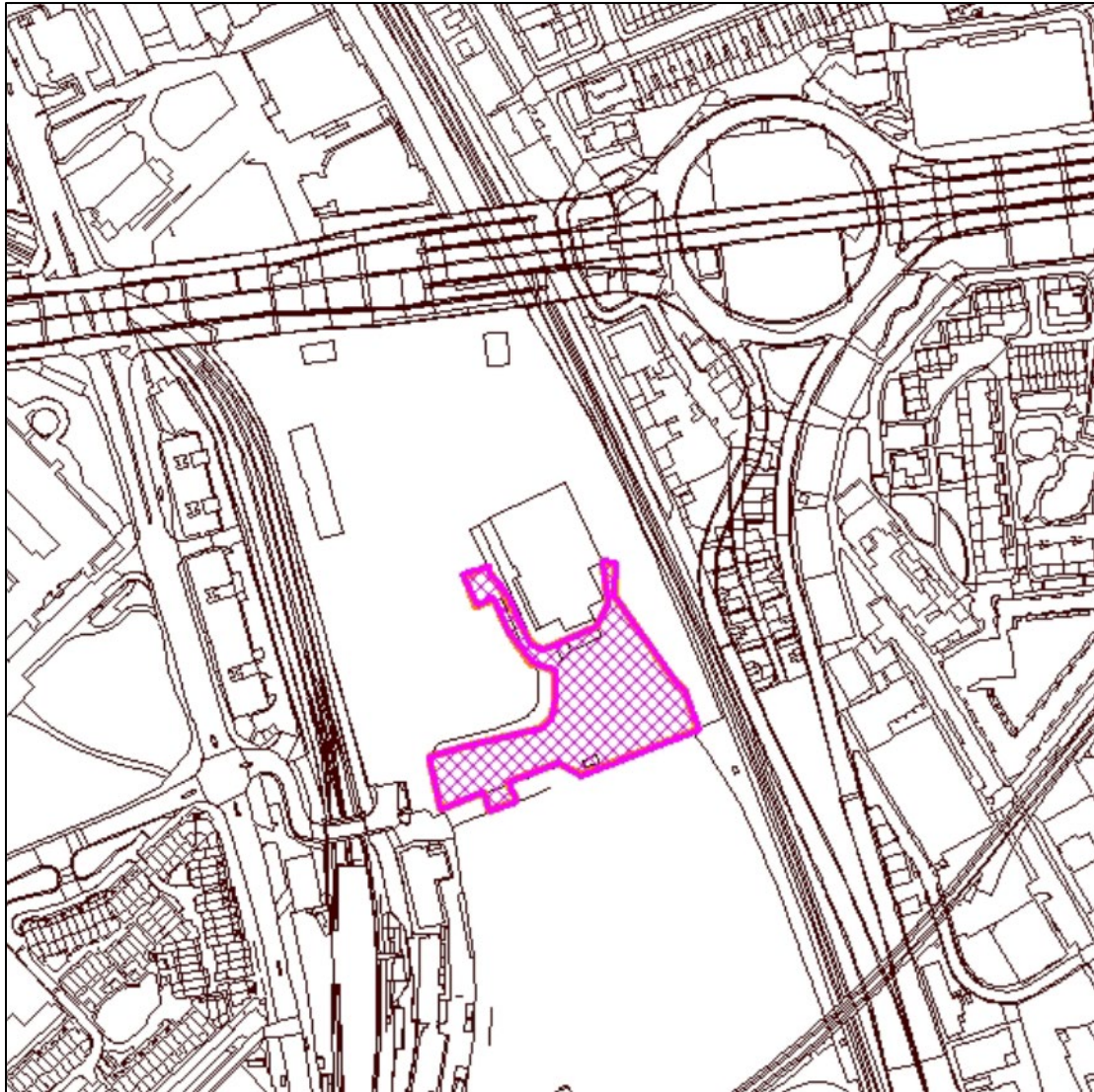

Ward: College Park and Old Oak

Site Address:

Land Bounded By 58 Wood Lane and Westway London W12 7RZ



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For identification purposes only - do not scale.

Reg. No:
2021/03751/FUL

Case Officer:
Jacques Du Plessis

Date Valid:
23.11.2021

Conservation Area:
Wood Lane Conservation Area - Number 42

Committee Date:
07.06.2022

Applicant:

Mr Oliver Royds
3 Fulton Road Wembley HA9 0SP

Description:

Erection of five temporary structures measuring 11.5m to 26.1m in height to provide; two theatre event spaces; restaurant / exhibition / food hall space; wellbeing and collaborate space; and ancillary front of house space for a temporary period of 10 years, together with temporary access via a proposed link bridge to the south, landscaping and associated works.
Drawing Nos: See Condition No.2

Application Type:

Full Detailed Planning Application

Officer Recommendation:

- 1) That the Committee resolve that the Chief Planning Officer be authorised to grant permission subject to the conditions listed below.
- 2) That the Chief Planning Officer after consultation with the Head of Law and the Chair of the Planning and Development Control Committee be authorised to make any minor changes to the proposed conditions, which may include the variation, addition or deletion of conditions, any changes shall be within their discretion.

Conditions:

TEMPORARY PERMISSION

1. The use is permitted only for a limited period only and shall be discontinued on or before 31st June 2032 upon which all the temporary associated structures and equipment hereby approved shall be removed from site and the site shall be restored to its former condition.

To comply with the wider regeneration of the site and to allow the Council to assess the impact of the operation of the use on the amenities of surrounding occupiers in accordance with Policies DC1, DC2 and DC8 of the Local Plan 2018.

DRAWINGS

2. The development hereby permitted shall be carried out in accordance with the following drawings and documents submitted:

Location Plan (P-TTL-LC-21-001); Block Plan (P-TTL-LC-21-003); Uses Ground Floor (P-TTL-LC-21-004); Uses Upper Ground (P-TTL-LC-21-005);

Uses Level One (P-TTL-LC-21-006); Uses Level Two (P-TTL-LC-21-007); Elevations (P-TTL-LC-21-008); Street (P-TTL-LC-21-025); Access (P-TTL-LC-21-029); Lighting (P-TTL-LC-21-036); and Site Levels (P-TTL-LC-21-045).

To ensure full compliance with the planning application hereby approved and to prevent harm arising through deviations from the approved plans, in accordance with Policies D1, D2, D3, D4, D5, D8, D9, D11, D12, D13, HC1, HC3, HC4 and G7 of the London Plan 2021, and Policies DC1, DC2, DC3, DC4, DC7 and DC8 of the Local Plan 2018 and Key Principles of the Planning Guidance SPD 2018.

GROSS FLOORSPACE

3. Overall gross maximum floor space by land use, notwithstanding the provisions of the Town and Country Planning (Use Classes Order 1987) (as amended) or (General Permitted development) Order 1995 (as amended) or any subsequent act, shall not exceed the following:

Theatre / Events (Sui Generis): 1,792 sqm
Food and Drink (Use Class E(b)): 1,093 sqm
Experience Atrium / Exhibit (Sui Generis): 708 sqm
Gym / Fitness (Use Class E(d)): 564 sqm
Offices / Collaborate (Use Class E(g)(i)): 251 sqm
Rooftop Bar / Terrace (Sui Generis): 398 sqm

To ensure the development carried out does not exceed the cumulative maximum floor space, in accordance with the approved plans and to ensure a suitable mix and distribution of land uses within the development, in accordance with the NPPF 2018, Policies D1, D5, D8, HC1, HC5 and HC6 of the London Plan 2021, and Policies TLC1, TLC5, CF1, and CF2 of the Local Plan 2018.

CONSTRUCTION LOGISTICS PLAN

4. Prior to commencement of the development hereby permitted, a Construction Logistics Plan shall be submitted and approved in writing by the Local Planning Authority. These shall include details of the proposed control measures and monitoring for dust, noise, vibration, lighting, delivery locations, restriction of hours of work and all associated activities audible beyond the site boundary to 08:00 to 18:00 Mondays to Fridays and 08:00 to 13:00 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 also include the numbers, size and routes of construction vehicles, any vehicle holding areas and access arrangements, delivery locations on the site, details of a Low Emission Vehicle Strategy, 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, and other matters relating to traffic management to be agreed. The Construction Logistics Plan shall be implemented in accordance with the approved

details throughout the relevant project period.

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 DC1, T1, T2, DC2, CC6, CC10, CC8 and CC12 of Local Plan 2018.

CONSTRUCTION MANAGEMENT PLAN

5. Prior to commencement of the development hereby permitted, a management plan shall be submitted to and approved in writing by the Local Planning Authority. Details shall include control measures for dust, noise, vibration, lighting, delivery locations, restriction of hours of work and all associated activities audible beyond the site boundary to 0800-1800hrs Mondays to Fridays and 0800 -1300hrs on Saturdays with no works permitted on Sundays and Bank Holidays, advance notification to neighbours and other interested parties of proposed works and public display of contact details including accessible phone contact to persons responsible for the site works for the duration of the works. Approved details shall be implemented throughout the project period.

To ensure that the amenity of occupiers of surrounding premises is not adversely affected by noise, vibration, dust, lighting or other emissions from the building site, in accordance with Policies CC11, CC12 and CC13 of Local Plan 2018.

HOARDINGS

6. Prior to commencement of the development hereby permitted, a scheme for temporary fencing and/or enclosure of the site shall be submitted to and approved in writing by the Local Planning Authority. 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 from 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 D1 and D8 of the London Plan 2021, Policies DC1 and DC8 of the Local Plan 2018 and Key Principles of the Planning Guidance SPD 2018.

NOISE AND NUISANCE

Sound Insulation of commercial/ industrial building envelope

3. Prior to commencement of the development hereby permitted, details of sound insulation of the building envelope and other mitigation measures, as appropriate shall be submitted to and approved in writing by the Local Planning Authority. 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 at neighbouring noise sensitive/ habitable rooms and private external amenity

spaces. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

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

External sounds level

4. Prior to commencement of the development hereby permitted, details of the external sound level emitted from plant/ machinery/ equipment and mitigation measures as appropriate shall be submitted to and approved in writing by the Local Planning Authority. 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 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.

Anti-vibration measures

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

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

Extraction and Odour Control system for non-domestic kitchens

6. Prior to commencement of the development hereby permitted, details of the installation, operation, and maintenance of the odour abatement equipment and extract system, including the height of the extract duct and vertical discharge outlet, in accordance with Appendix 4G of the LBHF Planning Guidance Supplementary Planning Document - February 2018 shall be submitted to and

approved in writing by the Local Planning Authority. Approved details shall be implemented prior to the commencement of the use and thereafter be permanently retained.

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

Floodlights, Security lights and Decorative External Lighting

7. Prior to commencement of the development 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 Note 01/20: Guidance Notes for the Reduction of Obtrusive Light'. Details should also be submitted for approval of measures to minimise use of lighting and prevent glare and sky glow by correctly using, locating, aiming and shielding luminaires. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

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

Illuminated signs and advertisements

8. Notwithstanding the details shown on the approved drawings, prior to the display of any illuminated sign(s)/advertisement(s), details shall be submitted to and approved in writing by the Local Planning Authority. Details shall demonstrate that the recommendations of the Institution of Lighting Professionals in the 'Guidance Note 01/20: Guidance Notes for the Reduction of Obtrusive Light'. will be met, particularly with regard to the 'Professional Lighting Guide No 5, 2014 - Brightness of Illuminated Advertisements'. Approved details shall be implemented prior to use/ display of the sign/ advertisement and thereafter be permanently retained.

