounding areas. The proposed layout would improve permeability and provide safe and attractive routes with overlooking from proposed buildings, street lighting and general activity associated with both the public realm.

Trip Generation/Modelling

8.9.18 The methodology used for assessing trip generation for proposed development has been discussed in some detail with the applicant and TfL both at the pre-planning stage and post submission. Further analysis by the applicant contained within a technical note has been submitted by the applicant. It is considered that the forecasted trip generation and modelling provided in the Transport Assessment is robust and representative of the proposals in a worst-case scenario.

8.9.19 The trip generation assessment undertaken has reviewed both the existing and proposed land uses on the site. Most of the site is now vacant, except for the two office uses which equates to approximately 3,807 sqm. Trip rates for this assessment have been derived using the industry standard TRICS® 2017 v7.4.1 database and include a ‘net’ trip generation. This has been used to predict trip rates based on similar sites to the individual land uses within the proposed development. Subsequent technical notes have been prepared by the applicant’s transport consultant in response to comments from H&F and TfL officers relating to the propose methodology used. Additional clarification was also requested by officers related to the trip generation/modelling of the B1 uses.

8.9.20 The Transport Assessment has looked at the additional number of trips that could be generated with the proposal by all modes. It finds that the additional pedestrian and cycle trips can readily be accommodated and would have a negligible effect on facilities within the area. During the peak hour, the demand for buses equates to 5.8% of the available capacity and would have
therefore only a minor effect. In terms of the capacity on the London Underground, a number of trips generated as a percentage of total line capacity ranges from 0.1% to a maximum of 2.2% and in all situations, a significant level of spare capacity would remain to accommodate both this and other growth. The number of people travelling by Overground rail would be less but having regard to existing capacity equates to between 0.2 and 2.6% of the capacity provided, which could be accommodated.

8.9.21 The following tables produced summarise the total people trip production from the site. As expected, due to the high PTAL area of the site, over 70% of the peak time trips generated is expected to be made through various public transport.

8.9.22 The transport assessment has shown that the different modes of transport can handle the excess number of trips (total person, incl. vehicle) produced as part of this development.

### Table 6.36 – Total People Trip Generation Per Land Use

<table>
<thead>
<tr>
<th>Land Use</th>
<th>AM (08:00-09:00)</th>
<th>PM (17:00-18:00)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Arrival</td>
<td>Departure</td>
</tr>
<tr>
<td>C1 – Hotel</td>
<td>14</td>
<td>46</td>
</tr>
<tr>
<td>C3 – Residential</td>
<td>19</td>
<td>128</td>
</tr>
<tr>
<td>B1 – Office</td>
<td>2,551</td>
<td>179</td>
</tr>
<tr>
<td>B1 – R&amp;D</td>
<td>315</td>
<td>22</td>
</tr>
<tr>
<td>D1 – Crèche/Nursery</td>
<td>17</td>
<td>10</td>
</tr>
<tr>
<td>D1 – Conference</td>
<td>16</td>
<td>6</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>2,933</td>
<td>390</td>
</tr>
</tbody>
</table>

8.9.23 The Council’s Highways Officer has reviewed the land use trip forecasts (by mode) and considers these to be an accurate reflection of the trip rates for the different elements.
Junction capacity modelling has been undertaken for the site access at Wood Lane/South Africa Road/Depot Road, the signalised junction under the Westway (Westway slip roads/Wood Lane junction) and the Du Cane Road/Wood Lane/Nascot Road junction. Traffic modelling and junction capacity tests has been carried out to understand the changes in traffic flows forecast as a result of the proposed development. Figures summarise that the proposed development would generate 92 vehicle movements in the AM peak hour and 98 during the PM. The two scenarios tested included forecast of development traffic at a time when the site still retained a range of businesses comprising light industrial, logistics and storage facilities as well as coach and HGV operators. The second scenario forecast takes into consideration the proposed development. The assessment reveals that the proposed development is not predicted to have any significant impact on the existing highway network and hence the proposal is acceptable on highways grounds. The junction will be assessed further at the detailed stage.

The promotion of sustainable and active travel to and from the site is emphasised and encouraged through various travel plans which will be secured via s106 agreement. Further mitigation secured for Transport for London will support the increased uptake in all modes of public transport associated with the proposed development.

The applicant would be liable for the implementation of the bridge/deck and would be required to enter into a S106/S278 agreement to enable the Council to be responsible for the highway works needed at the Wood Lane junction with the new bridge. The Council would need to fit around the proposed CS10 – TfL cycle route along Wood Lane if this comes first.
Public Transport

8.9.27 The TA has considered the impact of the proposed development on the public transport network and concludes that in terms of rail, the change of use from commercial to residential would result in a slight reduction in overall rail trips. The proposal would result in an overall increase in Underground trips. The greatest peak increase in passengers as a result of the proposed development is shown to be 0.5% on the eastbound services to Shepherd's Bush, which is considered to represent a negligible effect.

8.9.28 Whilst there would be a net increase in bus trips as a result of the proposed development, the TA demonstrates that these would be distributed further across the bus network and would have a negligible effect on the bus network overall. TfL do not require any specified s106 contributions towards public transport in terms of increased capacity (for buses, trains or London Underground) and therefore, the impact on public transport overall, is considered to be within acceptable tolerances and can be accommodated within the existing services.

Car Parking

8.9.29 In terms of car parking Local Plan Policy T4 states that any proposed development should conform to the maximum parking standards, set out in Policy 6.13 of the London Plan. A summary of the proposed land uses, and related car parking provision (maximum 254 parking spaces) is presented below:

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Total Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td>Research and development/business (B1)</td>
<td>100</td>
</tr>
<tr>
<td>Residential (C3)</td>
<td>149</td>
</tr>
<tr>
<td>Hotel (C1)</td>
<td>5</td>
</tr>
<tr>
<td>Retail (A1-A5) and D1 and D2 facilities</td>
<td>0</td>
</tr>
<tr>
<td>TOTAL</td>
<td>254</td>
</tr>
</tbody>
</table>

8.9.30 The exact location of the proposed car parking spaces for each land use is not detailed in this application. The Development Specification and Design Codes however summarise the majority of the parking spaces would be located at basement level with limited surface level parking provided. A detailed design of the proposed car park spaces would be submitted at the reserved matters stage for each development phase.

Residential Parking

8.9.31 The residential component would comprise up to 373 homes. Adopting existing London Plan standards, the proposed unit mix would result in a maximum provision of circa 300 residential parking spaces. A total of 149 residential parking spaces are proposed. This equates to an overall ratio of 0.4 spaces per unit. The scheme thus proposes circa 50% of the maximum permissible parking levels under the adopted plan. In highly accessible
locations, as in the case of the application site, the draft London Plan however
aspire for more restrictive standards and for developments to be car-free.

8.9.32 The parking ratio of 0.4 spaces per unit is comparable with other residential
schemes in the area, including the adjacent St James (White City Living)
development to the south. It is also worth noting that the previous 2014 outline
consent for this site contained 460 residential parking spaces (for 1,150-unit
scheme), with a parking ratio of 0.4 spaces per unit. Therefore, the proposed
level of residential car parking for the site is considered acceptable in this
instance.

8.9.33 Although a car parking cap of 149 residential spaces is accepted in principle,
officers recommend that a review of the off-street residential parking provision
be conducted by the applicant as and when each phase of the development
comes forward. Due to the large scale of the development, length of the build
programme and delivery of the first residential units, the car parking needs of
the development should be reviewed a later stage. This aligns with setting the
minimum car parking standards set by the draft London Plan for sites in highly
sustainable locations.

8.9.34 The site has excellent access to public transport. In line with policy T4 of the
Local Plan and the London Plan, the development would be car permit free,
where residents (excluding Blue Badge Holders) would be prevented from
obtaining car parking permits for local CPZs. This would be secured through
the S106 Agreement. Due to the large scale of the development and in
context with other large developments in the area, a review of the Parking in
Zone 0 is also expected to be funded. The applicant has agreed to fund
this review, and this would be secured as part of the S106
agreement.

8.9.35 Local Plan Policy T5 requires new developments provide accessible off-street
parking for Blue Badge Holders. 10% of the residential car parking spaces
would be ‘blue badge’ spaces accessible for use by a Blue Badge Holder.
These car parking spaces would be made available to residents (with Blue
Badges or for occupiers within the accessible units) within the provisions of
the car park management plan. It is recommended this be secured as a
planning obligation within the s106 Agreement. 25% of all the residential
parking spaces would be provided with electric charging points with passive
provision for a further 25% in line with Local Plan policy T4.

Commercial Parking

8.9.36 In total, 100 car parking spaces are proposed for the research &
development/business (Class B1) land uses. A further 5 parking spaces are
designated for the hotel use. The proposed B1 use parking provision is based
on one space per 1,750 sqm which is lower than the current London Plan
standards. This could yield up to 296 spaces. During discussions, TfL
requested that the car parking provision for the B1 use be amended in
compliance with the Draft London Plan standards, so B1 development within
Inner London is ‘car free’.
8.9.37 It is expected that a development of this scale and nature would require some car parking associated with it. The applicant has provided supplementary information to support the requirement for this provision. Draft London Plan policy T6.2 recognises that operational parking needs should be considered on a case-by-case basis. In response, the applicant has summarised that all the B1 use car parking provision would be reserved for ‘site operational needs’ with a controlled visitor parking policy only and no provision of commuter parking. They indicate that the number of car parking spaces associated with the research and development/business use is a restrained approach, the operational requirements for these spaces are necessary and reflects procedures already in place on other campuses.

8.9.38 The applicant has drawn attention to its ongoing parking arrangements at existing ICL campuses (South Kensington and White City). As in the case of the application site, the South Kensington campus is located in a highly accessible public transport location. In response to H&F and TfL officers’ advice, the technical note has justified the proposed level of parking and how existing arrangement on other campuses has formalised the requirements for the proposed development on the site. The proposed 100 proposed operational spaces would be used for mini-bus, warden/staff, visitor, maintenance/contractor and disabled parking. The spaces would serve the whole campus and would be capped. The final design and allocation of these commercial parking spaces would come forward in stages per each development phase and include the provision of enlarged parking spaces for mini-buses however, this is yet to be confirmed at this outline stage. All the B1 parking would be allocated and managed by a dedicated parking team. This management arrangement already operates a similar procedure on its other campuses.

