

**PLANNING AND DEVELOPMENT CONTROL COMMITTEE**  
**Addendum 13.06.2018**

REG REF.	ADDRESS	WARD	PAGE
2017/00392/FUL	Nazareth House, 169-175 Hammersmith Road	Avonmore and Brook Green	12

**Page 18** Condition 22, line 4: After implemented Add “and evidence of the implementation is submitted to the planning authority.”

**Page 18/19** Delete condition 23. Replace with:  
23) Prior to the commencement of development an Air Quality Dust Management Plan (AQDMP) is submitted to and approved in writing by the Local Planning Authority. The AQDMP must be site specific and 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 Mayors 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 Mayors SPG and should include an Inventory and Timetable of dust generating activities during demolition and construction; Dust mitigation and Emission control measures in the table format as contained within Appendix 7 of Mayor of London SPG including for on-road and off-road construction traffic, Detailed list of Non-Road Mobile Machinery (NRMM) used on the site, Ultra Low Emission Vehicle Strategy (ULEVS) for the use of on-road Ultra Low Emission Vehicles in accordance with the emission hierarchy (1) Electric (2) Hybrid (Electric-Petrol) (3) Petrol, (4) Hybrid (Electric-Diesel) (5) Diesel (Euro VI HGV). The NRMM should meet as minimum the Stage IIIB 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 must be registered on the NRMM register <https://nrmm.london/user-nrmm/register>. Air quality monitoring of PM10 should be undertaken where appropriate and used to prevent levels exceeding predetermined Air Quality threshold trigger levels. Developers must ensure that on-site contractors follow best practicable means to minimise dust and emissions at all times. The development shall not be occupied until the scheme has been carried out in accordance with the approved details, and it shall thereafter be permanently retained as such.

To comply with the requirements of the NPPF (2012), Policies 7.14a-c of the London Plan (2016) and policy CC10 of the Local Plan (2018).

**Page 19** Delete Condition 24. Replace with:  
24) Prior to occupation of the development a Low Emission Strategy for the operational phase shall be submitted to and approved in writing by the Council. 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 future residents to poor air quality and to help mitigate the development's air pollution impacts, in particular the emissions of NOx and particulates from on-site and off-site transport via a Ultra Low Emission Vehicle Plan (ULEVP) e.g. use of on-road Ultra Low Emission Vehicles in accordance with the emissions hierarchy (1) Electric Vehicle (Zero emission), (2) Hybrid (non-plug in) Electric Vehicle (HEV), (3) Plug-in Hybrid Electric Vehicle (PHEV), (4) Alternative Fuel e.g. CNG, LPG, (5) Petrol (6) Diesel (Euro 6-HGV) and energy generation sources. The strategy must re-assess air quality neutral in accordance with the Mayor of London SPG ‘Sustainable Design and Construction’ (April 2014) guidance. Approved details shall be fully implemented prior to the occupation/use of the development and thereafter permanently retained and maintained

To comply with the requirements of the NPPF (2012), Policies 7.14a-c of the London Plan (2016) and policy CC10 of the Local Plan (2018).

**Page 19/20** Delete Condition 25. Replace with:  
25) Prior to occupation of the development, details of the Ultra Low NOx Gas fired boilers to be provided for space heating and hot water shall be submitted to and agreed in writing by the Council. The Ultra Low NOx Gas fired boilers shall have dry NOx emissions not exceeding 30 mg/kWh (at 0% O2). Where any installations do not meet this emissions standard, it should not be operated without the fitting of suitable NOx abatement equipment or technology as determined by a specialist to ensure comparable emissions. Following installation, emissions certificates will need to be provided to the council to verify boiler emissions. The approved details shall be fully implemented prior to the occupation/use of the residential development and thereafter permanently retained and maintained.

To comply with the requirements of the NPPF (2012), Policies 7.14a-c of the London Plan (2016) and policy CC10 of the Local Plan (2018).

**Page 20** Condition 26, line 3: After implemented Add “and evidence of the implementation is submitted to the planning authority.”

**Page 20** Delete Condition 27. Replace with:

27) Prior to commencement of the development, (excluding site clearance and demolition) a report including detailed information on the proposed mechanical ventilation system with NOx and PM2.5 filtration shall be submitted to and approved in writing by the Local Planning Authority. This report shall specify air intake and air extract locations at roof level on the rear elevation and the design details and locations of windows of all habitable rooms (Bedrooms, Living Rooms) to demonstrate that they avoid areas of NO2 or PM exceedance e.g. Shortlands Road, Hammersmith Road (A315), and Talgarth Road (A4). 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. Approved details shall be fully implemented prior to the occupation/use of the residential development and thereafter permanently retained and maintained

To ensure that the future occupants of the development are not adversely affected through poor air quality, in accordance with policy CC10 of the Local Plan (2018).

**Page 23** Condition 36, line 1: After The, Add “Class C2”

**Page 23** Condition 37, line 1 delete “1 electric” and replace with “three electric”  
Line 2 delete “one space” and replace with “three spaces”

**Page 24** Condition 39 Delete last 4 lines and replace with “In order to minimise on street parking in the vicinity of the application site and to ensure that the amenities of neighbouring occupiers are not unduly affected, in accordance with Policy T4 of the Local Plan 2018.

**Page 36** Paragraph 5.34, line 3: Delete “1 electric vehicle space and 1 space” and replace with “3 electric vehicle spaces and 3 spaces”

**Page 38** Paragraph 5.44, last line: Delete “As such the development.” and replace with “As such the development will not cause demonstrable harm to the existing transport network.”

**2018/00383/FUL Fulham College Boys School**

**Munster**

**103**

**Page 104** Under description and Condition 2 insert drawing numbers ‘10302 P3; 10303 P3; 10304 P3; 10305 P4; 10601 P3; 10602 P3; 10603 P3; 10604 P3; 10800 P3; 10200 P3; 10202 P2; 10205 CP1.

**Page 116** Paragraph 112, line 1: replace ‘201’ with ‘2012’.

**Page 119** Para 3.16, line 2: delete ‘and the school keeper’s house were’ replace with ‘was’

**Page 128** Paragraph 3.80, line 11: Delete ‘Condition 24’ and replace with ‘Condition 25’.