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

Construction / Dismantling Works

9. Construction / Dismantling Works shall be carried out in accordance with Transport for London requirements. Deliveries to and dispatches from the site will be between 10:00 and 16:00 (i.e. outside of the network peak periods) Mondays to Fridays and between 10:00 and 13:00 on Saturdays and at no other times, including Sundays and Public/Bank Holidays. Construction / Dismantling Works

and associated activities audible beyond the site boundary for the development hereby permitted shall be between 0800-1800hrs Mondays to Fridays and 0800-1300hrs on Saturdays; and no working on Sundays or Public Holidays. No reversing shall take place onto the public highway and all vehicles will enter and exit the site in forward gear. Contact details including accessible phone contact to persons responsible for the site works shall be on public display for the duration of the works. The approved details shall be implemented throughout the project period.

To ensure that construction / dismantling works do not adversely impact on the operation of the public highway, and the amenities of local residents and the area generally, in accordance with Policies T1, T6, T7, CC10, CC11, CC12 and CC13 of the Local Plan 2018 and Key Principles of the Planning Guidance SPD 2018.

Setting up and clearing away

10. Operations carried out by persons responsible for the setting up and clearing away of events and their associated vehicles shall only take place between the hours of 10.00 to 16:00 hours Monday to Saturday (i.e. outside of the network peak periods) and with no clearing away activity after 20:00 on Sunday and Public/Bank Holidays.

To ensure that the activities of the neighbourhood are not unduly affected by noise and disturbance in accordance with Policy CC11 of the Local Plan 2018 and Key Principles of the Planning Guidance SPD 2018.

Operating Hours

11. Members of the public shall not be on the site in connection with the uses hereby permitted other than between the hours of 06:30 to 00:00 Sunday to Thursday AND 06:30 to 00:30 Friday and Saturday including Public/Bank Holidays.

To ensure that the amenity of occupiers of surrounding premises is not adversely affected by noise from activities or people at or leaving the site, in accordance with Policies CC11 and CC13 of the Local Plan 2018 and Key Principles of the Planning Guidance SPD 2018.

Maximum Capacity

12. The maximum combined capacity for all uses hereby permitted shall not exceed 2,500 guests / visitors in total at any one time.

To ensure that the use of the open area is not so intensive as to generate levels of activity that would be harmful to the setting of the adjacent Conservation Area, would not lead to potential noise and disturbance which could be harmful to the amenities adjoining residents, in accordance with Policies TLC5, DC8, CC13 and T2 of the Local Plan 2018 and Key Principles of the Planning Guidance SPD 2018.

Food / Drink Deliveries

13. No deliveries nor collections / loading nor unloading associated with the Food and Drink (Use Class E(b)) and Rooftop Bar / Terrace (Sui Generis) shall occur at the development hereby approved between Monday to Friday other than between the hours of 10.00 and 16.00 and 18.00 and 21.00, and 9.00 to 18.00 Saturdays, and not at all on Sundays.

To ensure that servicing and deliveries are carried out without any significant impact on the flow of traffic and the local highway network and to prevent harm to the amenities of surrounding occupiers by reason of noise and disturbance, in accordance with Policies T1 and T7 of the London Plan 2021, Policies CC10, CC11, CC12 and CC13 of the Local Plan 2018 and Key Principles of the Planning Guidance SPD 2018.

Audience Dispersal Plan

14. Prior to first use of the development hereby permitted, an updated Audience Dispersal 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 Audience Dispersal Plan as approved for the lifetime of the development.

To ensure that the amenity of occupiers of surrounding premises is not adversely affected by noise from activities or people at or leaving the site, in accordance with Policies CC11 and CC13 of the Local Plan 2018 and Key Principles of the Planning Guidance SPD 2018.

CONTAMINATED LAND

Preliminary Risk Assessment Report

15. Prior to commencement of the development hereby permitted, a preliminary risk assessment report shall be 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 Policies CC9 and CC13 of the Local Plan 2018 and Key Principles of the Planning Guidance SPD 2018.

Site Investigation Scheme

16. Prior to commencement of the development hereby permitted, a site investigation scheme shall be 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 Policies CC9 and CC13 of the Local Plan 2018 and Key Principles of the Planning Guidance SPD 2018.

Quantitative Risk Assessment Report

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

This condition is required to ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works, in accordance with Policies CC9 and CC13 of the Local Plan 2018 and Key Principles of the Planning Guidance SPD 2018.

Remediation Method Statement

18. Unless the Council agree in writing that a set extent of development must commence to enable compliance with this condition, no development shall commence until, a remediation method statement is submitted to and approved in writing by the Council. This statement shall detail any required remediation works and shall be designed to mitigate any remaining risks identified in the approved quantitative risk assessment. All works must be carried out in compliance with and by a competent person who conforms to CLR 11: Model

Procedures for the Management of Land Contamination (Defra 2004) or the current UK requirements for sampling and testing. Potentially contaminative land uses (past or present) are understood to occur at, or near to, this site.

This condition is required to ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works, in accordance with Policies CC9 and CC13 of the Local Plan 2018 and Key Principles of the Planning Guidance SPD 2018.

Verification Report

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

This condition is required to ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works, in accordance with Policies CC9 and CC13 of the Local Plan 2018 and Key Principles of the Planning Guidance SPD 2018.

Onward Long-term Monitoring Methodology Report

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

This condition is required to ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works, in accordance with Policies CC9 and CC13 of the Local Plan 2018 and Key Principles of the Planning Guidance SPD 2018.

AIR QUALITY

NRMM and On Road Vehicle Emission compliance (Construction)

21. Prior to the commencement of the construction phase of the development hereby permitted, details of Nitrogen Oxides (NOx) and Particulates (PM10, PM2.5) emission control of Non-Road Mobile Machinery (NRMM) and On Road Vehicles in order to mitigate air pollution shall be submitted to and approved in writing by the Local Planning Authority. The submitted details shall include:

1. Details of the Non-Road Mobile Machinery (NRMM) used on the site with CESAR Emissions Compliance Verification (ECV) identification that shall comply with the minimum Stage IV NOx and PM10 emission criteria of The Non-Road Mobile Machinery (Type-Approval and Emission of Gaseous and Particulate Pollutants) Regulations 2018 and its subsequent amendments. This will apply to both variable and constant speed engines for both NOx and PM. An inventory of all NRMM for the first phase of demolition shall be registered on the NRMM register <https://london.gov.uk/non-road-mobile-machinery-register> prior to commencement of demolition works and thereafter retained and maintained until occupation of the development;
2. Details of the use of on-road London Ultra Low Emission Zone (ULEZ) compliant vehicles from on-site contractors and suppliers of services and materials to the site e.g. minimum Petrol/Diesel Euro 6 (AIR Index Urban NOx rating A) and Euro VI;

Developers must ensure that on-site contractors follow best practicable means to minimise dust, particulates (PM10, PM2.5) and NOx emissions at all times in compliance with the Mayor of London 'The Control of Dust and Emissions during Construction and Demolition', SPG, July 2014. Approved details shall be fully implemented and permanently retained and maintained during the construction phases of the development.

To comply with the requirements of the NPPF, Policy SI 1 of the London Plan 2021 and Policy CC10 of the Local Plan 2018.

Zero Emission Heating & Energy Plant compliance

22. Prior to occupation of the development hereby permitted, details of the installation certificates of the Zero Emission MCS certified Air/ Water Source Heat Pumps, and Zero Emission emergency generators to be provided for space heating and hot water for each of the five self-contained temporary structures (Class E) shall be submitted to and approved in writing by the Local Planning Authority. Approved details shall be fully implemented prior to the occupation/use of the development and thereafter permanently retained and maintained.

To comply with the requirements of the NPPF, Policy SI 1 of the London Plan 2021 and Policy CC10 of the Local Plan 2018.

Ultra-Low Emission Strategy

23. Prior to occupation of the development hereby permitted, an Ultra-Low Emission Strategy (ULES) for the operational phase of the development in order to mitigate the impact of air pollution shall be submitted to and approved in writing by the Local Planning Authority. The Ultra-Low Emission Strategy must detail the remedial action and mitigation measures that will be implemented to help mitigate the development's air pollution impacts, in particular the emissions of NO_x and Particulates (PM₁₀, PM_{2.5}) from on-road vehicle transport by the use of Ultra Low Emission Zone (ULEZ) compliant Vehicles in accordance with the emissions hierarchy (1) Cargo bike (2) Electric Vehicle, (3) Alternative Fuel e.g. CNG, Hydrogen, LPG, (4) Petrol/Diesel Euro 6 (AIR Index <https://airindex.com/> Urban NO_x rating A) and Euro VI. A monitoring report of the implementation of the ULES shall be submitted on annual basis to the LPA. 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, Policy SI 1 of the London Plan 2021 and Policy CC10 of the Local Plan 2018.

Aerobic Food Digester (AFD)

24. Prior to occupation of the development hereby permitted, details of the installation of Aerobic Food Digesters (AFD) in order to mitigate the impact of air pollution from vehicles associated with the removal of food waste shall be submitted to and approved in writing by the Local Planning Authority. Approved details shall be fully implemented prior to the occupation/use of the development and thereafter permanently retained and maintained.

To comply with the requirements of the NPPF, Policy SI 1 of the London Plan 2021 and Policy CC10 of the Local Plan 2018.

DRAINAGE

25. Prior to the commencement of the development hereby permitted, information shall be submitted to confirm how surface water will be managed on-site in-line with the London Plan Drainage Hierarchy's preferred SuDS measures, including rainwater collection for re-use where feasible, for approval in writing by the Local Planning Authority. The measures shall be implemented 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 retained in this form for the lifetime of the development.

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 SI 13 of The London Plan 2021 and Policy CC4 of the Local Plan 2018 and Key Principles of the Planning Guidance SPD 2018.

ENERGY

26. Prior to the commencement of the development hereby permitted, information shall be submitted to confirm how carbon emissions will be reduced through on-site energy efficiency and low/zero carbon technologies such as solar PV Panels for approval in writing by the Local Planning Authority. The carbon savings achieved by these measures should be quantified. No part of the development shall be used or occupied until it has been carried out in accordance with the approved details and shall be retained in this form for the lifetime of the development.

In the interests of energy conservation and reduction of CO2 emissions, in accordance with Policies SI 2, SI 3 and SI 4 of the London Plan 2021, and Policies CC1 and CC2 of the Local Plan 2018 and Key Principles of the Planning Guidance SPD 2018.

SUSTAINABILITY

27. Prior to commencement of the development hereby permitted, a Sustainability Statement shall be submitted to and approved in writing by the Local Planning Authority to confirm the sustainable design and construction measures to be integrated. These should achieve high standards of sustainability and be retained and maintained for the lifetime of the development.

To demonstrate compliance with the requirements of Policy CC2 of the Local Plan 2018 on Ensuring Sustainable Design and Construction.

REFUSE

28. Prior to the occupation of the development hereby permitted details of refuse and recyclable storage enclosures shall be submitted to and approved in writing by the Local Planning Authority. All the refuse/recycling generated by the development hereby approved shall be stored within the approved areas and shall be permanently retained thereafter in accordance with the approved details.

To protect the environment and to ensure that satisfactory provision is made for refuse/recycling storage and collection, in accordance with Policy SI 2 of the London Plan 2021 and Policies CC6 and CC7 of the Local Plan 2018 and Key Principles of the Planning Guidance SPD 2018.

29. No removal of refuse nor bottles/ cans to external bins or areas at the development shall be carried out other than between the hours of 10:00 and 16:00 and 18:00 and 21:00 on Monday to Friday and 10:00 to 18:00 on Saturdays, Sundays and Public/BankHolidays.

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

NOISE / NUISANCE

30. The external sound level emitted from plant/ machinery/ equipment shall be

lower than the lowest existing background sound level by at least 10dBA in order to prevent any adverse impact. An 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. Any necessary mitigation measures shall be implemented prior to occupation of the development and thereafter be permanently retained.

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

31. Any extract / ventilation system and ducting shall comprise of sufficient antivibration measures / proprietary anti-vibration isolators and any fan motors shall be vibration isolated from the casing and adequately silenced.