8.9.39 The applicant has also advised that their existing White City ICL campus, north of the A40 (Westway) was originally permitted to have an underground car park beneath the development together with a limited amount of surface level car parking providing a total of 239 car parking spaces. The underground car park was not built out and the current parking provision on this site has been reduced over time to 22 spaces. All the parking spaces are accessible designed spaces. The proposed 100 commercial parking spaces would serve the whole of the Imperial campuses and would be considerably less than originally permitted on the north campus alone. Officers consider this point carries some weight for the provision of the 100 parking spaces in this development.

8.9.40 The applicant has committed to providing all 100 operational spaces with electric charging infrastructure, above the London Plan policy requirement. 10% disabled parking spaces would also be provided and be situated such as to provide easy access to all the buildings. Officers consider that a commercial/operational car parking cap should be secured through a condition and a mechanism be secured within the car park management plan, where an undertaken would be made to review the operational parking requirements on a phase by phase basis. Together with a detailed travel plan, the B1 car parking component is considered appropriate for this development.
Car Parking Management Plan

8.9.41 The applicant has provided information regarding the management of car parking. The key aims of the car parking management plan are as follows:
- Ensure adequate car parking provision for the needs of the development;
- Enforce the use of the car park to ensure that only those eligible make use of the facilities, including preventing parking by non-site users and those not having spaces as part of their ownership/tenancy;
- Enforce appropriate use of the car park such that it remains accessible to all eligible users.

A car parking management plan to ensure effective allocation and management of the parking spaces, is to be secured through S.106 agreement as it will require ongoing monitoring and review.

Cycle Parking

8.9.42 In total, 2,152 long stay and 316 short stay cycle spaces are proposed across the development in consideration of the different uses. The proposed provision outlined below is in line with London plan standards.

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Long Stay Cycle Space</th>
<th>Short Stay Cycle Space</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Research and Development/business (B1)</td>
<td>1,472</td>
<td>80</td>
<td>1,552</td>
</tr>
<tr>
<td>Residential (C3)</td>
<td>590</td>
<td>5</td>
<td>595</td>
</tr>
<tr>
<td>Hotel (C1)</td>
<td>10</td>
<td>4</td>
<td>14</td>
</tr>
<tr>
<td>Retail (A1-A5) and D1 and D2 facilities</td>
<td>80</td>
<td>227</td>
<td>307</td>
</tr>
<tr>
<td>Total</td>
<td>2,152</td>
<td>316</td>
<td>2,468</td>
</tr>
</tbody>
</table>

8.9.43 In line with the London Plan, 5% of these spaces would be accessible cycle parking spaces. The quantum is considered acceptable in principle and in accordance with policy 6.9 of the London Plan and policy T3 of the Local Plan. The final details of the location and form of cycle parking proposed to ensure full compliance with the relevant policies and standards would be submitted for approval at the reserved matters stage. These should be built in accordance with West London cycle parking standards and include provision for larger bicycles.

8.9.44 The proposed development is forecast to result in an increase demand for cycle hire in the vicinity of the application site. Existing TfL cycle hire docking stations already exist within the vicinity of the site and other non-TfL cycle hire providers operate in the surrounding area. Officers are advised that the existing BBC White City Docking Station has a low usage at present and would has spare capacity for future developments in the surrounding area. Instead of providing additional cycle hire infrastructure, a contribution towards providing a proportion of the current annual cycle hire membership would be more beneficial and encourage users to make sustainable modes of transport. These incentives should be package in the Travel Plans. The applicant has
agreed to a financial contribution towards cycle hire in the local area and would be allocated to Transport for London. The financial contribution would be secured via the s106 agreement.

**Delivery, Servicing and Waste**

8.9.45 A draft Delivery and Servicing Plan and an operational waste management plan have been submitted. It outlines the servicing arrangements for the development. All delivery, servicing and waste collection would be carried out within the curtilage of the site. Servicing of Development Zone 7 is expected to be carried out via an existing crossover provided on Wood Lane. Servicing would be carried out via peripheral routes on the eastern and western flanks of the site, designed to minimise impact on the public realm and pedestrian and cycle movement. Servicing of the western half of the site would be carried out at grade level, located off the main access and adjacent to the Central Line cutting. Servicing of zones to the east would be carried out via a ramp located off the access point and a proposed subterranean road in the basement area. An alternative service road would connect and serve the buildings on the east side at grade level. Turning heads would be provided at the end of each service road to allow all manoeuvres to be carried out internally and eliminate the need for reversing. Servicing of buildings to the south would be carried out at basement level via the subterranean road. A detailed DSP will be required per phase prior to the occupation of building and would be conditioned.

8.9.46 Essential to the operation of the delivery and servicing plan is the implementing a sustainable procurement approach to improve suppliers’ performance.

- Developing new approaches to the management of deliveries and servicing through facilities management operations.
- Co-ordinating delivery and servicing activities across the organisation as well as between other organisations in the locality.

Typically, a DSP will help to:

- Achieve financial savings through improved efficiencies.
- Identify where safe and legal loading can take place, both generally and in exceptional circumstances.
- Improve vehicular access to a delivery / collection origin or destination.
- Avoid vehicles moving through a site and parking unnecessarily.
- Reduce noise, CO2 and air quality emissions, congestion, collisions and overall freight costs by reducing the number of delivery trips (particularly during peak hours).

8.9.47 An outline Waste Management Strategy which demonstrates how the design of the proposed development considers the operation of waste and recycling collection services has been prepared in support of the planning application, in accordance with Policy T2 of the Local Plan. The Waste Management Strategy has been prepared to ensure the sustainable management of recycling and waste arising through the lifetime of the development.
Travel Plans

8.9.48 Three draft Framework Travel Plans for the residential, hotel and retail and office and research land uses have been submitted alongside the TA. Due to the large nature of the development and timescales relative to the delivery of each phase, an appropriate mechanism for the delivery and monitoring of each of the Travel Plans has been discussed. A residential, B1 workplace and retail/hotel travel plan would each be implemented and operated from the first occupation of any dwelling and/or relevant commercial component on the site and would be reviewed on the subsequent first, third and fifth anniversary. The submission and implementation of each travel plan would be secured by the condition and an obligation seeking a contribution towards the monitoring would be included in the S106 agreement. Officers consider this provides an acceptable mechanism for the delivery and monitoring of travel plans for a development of this type and scale in accordance with Policy T2 of the Local Plan.

Construction Logistics Plan

8.9.49 In accordance with policy T7 of the Local Plan a draft Construction Logistics Plan (CLP) has been submitted alongside Chapter 5 ES Volume 1. The CLP sets out how the impact of the demolition and construction works for the proposed development on the local highway network and how this could be mitigated. Consideration of nearby sensitive uses, proposed developments and planned measures inform the CLP. It is estimated that the construction of the proposed development will last at least 22 years. The development will be delivered in 4 phases (and 7 development zones) as summarised above. Core working hours during construction would be in accordance with LBHF and any variation would only be permitted with H&F approval. The ES finds that mitigation would be required during the construction and demolition stage impacts. Time and route restrictions on demolition and construction activity are expected to be controlled through a Demolition and Construction Logistics Plan.

8.9.50 It is anticipated that demolition and construction works would generate temporary increases in vehicle movements on the highways in the vicinity of the site and. These are related to the movement of plant, materials and people to and on the site. The movements would not however be continuous throughout the construction period and consideration has been given to the worst case, at the peak of construction traffic activity.

8.9.51 At this stage of the planning process, the information relating to the Construction Logistics Plan (CLP) has yet to be detailed, and therefore this information needs to be developed in accordance with policy T7 of the Local Plan (2018). A framework demolition logistics plan will also be required relating to the proposed elements of demolition. The plans would need to be developed to be in accordance with TfL requirements, which seek to minimise the impact of construction traffic on nearby roads and restrict construction trips to off peak hours only.
Highways Conclusion

8.9.52 The development has submitted a number of supporting documents including; the Transport Assessment, Draft Travel Plans, an Outline Construction Logistics Plan, and the Environmental Statement, in order to provide information on the existing highways arrangements and how the new development will impact on them. These documents along with the section 106 legal agreement and the planning conditions imposed, have shown how the predicted impacts on the existing highway network will be mitigated. Officers have carefully reviewed the information provided and the mitigations included and are satisfied that the proposal meets the policy requirements and achieves an overall objective of minimal disruption to the existing highway and public transport arrangements. Officers therefore consider that there are no material considerations which indicate why planning permission should be withheld.

8.9.53 Subject to the submission of the required documents by condition or by way of obligation and the mitigation to the impacts of the development required by way of legal agreement, officers consider that the proposed development would be acceptable and in accordance with London Plan Policies 6.1, 6.3, 6.9, 6.10, 6.11 and 6.13 and Local Plan policies T3, T4, T5, T7 and CC7.

8.10 Environmental Considerations

8.10.1 The following environmental impacts have been assessed within the ES and supporting planning application documents.

- Water Resources and Flood Risk
- Sustainability and Energy
- Air Quality
- Ground Contamination
- Noise and Vibration
- Archaeology
- Ecology
- Waste
- Wind Microclimate
- Electronic Interference
- Socio-Economics
- Cumulative and Interactive Effects
- Residual Effects

8.10.2 The below sections comprise a planning assessment of the development impacts against adopted planning policies, supplementary planning guidance and the National Planning Policy Framework.
8.11 Water Resources and Flood Risk

8.11.1 The NPPF seeks to meet the challenge of climate change, flooding and coastal change by supporting the transition to a low carbon future in a changing climate taking account of flood risk and coastal change.

8.11.2 London Plan Policies 5.11, 5.12, 5.13, 5.14 and 5.15 require new development to comply with the flood risk assessment and management requirements of national policy, including the incorporation of sustainable urban drainage systems, and specifies a drainage hierarchy for new development. Policy 5.3 identifies the efficient use of natural resources (including water) as a principle for informing the achievement of other policies in the London Plan. Policy 5.11 Part A subsection b recognises the role of green roofs and walls in delivering sustainable urban drainage objectives. Policy 5.13 further states that development should utilise SuDs unless there are practical reasons for not doing so and should aim to achieve greenfield run-off rates and manage surface water run-off close to source. Policy 5.14 states that planning decisions must ensure that adequate waste water infrastructure capacity is available in tandem with development.

8.11.3 Local Plan Policy CC2 requires major developments to implement sustainable design and construction measures, including making the most efficient use of water.

8.11.4 Local Plan Policy CC3 requires a site-specific Flood Risk Assessment (FRA) for all new development over 1 hectare in size in Flood Zone 1 and 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.

8.11.5 Local Plan Policy CC4 (‘Minimising surface water run-off with sustainable drainage systems’) requires all proposals for new development to ‘manage surface water run-off as close to its source as possible and on the surface where practicable, in line with the London Plan drainage hierarchy’. It also requires all major developments to implement SuDs ‘to enable reduction in peak run-off to greenfield run off rates for storms up to the 1 in 100-year event (plus climate change allowance)’ and to provide a sustainable drainage strategy to demonstrate how the strategy would enable these requirements. These are to be retained and maintained for the lifetime of the development, with details of their planned maintenance to be provided.

8.11.6 Draft London Plan Policy SL13 sets out the same requirement and additionally states that proposals for impermeable paving should be refused and that drainage should be design and implemented to address water efficiency, river quality, biodiversity and recreation.
8.11.7 Demolition and construction activity could potentially cause temporary but significant effects on water quality. Mitigation measures are recommended in Chapter 13 & 14 ES Volume I. Suggested mitigation in the ES consider the impacts to all nearby water bodies are negligible.

8.11.8 As required, a Flood Risk Assessment (FRA) has been provided with the application. The site is in the Environment Agency's Flood Zone 1. This indicates a low risk to flooding from the River Thames and no specific flood mitigation measures are required to manage this risk. Counter's Creek now runs in a sewer and is located parallel to the London Overland railway line, east of the site. Two main sewers exist to west of the site on Wood Lane and a combined sewer flows beneath the Central line railway cutting. The Environment Agency has been consulted and advised that the site does not fall within an area at risk of flooding from rivers or the sea. As such the Environment Agency do not object, as responsibility for surface water flood risk is managed by the borough. Other potential sources of flooding have also been considered - groundwater, surface water and sewer.

8.11.9 The site is not in a location identified as having increased potential for elevated groundwater flooding. At present, the vast majority of the application site has been cleared and consists of hardstanding, with rainfall being discharged into the combined sewer. Separate foul and surface water networks would be installed to manage drainage on the site from proposed buildings and external areas and connect to the Thames Water points. Thames Water has been consulted and do not object. Confirm that further details of the proposed foul and surface water and connections would be required to help manage drainage on the site in future.

8.11.10 The proposed development includes new drainage infrastructure within the site which would significantly reduce the risk of surface water flooding with a range of different sustainable drainage systems used to limit discharge rates. This would result in surface water discharges being limited to a maximum of 25 litres per second, which is a significant reduction in comparison with the existing surface water discharge.

8.11.11 The FRA comments that precautionary mitigation measures to water-proof any new basements would be provided. This approach is considered acceptable and it is noted that example mitigation measures to protect basements from water mains burst flooding are provided, which are welcomed. At present the basement facilities have not been designed in detail, and confirmation of the structural and other measures would be provided at the detailed stage.

8.11.12 With regards to surface water and sewer flooding, the FRA provides details of a surface water management strategy. In terms of measures to protect the site, the FRA confirms the over-arching approach of having no surface flooding on site from a 1 in 30-year storm and no flooding from a 1 in 100-year storm which poses a significant risk to people or property. Examples of mitigation measures are provided although further consideration would be given to these on a building by building basis during the detailed design
stages. Sewer surcharge protection measures would also be required in basements.

**Drainage**

8.11.13 In terms of drainage, the previous surface water management proposals in terms of the final discharge rate at 75l/s and the associated level of attenuation of 58% have been revised. A revised Surface Water Management statement has been submitted which reduces the final discharge to 24.8l/s for the site (equivalent to 4.96l/s/ha), using a range of different SUDs and other storage systems. This represents an attenuation improvement of c.86%. 4550m³ of storage would be required over the site to achieve this level of performance.

8.11.14 In terms of the identified Sustainable Drainage Systems (SuDS), the masterplan would incorporate a series of techniques to take advantage of on plot and off plot attenuation opportunities. Solutions proposed include blue roofs, living (green/brown) roofs, rain gardens and tree pits have been assessed as being the most suitable, along with underground tank storage. Officers consider the development would lends itself to the use of a number of above-ground SuDS measures, including rainwater harvesting. Further consideration has been sought by officers on this point and for consideration to be given to the integration of the landscaping of the site, so that it serves a range of uses, including surface water management. Permeable hard landscaped areas should also be included where possible. For this reason, an updated Surface Water Management Strategy for each phase should be submitted for approval at the reserved matters, design stage which shows how greenfield run-off rates and the required attenuation and attenuation volumes would be achieved through maximising the use of prioritised SuDS measures as highlighted in the London Plan Drainage Hierarchy. Full details of each SuDS measure would need to be provided, including plans showing their locations. Drainage layouts, including connection details to the public sewer network would also be required. Maintenance information should also be provided.

8.11.15 The proposal would therefore be in line with the NPPF, Policies 5.11, 5.12, 5.13, 5.14 and 5.15 of the London Plan and Policies CC2, CC3 and CC4 of the Local Plan, requiring flood risk assessment and development to mitigate flood risk and to minimise future flood risk.

**8.12 Energy and Sustainability**

8.12.1 The NPPF (2018) requires new development should be planned to avoid increased vulnerability to the range of impacts arising from climate change and to help to reduce greenhouse gas emissions, such as through its location, orientation and design. The NPPF in paragraph 152 expects new development to comply with any development plan policies on local requirements for decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable; and take account of landform, layout,
building orientation, massing and landscaping to minimise energy consumption. When determining planning applications for renewable and low carbon development, the NPPF advises that local planning authorities should approve applications if the impacts are (or can be made) acceptable.

8.12.2 **London Plan Policies 5.1, 5.2 and 5.3** require developments to make the fullest contribution to the mitigation of and adaptation to climate change, ensure sustainable design and construction and minimise carbon dioxide emissions. **Policies 5.5, 5.6, 5.7 and 5.8** require developments to provide decentralised energy, renewable energy and innovative energy technologies where appropriate.

8.12.3 **The Mayor's Sustainable Design and Construction SPG** provides guidance on the implementation of London Plan Policy 5.3 and provides a range of additional guidance on matters relating to environmental sustainability.

8.12.4 **Draft London Plan Policy SI2** seeks to extend the extant requirement on residential development to non-residential development to meet zero carbon targets. It maintains the expectation that a minimum reduction of 35% beyond Building Regulations to be met on site (10% or 15% of which should be achieved through energy efficiency for residential development, and non-residential development). Where it is clearly demonstrated that the zero-carbon target cannot be met on site, the shortfall should be provided through a cash in lieu contribution to the borough’s carbon offset fund, or off-site provided an alternative proposal has been identified and delivery is certain. **Draft London Plan Policy SI3** identifies Heat Network Priority Areas. Supporting text explains that further information about the relevance of CHP in developments of various scales would also be provided in an Energy Planning Guidance document, which would be kept updated as technology changes, however this guidance has not yet been published. The draft Plan states that it is not expected that gas engine CHP would be able to meet the standards required within areas exceeding air quality limits with the technology that is currently available. However, heat networks are still considered to be an effective and low-carbon means of supplying heat in London and offer opportunities to transition to zero-carbon heat sources faster than individual building approaches. **Draft London Plan Policy SI4** seeks to minimise internal heat gain and the impacts of urban heat island effect through design, layout, orientation and materials. An energy strategy should demonstrate how development proposals would reduce potential for overheating and reliance on air conditioning systems in accordance with a hierarchy that prioritises the minimisation of internal heat generation through energy efficient design and reductions to the amount of heat entering a building.

8.12.5 **Local Plan Policy CC1** requires major developments to implement energy conservation measures by implementing the London Plan sustainable energy policies and meeting associated CO2 reduction target and demonstrating that a series of measures have been taken to reduce the expected energy demand and CO2 emissions. It requires the use of on-site energy generation to further
reduce CO2 emissions where feasible. **Local Plan Policy CC2** seeks to ensure the implementation of sustainable design and construction measures by implementing the London Plan sustainable design and construction policies.

8.12.6 London Plan policy 5.2 requires major development proposals to include a detailed energy assessment to demonstrate that the targets for carbon dioxide emissions are met. The London Plan energy hierarchy set out within the policy is:

1. Be lean: Use less energy
2. Be clean: Supply energy efficiently
3. Be green: Use renewable energy

8.12.7 In line with Policy 5.2, the revised GLA’s energy assessment guidance explains that the carbon reduction target for new development changed in October 2016 as follows: Zero carbon homes (as defined in section 5.2 of the Housing SPG) are expected for residential developments. This means that residential areas should achieve at least 35% reduction in regulated carbon emissions over Part L 2013 and the remaining regulated CO2 emissions to achieve 100% saving are to be offset through a cash in lieu contribution to the relevant borough. For commercial/non-domestic development Carbon emissions should aim to be 35% below Part L 2013.

8.12.8 As required, an Energy Statement has been provided with the application. The Strategy broadly followed the required energy hierarchy. The Energy Strategy originally showed that the development is forecast to generate a total of 6,748 tonnes of CO2 a year designed to meet the minimum requirements of the Building Regulations 2013. Of these emissions, the residential units would be responsible for 553 tonnes. In order to meet the London Plan (2016) and Local Plan (2018) CO2 reduction targets, these emissions required to be reduced by a minimum of 35% for the commercial aspects of the development and to be zero carbon for the residential component. This requires a reduction in CO2 emissions of 2,721 tonnes a year.