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

32. No chairs or tables shall be set out on any forecourt of the development.

To ensure that the use does not give rise to conditions which would be detrimental to the amenities of surrounding occupiers by reason of noise and disturbance occasioned by the use of this area in compliance with Policies CC11 and CC13 of the Local Plan 2018 and Key Principles of the Planning Guidance SPD 2018.

33. Prior to any events with amplified music or amplified loud voices emitted taking place a Noise Management Plan shall be submitted to and approved in writing by the Local Planning Authority. Details shall include, event noise thresholds, monitoring procedures, notification of noisy events to the planning authority and community liaison measures.

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 and Key Principles of the Planning Guidance SPD 2018.

34. Vertical illumination of neighbouring premises from all external artificial lighting relating to the development hereby approved shall be in accordance with the recommendations of the Institution of Lighting Professionals in the 'Guidance Note 01/21 for the reduction of obtrusive light 2021'. Measures should be put in place to minimise use of lighting and prevent glare and sky glow by correctly using, locating, aiming and shielding luminaires.

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

ACCESS

St James (White City Living) Pedestrian Access Link

35. The development hereby permitted shall only operate whilst the License between St James Group Limited and Troubadour Theatre Limited dated June 2022, or a satisfactory replacement to the Local Planning Authority's approval, is in place allowing access through St James' White City Living development and across the proposed pedestrian access bridge into the proposed development hereby permitted between the hours from 6:30 until 23:00 Mondays to Sundays.

To ensure the accesses and proposed roads do not compromise highway safety or the safety of pedestrians on the footway, in accordance with Policies T1, T2 and D5 of the London Plan 2021, and Policies T4 and T5 of the Local Plan 2018.

Pedestrian Bridge Details

36. Prior to commencement of the development hereby permitted, details of the proposed pedestrian bridge providing access along the southern boundary from the St James' White City Living development to the proposed development shall be submitted to and approved in writing by the Local Planning Authority. The pedestrian bridge shall be constructed in accordance with the approved details.

To ensure the development provides ease of access for all users, in accordance with Policy D5 of the London Plan 2021, Policy DC1 of the Local Plan 2018 and Principles DA1, DA4, DA5, DA6, DA7 and DA11 of the Planning Guidance SPD 2018.

Pedestrian Bridge Delivery

37. The development hereby permitted shall not operate or be occupied until the proposed pedestrian bridge approved under Condition 36 has been constructed in accordance with the approved plans, made available for the development hereby permitted and retained / maintained for the lifetime of the development.

To ensure the accesses and proposed roads do not compromise highway safety or the safety of pedestrians on the footway, in accordance with Policies T1, T2 and D5 of the London Plan 2021, and Policies T4 and T5 of the Local Plan 2018.

Safe use of drop-off locations

38. Prior to first occupation of the development hereby permitted, a scheme shall

be submitted to and approved in writing by the Local Planning Authority which demonstrates how the risk of collisions between vehicles (including any construction vehicles) and pedestrians accessing and leaving the proposed venue will be mitigated through design. The scheme shall address the management of deliveries, stopping of Blue Badge Holder vehicles and taxis. The scheme shall be implemented in accordance with the approved details prior to first occupation and remain in place for the lifetime of the development.

To ensure that deliveries and dropping off can occur without compromising highway safety or the safety of pedestrians on the footway, in accordance with Policies T1, T2 and D5 of the London Plan 2021, Policies HO6, T1 and T5 of the Local Plan 2018 and SPD Key Principle TR6 2018.

Level Access

39. The thresholds of public entrance doors to the structures and integral doors 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 D5 of the London Plan 2021, Policy DC1 of the Local Plan 2018 and Principles DA1, DA4, DA5, DA6, DA7 and DA11 of the Planning Guidance SPD 2018.

Inclusive Access Management Plan

40. Prior to first use of the development hereby permitted, an Inclusive Access 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 Inclusive Access Management Plan as approved and thereafter be permanently retained for the lifetime of the development.

To ensure that the proposal provides an inclusive and accessible environment in accordance with the Policy D5 of the London Plan 2021 and Policy E3 of the Local Plan 2018.

SAFETY

Venue Management Plan

41. Prior to first use of the development hereby permitted, a Venue Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Venue Management Plan shall include details of:
- operational timings for the shows;
 - measures to protect, manage and control crowds in operational and emergency situations;
 - details for crowd management in an emergency/evacuation strategy;
 - emergency vehicle access routes;
 - staff training in relation to security matters;
 - provision of advice to customers regarding personal safety;

- premises access control measures;
- a public address system;
- Threat Vulnerability Risk Assessment; and
- Blast Mitigation Assessment.

The report shall be submitted to and approved in writing by the local planning authority, in consultation with the Metropolitan Police (to confirm that the standards specified are proportionate and appropriate). The development shall then be carried out in accordance with the report. The venue shall be managed in accordance with the details approved and maintained thereafter as such for the lifetime of the development unless otherwise agreed in writing by the Local Planning Authority.

To ensure that the amenity of occupiers of the development site / surrounding premises is not adversely affected and the development incorporates the necessary access and safety measures in accordance with Policies D11 and D12 of the London Plan 2021 and Policies CC11 and CC13 of the Local Plan 2018.

Planning Fire Safety Strategy

42. Prior to first use of the development hereby permitted, a Planning Fire Safety Strategy shall be submitted to and approved in writing by the Local Planning Authority. The development hereby permitted shall be carried out in accordance with the approved strategy for the lifetime of the development.

To ensure that the development incorporates the necessary fire safety measures in accordance with Policy D12 of the London Plan 2021.

CAR / CYCLE PARKING

43. Prior to the first occupation of the development hereby permitted, details of the provision of three accessible parking spaces shall be submitted to and approved in writing by the Local Planning Authority. The three accessible spaces shall be made available on site and shall be permanently retained for the lifetime of the development.

To ensure the development provides ease of access for all users, in accordance with Policies D5 and T5 of the London Plan 2021, Policy DC1 of the Local Plan 2018 and Principles DA1, DA4, DA5, DA6, DA7 and DA11 of the Planning Guidance SPD 2018.

44. Prior to first use of the development hereby permitted, details of cycle storage facilities shall be submitted to and approved by the Local Planning Authority. Cycle storage shall be provided in accordance with the approved details prior to first use of the development and retained plus maintained for the lifetime of the development.

To ensure the provision of bicycle spaces in accordance with Policies T3 and T4 of the Local Plan 2018 and Key Principles of the Planning Guidance SPD 2018.

DESIGN

45. No alterations shall be carried out to the external appearance of the building, including the installation of air-conditioning units, ventilation fans or extraction equipment not shown on the approved drawings.

To ensure a satisfactory external appearance and to prevent harm to the amenities of the occupiers of neighbouring residential properties, in accordance with Policies DC1 and DC2 of the Local Plan 2018 and Key Principles of the Planning Guidance SPD 2018.

TREES

46. Prior to the commencement of the development hereby approved all the trees in the proximity of the development hereby approved shall be protected from damage in accordance with BS5837:2012 during construction works.

To ensure that trees are retained and to prevent harm during the course of construction, in accordance with Policies OS4 and OS5 of the Local Plan 2018 and Key Principles of the Planning Guidance SPD 2018.

PERMITTED DEVELOPMENT

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

To ensure that the visual impact of telecommunication equipment upon the surrounding area can be considered, in accordance with Policies D4, D8 and HC1 of the London Plan 2021; Policies DC1, DC2 and DC8 of the Local Plan 2018 and Key Principles of the Planning Guidance SPD 2018.

ECONOMIC AND EMPLOYMENT STRATEGY

48. Prior to first use of the development hereby permitted, a revised Economic and Employment Strategy shall be submitted to and approved in writing by the Local Planning Authority. The strategy shall set out details, procedures and delivery plans to maximise the opportunities for local residents to access employment offered by the development. The strategy shall address but not be limited to the following;

- a) At least 10% of the employment associated with the project will be of local (Hammersmith and Fulham) residents secured by a Delivery Plan.
- b) Pre-recruitment training is provided for local residents to give them better access to the jobs secured by a Training Plan.
- c) All jobs suitable for local residents are advertised with the Council's employment support team, WorkZone.

- d) Troubadour reports quarterly evidence to the Local Planning Authority of local residents employed and the proportion of local residents employed including names, postcodes, job titles and job start dates of local residents, employed, total number of people employed on the project, and training delivered for those local residents.
- e) At least 10% of the spend on the events is spent on local (Hammersmith and Fulham based) businesses.
- f) Troubadour reports quarterly evidence to the Local Planning Authority of local businesses, and the proportion of local spend, included in their supply chain including names and postcodes of local businesses, the contract they have been commissioned for, the value of that contract and the total spend on events.
- g) Troubadour works with the Council's supply chain partner, MTW Consultants, to help engage and support local businesses to successfully bid for contracts in the supply chain.
- h) Details of free / discounted tickets to local Hammersmith and Fulham residents and businesses
- i) Engage with local arts organisation to maximise opportunities for involvement in the performance programme.
- j) Details of a ticketing levy towards Troubadour Trust to support local initiatives in the community (Hammersmith and Fulham).

To ensure the proposed temporary use delivers wider benefits by way of generating employment opportunities for local residents and companies in accordance with Policies FRA, FRA1, E4 and CF3 of the Local Plan 2018.

Justification for Approving the Application:

- 1) Land Use: The proposed temporary use is considered to be acceptable in land use terms and is compatible with the White City Regeneration Area which is well served and accessible by public transport. The proposed development is therefore considered acceptable, on balance, and in accordance with Policies GG2, SD1, SD10, S1 and E11 of the London Plan 2021 and Policies WCRA and WCRA1 of the Local Plan 2018 and Key Principles of the Planning Guidance SPD 2018.
- 2) Design: The proposed temporary structures has a massing which responds to the proposed spaces and surrounding townscape at its edges in accordance with Policies D1, D5, D11, D12, D14 and HC1 of the London Plan 2021 and Policies DC1, DC2 and DC3 of the Local Plan 2018 and Key Principles of the Planning Guidance SPD 2018.
- 3) Transport: There would be no adverse impact on traffic generation and the scheme would not result in congestion of the road network. Conditions would secure satisfactory construction / dismantling works. Satisfactory provision would be made for blue badge car parking and cycle storage. Adequate provision for storage and collection of refuse and recyclables would be provided. The accessibility level of the site is very good and is well served by public transport. External impacts of the development would be controlled by conditions. In addition, servicing and road safety and travel planning initiatives would be implemented in and around the site to mitigate against potential issues. The proposed development therefore accords with Policies T1, T2, T3, T4, T5, T6, T6.5 and T7 of the London Plan 2021, Policies T1, T6, T7, CC10, CC11, CC12 and CC13 of the Local Plan 2018 and Key Principles of the Planning Guidance SPD 2018.
- 4) Impact on Neighbouring Properties: The impact of the development upon existing and future adjoining occupiers are considered acceptable with no significant impact of noise/disturbance and overlooking, no unacceptable loss of sunlight or daylight or outlook to cause undue detriment to the amenities of neighbours. In this regard, the development would respect the principles of good neighbourliness. The proposed development therefore accords with Policies D4, D8 and D14 of the London Plan 2021 and Policies CC11 and CC13 of the Local Plan 2018 and Key Principles of the Planning Guidance SPD 2018.
- 5) Safety and Access: Conditions would ensure the development would provide a safe and secure environment for all users in accordance with Policies D11 and D12 of the Local Plan 2021 and Policy DC1 of the Local Plan 2018. The development would provide level access and dedicated parking spaces for wheelchair users. 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 Policies D11 and D12 of the London Plan 2021, Policy DC1 of the Local Plan 2018 and Key Principles of the Planning Guidance SPD 2018.
- 6) Sustainability and Energy: Conditions would ensure that information is submitted for approval by the Local Planning Authority to confirm how carbon emissions will be reduced through on- site energy efficiency and low/zero carbon technologies such as solar PV Panels. The proposed development therefore accords with

Policies SI 2, SI 3 and SI 4 of the London Plan 2021, and Policies CC1 and CC2 of the Local Plan 2018 and Key Principles of the Planning Guidance SPD 2018.