8.12.9 In line with the requirements of the GLA Energy Hierarchy, the proposed Energy Strategy focuses initially on using energy efficiency measures, to reduce energy use and minimise CO2 emissions. All buildings are to be designed to use as little energy as economically possible. The Energy Strategy sets aspirations at this stage for each zone rather than specific solutions. This allows the most appropriate solutions to be designed for each zone. Potential on-site energy efficiency and passive design measures that would help reduce emissions include improved insulation levels, energy efficient lighting, reduce glazing levels, efficient plant and equipment, heat recovery systems and improved, air tightness performance. Across all uses, the average CO2 emissions reduction through use of these measures is calculated at 19.4% (1,308 tonnes).

8.12.10 The potential for connecting the site into an existing heat network has been assessed and discussions with neighbouring developers/site owners has
taken place in some cases but no opportunities have been identified for the site to connect into any other existing or planned energy centres in this area. The use of an on-site energy centre incorporating Combined Heat and Power (CHP) unit has been considered although concerns are discussed in the Energy Statement about the attractiveness of CHP use being reduced due to the carbon reduction potential of CHP decreasing due to decarbonisation of the national electricity grid. An alternative approach could be the use of reversible Air Source Heat Pumps (ASHPs) which could provide both heating and cooling. Gas fired boilers would still be required to top up heating requirements when demand is higher, but this approach has the capacity to reduce CO2 emissions. A hybrid CHP/ASHP approach has also been assessed whereby at Phase 1 an energy centre is included with small heat network connected to a CHP unit which is then supplemented in later stages by ASHPs. NO CO2 savings for the ASHP option appear to have been calculated, but the hybrid CHP/ASHP approach is forecast to reduce CO2 emissions by 443 tonnes a year.

8.12.11 With regards to the integration of renewable energy generation on the site, the most feasible option is to include solar PV panels. The Energy Strategy suggest that around 15% of useful roof space can accommodate PV panels. This equates to 1,790m2 of panels (around 1,420 panels). CO2 emissions are calculated to reduce by a further 154 tonnes a year.

8.12.12 A Utilities Statement has also been prepared to support the application in conjunction. In terms of power sources for the area, the available supply capacity is substantially less than that required for the development. The applicant has provided land beneath the elevated A40 to allow UKPN to locate a new primary substation. Proposals for this are in progress and intended to go live in 2020, providing full demand from the site, as well as releasing additional capacity into a local network.

8.12.13 In total, the Energy Strategy outlined for the site (assuming the use of the hybrid CHP/ASHP approach) is forecast to reduce annual CO2 emissions by 1,904 which is a shortfall of 817 tonnes to meet the required target. It is anticipated that the regulated CO2 emissions would be reduced by 29% for the commercial blocks (compared to the target of at least 35%) and 18% for the residential blocks (compared to a target of being zero-carbon). The Energy Statement proposed that the shortfall of 817 tonnes of CO2 should be offset through a payment in lieu, although it also notes that Imperial College are open to discussion on other opportunities for off-site carbon reduction measures. If the payment route was adopted, with CO2 currently costing £1,800 per tonne to offset, would require a payment of £1,470,600. This is a current worst case scenario and would be reviewed on a phase by phase basis. In the case of the B1 Commercial buildings this is much more challenging to meet the target due to the nature of the proposed B1 Research building type proposed and the need for specific requirements for ventilation, filtration, humidity control and more demanding lighting requirements. These factors will all have a significant effect on the energy use compared to the notional building. The aim of the revised Energy Strategy at the reserved matters stage providing a flexible, future proofed energy supply strategy to
enable the development of each individual plot/building to meet the energy performance aspirations, targets and applicable regulatory requirements at the time they are designed and constructed.

8.12.14 In broad terms the approach of following the Energy Hierarchy and developing a strategy which reduces energy demand and associated emissions, includes efficient energy generation on-site and use of renewables is acceptable. However, the main issue with the proposals was the large shortfall in meeting the 35% CO2 emissions reduction through on-site measures. In response the applicant has revised its energy strategy, having reviewed the CHP provision for the domestic element. A combined system serving all the residential buildings would achieve a saving of 40.7% of CO2, compared with the 18% reduction quoted in the original strategy. This reduces the overall carbon shortfall of the entire scheme from 817tCO2 to 664tCO2 per annum. The final details would be agreed at the reserved matters stage further low carbon solutions may come forward in this time to deliver further reductions.

8.12.15 In broad terms, the approach is acceptable in energy policy and CO2 reduction terms although there may be scoped to revise and improve the approach with regards to on-site energy generation. As such a revised Energy Assessment is considered appropriate prior to the commencement of the relevant works and secured by condition.

Sustainability

8.12.16 As required, a Sustainability Statement has been provided with the application. This assesses the development's proposed design in relation to a number of sustainability issues including:
- the use of the land, site layout and building design
- energy and water conservation
- use of materials and other resources
- nature and biodiversity
- climate change adaptation
- flood risk and surface water management
- pollution
- construction phase

8.12.17 The performance of the development design with regards to the sustainability issues outlined above has been assessed against the GLA's SPG on Sustainable Design and Construction which provides guidance on priority and best practice measures that major developments should incorporate wherever possible. In addition, the sustainability of the research and development and other business accommodation on the campus would be assessed using the BREEAM Assessment Methodology and a rating of Very Good or above would be sought. Overall, the approach put forward is considered to be acceptable although an "Excellent" BREEAM rating should be aimed for and the achievement of the GLAs' SPG best practice targets should be maximised wherever possible.
8.12.18 It should also be noted that the use of BREEAM to assess and guide sustainability measures does not preclude the requirement to meet London Plan and Local Plan requirements where planning policy may require more stringent levels of performance - e.g. in terms of carbon reduction and surface water management through the use of sustainable drainage measures.

8.12.19 Subject to the inclusion of conditions requiring the implementation of the submitted documents as set out above, requiring submission of Sustainability, BREEAM and Energy Statements, officers therefore consider that the proposed development accords with Policies 5.1, 5.2, 5.3, 5.6, 5.7, 5.8, 5.9, 5.11, 5.12, 5.13, 5.14, 5.15 and 7.19 of the London Plan and Policies CC1, CC2 and CC7 of the Local Plan.

8.13 Air Quality

8.13.1 H&F was designated as an Air Quality Management Area (AQMA) in 2000 for two pollutants - Nitrogen Dioxide (NO2) and Particulate Matter (PM10). The main local sources of these pollutants are road traffic and buildings (combustion plant emissions).

8.13.2 NPPF Paragraph 181 relates to air quality and it states that planning decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement. Planning decisions should ensure that any new development in Air Quality Management Areas and Clean Air Zones is consistent with the local air quality action plan.

8.13.3 London Plan Policy 7.14 seeks that development proposals minimise pollutant emissions and promote sustainable design and construction to reduce emissions from the demolition and construction of the buildings; not worsen existing poor-quality air quality. Where additional negative air quality impacts from a new development are identified, mitigation measures would be required to ameliorate these impacts. This approach is consistent with paragraphs 120 and 124 of the NPPF. Further the Mayor of London’s Air Quality Strategy provides a framework of policy which aims to improve air quality in London.

8.13.4 The Mayor’s Air Quality Strategy (2010) seek to minimise the emissions of key pollutants and to reduce concentrations to levels at which no, or minimal, effects on human health are likely to occur.

8.13.5 Local Plan Policy CC10 seeks to reduce potential adverse air quality impacts arising from new developments and sets out several requirements.

8.13.6 An air quality assessment has been undertaken as part of the ES of the impact of the construction and operational stages on local air quality, including the
effects of up to 254 car parking spaces once the development is fully operational and on-site energy generation equipment (Chapter 8, ES Volume I). Data for the site and surrounding road networks already shows high levels of air pollution, in particular nitrogen dioxide and ultrafine particles (PM10, PM2.5) due to close proximity to trafficked roads.

8.13.7 The potential risk and impacts associated with construction activities upon local air quality has been assessed, and mitigation measures have been recommended based on this risk. Construction works for the whole development is anticipated to take 22 years and would be carried out on a phase by phase basis. The assessment has considered the potential risk of dust and PM10 impacts from the remaining demolition works, earthworks including excavation, construction activities and construction vehicles and machinery associated with these works. Following the implementation of proposed mitigation measures, entailing good site practice measures and the use of an Air Quality Dust Management Plan (AQDMP) and Demolition and Construction Logistics Plan to reduce HGV vehicle movements where possible, it is considered that the effects in relation to dust and particulates is negligible and not considered to be significant.

8.13.8 With regard to operational effects, pollutant emissions from traffic generated as a result of the proposed development and from on-site energy generation have been assessed. The Proposed Development would include one central energy centre, located within Development Zone 3. Due to the uplift in floorspace and use of the site, there would be an impact with regards to air quality locally, however the overall impact is considered acceptable. Subject to the inclusion of conditions prior to the commencement of above ground works for each phase of the development to address the above mitigation measures, officers consider that the proposed development can accord with Policies 7.14 of the London Plan and Policy CC10 of the Local Plan.

8.13.9 Measures have been recommended to reduce exposure, to minimise the risk for future building occupants, resulting in insignificant impacts on these receptors. The proposed mitigation, (ventilation strategy, implementation of a travel plan and provision for electric vehicle charging) would help ensure that vehicle movements and pollutant emissions generated by the development would be kept to a minimum; Taking these factors into account it is considered that the overall effect of the development would not be significant.

8.13.10 Measures have been recommended to help ensure that vehicle movements and pollutant emissions generated by the development would be kept to a minimum, including implementation of a Low Emission Strategy, a travel plan and provision of electric vehicle charging points.

8.13.11 Notwithstanding the findings, it was recognized that the assessment is based on a range of assumptions including emissions from combustion plant and vehicle emissions from traffic in the area, based on up-to-date forecast data. In light of these assumptions, air quality officers have recommended the imposition of conditions which require details of the Ventilation Strategy, Combustion Plant to follow Emission Standards set by the Local Plan/London
Plan, an Air Quality Dust Management Plan and a Low Emissions Strategy and use of green infrastructure to mitigate air pollution. Subject to these conditions, it is considered that adequate mitigation measures could be secured to ensure the development is able to demonstrate compliance with the current London Plan policy 7.14 and Local Plan policy CC10.

8.14 Ground Contamination

8.14.1 London Plan Policy 5.21 explains that ‘the Mayor supports the remediation of contaminated sites and would work with strategic partners to ensure that the development of brownfield land does not result in significant harm to human health or the environment, and to bring contaminated land to beneficial use’. For decision-making, the policy requires ‘appropriate measures’ to be taken to ensure that development on previously contaminated land does not activate or spread contamination.

8.14.2 Local Plan Policy CC9 requires a site assessment and a report on its findings for developments on or near sites known to be (or where there is reason to believe they may be) contaminated. Development would be refused ‘unless practicable and effective measures are to be taken to treat, contain or control any contamination’. Any permission would require that any agreed measures with the council to assess and abate risks to human health or the wider environment are carried out as the first step of the development.

8.14.3 Key principles LC1-6 of the Planning Guidance SPG identify the key principles informing the processes for engaging with the council on, and assessing, phasing and granting applications for planning permission on contaminated land. The latter principle provides that planning conditions can be used to ensure that development does not commence until conditions have been discharged.

8.14.4 A study assessing the potential for exposure to contaminated land has been undertaken (Chapter 13, ES Volume I), drawing upon information available on the site. This includes a Preliminary Risk Assessment (PRA) of the land quality of the site. The development area consists of former light industrial and commercial uses. Historical information indicates the site was previously used as a brickworks, which were then subsequently in-filled with made ground. Neighbouring land uses were also predominantly used for light industrial uses, including railway sidings. The geology underlying the site comprises made ground, Langley Silt Member, River Terrace Deposits (Lynch Hill Gravels) underlain by the London Clay Formation. The River Terrace Deposits are classified as a Secondary (A) Aquifer. All other strata are classified as unproductive strata.

8.14.5 The assessment summarises that investigations carried out prior to the demolition of the buildings on the site found elevated concentrations of hydrocarbons, lead and asbestos detected in soils and ammonium, hydrocarbons, boron and nickel identified in the ground water. There is substantial infilled made ground across the site, particularly in the former
brickfields area. There are also elevated gas concentrations of methane and carbon dioxide.

8.14.6 The subject property area is identified as potentially contaminated as per Part 2A of the Environmental Protection Act 1990 and is prioritised for further inspection under the Council’s Contaminated Land Strategy. The site is placed in our fourth highest category out of eight. Further detailed information will be required for an acceptable Desk Study/Preliminary Risk Assessment. Additional intrusive investigations might also be required prior to the commencement of construction to further quantify the levels of contaminants and explore beneath the ground. If remediation is required, these details can be appropriately and reasonably secured by way of conditions.

8.14.7 In terms of the likely effects, it is not considered that the proposed development would have significant effects on future site users or on the wider environment and no significant impacts would result from the proposed construction activities subject to compliance with the recommended conditions attached. Once developed, the site would have either a negligible impact on the environment and the context of ground contamination, or beneficial if remediation work needs to be undertaken.

8.14.8 In summary, the assessment of ground conditions at the site and implementation of the recommendations has concluded that the site, as a whole, and poses a low risk of significant harm to potential end users of the site or the controlled waters environment. Further ground investigation would be required in order to confirm this and allow geotechnical data to be gathered to inform construction of the development. Subject to the inclusion of conditions requiring the implementation of the submitted documents and submission of further information, officers consider that the proposed development accords with Policies 5.21 and Policy CC9 of the Local Plan given that all identified potentially significant effects during the demolition and construction and the operational stages can be suitably adequately mitigated, such that the significance of the residual effects of the Proposed Development will be negligible and that the land will be suitable for the proposed uses.

8.15 Noise and Vibration

8.15.1 London Plan Policy 7.15 states that development proposals should seek to reduce noise by minimising the existing and potential adverse impacts of noise on, from, within, or in the vicinity of, a development and promoting new technologies and improved practices to reduce noise.

8.15.2 Local Plan Policy CC11 seeks to control the noise and vibration impacts of developments, requiring the location of noise and vibration sensitive development ‘in the most appropriate locations’. Design, layout and materials should be used carefully to protect against existing and proposed sources of noise, insulating the building envelope, internal walls floors and ceilings, and protecting external amenity areas. Noise assessments providing details of noise levels on the site are expected ‘where necessary’. Local Plan Policy CC13 seeks to control pollution, including noise, and requires proposed
An assessment on the effects of noise and vibration from the development during the demolition, construction and operational phases has been undertaken (Chapter 9, ES Volume I). The existing baseline is heavily influenced by the existing road networks, underground and rail sources and surrounding construction works.

Consideration has been given to the impact of noise during the different construction phases of development. Receptors in different locations around the site have been identified, comprising existing and proposed residents. In most cases, the assessment demonstrates that the construction effect would be of negligible to minor significance. The effects on future residential development permitted on the adjacent WCL site to the south has been highlighted and considered to be of moderate to major significance. These would however be of a temporary nature and a range of mitigation measures that include controlling hours of working, using appropriate machinery and following best practice procedures are proposed. Advanced notifications and consultation of particularly noisy activities is considered beneficial and procedures would be put in place for noise complaints to be addressed. Vibration during the construction phase would be negligible to low in most cases. Construction generated road traffic noise is found to be of negligible significance.

During the operation of the development itself, projections have been made until the year of completion for the last phase of development and long term in the 10 years following completion. The effect of the proposed development including traffic growth would be no greater than 0.3dB, which would be negligible, as increases of less than 5dB are usually not noticeable. Future plant and servicing during the operational phase would be conditioned to be below existing background noise levels and as such the long-term effect is likely to be of negligible to minor significance. In terms of the suitability for the proposed residential element, detailed monitoring has been carried out to assess existing noise levels at different times of the day and night. Noise levels vary across the site. Although the residential element would be located in the quieter part, the site overall is still subject to high noise levels. The provision of suitable glazing and ventilation so that both internal daytime and night time noise levels can be achieved including the requirement of mechanical ventilation if necessary and would provide future residents with an acceptable environment. External areas would be exposed to high levels of traffic and other noise. The outdoor amenity areas proposed for the residential units would be confined to Development Zones 4 and 5. Both zones would experience acceptable noise levels below the level specified by the WHO Guidance, and it would be for future occupiers to decide if they wish to utilise the provision of balconies afforded to each of the residential units. In terms of vibration the development has been assessed from both the Central Line cutting and the West London Line Railway. The levels predicted for both are considered to be acceptable for habitable rooms.
8.15.6 Officers consider that the impacts for noise and vibration have been satisfactorily assessed in the submitted Environmental Statement. The proposed limits and mitigation measures set out in the ES are acceptable however, specific details would be required to be submitted for each phase of the development as they come forward. It is therefore considered appropriate to require these details, including insulation and anti-vibration measures for machinery and plant by condition.

8.15.7 Subject to the inclusion of conditions requiring the implementation of the submitted documents and submission of further information, officers consider that the proposed development accords with Policies 7.15 of the London Plan and Policies CC11 and CC13 of the Local Plan.

8.16 Archaeology

8.16.1 Local Plan Policy 7.8 states that new development should make provision for the protection of archaeological resources. It recognises the significance of London's heritage assets and historic environment and states the desirability of sustaining and enhancing their significance and of utilising their positive role in place shaping. Part E states that new developments should ‘incorporate measures that identify, record, interpret, protect and, where appropriate, present the site’s archaeology’ and notes that ‘where the archaeological asset or memorial cannot be preserved or managed on-site, provision must be made for the investigation, understanding, recording, dissemination and archiving of that asset’. Paragraph 7.31 notes that ‘substantial harm to or loss of a designated heritage asset should be exceptional.... Where a development proposal would lead to less than substantial harm to the significance of a designated asset, this harm should be weighed against the public benefits of the proposal’. Paragraph 7.32 recognises the value of London’s heritage, stating that ‘where new development uncovers an archaeological site or memorial, these should be preserved and managed on-site. Where this is not possible provision should be made for the investigation, understanding, dissemination and archiving of that asset’.

8.16.2 Local Plan Policy DC1 states the following: ‘The existing character of the borough is heavily influenced by a variety of historical, landscape and architectural assets. Some of these are of national importance, such as listed buildings and the Fulham Palace Moated Site, whereas others are of borough importance, including archaeological priority areas... and locally listed buildings of merit. However, whether they are of national or local importance, they should be considered in all developments in accordance with the policies of the National Planning Policy Framework (NPPF) and the associated Historic England Historic Environment Planning Practice Guide’.

8.16.3 Local Plan Policy DC8 states that the council would conserve the historic environment by protecting, restoring and enhancing its heritage assets and sets criteria for planning applications. Supporting paragraph 5.2.3 states that where the preservation of remains in situ is not possible or is not merited, ‘planning permission may be subject to conditions and/or formal agreement
requiring the developer to secure investigation and recording of the remains and publication of the results’.

8.16.4 The site does not lie within an archaeological priority area (APA) and no designated or non-designated heritage assets are recorded. A desk-based archaeology assessment was prepared (December 2017). The assessment was submitted with the ES on the basis that the proposal comprises a potentially large major development which could harm heritage assets of archaeological interest, including significant remains which are present on the site. The authors’ view however is that the site has low archaeological potential and due to past activity at the site, it was not considered necessary to prepare a specific EIA chapter on the potential for significant impacts on archaeology.

8.16.6 There were no designated assets recorded on or in close proximity to the site and is it not within an Archaeological Priority Area. In addition, past uses of the site for activities such as brick-earth extraction and subsequent industrial and commercial uses have had a negative impact on the archaeological potential of the site. The potential impacts from the development would arise from deep impacts only including piling and basement excavations. As such the author considered there was no potential for significant adverse effects on archaeology as a result of the proposed development and that it therefore did not need to be included in the EIA process.

8.16.7 Historic England’s – The Greater London Archaeological Advisory Service (GLAAS) provides archaeological advice to the borough and were consulted. To date no response has been received in respect to this application. GLAAS did input into the Council’s Scoping Opinion (June 2017) and recommended the inclusion of an archaeology desk top assessment. Although the site has low potential to contain archaeological assets, a watching brief is recommended to be undertaken during the basement works in accordance with an approved Written Scheme of Investigation (WSI). This would be secured by condition.

8.17 Ecology and Biodiversity

8.17.1 The NPPF 2019 requires that development should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan); minimise impacts on and provide net gains for biodiversity, preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability; and remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.