- 7) Flood Risk: Conditions will ensure that information is submitted for approval to confirm how surface water will be managed on-site in-line with the London Plan Drainage Hierarchy's preferred SuDS measures, including rainwater collection for re-use where feasible. The development would therefore be acceptable in accordance with the NPPF, Policy SI 13 of The London Plan 2021 and Policy CC4 of the Local Plan 2018 and Key Principles of the Planning Guidance SPD 2018.
- 8) Land Contamination: Conditions will ensure that the site would be remediated to an appropriate level if required. The proposed development therefore accords with Policies CC9 and CC13 of the Local Plan 2018 and Key Principles of the Planning Guidance SPD 2018.
- 9) Economic Development: Planning obligations to offset the impact of the development and to make the development acceptable in planning terms. An Economic and Employment Strategy is secured by condition which shall set out details, procedures and delivery plans to maximise the opportunities for local residents to access employment offered by the development to ensure the proposed temporary use delivers wider benefits by way of generating employment opportunities for local residents and companies in accordance with Policies FRA, FRA1, E4 and CF3 of the Local Plan 2018.

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

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

Application form received: 22nd
November 2021 Drawing Nos:
see above

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

Consultation Comments:

Comments from:

Comments from:	Dated:
Crime Prevention Design Advisor - Hammersmith	22.12.21
Cinema Theatre Association	23.12.21
Crime Prevention Design Advisor - Hammersmith	16.12.21
Historic England London Region	16.12.21
Royal Borough Of Kensington And Chelsea	16.12.21
Transport For London - Land Use Planning Team	07.12.21
Civil Aviation Authority - Safety Regulation Group	06.12.21
Thames Water - Development Control	09.12.21
Royal Borough Of Kensington And Chelsea	06.12.21
Network Rail	17.01.22
Metropolitan Police Licensing Officer	21.12.21
Historic England London Region	10.12.21
Crime Prevention Design Advisor - Hammersmith	09.12.21
Ministry Of Defence	11.01.22
Crime Prevention Design Advisor - Hammersmith	13.01.22
St James	22.12.21

Neighbour Comments:

Letters from:

Dated:

MAIN REPORT

1. SITE AND SURROUNDINGS

- 1.1 The Application Site (the site) is vacant land (1.5 Ha) located within the southern part of the Imperial College Masterplan. The site comprises an area of former industrial/ open storage area which has been cleared in preparation for future development by Imperial College. The site is relatively flat and comprises an area of largely concrete hardstanding, and landscaping, following the clearance of the site. Previously the site contained a number of buildings, parking areas and shipping containers used by Dairy Crest as a distribution and bottling plant for milk supplies to London.
- 1.2 The site is located a short distance to the east of Wood Lane, accessible via Depot Road. The north of the site is bordered by Scale Space, a meanwhile-use development, with the Westway and Imperial College White City Campus beyond. To the west the site is bordered by Depot Road, and Depot Road Bridge, and to the south by the St James Residential Development, and Westfields beyond. To the east, the site is bordered by the railway line, and the borough boundary with the Royal Borough of Kensington and Chelsea. Stable Way is occupied by a traveller site with A3220 running north to south. The traveller site accommodates the nearest residential properties to the application site. The White City Housing Estate and Wood Lane Housing Estate lies to the west. The area surrounding the application site is a mixture of residential and commercial uses, with a number of developments occurring close to the site including the St James Residential Development.
- 1.3 The site forms part of the larger Imperial College Masterplan site, which is being redeveloped with an outline application granted permission as part of a large, multi-phase Masterplan until 2044. This part of the site is expected to come forward for development in Masterplan phase 2 during 2028 - 2034. This includes development of the southern part of the site to continue the masterplan regeneration. This would include the residential tower element to be located in the proposed location of the Light City development.

Designations

- 1.4 The site is industrial brownfield land and is thus identified as a regeneration area. It is designated in the White City Opportunity Area (WCOA) in the London Plan and the White City Regeneration Area (WCRA) in the H&F Local Plan. The WCOA covers approximately 110 hectares at the eastern edge of the borough and along the boundary with the Royal Borough of Kensington and Chelsea (RBKC). The site is located within the White City East Regeneration Area (WCRA1) as designated in the Local Plan 2018. The site is in Flood Zone 1 and lies

within the Wood Lane Conservation Area. There are no listed buildings or buildings of merit on the site.

Transport

- 1.5 Vehicular access to the site is currently provided via an established entrance from Depot Road. These entrances currently provide vehicular access to the site for service and emergency vehicles. The site benefits from pedestrian access from the south via the St James development, to the north through to Scale Space and Imperial College and to the west over Depot Road Bridge.
- 1.6 The site has very strong transport links and enjoys a Public Transport Accessibility Level (PTAL) of between 5 to 6a (Very Good). The site is within a five-minute walk to White City Underground Station and Wood Lane Underground Station. White City Station and Wood Lane Station serves the Central Line and the Hammersmith and City and Circle Lines respectively. There are also several bus routes which serve Wood Lane, while Shepherds Bush Overground Station, although a bit further afield, provides additional public transport options.

2. PLANNING HISTORY

- 2.1. The site and surrounding area have extensive historic planning records relating to the Imperial College Masterplan. The following is relevant planning history in relation to the current application:
- 2.2. April 2021 (2018/00267/OUT): Outline planning permission granted 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.
- 2.3. This application seeks to replace a similar temporary development at the Gateway Site known as The White City Place Theatre as follows:
 - March 2018 (2017/03837/FUL): Planning permission granted for the temporary change of use of existing car park and installation of temporary structures to form two theatre event spaces with ancillary structures for front of house circulation, bar, foyer, toilet space, back of house storage, office, changing areas and installation of plant equipment.

3. THE PROPOSAL

- 3.1. Planning Permission is sought for a temporary theatre and events venue known as 'Light City' for a 10-year period until June 2032 after which the site would be returned to its former state.
- 3.2. The venue would be operated by White City Theatre Limited ('the applicant') and is similar in nature to a previous temporary theatre which was in place at White City Place from 2019 until the pandemic which was run by the same operator. The applicant has an established record of delivering meanwhile uses for theatre and the arts on similar sites. These include the Kings Cross Theatre between 2014 and 2016, Wembley Park Theatre which started in 2017 and is still in place, an outdoor cinema at Meridian Water in 2020 and film studios with offices and workshops also at Meridian Water. These have attracted high-profile productions and have been successful.
- 3.3. The venue will comprise of the following uses over four floors;
 - a) Building T1: Located to the east of the site
 - Measuring 26.1m high, 46.7m in length and 27.97m wide
 - Upper Ground Floor: Theatre 1 (1,067m² / 2,000-seater) (Sui Generis)
 - b) Building T2: Located to the east of the site
 - Measuring 23.3m high, 36.4m in length, and 25.3m wide
 - Upper Ground: Theatre 2 (725m² / 1,000-seater) (Sui Generis)
 - c) Building T3: Located to the centre of the site
 - Measuring 15.6m high, 60.4m in length, and 16.3m wide
 - Ground: Restaurant Space (Use Class E) (621m² / 100-seater)
 - Ground: Experience Atrium (199 sqm)
 - Level 1: Food Hall (472m² / 200 capacity)
 - Level 2: Exhibit Space (509m²)
 - d) Building T4: Located to the west of the site
 - Measuring 15.6m high, 20.4m in length and 16.87m wide
 - Ground: Wellbeing (Use Class E: 295 sqm.
 - Level 1: Wellbeing (Use Class E): 269 sqm.
 - Level 2: Collaborate (251 sqm) (Use Class E)
 - e) Front of House: Located to the centre of the site
 - Measuring 11.5m high, 50.4m in length, and 8m wide
 - Upper Ground: Front of House (428m²)
 - Level 2: Roof Top Bar (Sui Generis) (398m² / 75 capacity)
 - f) Back of House: Located to the east of the site
 - Ground Floor: Kitchen, WCs (1,302m²)

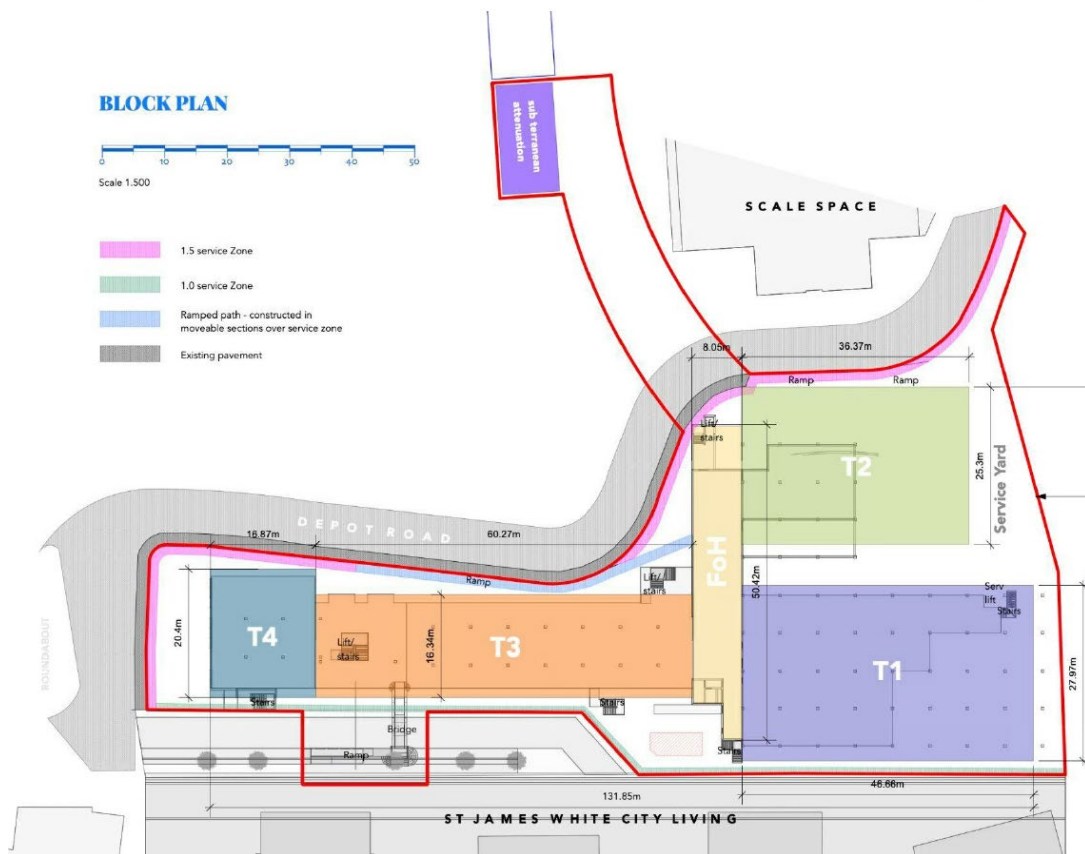


Image 1: Site Plan

Access

- 3.4. Public pedestrian access to the site would be via Depot Road from the west but mainly through the St James' Residential Development from the south via a new pedestrian access bridge. This southern access will join the main pedestrian routes from the Imperial College campus to the north with St James' to the south and will be open to the public until 11pm. Access to and through the site would be free, however specific shows hosted in the theatre spaces would be charged and ticketed. These would be sold online through the website, as well as over the phone and in person.
- 3.5. A customer dispersal policy has been proposed in order to minimise the potential for noise disturbance from customers leaving the premises. An hour period has been allowed for drinking up time, to help reduce the mass exit of patrons at the end of the evening.