8.17.2 London Plan Policy 7.19 requires development proposals to make positive contributions to biodiversity (its protection, enhancement, creation and management) wherever possible and to prioritise improving access to nature
in arrears deficient in accessible wildlife sites. **Policy 7.21** supports the retention of existing trees of value and encourages the provision of additional trees, particularly large-canopied species, in new developments.

8.17.3 **Local Plan Policies OS1 and OS5** seeks to enhance biodiversity and green infrastructure in H&F by (inter alia) maximising the provision of gardens, garden space and soft landscaping, and seeking green and brown roofs and planting as part of new development; seeking retention of existing trees and provision of new trees on development sites; and adding to the greening of streets and the public realm.

8.17.4 **Draft London Plan** sets more ambitious targets for ecology and urban greening, which includes a target to increase tree cover in London by 10% by 2050. **Draft London Policy G5** states that major development proposals should ‘contribute to the greening of London by including urban greening as a fundamental element of site and building design, and by incorporating measures such as high-quality landscaping (including trees), green roofs, green walls and nature-based sustainable drainage’. Boroughs should develop an Urban Greening Factor (UGF) to identify the appropriate amount of urban greening required in new developments, based on Urban Greening Factors set out in Table 8.2 of the draft Local Plan. Higher standards of greening are expected of predominately residential developments (target score 0.4). **Draft London Policy G7** states that existing trees of quality should be retained wherever possible or replace where necessary. New trees are generally expected in new development, particularly large-canopied species.

8.17.5 An assessment of the potential impacts to ecology as a result of the proposed development has been undertaken (Chapter 12, ES Volume I). The site is a former industrial estate occupied by buildings and hardstanding with small amount of vegetation including invasive non-native species. The site has changed since the submission of the application. Most of the buildings have since been demolished and the site is almost cleared. The site lies within 150m of three areas of land designated as SINCs including two railway corridors (Westway Wildlife Garden, Wormwood Scrubs Railway Embankment and Central Line West of White City). The impact on these areas has also been assessed in the ES.

8.17.6 An extended Phase 1 habitat survey was carried out. This included breeding bird and bat surveys to verify the current distribution of habitats and potential protected species. Three further bat inspections were carried out. The site is a typical urban site dominated by former buildings and hardstanding and was found to be of limited inherent ecological value. No bat roosts were found, and only very low levels of foraging were recorded. A total of 19 species of bird were recorded over or on the application site, with the main one of importance being the potential of a rare bird species, the Black Redstart, that specialises in neglected urban areas. Elements of Japanese Knotweed and Buddleia were found on the adjoining Network Rail land, which are intrusive species that need to be controlled/eradicated. Overall the site provides very
few ecological constraints with no habitats of conservation importance or protected/notable fauna or plant species identified during the survey.

8.17.7 With the proposed development, it should be noted that the majority of the existing landscaping and potential habitats have already been removed following the demolition of most of the buildings on the site. However, this is not considered to be of concern. The combined provision of proposed soft landscaping and brown roofs would increase the current vegetated area on the application site and would also contain a greater variety of species than currently present. Therefore, the overall effects would be positive and permanent, and in environmental terms the overall level of impact would be negligible. Proposed design measures would ensure negative effects on flora and fauna are avoided and provide a greater amount of habitat than previously existed. Generalist bird species and invertebrates would also benefit from the soft landscaping which would include trees, shrubs and climbers, while drystone planters and walls would offer invertebrate habitat which would create a minor beneficial effect for local biodiversity. The proposed development includes significant areas of public realm with approximately 30% comprising soft landscaping. The public realm includes the Central Open Space area totalling approximately 0.8ha. In addition, Development Zones 4 and 5 would provide residential gardens containing soft landscaping. Subject to the final reserve matter details, the proposed development would include green and brown roofs where feasible and landscaping proposal would provide nest boxes for bats and birds including specialise boxes for Black Redstarts. Landscaping proposal would contain a variety of native species and sensitive lighting during both construction and the operation stages would be imposed to minimise negative effects upon fauna including an environment for foraging and commuting bats.

8.17.8 No direct impacts on the adjacent SINC’s are anticipated during demolition or construction, implementation except for some localised overshadowing however, overall effect would be negligible. Supplementary mitigation measures detailed in the CEMP to manage airborne dust, waste, noise/vibration and construction lighting would ensure that these elements do not cause a significant effect on this ecological feature.

8.17.9 With implementation of the proposed supplementary mitigation measures outlined above, it is considered that no effects are likely to be significant during demolition/construction or operation. Overall these would have minor beneficial effects for biodiversity. above the current baseline condition of the site in accordance with Local Plan policies OS1 and OS5, London Plan policies 7.19 and 7.21 and the NPPF (2019) in terms of ecological and urban greening.

8.18 Waste and Recycling

8.18.1 London Plan Policies 5.16 and 5.18 seeks to achieve waste net self-sufficiency. It seeks to (inter alia) minimise waste, encourage the reuse and reduction in use of materials, increase recycling and composting levels in local authorities and in construction, excavation and demolition, reduce the
proportion of waste exported from London and wherever practicable waste should be removed from and brought to sites by water or rail transport.

8.18.2 **Local Plan Policies CC6 and CC7** sets out the Council’s intention to pursue the sustainable management of waste and requires all new developments to ‘include suitable facilities for the management of waste generated by the development, including the collection and storage of separated waste and where feasible on-site energy recovery’.

8.18.3 An assessment has been made of the effects of solid waste generation and management during demolition, construction and operation of the proposed development. An outline Waste Management Strategy has been submitted with the application, and requirements would be considered during the design of the proposal at the reserved matters stage. The outline Waste Management Strategy does not cover construction waste. Chapter 5 of the ES Vo. 1 describes construction and draft Construction Logistics Plan has been produced.

8.18.4 A Waste Hierarchy would be followed to minimise the amount of waste generated and maximise recycling and re-use, to reduce the amount that needs to be disposed of. The amount of waste that could potentially be generated is based on the proposed land uses per development zone and storage capacity has been calculated to ensure that facilities can be provided for both recycling and waste. Commercial waste and recycling requirements would be designed to minimise distances from the collection points, with the perimeter service roads along the east and western boundaries designed to allow for easy servicing access to ground level collection by an appointed waste management contractor. The exception would be any specialist commercial waste that may be generated from the research laboratories, where facilities would be provided as part of the fit-out. A specialised hazardous waste collection contractor with the appropriate certifications would then collect the waste directly from the storage facilities close to where it is being generated.

8.18.5 The residential waste and recycling generated within Development Zones 4 and 5 would initially be stored and sorted, with segregation of recyclable materials, within the kitchens. The main bin and recycling stores would be located close to the cores in the basement, where Council contractors would be able to park with access off the underground service road. Facilities management would be responsible for moving bins from the stores to dedicated waste collection points. Consideration has also been given to bulky and electrical/electronic equipment waste to ensure that storage locations within the basement can be provided for in a convenient location.

8.18.6 A detailed Waste Management Strategy would be submitted at reserved matters. This would condition and submitted as each development phase comes forward. Aimed to comply with Policy 5.16 of the London Plan and Local Plan Policy CC7 and include requirements to provide suitable waste and recycling storage facilities and minimise waste and provide convenient facilities to enable occupiers to separate, store and recycle their waste. After
mitigation measures have been implemented, it has been estimated that the
demolition and construction work related to the proposed development would
result in an effect significance of negligible.

8.19 Wind Microclimate

8.19.1 London Plan Policy 7.6 states that buildings and structures should not cause
unacceptable harm to the amenity of surrounding land and buildings in
relation to (inter alia) wind and microclimate. Policy 7.7 states that tall
buildings should not affect their surroundings adversely in terms of
microclimate, wind turbulence, overshadowing.

8.19.2 The Mayor's Sustainable Design and Construction SPG recognises in
paragraph 2.3.7 that large buildings can alter their local environments and
affect the micro-climate and notes that the Lawson Comfort Criteria can be
used to assess the impact of a large building on the comfort of the street
environment. It further states that developers should assess the potential
impacts at ground level of any building that is significantly taller than its
surroundings.

8.19.3 Local Plan Policy DC3 states that tall buildings should not affect their
surroundings adversely in terms of microclimate, wind turbulence,
overshadowing.

8.19.4 Local Plan Policy CC2 seeks to ensure that developments are comfortable
and secure for users and avoid impacts from natural hazards. In supporting
text paragraph 13.7 explains that this policy is intended to ensure that
developments help to enhance open spaces and contribute to well-being.

8.19.5 Draft London Plan further addresses wind and microclimate. Indirectly, draft
Policy GG1 requires streets and public spaces to be planned for circulation
by the comfort in comfort and safety, and to be welcoming. More directly, draft
Policy D8 addresses the environmental impact of tall buildings, requiring
careful consideration of the wind (and daylight, sunlight penetration and
temperature) conditions around tall buildings and their neighbourhoods so
that they do not compromise the comfort and enjoyment of them. Draft
paragraph 3.1.2 further states the importance of a comfortable pedestrian
environment with regard to levels of sunlight, shade, wind, and shelter from
precipitation.

8.19.6 The potential impact of the development on the wind microclimate of the site,
and the immediate surrounding area is considered. The ES considers the
likely effects of the proposed development on the local wind environment and
surrounding areas (in Chapter 10, ES Volume I). Concentrates upon
undesirable wind speeds at ground level, around surrounding buildings and
within nearby areas of public space as well as at podium level. The wind
assessments carried out have informed the building design and the
landscaped areas of the development so as to mitigate against both
discomfort for pedestrians using and passing the site and extreme wind
conditions
8.19.7 There is no specific legislation or policy guidance dealing with micro-climate in terms of pedestrian comfort or the safe use of public realm. The Lawson Comfort Criteria is well established as a benchmark and includes guidance on desirable wind speed thresholds for a range of uses such as walking, sitting and standing. Computer based wind studies and wind tunnel testing was carried out on the existing baseline scenario and the proposed conditions, based on a physical envelope model of the proposed development and its surroundings, also considering committed developments and mitigation measures. Effects on receptors beyond 360m from the site was considered insignificant due to the distance from the proposed development. Testing was based on the illustrative scheme in terms of building heights and massing, for wind speeds throughout the expected seasons (both summer and winter) and on sensitive receptor locations such as outdoor amenity areas, pedestrian paths, entrances and landscaped areas. In total 36 different locations were assessed within and around the site.