Design

- 3.6. The structures which have been chosen are a combination of scaffolding and traditional cladding products. The applicant has developed their own methodology for the installation of these structures and has used these structures previously for the Venue at White City Place.

Materials

- 3.7. The majority of the structures will be constructed from a scaffolding (steel) based substructure with a Trimo or polycarbonate outer layer. Glazed door units will be installed in public areas. Glazed window units will be installed, with transparent polycarbonate walling and roof panels to allow natural light into the premises. Ramps and steps to the relevant building control requirements will be installed to allow access for all to the spaces.

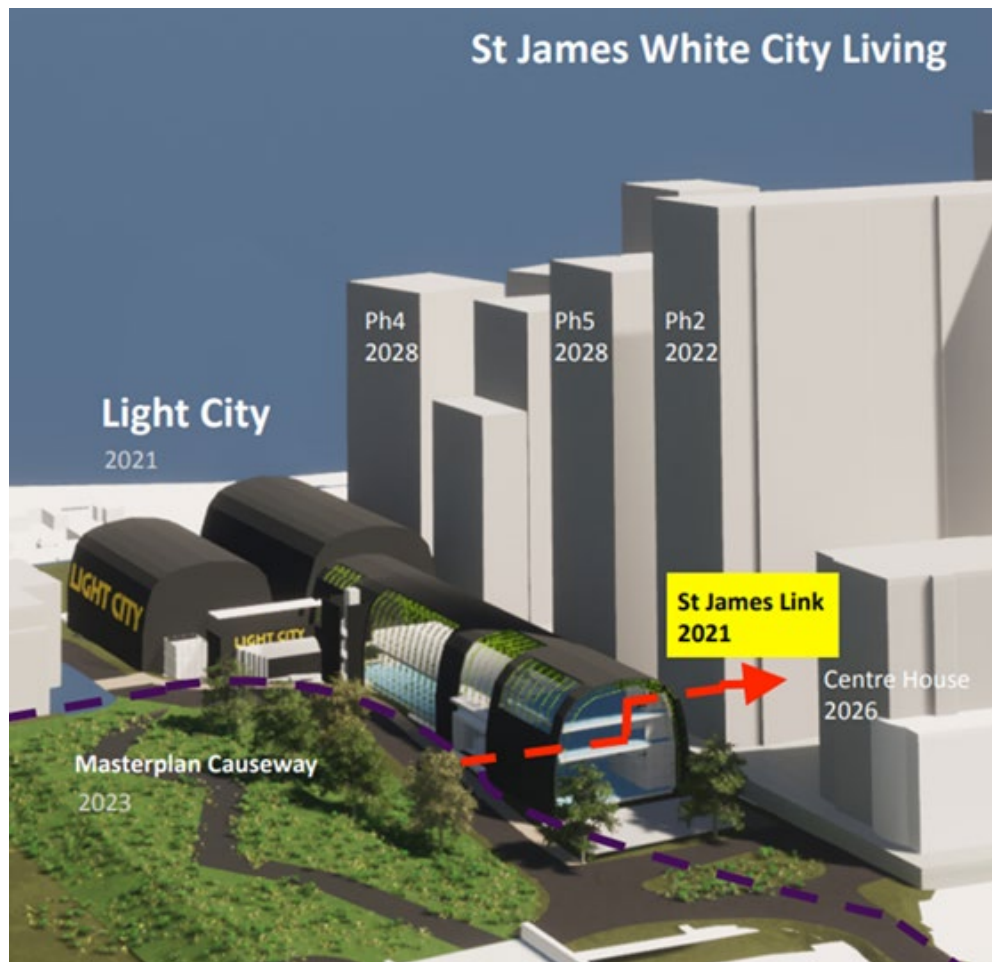


Image 2: Light City with St James White City Living consented outline

Parking

- 3.8. Blue badge holder parking is proposed on the site and would be accessed by Depot Road. No other car parking is proposed as part of the development.

Maximum Number of Guests

- 3.9. The venue will be capable to cater for up to 3,000 visitors per matinee and evening performance throughout the week. However, until the new pedestrian / vehicular bridge consented under the Imperial College Masterplan has been completed the venue will be limited to only one

show in the evenings with a maximum capacity of 2,000 people. There will be 200 staff employed, of which 50 would be full-time and 150 would be employed on a part-time basis.

Operational Timings

- 3.10. Overall Venue (Site Open to public): 06:30–00:00 Sunday to Thursday / 06:30–00:30 Friday to Saturday including Public/Bank Holidays.
- 3.11. Venue servicing (to include set up and clearance of events) (not audible outside venue): 10.00 to 16:00 hours Monday to Saturday (i.e. outside of the network peak periods) and with no clearing away activity after 20:00 on Sunday and Public/Bank Holidays.

Adverts

- 3.12. A separate advertisement consent application (Ref: 2021/03752/ADV) has been submitted for associated signage, for the same period. Advertising is proposed across the development, including two LED screens to the east elevation and one LED screen to the west elevation. Illuminated lettering is proposed to the south, north and west elevations. Full graphic walls to the north, south and west elevations are further proposed. Lighting is proposed across the site, along the paved areas on lighting columns and on the building structure itself. In total 11 areas of advertisements are proposed.

Submitted Documents

- 3.13. The applicant has submitted the following in support of the application and revised proposals:
 - Application Form (D-TTL-LC-21-001);
 - Cover Letter (D-TTL-LC-21-002);
 - Design & Access Statement (D-TTL-LC-21-005);
 - Letter to Landowner Imperial (D-TTL-LC-21-006A);
 - Letter to Landowner St James (D-TTL-LC-21-006B);
 - Transport Assessment;
 - Operational Timings (D-TTL-LC-21-010);
 - Environmental Statement (D-TTL-LC-21-011);
 - Plant & Equipment PDF Document D-TTL-LC-21-012);
 - Access Statement PDF Document D-TTL-LC-21-014);
 - Sound Impact Assessment PDF Document D-TTL-LC-21-015);
 - Sound Management Protocol (Draft) PDF Document D-TTL-LC-21-016);
 - Flood Risk Assessment (D-TTL-LC-21-017);
 - Community Benefits and Jobs (D-TTL-LC-21-018);
 - CIL Form (D-TTL-LC-21-019);
 - Dispersal Plan (D-TTL-LC-21-020);
 - Site Images (D-TTL-LC-21-021);
 - Drainage Strategy (D-TTL-LC-21-022);

- Location Plan (P-TTL-LC-21-001);
- Block Plan (P-TTL-LC-21-003);
- Uses Ground Floor (P-TTL-LC-21-004);
- Uses Upper Ground (P-TTL-LC-21-005);
- Uses Level One (P-TTL-LC-21-006);
- Uses Level Two (P-TTL-LC-21-007);
- Elevations (P-TTL-LC-21-008);
- Street (P-TTL-LC-21-025);
- Access (P-TTL-LC-21-029);
- Emergency Exits (P-TTL-LC-21-030);
- Water Waste (P-TTL-LC-21-031);
- Signage (P-TTL-LC-21-035);
- Lighting (P-TTL-LC-21-036); and
- Site Levels (P-TTL-LC-21-045).

AMENDMENTS

- 3.14. During the application process the following changes have been made to the application;
- Closure of the St James link to be 11pm Mondays to Sundays rather than 10:30pm Mondays to Sundays to allow majority of visitors to leave the venue via the proposed St James' southern access rather than Depot Road.
 - Theatre T1 (2,000 capacity) to finish performances at 10pm (30 minutes earlier than initially proposed)
 - There will be no parallel show in Theatre 2 (1,000 capacity) during the evenings
 - Matinee shows will only be on Saturdays and Sundays

4. PUBLICITY AND CONSULTATIONS

Residents

- 4.1. The application was advertised in the local press and on-site notices that referred to the application's potential effect on the character of the Conservation Area and that it was a major application. In addition, 2183 local addresses were sent written notice of the application. No representations were received from neighbouring properties.

Amenity Groups

- 4.2. The Theatres Trust: The proposals will bring a number of benefits. It will activate an otherwise vacant site, which will enhance the area bringing in visitors and acting as a catalyst for development within the Masterplan area. Just like the earlier White City scheme before it, this will contribute to the borough's cultural offer and broaden access to the arts for local people. Therefore, the trust is supportive of the granting of planning permission on a time-limited basis.

- 4.3. James Group Ltd: Following a number of consultation meetings with White City Theatre / Troubadour Theatre since June 2019 the St James White City Living team confirms they have no objections to the proposals.

Technical Consultations

- 4.4. Transport for London (TfL): TfL has no in principal objection to the proposed development, however the following would need to be addressed:
- Cycle Parking details
 - Accessible Parking Spaces details
 - Potential impact on the public transport network
 - New pedestrian route design/access details
 - Servicing, storage and deliveries details
 - A full Construction Logistics Plan (CLP)
- 4.5. London Underground/DLR Infrastructure Protection: Confirmed that they have no comment to make on this planning application.
- 4.6. Metropolitan Police (Design Out Crime Officer): Reviewed the details submitted and also met with the applicant and officers 24 January 2022 to discuss the overall scheme, crime prevention, security and safety, including counter terrorism measures. Crime prevention and community safety are material considerations. The officer commented that if the Council is to consider granting consent for this scheme they would seek that a condition be attached to secure the submission of a Venue Management Plan.
- 4.7. Metropolitan Police (Counter Terrorism Security Advisor): The applicant should employ the services of a suitably qualified Security Consultant from the Register of Security Engineering Specialist (RSES) to conduct a full security Risk Assessment taking into account current and emerging threats and risks to areas that may be attractive to terrorists. This will allow them to prioritise areas, manage risk and mitigate accordingly. Mitigations could include blast mitigation glazing, hostile vehicle mitigation and use of appropriate street furniture in the public realm to reduce opportunities to conceal and hide IEDs. Locations could be aggregated areas, crowded spaces, Night time economy areas, locations where large crowds can gather for events etc. Security planning should be; Impact Driven, Vulnerability-led, and Threat informed.
- 4.8. Ministry of Defence (MOD): The proposed development falls within the statutory safeguarding Aerodrome Height Zone surrounding RAF Northolt. The MOD confirms that the MOD has no statutory safeguarding objection to this application.
- 4.9. Historic England (GLAAS): On the basis of the information available to date, we do not wish to offer any comments. We suggest that you seek

the views of your specialist conservation advisers, as relevant. It is not necessary for us to be consulted on this application again, unless there are material changes to the proposals.

- 4.10. Network Rail: Due to the close proximity of the proposed works to Network Rail's land and the operational railway, Network Rail strongly recommends that the applicant / developer engages with Network Rail's Asset Protection and Optimisation (ASPRO) team prior to works commencing. This will allow our ASPRO team to review the details of the proposal to ensure that the works can be completed without any risk to the operational railway.
- 4.11. Royal borough of Kensington and Chelsea (RBKC): Raises no objections to the proposals but requests that an informative be attached to any consent stating that no vehicles associated with the building operations on the development site shall be parked on the public highway so as to cause an obstruction.
- 4.12. Thames Water (TW): With regards to foul water sewerage network infrastructure capacity and surface water raises no objection to the proposals submitted. TW recommends and informative be attached to any permission stating that TW will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves TW pipes. The developer should take account of this minimum pressure in the design of the proposed development.
- 4.13. Civil Aviation (Airport Safeguarding): Reviewed the proposals against safeguarding criteria and confirm they have no safeguarding objections to the proposed development.

5. POLICY CONTEXT

- 5.1. The applications have been considered against all relevant national, regional and local planning policies as well as any relevant guidance. Set out below are those policies most relevant to the proposal, however, consideration is made against the development plan as a whole.

London Plan (2021)

Policy GG5 (Growing a good economy)
Policy SD1 (Opportunity Areas)
Policy SI 2 (Minimising greenhouse gas emissions)
Policy SI 3 (Energy infrastructure)
Policy SI 12 (Flood risk management)
Policy SI 13 (Sustainable drainage)
Policy E9 ((Retail, markets and hot food takeaways)
Policy E10 (Visitor Infrastructure)
Policy HC1 (Heritage conservation and growth)

Policy HC5 (Supporting London's culture and creative industries)
Policy HC6 (Supporting the night-time economy)
Policy D4 (Delivering Good Design)
Policy D5 (Inclusive Design)
Policy D8 (Public Realm)
Policy D11 (Safety, security and resilience to emergency)
Policy D12 (Fire safety)
Policy D14 (Noise)
Policy HC5 (Supporting London's culture and creative industries)
Policy HC6 (Supporting the night-time economy)
Policy T2 (Healthy Streets)
Policy T4 (Assessing and mitigating transport impacts)
Policy T5 (Cycling)
Policy T6 (Car Parking)
Policy T6.5 (Non-Residential disabled persons parking)
Policy T7 (Deliveries, servicing and construction)

Local Plan (2018)

Strategic Policy WCRA (White City Regeneration Area)
Strategic Site Policy WCRA1 (White City East)
Policy TLC1 (Hierarchy of Town and Local Centres)
Policy TLC5 (Managing Impact of Food, Drink and Entertainment Uses)
Policy CF1 (Supporting Community Facilities and Services)
Policy CF3 (Enhance and Retention of Arts, Culture, Entertainment, Leisure, Recreation and Sport Uses)
Policy E1 (Employment Uses)
Policy E4 (Local Employment, Training and Skills Development)
Policy DC1 (Built Environment)
Policy DC8 (Heritage and Conservation)
Policy DC9 (Advertisements)
Policy CC1 (Reducing Carbon Dioxide Emissions)
Policy CC3 (Minimising Flood Risk and Reducing Water Use)
Policy CC6 (Strategic Waste Management)
Policy CC7 (On site Waste Management)
Policy CC10 (Air Quality)
Policy CC11 (Noise)
Policy CC12 (Light Pollution)
Policy T2 (Transport)
Policy T3 (Opportunities for Cycling and Walking)
Policy T5 (Parking for Blue Badge Holders)
Policy T7 (Construction and Demolition Logistics)

6. PLANNING CONSIDERATIONS

Policy Framework

- 6.1. The Town and Country Planning Act 1990, the Planning and Compulsory Purchase Act 2004 and the Localism Act 2011 are the principal statutory considerations for town planning in England.

Collectively the three Acts create a plan led system which requires local planning authorities to determine planning applications in accordance with an adopted statutory development plan unless there are material considerations which indicate otherwise (section 38(6) of the 2004 Act as amended by the Localism Act).

- 6.2. In this instance the statutory development plan comprises the London Plan 2021, LBHF Local Plan 2018 and the LBHF Planning Guidance SPD 2018.
- 6.3. The National Planning Policy Framework (NPPF) is a material consideration in planning decisions and is supported by the Planning Practice Guidance (PPG) which sets out national planning policies and how these are expected to be applied. The NPPF sets out a presumption in favour of sustainable development.

PLANNING ASSESSMENT

- 6.4. The main planning issues raised by the submitted development proposal that should be considered are;
 - Land Use;
 - Design and Conservation;
 - Highways Implications and Parking;
 - Accessibility;
 - Amenity Impacts (Daylight and Sunlight; Noise and Vibration; Light Pollution);
 - Environmental Considerations (Sustainability and Energy; Flood Risk; Sustainable Drainage; Ecology, Trees, Landscaping and Public Realm; Land Contamination; Air Quality; Archaeology);
 - Economic Considerations
 - Crime Prevention; and
 - Community Infrastructure Levy (CIL)

LAND USE

- 6.5. The application site forms part of the wider Imperial College site located within the White City Regeneration Area as designated in the Local Plan. Strategic Policy WCRA1 of the Local Plan 2018 seeks regeneration in White City East for a mixed-use urban quarter within a high-quality environment. Proposals for development in White City East should be mixed use providing housing, employment, including creative and academic based industries, community uses, a major research and academic hub, leisure facilities as well as small-scale retail.
- 6.6. Policy WCRA of the Local Plan 2018 also includes an expectation of the creation of some 10,000 new jobs for the White City Opportunity Area.
- 6.7. London Plan (Policy HC5) supports the use of vacant land for pop-ups and meanwhile / temporary uses for cultural and creative activities

during the day and at night in order to stimulate vibrancy and viability. Policy CF1 (Supporting Community Facilities and Services) of the Local Plan 2018 states that the council will work with its strategic partners to provide borough-wide high quality accessible and inclusive facilities and services for the community by improving the range of leisure, recreation, sports, arts, cultural and entertainment facilities by also seeking new or enhanced facilities where appropriate and viable in particular major new leisure, arts, sports and recreation facilities in the White City Regeneration Area.

Theatre Event Space including office space, wellbeing areas, restaurant and food hall (Sui Generis/ Use Class E)

- 6.8. Some 4,800m² of event space is proposed within the temporary structures. This includes two auditoriums, collaborative office space, wellbeing areas, restaurant and food hall.
- 6.9. The site is located within the White City Regeneration Area and the primary land use in the area is retail located at the Westfield Shopping Centre as well as established destination centres such as Shepherd's Bush Market and Shepherd's Bush Green. The site immediately north of the application site, Imperial College White City Campus is becoming an important educational and commercial centre in the area. The area west of the site is predominantly residential with a mix of leisure, community and health facilities as well as some local shops. The site immediately south of the application site, is a residential development known as St James'.
- 6.10. The site is a suitable location for leisure, recreation, cultural and entertainment facilities. This activation of the vacant derelict space is considered to be beneficial to the opportunity area generally. The proposal will enhance the area bringing in visitors and acting as a catalyst for development within the Masterplan area, contributing to the borough's cultural offer and broaden access to the arts for local people. Further, the proposal would activate this vacant space whilst supporting local businesses that are seeking to recover from the impacts of COVID-19. The temporary nature of the use is such that its impact would be limited and would not undermine the long term objectives to regenerate the area, in accordance with both London Plan and Local Plan policies. A condition is attached to ensure that all structures associated with the application will be removed within the time limit period and the site reinstated once the temporary use ceases.
- 6.11. White City Theatre Limited is renowned for delivering meanwhile theatre productions. They have produced and managed a number of high-quality, large-scale events in sensitive city centre locations across London and have worked successfully with key stakeholders including local authorities. These events include the previous temporary theatre which was in place in White City from 2019 until the pandemic, the Kings Cross Theatre, and Wembley Park Theatre.

- 6.12. **Local Plan Policy TLC5** (Managing the Impact of Food, Drink and Entertainment Uses) controls the hours of operation for Class A3, A4 and A5 uses. Policy TLC5 allows for hours of operation to be extended where the use would not be likely to cause adverse impacts on the amenity of the surrounding area. The policy requires food and drink establishments as well as arts, culture, entertainment and leisure uses to be subject to conditions controlling hours of operation, as follows:
- a. except in predominantly commercial areas, such as parts of town centres - premises shall not be open to customers later than the hour of 23:00; and
 - b. within predominantly commercial areas, such as parts of town centres - premises shall not be open to customers later than the hour of 24:00.
- 6.13. In terms of Policy TLC5, the proposed mix of food and drink stalls is intended to provide further diversity, attracting residents, visitors and tourists to the site. The impact of the activities would be subject to licensing restrictions and would operate in accordance with the submitted, which sets controls on the hours of operation to no later than 23:00 hours, Sunday to Wednesday, and 23:30 hours Thursday to Saturday.
- 6.14. As such officers consider the temporary use appropriate in this instance and do not see any merit in further impact analysis being undertaken as the proposed uses are consistent with the supported land uses that are identified in the relevant site-specific policies in the Local Plan 2018.
- 6.15. It is considered that the proposed provision of a temporary theatre and associated uses would contribute to the overall mix of uses within the site until the approved mixed-use development is implemented, which is consistent with the requirements of the WCRA policies with regard to employment generation in the area and provision of leisure facilities as well as small-scale retail.

7. DESIGN AND CONSERVATION

- 7.1. **The NPPF** states that the 'Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.' LBHF Design and Conservation Team have reviewed and input into the design process of the development since pre-application stages and consider that the proposals represent good design in the context of the regeneration area and as a temporary development, thus complying with the NPPF.
- 7.2. Together with **London Plan 2021 Policy HC1**, Local Plan policies require development proposals to incorporate exemplary standards of

sustainable and inclusive design. **Policy DC1** (Built Environment) requires all development proposals within the borough to create a high-quality urban environment that respects and enhances its townscape context and heritage assets. **Policy DC2** (Design of New Build) sets out to ensure that new build development will be of a high standard of design and compatible with the scale and character of existing development and its setting. **Policy DC8** (Heritage and Conservation) states that the council will conserve the significance of the Borough's historic environment by protecting, restoring, or enhancing its heritage assets, including the borough's conservation areas. **Policy DC9** (Advertisements) requires a high standard of design of advertisements, which should be in a scale and in keeping with the character of their location and should not have an unacceptable impact on road safety.

Design

- 7.3. The main primary components involve the installation of a large scaffolding structure which would house the two theatres and associated uses within. The structures are demountable and built using reusable products, with the majority of the structures being relocated from the previous White City Theatre development which was located to the west of the application site on South Africa Road. Some sections of the Light City development will be created from new materials, with the same structure design with a Trimothern and twin wall polycarbonate roofing and cladding system. The proposed arched framed scaffolding structures would be attached to a floating concrete grid floor system, of which 90% will be relocated from White City. The structures would have a maximum height of 26.1m reducing in height to a minimum of 11.5m towards the west of the site. The structures would have a maximum length of 132m and a width of 60m, reducing in width towards the west. The structures occupy a large proportion of the site, with the remaining areas proposed to be used for servicing, circulation and light landscaping. Glazed door units will be installed in public areas, with back of house doors made from wood or metal and painted in line with the building colour scheme. Glazed window units will be installed, with transparent polycarbonate walling and roof panels to allow natural light into the premises. The building would be finished in a greys, yellow and white colour palette.
- 7.4. The proposed structures would incorporate two theatres to the east of the site, indicated as T1 and T2, including a back of house area. Moving towards the west of the site, there would be a front of house area, restaurant, food hall and exhibition area located across three levels, indicated as T3. Furthest to the west, a wellbeing and collaborative office space are proposed across three levels, indicated as T4. An atrium and roof top bar are further incorporated within the site.
- 7.5. The structures are of a temporary nature and the prefabricated nature of the buildings are supported from an environmental point of view and would lessen any impact on amenity during the short construction

period. Given the temporary nature of the structures it is considered that the design is appropriate and broadly complies with the objectives of the London Plan and Policies DC1, DC2 and DC8 of the Local Plan 2018.

Heritage Impacts

- 7.6. The site lies within Wood Lane Conservation Area which is centred around the grade II listed BBC Television Centre in order to protect the setting of the landmark from any insensitive development nearby. To the south-west of the application site on the eastern side of Wood Lane lies the locally listed White City Underground Station, built in 1947.
- 7.7. The proposed development would have a temporary impact on the character and appearance of Wood Lane Conservation Area, in an area which has recently been subject of significant and ongoing development. The proposals would have very limited intervisibility from key views of surrounding heritage assets, including the Grade II Listed Television Centre. As such, the development is not considered to result in any harm to adjacent heritage assets; and the character and appearance of the Wood Lane Conservation Area would be preserved by the development.
- 7.8. Officers have assessed the impact of the proposal on the adjacent heritage assets and consider that it is in line with national guidance in the NPPF. Officers also consider that the proposals would be in accordance with Policies DC1, DC2 and DC3 of the Local Plan 2018 and Policy HC1 of the London Plan 2021. The proposed scheme would also accord with Sections 66 and 72 of Planning (Listed Buildings and Conservation Areas) Act 1990.