8.19.8 The assessment considered the effects on the wind environment during the demolition and construction stages. This would be temporary and vary during the different phases. The possible effects would be less than those experienced once the development is completed. In terms of the operational stage, a general increase in windiness in some localised areas within and outside the site are expected in comparison to the baseline scenario. Two areas highlighted. The area in the south east corner of Development Zone 7 and Central Open Space near Development Zone 6. This is due to the position, massing and orientation of the proposed development relative to the wind direction. The assessment identified that the majority of receptors tested were not affected or the significance of the effect is acceptable in terms of pedestrian safety, with the worst occurrences in the winter months. During the summer months ground level activity increases such as sitting and is considered generally suitable in such as the Central Open and arrival spaces. Podium terrace level amenity spaces in Development Zones 4 and 5 were also considered suitable for sitting and standing but further improvements would be required at the detailed stage. Overall pedestrian comfort and safety is assessed to be suitable for walking, sitting and standing within the site during both the winter and summer months. It is considered that these impacts can be mitigated through appropriate landscaping and screens/balustrades which is secured by condition. Wind mitigation aim to improve the situation for sitting and strolling use and can be dealt with at the reserved matters stage.

8.19.9 Subject to the inclusion of conditions requiring the implementation the mitigation measures required, officers consider that the proposed development accords with Policies 7.6 and 7.7 of the London Plan and Policies DC3 and CC2 of the Local Plan in terms of wind and microclimate.

8.20 Accessibility

8.20.1 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. Planning SPD Key Principles DA1, DA4, DA5, DA6, DA7, DA8, DA9, DA11, DA12 and DA13 requires all applications to ensure the buildings are designed to be accessible and inclusive to all who may visit or use the building, to remove barriers to all members of the community and how the accessibility will be managed when operational, provide proportion of hotel rooms to be for use by disabled people, have minimum widths and gradients for accesses, essential lifts, toilets and other required facilities and to engage and consult with disabled people.

8.20.2 The development would create a new public realm with step free access featuring an accessible bridge link from Wood Lane. Conditions would ensure that the bridge and all landscaped areas for each reserved matters phase of the development would be inclusive and accessible. These should include full details of the design, natural lighting and location of landscaped gardens and pathways to show how these will be attractive, durable, adaptable and accessible to all.

8.20.3 Cycling provision throughout the overall development will feature 5% of spaces for non-standard cycles. Stepped and shallow graded routes are to be incorporated into the landscaping to provide level and low gradient links from Wood Lane into the site. Seating locations will be no greater than 50m apart and will feature backrests and arms, materials and street furniture to be secured by condition will provide wayfinding and non-slip surfaces whilst being located off of primary circulation routes. All units will be step free and the B1 and commercial buildings would incorporate step free access. The proposed hotel would be required have 10% of its rooms accessible and spaced to accord with relevant accessibility regulations, with a proportion also featuring ceiling hoists.

8.20.4 The Council’s Disability Forum were engaged by the applicant and officers at the pre-application stage and were generally supportive of the proposal subject to further details at the reserved matters stage to be provided by way of condition. Given the phased approach to the development of the site, it is considered the overall scheme should be monitored to ensure all aspects of the development are designed to optimise inclusivity throughout the process. A further condition has been added which requires an Inclusive Access Management Plan (IAMP) be provided. This should set out a strategy for ongoing consultation with specific interests’ groups with regard to the accessibility of site.

8.20.5 It is therefore considered that the proposal would provide a high-quality environment for disabled and impaired members of the community and the commitments within the Access Statement are positive and deliverable by way of conditions and reserved matters applications. As such the proposal will comply with Local Plan Policies DC1 and DC2 as well as Planning Guidance SPD Key Principles DA1, DA4, DA5, DA6, DA7, DA8, DA9, DA11, DA12 and DA13.
8.21 **Electronic Interference**

8.21.1 The potential impacts of the proposed development upon telecommunication networks have been assessed. It is recognised that tall buildings can potentially affect the reception of telecommunications. The use of tower cranes during the demolition and construction phase can also potentially disrupt satellite in small and isolated areas. A condition is therefore recommended to ensure that interference caused by the development is fully remediated.

8.22 **Socio-Economics**

8.22.1 **London Plan Policy 3.1** presents the Mayor’s commitment to ensuring equal life chances for all Londoners, borne out of the recognition that meeting the needs of particular groups and communities is key to addressing inequalities and fostering diverse communities. **Policies 3.3, 3.8 and 3.11** relate to increasing housing supply, ensuring housing choice and reaching affordable housing targets. **Policy 3.6** state that all children and young people have safe access to good quality, well-designed, secure and stimulating play and informal recreation facilities. **Policy 3.16** sets out that London requires additional and enhanced social infrastructure provision to meet the needs of its growing and diverse population. **Policy 3.17** states the Mayor would support the provision of high-quality health and social care appropriate for a growing and changing population, particularly in areas of under-provision or where there are particular needs. **Policy 4.12** seeks to improve access to employment and employment opportunities for Londoners, supporting local employment, development and training.

8.22.2 **Local Plan Policies E1 and E2** relate to employment uses. **Local Plan Policy E4** requires the provision of appropriate employment and training initiatives for local people of all abilities in the construction of major developments including visitor accommodation and facilities.

8.22.3 Draft London Plan provides revised housing targets for LBHF. For the period 2019/20 to 2028/29 the Draft London Plan sets out a target for 16,480 new homes to be delivered, an annual average of 1,648. **Draft London Plan Policy E2 (C)**, states that the applicant should show how a proportion of low cost and flexible business space would be incorporated into the proposals to provide workspace suitable for small and medium sized enterprises.

8.22.4 A socio-economic impact assessment is set out in the ES using a wide range of information sources, including Census data and studies/assessments relating to businesses, housing, travel and commuting patterns, education and health care (Chapter 6, ES Volume I). The proposed development has been assessed with regards to its potential population generation and the impacts this new population could have on the local economy and social infrastructure assets. Non-residential components of the scheme have been assessed with regards to potential employment generation and the impact this could have on the local labour market. The implementation of the development would result in the creation of jobs both during the construction
phases and once completed and operational through the establishment of new commercial occupiers, in particular B1 floorspace, hotel, catering, retail and leisure uses that are attracted to the new development.

8.22.5 The ES expects that during the 22 year construction period, there would be in the region of 2,443 direct full-time equivalent jobs created. Across the construction period, this equates to approximately 111 direct full-time equivalent roles being generated every year directly. In addition, the multiplier effect means that there would be a further 56 jobs generated indirectly every year. These are considered to have beneficial effects of a "moderate positive significance" and "minor positive significance" respectively. Employment growth would occur locally as a result of goods and services supplied to the construction process and expenditure by construction related workers.

8.22.6 The development will also generate permanent jobs once completed and operational. The different potential sectors have been examined and the number of net direct full-time jobs that will be generated total between some 4,734 - 6,187 jobs. It is anticipated that the development will also generate a further 2,367 - 3,094 indirect jobs created within the local economy due to increases in spending on goods, suppliers and services. The assessment concludes this would have beneficial effects at the local level of "minor to moderate positive significance" which at the regional level would be of "negligible to minor positive significance".

8.22.7 The applicant would provide significant employment, training, apprentice and procurement opportunities together with broader economic development projects, in order to ensure that local people are able to access employment during construction and operation stage, and the council is keen to set in place mechanisms that produce tangible benefits to local residents. In securing this through the s106 agreement, delivery will be secured by way of requiring this level of provision to be delivered within the masterplan on a phase by phase basis.

8.22.8 As well as providing opportunities for local residents, development on the scale envisaged will create opportunities for local businesses to compete for contracts both during and after construction. The Section 106 agreement will require the developer to enter into a procurement initiatives, in order to provide support for businesses to be contract ready. Officers therefore consider that the proposal, subject to s106 legal agreement to secure the benefits identified and agreed, is in accordance with London Plan Policies 3.1 and 4.12 and Draft London Plan Policy E2 and Local Plan Policies E1 and E4.

8.22.9 It is worth highlighting that with the type of employment uses proposed within the wider opportunity area are particularly welcomed in comparison with some of the new residential led development in White City. The number of jobs that could be created as part of this development once operational make a significant contribution to the figures contained within the London Plan (Policy 2.13 and Annex and Strategic Policy WCRA in the Local Plan.
8.22.10 With the introduction of new residential uses on the site, the local population will increase and will require new services. Social and community impacts including infrastructure and uses for education, health care, open space, child and young people’s play space will be required as a result of the development. The demand arising from the development must therefore be met by on site provision proposals or other forms of off-site mitigation.

8.22.12 It is the Council’s objective to complement physical change with social and economic regeneration and improve life chances through improved education and social inclusion. The regeneration areas including White City represent opportunities for significant new sustainable place making and will provide the focus for new development in the borough. Based on the proposed provision of up to 373 residential dwellings, the development would not necessitate the provision of on-site facilities and would have a negligible effect on education facilities. At present there is an existing surplus places at primary and secondary level, in part due to birth-rate decline across the borough. Major development schemes in White City are however in the early stages of construction and thus future populated levels. S106 education contributions are often used to create additional school places. In this instance, the contribution for education would be invested to maintain the infrastructure of schools close to the development, in and around White City, and north of the Borough, at a satisfactory level in readiness for the anticipated pupils generated from the development, as it begins to fill up.

8.22.13 In summary, the development will have an overall positive socio economic impact through the provision of employment opportunities and economic multiplier effects and through the provision of new housing. The demand for schools, arts and social inclusion arising from the development has been assessed and the Section 106 agreement will have clauses securing the contribution.

9.0 Community Infrastructure Levy (CIL) / Planning Obligations

9.1.1 This development would be subject to a London-wide community infrastructure levy (Mayoral CIL2). MCIL2 would also be chargeable at a rate of £80/sqm for new development except for health and education. Relief is available on residential floorspace for social housing. The GLA expect the Council, as the collecting authority, to secure the levy in accordance with Policy 8.3 of The London Plan.

9.1.2 The Proposed Development would not be liable for Borough CIL (BCIL). The H&F CIL Charging Schedule identifies a nil rate within the White City Regeneration Area.