8. HIGHWAYS IMPLICATIONS AND PARKING

- 8.1. **The NPPF** 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.
- 8.2. **Local Plan Policy T1** supports The London Plan and states that all development proposals will be assessed for their contribution to traffic generation and their impact on congestion. **Policy T2** relates to transport assessments and travel plans and states “All development proposals will 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.

- 8.3. The Site is very well connected to all modes of travel including public transport options, vehicle access and pedestrian and cycle network facilities, with a Public Transport Accessibility Level (PTAL) of 5-6a, one of the highest possible levels. A range of public transport facilities are available within a short walk, including bus, underground and rail services. The Site also enjoys good accessibility by walking and cycling and is located within close distance of a range of everyday amenities. A Transport Statement has been prepared by the applicant to support the planning application.
- 8.4. The principal objective of the Transport Statement is to facilitate and encourage sustainable travel methods to and from the site and to actively discourage the use of private vehicles. In this case, the proposal would not provide any off street car parking other than three accessible parking spaces. Instead, the use of sustainable transport modes (walking and cycling) and use of public transport modes (Tube, Buses, Trains) are encouraged. Given the site's location and good public transport links the expectation is that a large proportion of persons visiting the site would not arrive by private vehicles.
- 8.5. Planning conditions will ensure that residual impacts during the construction stage will be mitigated thereby avoiding damaging impacts during the construction phase.
- 8.6. The applicant, through experience at their King's Cross temporary theatre, does not expect that many visitors will travel by car, however for those that do, car parking is available in privately run car parks located within walking distance to the venue (at Westfields). No car parking is proposed as part of the development, within a high PTAL location, in accordance with the London Plan.
- 8.7. The roads surrounding the site are located in Controlled Parking Zone (CPZ) O with parking restrictions in place Monday to Saturday from 0900-1700. Due to this they offer short parking opportunities for those visiting the proposed site.

Cycle Parking

- 8.8. The applicant's previous experience has indicated that very few people cycle to a show due to many people still 'dressing for the theatre'. However, if people do wish to cycle there is a Santander Cycle Hire Dock located close to the site on the eastern side of Wood Lane, with 36 bikes available to hire. There is also public cycle parking available, located at White City Place and Westfield. This will provide enough capacity for those wishing to cycle to the venue without impacting on existing users and therefore complies with Policies T3 of the Local Plan 2018.

Blue Badge

- 8.9. Three parking spaces for blue badge holders are to be provided in accordance with the standards set out in the London Plan 2021. These will be available on a first come first serve basis bookable in advance and the proposals therefore complies with Policy T5 of the Local Plan 2018.

Delivery and Servicing

- 8.10. **Local Plan Policies CC6 and CC7** seeks to ensure that the Council pursue waste management facilities within new development, notably through means of ensuring that all developments proposed suitable waste and recycling storage facilities.
- 8.11. The existing access to the west of the site via Depot Road will be used for deliveries and service vehicles. A condition will ensure that no deliveries nor collections / loading nor unloading associated with the theatre shall occur at the development between Monday to Friday other than between the hours of 10:00 and 16:00 and 18:00 and 21:00, and 09:00 to 18:00 on Saturdays, and 9am to 6pm Saturdays, and not at all on Sundays.

Trip Generation

- 8.12. Whilst the peak demand (for both venues being used simultaneously) would be capable of accommodating circa 3,000 people, the venue would be restricted to only provide one show in the evening with a maximum capacity of 2,000 people. These people will not all arrive at the same time, and operational staff would ensure that there is a staggered entrance time for different events. The venue space would be opened at the same time as the foyer and circulation spaces to allow audience members to enter the venue and will not be held in the foyer prior to doors opening.

Travel Plan

- 8.13. The developer is committed to implementing a Green Travel Plan to actively encourage both staff and visitors the use of non-car modes of travel and ensure the sustainability of the development. The objectives of the Travel Plan are to ensure that the development does not impact on the safety or amenity of adjacent residents or employees of businesses near the development.

St James' White City Living Access

- 8.14. Troubadour Theatre Limited and St James Group Limited has agreed a Licence (dated June 2022) which allows the proposed development to be accessed by visitors through the White City Living Development and across the proposed pedestrian bridge into the Light City venue between the hours of 6:30 to 23:00 Mondays to Sundays. A condition will ensure that the proposed development shall only operate whilst the

License between St James Group Limited and Troubadour Theatre Limited is in place allowing adequate access from the south. This is to prevent Depot Road having to accommodate the majority of visitors leaving the site after 10pm when the evening show will finish.

- 8.15. The S106 Legal Agreement (dated 16 December 2015 between LBHF and St James Group) for the White City Living development secures On-Site Routes which permits the general public to have continuous access to and over these On-Site Routes at all times free of charge. The On-Site Routes includes a pedestrian route from Wood Lane through the White City Living development up to the new pedestrian bridge which forms part of this application to access the Light City venue.
- 8.16. With the License in place and the secured routes through the White City Living development officers consider that the access to the proposed venue do not compromise highway safety or the safety of pedestrians on the footway, in accordance with Policy T1, T2 and D5 of the London Plan 2021, and Policies T4 and T5 of the Local Plan 2018.
- 8.17. In summary, the Council's Highway officers consider that traffic impact is not harmful in the planning balance and further the proposal provides a new pedestrian link across the site. The proposal is therefore considered to accord with Policies T1, T2, T3, T5, T6 and T6.5 of the London Plan 2021 and Policies CC6, CC7, T1, T2, T3, T4 and T5 of the Local Plan 2018.

9. ACCESSIBILITY

- 9.1. **London Plan Policy D5** (Inclusive Design) seek to ensure that development proposal achieve the highest standards of accessible and inclusive design.
- 9.2. **Local Plan Policy DC1** (Built Environment) require new development to be designed to be accessible and inclusive to all who may use or visit the proposed buildings.
- 9.3. **Principle DA1** (Inclusive design) of the Planning Guidance SPD requires that new buildings are designed to be accessible and inclusive to all who may use or visit the building.
- 9.4. The applicant submitted an Access Statement and is committed to providing a venue that is accessible to as many of their visitors as possible. According to the Access Statement the designing of the theatre venue to be inclusive has been one of the founding principles that has driven the design and layout of the overall temporary event space. It is intended that all elements of the site layout and design will be considered equally for those users who are disabled as for those without impairment. The site will be created to ensure that flat and level access both to, around and within the venue is made available.

Disabled patrons will also have a choice of level accesses to and from the venue.

- 9.5. Officers consider these provisions satisfy the requirements of the above policies and the proposal is acceptable on accessibility terms subject to conditions ensuring safe use of drop-off locations, level access and the submission of an Inclusive Access Management Plan to ensure compliance with Policy D5 of the London Plan and Policy DC1 of the Local Plan.

10. AMENITY IMPACTS

Daylight, Sunlight and Overshadowing

- 10.1. **Local Plan Policy DC2** (Design of New Build) refers to impact generally and the principles of 'good neighbourliness'.
- 10.2. As there are no residential properties in close proximity to the site (within 20m), with the closest existing properties being 60m to the west and future residential properties to be 40m to the south, a light pollution assessment was not required. Officers consider that the proposal would not result in detrimental impacts in terms of loss of daylight or sunlight nor result in harm from overshadowing given the scale and nature of the development.

Noise and Vibration

- 10.3. **London Plan Policy D14** (Noise) sets out measures to reduce, manage and mitigate noise to improve health and quality of life.
- 10.4. **Local Plan Policy CC11** (Noise) advises that noise and vibration impacts will be controlled by locating noise sensitive development in appropriate locations and protected against existing and proposed sources of noise through design, layout and materials. Noise generating development will not be permitted if it would materially increase the noise experienced by occupants/users of existing or proposed noise sensitive areas in the vicinity.
- 10.5. The applicant has submitted a Venue Noise Management Plan. A stringent noise control programme will be exercised throughout preparation for and performance of theatrical events incorporating amplified music to ensure that music and entertainment noise break-out is routinely minimised in so far as is reasonably practicable. No objection is raised by the Council's Noise and Nuisance officers to the proposed development or land uses subject to conditions.
- 10.6. The applicant also submitted an Audience Dispersal Plan which will minimise the potential for noise disturbance from customers leaving the premises. The dispersal plan is designed to help mitigate the impact of audience members leaving the venue. Sufficient staff will be available

at the end of the evening to manage a controlled shut down of the premises and maintain good order as customers leave. After 22:00 staff will maintain positions at the exit doors and remind patrons to leave the venue quietly. There are limited outside areas for audience use, associated with this application. A roof top bar is proposed within the centre of the development, set away from the nearest residential areas. Door supervisors or staff will regularly monitor and manage external areas to ensure that customers are not causing a disturbance to residents. During construction works, best practice measures will be implemented to reduce noise effects associated with the works.

- 10.7. The proposal is therefore considered to accord with Policy CC11 of the Local Plan 2018.

Light Pollution

- 10.8. **Local Plan Policy CC12 (Light Pollution)** seeks to control the adverse impacts of lighting arrangements including that from signage and other sources of illumination.
- 10.9. The existing vacant site will be replaced with the temporary entertainment venue, however a condition ensuring that vertical illumination of neighbouring premises from all external artificial lighting relating to the development shall be in accordance with the recommendations of the Institution of Lighting Professionals in the 'Guidance Note 01/21 for the reduction of obtrusive light 2021'.
- 10.10. As such officers consider that the proposal accords with the requirements of Policies CC12 of the Local Plan 2018.

11. ENVIRONMENTAL CONSIDERATIONS

Sustainability and Energy

- 11.1. The proposal has been considered against **Policies SI 1, SI 3 and SI 4 of the London Plan 2021 and Policies CC1 and CC2 of the Local Plan** which promote sustainable design, adaption to climate change and carbon emissions reductions.
- 11.2. The commitment to delivering sustainability objectives is considered in Energy Assessment submitted in support of this application. However, as the designs and proposed measures could change at the detailed design stage and officers recommend that the Energy Strategy is revised and resubmitted pre-commencement to confirm the measures to be integrated and to show that the minimum CO2 reduction target is achieved.
- 11.3. Officers consider that, subject to conditions requiring the submission of a revised Energy Strategy, the proposed development accords with

relevant policies of the London Plan and Policies CC1 and CC2 of the Local Plan 2018.

Flood Risk

- 11.4. **London Plan Policy SI 12** (Flood Risk Management) states that development proposals should ensure that flood risk is minimised and mitigated, and that residual risk is addressed.
- 11.5. **Local Plan Policy CC3** (Minimising Flood Risk and Reducing Water Use) requires that new development is designed to take account of increasing risks of flooding.
- 11.6. An Environmental Statement (ES) has been submitted but this would not be acceptable to demonstrate compliance with Local Plan Policy CC2 on sustainable design and construction. The ES notes that the site is in the Environment Agency's Flood Zone 1 which is true and therefore the site is low risk in terms of flooding from the River Thames.
- 11.7. In terms of surface water flood risk, the site is not in a surface water flooding hotspot, although the council's Surface Water Management Plan shows that in an intense storm there may be some low-level ponding of water on the site. The commitment to collect rainwater from the roofs of the venue spaces and use it for the flushing of toilets where possible is welcomed.
- 11.8. Subject to the submission of details by way of condition of the drainage and attenuation measures to be implemented officers consider that the proposed development would be acceptable in accordance with Policy SI 13 of the London Plan 2021, policy requiring flood risk assessment and development to mitigate flood risk, Policies CC3 and CC4 of the Local Plan 2018 which requires development to minimise future flood risk.

Sustainable Drainage

- 11.9. **London Plan Policy SI 13** (Sustainable Drainage) states that development proposals should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible.
- 11.10. **Local Plan Policy CC4** (Minimising Surface Water Run-Off) states that new development will be expected to minimise current and future flood risk and that sustainable urban drainage will be expected to be incorporated into new development to reduce the risk of flooding from surface water and foul water.
- 11.11. The proposed scheme will discharge into the foul and surface water drainage network that was installed as part of the Scale Space development, completed in 2020. However, the Scale Space system is

only considered part of the 0.6Ha Troubadour Application Site. Currently, 0.27Ha of the Western portion of the Troubadour plot discharges into the Scale Space network, through a single connection that feeds into a manhole within the adjacent access road directly to the North of the Application Site. The Scale Space network is controlled by a flow control device downstream from the attenuation tank installed just West of the Scale Space development. The current Thames Water and planning application approved flow limit is 18.2 l/s. The proposal is to maintain the current 18.2 l/s restriction on the site's surface water discharge rate and increase onsite attenuation to account for the larger catchment area.

- 11.12. The Drainage Strategy (SuDS) submitted is subject to a condition requiring the submission of a revised document that reflects further detailed design work on the basis of it not demonstrating clear compliance with the London Plan and Local Plan policies on the management of surface water run-off. However, officers do consider that the fundamental engineering aspects are adequate to deliver a strategy that delivers the required quality of drainage.
- 11.13. Subject to the submission of details by way of condition of the drainage and attenuation measures to be implemented officers consider that the proposed development would be acceptable in accordance with Policy SI 13 of the London Plan 2021, policy requiring flood risk assessment and development to mitigate flood risk, Policies CC3 and CC4 of the Local Plan 2018 which requires development to minimise future flood risk.

Ecology, Trees, Landscaping and Public Realm

- 11.14. **London Plan Policy G5** (Urban Greening) states that development proposals should integrate green infrastructure from the beginning of the design process, which could include tree planting; green roofs and walls; and soft landscaping. **London Plan Policy G7** (Trees and Woodlands) seeks the retention of trees wherever possible, and states that any loss should be replaced and additional trees should be planted where possible.
- 11.15. **Local Plan Policy OS5** (Greening the Borough) seeks to enhance biodiversity and green infrastructure in the borough.
- 11.16. No outdoor amenity spaces are proposed as part of the application due to site coverage of the proposed temporary structures. There will be no loss of existing trees as part of the scheme.
- 11.17. As such the proposal is considered to be in accordance with London Plan Policies G5 and G7 and Policy OS5 of the Local Plan 2018.

Land Contamination

- 11.18. **NPPF Paragraph 183** states planning decisions should ensure that sites are suitable for its new use taking account of ground conditions and after remediation the land should not be capable of being determined as contaminated land.
- 11.19. **London Plan Policy SD1** encourages the strategic remediation of contaminated land.
- 11.20. **Local Plan Policy CC9** ensures that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works.
- 11.21. Potentially contaminative land uses (past or present) are understood to occur at, or near to, this site. Although the development will not break ground conditions will be attached to any approval to minimise any potential risk and ensure that mitigation measures are put in place if required.
- 11.22. No objection is raised by the Council's Contaminated Land Officers to the proposed development or land uses subject to attaching all the standard contaminated land conditions to any approval in order to comply with Policy SD1 of the London Plan and Policy CC9 of the Local Plan.

Air Quality

- 11.23. LBHF 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 (gas boiler emissions).
- 11.24. **NPPF Paragraph 124** relates to air quality, and it states planning decisions should ensure that any new development in air Quality Management Areas is consistent with the local air quality action plan.
- 11.25. **London Plan Policy SI 1** 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 will be required to ameliorate these impacts. This approach is consistent with paragraphs 120 and 124 of the NPPF. Further the Mayor of London's Environment Strategy (2018) provides a framework of policy which aims to improve air quality in London.
- 11.26. **Local Plan Policy CC10** explains that the Council will reduce levels of local air pollution and improve air quality in line with the national air quality objectives.

- 11.27. The development proposals state that it will aim to connect to the local mains electricity network, which is supported, but will otherwise rely on Zero emission emergency generators. A condition is secured that prior to the operation of the development details of the Zero Emission power generator units shall be submitted to the council. Approved details shall be fully implemented prior to the occupation/use of the development and thereafter permanently retained and maintained for the lifetime of the development.
- 11.28. In summary, officers consider that subject to the condition mentioned above the development meets with policy requirements. Officers therefore consider that the proposed development accords with London Plan Policy SI 1 and Local Plan Policy CC10 and that there are no material considerations which indicate that planning permission should not be granted.

Archaeology

- 11.29. **NPPF Paragraph 194** relates to archaeology and requires developers to submit appropriate desk-based assessments where a development site has the potential to include heritage assets with archaeological value.
- 11.30. **London Plan Policy HC1** (Heritage conservation and growth) advises that development should incorporate measures that appropriately address the site's archaeology.
- 11.31. **Local Plan Policy DC8** (Heritage and Conservation) advises that new development should respect and enhance the historic environment of the Borough, including archaeological assets.
- 11.32. The application proposes temporary structures and will not comprise of any foundations. Officers therefore consider that the proposed development will not impact on archaeology and accords with the NPPF, Policy HC1 of the London Plan 2021 and Policy DC8 of the Local Plan 2018.

12. ECONOMIC CONSIDERATIONS

Employment

- 12.1. A key consideration **within the NPPF** is the desire to secure economic growth in order to create jobs and prosperity along with securing the wellbeing of communities.
- 12.2. **London Plan Policy HC5** (Supporting London's culture and creative industries) states that development proposals should consider the use of vacant properties and land for pop-ups or meanwhile uses for cultural and creative activities during the day and at night-time to

stimulate vibrancy and viability and promote diversity in town centres, Cultural Quarters and other areas.

- 12.3. **Local Plan Policy E1** (Providing for a Range of Employment Uses) and **Policy E2** (Land and Premises for Employment Uses) relate to the provision of a range of employment uses and the retention of land and premises capable of providing accommodation for employment or local services.
- 12.4. In economic and employment terms, the proposed development is expected to generate in excess of 200 temporary jobs during the operational phase, through a mix of full and part-time positions. As such, the development would have a residual moderate beneficial effect on the local economy. In total, including the construction phases, employment levels will reach over 450 all on London Living wage or above. The applicant regularly works with local recruitment organisations to recruit local unemployed jobseekers and this would be the intention for the proposed development within the borough. Staff receive intensive induction training and are supported and encouraged to expand their experience and progress to supervisor and duty management roles within the organisation. Further work experience is offered between departments such as front of house team to stage management.
- 12.5. The applicant has provided information on the benefits that have been provided to local communities as part of their other successful venues including free and donated tickets to local community and youth groups, and local schools and tickets sold via ticket schemes for young people aged 18-25. Troubadour Trust is the applicant's organisation that raises money through a 50p levy on ticket sales and has been used to deliver a number of projects within a borough they have previously worked within. It is the applicant's intention to offer similar activities and incentives for their work at Light City and they are currently investigating ways of working with other local theatre and event venues, organisations and local groups.
- 12.6. A condition will be attached to any approval requiring the submission of an Economic and Employment Strategy for approval by the Local Planning Authority. The strategy shall set out details, procedures and delivery plans to maximise the opportunities for local residents to access employment offered by the development.
- 12.7. The proposal is therefore considered to accord with aspirations of the NPPF, Policy HC5 of the London Plan and Local Plan Policies E1, E2 and E4.

13. CRIME PREVENTION

- 13.1. **London Plan Policy D11** (Safety, security and resilience to emergency) seeks to ensure and maintain a safe and secure

environment in London that is resilient against emergencies including fire, flood, weather, terrorism and related hazards as set out in the London Risk Register.

- 13.2. The development would provide clear sightlines with lighting and open circulation activated by White City Place and the existing public landscaped area providing passive surveillance in accordance with the above policies.
- 13.3. The Boroughs Counter Terrorism Security Advisor and the Design Out Crime Officer of the Metropolitan Police reviewed the details submitted and also met with the applicant and officers to discuss the overall scheme, crime prevention, security and safety, including counter terrorism measures. The officers commented that the applicant should conduct a full security Risk Assessment and that a condition should be attached to any approval to secure the submission of a Venue Management Plan for approval.
- 13.4. The Ministry of Defence (MOD) also commented that the proposed development falls within the statutory safeguarding Aerodrome Height Zone surrounding RAF Northolt but confirmed that the MOD has no statutory safeguarding objection to this application.
- 13.5. In summary, officers consider the proposals to be acceptable subject to a condition requiring the submission of a Venue Management Plan to ensure compliance with Policy D11 of the London Plan 2021.

14. COMMUNITY INFRASTRUCTURE LEVY (CIL)

- 14.1. Mayoral CIL came into effect in April 2012 and LBHF CIL came into effect on 1 September 2015 and are material considerations to which regard must be had when determining this planning application. This site is exempt from Borough CIL and is not liable for Mayoral CIL due to its temporary nature.

15. SUMMARY AND RECOMMENDATION

- 15.1. The proposal would see the activation of a vacant site to provide two auditoriums and event space within five adjoining temporary structures. The proposed uses are as follows;
 - Theatre / Events (Sui Generis): 1,792 sqm
 - Food and Drink (Use Class E(b)): 1,093 sqm
 - Experience Atrium / Exhibit (Sui Generis): 708 sqm
 - Gym / Fitness (Use Class E(d)): 564 sqm
 - Offices / Collaborate (Use Class E(g)(i)): 251 sqm
 - Rooftop Bar / Terrace (Sui Generis): 398 sqm
 - Ancillary Front and Back of House uses.

- 15.2. The site is located within the White City Regeneration Area and the primary land use in the area is retail located at the Westfield Shopping Centre as well as established destination centres such as Shepherd's Bush Market and Shepherd's Bush Green. It is considered that the site is a suitable location for temporary leisure, recreation, cultural and entertainment facilities. This activation of the vacant derelict space will be beneficial to the regeneration area generally. It is considered that the proposed provision of a temporary theatre venue would contribute to the overall mix of uses within the site until the approved Imperial College development is implemented, which is consistent with the requirements of the WCRA policies with regard to employment generation in the area and provision of leisure facilities as well as small-scale retail in accordance with Policy HC5 of the London Plan 2021 and Policy WCRA of the Local Plan 2018.
- 15.3. The venue would be limited to one evening show every day (Mondays to Sundays) with a maximum capacity of 2,000 people with the majority of visitors leaving the venue via the proposed St James White City Place pedestrian bridge which shall remain open Mondays to Sundays from 6:30 until 23:00hrs. A license has been agreed between St James Group Limited and Troubadour Theatre Limited to allow visitors to access the venue through the White City Living development and proposed pedestrian bridge. As long as this arrangement is in place officers consider the accesses would not compromise highway safety or the safety of pedestrians on the footway, in accordance with Policies T1, T2 and D5 of the London Plan 2021, and Policies T4 and T5 of the Local Plan 2018. The maximum number of people visiting the venue shall not exceed 2,500 people at any time.
- 15.4. It is considered that the proposals would not result in detrimental impacts to heritage assets and any temporary minor impacts are considered to be outweighed by the social, economic and environmental public benefits that the proposal would deliver in accordance with Policies DC1, DC2 and DC3 of the Local Plan 2018 and Policy HC1 of the London Plan 2021. The proposed scheme would also accord with Sections 66 and 72 of Planning (Listed Buildings and Conservation Areas) Act 1990.
- 15.5. Accordingly, it is recommended that the proposed development be granted planning permission for a temporary period of 10 years subject to the conditions listed.