9.1.3 The Community Infrastructure Levy Regulations state that planning obligations may only constitute a reason for granting planning permission for the development if the obligation is necessary to make the development acceptable in planning terms; directly related to the development; and fairly and reasonably related in scale and kind to the development.
9.1.4 **The NPPF (2019)** provides guidance for local planning authorities in considering the use of planning obligations. It states that ‘authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations and that planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition’.

9.1.5 **London Plan Policy 8.2** states that: ‘When considering planning applications of strategic importance, the Mayor would take into account, among other issues including economic viability of each development concerned, the existence and content of planning obligations. Development proposals should address strategic as well as local priorities in planning obligations. Affordable housing and other public transport improvements should be given the highest importance’. It goes onto state: ‘Importance should also be given to tackling climate change, learning and skills, health facilities and services, childcare provisions and the provision of small shops.’

9.1.6 **Local Plan Policy INFRA1** (Planning Contributions and Infrastructure Planning) states: ‘The Council would seek planning contributions to ensure the necessary infrastructure to support the Local Plan is delivered using two main mechanisms: ‘Community Infrastructure Levy The Council would charge CIL on developments in accordance with the CIL Regulations (as amended) and the LBHF CIL Charging Schedule.

9.1.7 The Council would seek to negotiate S106s, where the S106 ‘tests’ are met, for:
- the provision of infrastructure projects or types not specified on the R123 List (through either financial contributions or ‘in kind’ delivery); and
- non-‘infrastructure’ provisions, such as for affordable housing (see policy H03) and S106 monitoring expenses.’

9.1.8 The LBHF CIL Charging Schedule identifies a number of exceptions to the R123 List where the Council intends to negotiate S106 obligations to secure the provision of infrastructure. Two of the identified exceptions are:

- Provision of infrastructure which is required to ensure compliance by a development with a policy of the Development Plan and any relevant SPDs which specifically requires provision on the relevant site: and
- An item of infrastructure or the improvement, replacement, operation or maintenance of any infrastructure) that is specifically required to make a planning application acceptable (subject to there being no more than 5 planning obligations (already entered into since April 10) for that item at the time).

9.1.9 The application involves the redevelopment of a former industrial site to provide a high quality predominantly commercial led (science and research) scheme with associated residential and retail uses within White City Regeneration Area. The planning obligations set out in the heads of terms are therefore considered necessary to make the development acceptable in planning terms, they are related to the development and fairly and reasonable
in scale and kind to the development. A Section 106 agreement is therefore required to ensure the proposed development is in accordance with the statutory development plan and to secure the necessary infrastructure to mitigate the needs of the proposed development.

9.1.10 Appropriate planning obligations in relation to economic development, education, car parking, collaboration with adjoining owners, district heating network connection, wheelchair accessible spaces and provision of amenity space would be entered into to ensure that these obligations are properly enforceable by the Council, whether they relate to the application site or are linked to the White Living development.

9.1.11 In view of the fact the Section 106 agreement would be the subject of extended negotiations, officers consider that circumstances may arise which may result in the need to make minor modifications to the conditions and obligations (which may include the variation, addition, or deletion). Accordingly, the second recommendation has been drafted to authorise the Strategic Director for the Economy after consultation with the Director of Law and the Chair of the Planning and Development Control Committee, to authorise the changes he/she considers necessary and appropriate, within the scope of such delegated authority.

10.0 S106 OBLIGATIONS

10.1.1 It is anticipated that the S106 for this development would include the following heads of terms:

- Affordable Housing: Minimum of 35% on site provision (measured by units and habitable rooms) to be affordable housing comprising:
  - 60% Social (of which 30% set at London Affordable Rent (LAR) / 70% capped at London Housing Allowance (LHA) maximum); and
  - 40% Intermediate (Priority to Imperial Key Workers/ICL employees; and with household income bands set at £45-60k and with rents at 40% of net household income;
  - the affordable housing units will be liable to pay a fair reasonable and proportionate contribution to the level of service charge; and
  - appropriate cascade mechanism to ensure affordable housing remains in perpetuity.

- An Early and or Late Stage review mechanism: To assess whether the development could provide additional affordable housing on site, and/or off-site contributions.

- £991,000 contribution payable to Transport for London for TfL to undertake infrastructure works.

- £1,000,000 contribution towards Wood Lane junction and other off-site highway improvement works, including allowance for cycle route works (in conjunction with said S278 agreement offsite highway works)
- £30,000 contribution Review of Local Controlled Parking Zone O.
- £27,000 Travel Plans Monitoring costs (£3,000 for each review of the residential, hotel and retail and office and research land uses for Years 1, 3, 5).
- £2,570,750 contribution towards Local Employment, Skills and Training Initiatives including commitment to provide apprenticeships and placements and broader economic development initiatives.
- £46,500 contribution towards Local Procurement for the construction phases amounting to 10% of the total construction cost
- £1,905,250 contribution towards Schools, Arts and Social Inclusion including education needs in the borough.
- Delivery of New Bridge to be constructed prior to occupation of any building (Development Zone) on the site.
- £1,470,600 contribution towards Carbon Offset Payment (to be recalculated for each development zone).
- Future residents (apart from blue badge holders) of the future residential units to be provided to be prohibited from applying/holding on-street car parking permits for Controlled Parking Zones (CPZ’s) on surrounding streets.
- No business parking permits.
- Wheelchair User Dwellings: 10% of all the dwellings to be wheelchair user dwellings, being fully wheelchair accessible (affordable) and adaptable (market) and wheelchair dwellings to be marketed as widely as reasonably practicable with a 6-month exclusivity period.
- Requirement for development to provide a connection point to District Wide Heating system.
- Car Park Management Plan: including mechanism for review (by phase) to examine maximum cap permitted of 100 commercial and 149 residential car parking spaces; ensuring delivery of 10% accessible parking spaces made available to residents and non-residential needs of development, and commitment to provide a Car Club (including arranging and location of car parking spaces).
- Relocation of proposed on site nursery facility (from Imperial College Campus North).
- Relocation of educational facility from Stadium House when redeveloped.
- Public Access 365 days a year to the ground level on site public realm (with provision for emergency/work closures).
- Phased on-site public space and provision of children’s and young people’s play and recreation space in accordance with agreed London Plan standards.
- Legal Costs.
11.0 CONCLUSION

11.1.1 This application seeks to establish the principles of a comprehensive masterplan led by Imperial College London. The proposal would replace an existing outline consent granted in 2014 for a residential (predominantly market sales) led masterplan. It is intended that this application would provide a framework against which detailed proposals would come forward over the next 20 years or so as and when the demand is secured, and funding becomes available. The proposal is set out in seven development zones which would complement the new Imperial White City North Campus and proposed to come forward in seven development zones, commencing with the delivery of a new bridge link to the site over the Central Line.

11.1.2 The proposed mixed-use employment led development would create a new research and innovation campus. The B1 land uses would focus on science, medicine, engineering and business. The development would also include residential, a hotel and a full range of retail/café/restaurants, community, education and leisure uses. The proposed development led by ICL and its partners would expand the innovative environment and facilities already being provided in White City on the adjoining site White City North Campus north of the A40 (Westway). The proposal would contribute towards meeting targets for new jobs in White City, in compliance with strategic policy WCRA and WCRA1, which specifically encourage ‘research and development related to the Imperial College research facilities in the area and at Hammersmith Hospital and locate technology, bio-medical and scientific research and learning on a new campus. Officers consider the proposed development would bring a significant number of benefits to the borough. It would consolidate the presence of a world leading academic institute with significant socio-economic benefits to the borough and London and employment training and education/arts and social inclusion benefits.

11.1.3 The proposed development provides up to 373 new homes in the borough with a mix of private, social and intermediate accommodation. The site is located within the White City Regeneration Area, an area within which local and strategic policy WCRA requires housing delivery to be optimised. Specifically, the site is identified within ‘White City East’, where development proposals should provide large amounts of housing for residents across a variety of tenures, house sizes and affordability, whilst ensuring that development provides high quality places for living and working that are well integrated with, and respect the setting of, the surrounding area. The proposal would contribute towards the borough’s target of 6,000 new homes to be delivered within the White City Opportunity Area. 35% of the residential accommodation (by both units and habitable rooms) would be a mix of social and intermediate rent affordable housing. The intermediate housing would be prioritised for employees of Imperial College London.

11.1.4 The proposed redevelopment would regenerate a large, inaccessible and under-utilised brownfield site in central London. The proposal would provide a range of buildings on the site ranging between 4 and 32 storeys in height. Although still in outline form, an assessment of heritage, townscape and
visual impacts based on the proposed parameter plans conclude that the proposed development would have positive effects and would enhance the townscape. The existing buildings on the site have no architectural merit and their replacement with exceptional quality architecture will enhance the Wood Lane Conservation Area.

11.1.5 The proposed development would create a large quantity of public realm, focused around a central open space, an arrival space and bridge link. The proposal provides for a new east-west vehicular/cycle/pedestrian bridge and cycle/pedestrian routes via new connections into the White City Living (WCL) development and its new, expansive public open spaces to the south as well as into Imperial’s White City Campus to the north.

11.1.6 It would integrate successfully into the evolving fabric of the area, regenerating the site and wider White City Opportunity Area to a quality befitting its inner London location.

11.1.7 An Environmental Statement is submitted in support of the application. This adheres to the Town and Country Planning (Environmental Impact Assessment) Regulations 2011, describing the potential, residual and cumulative environmental impacts relating to transport, ecology, waste management, land contamination, socio-economics, noise, flood risk and drainage, air quality, daylight, sunlight, overshadowing, microclimate and wind effects and townscape, heritage and visual impacts. Where environmental impacts as a result of the scheme are considered to be more than minor, mitigation is identified to minimise the potential effects on the environment. The mitigation is provided for within the scope of planning conditions and s106 obligations recommended.

11.1.8 Having regard to the national, regional and local planning policy and taking into consideration of the quality of the proposed scheme and the benefits it would deliver; it is considered that the proposed development is acceptable, and it is recommended that planning permission should be granted subject to the conditions listed and completion of a s106 agreement securing the heads of terms contained within this report.