

Ward: Hammersmith Broadway

Site Address:

Chivas House 72 Chancellors Road London W6 9RS



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For identification purposes only - do not scale.

Reg. No:

2024/03249/FUL

Case Officer:

Sian Brown

Date Valid:

03.03.2025

Conservation Area:

Constraint Name: Fulham Reach Conservation
Area - Number 39

Committee Date:

11.11.2025

Applicant:

KYN Devco Ltd And PPR Estates Ltd
c/o Nexus Planning Holmes House 4 Pear Place SE1 8BT
London

Description:

Change of use and refurbishment of existing office building (Class E) to create a 45no. bedroom care home for older people (Class C2); alterations to the facades including removal of ducts on south and east elevations, alterations to openings at ground floor level, alterations to size of windows at first, second and third floor levels, replacement of sections of curtain walling, and provision of replacement roof plant and PV panels; and associated cycle parking, car parking and landscaping.
Drg Nos: Refer to condition 2.

Application Type:

Full Detailed Planning Application

Officer Recommendation:

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

Conditions:

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

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

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

+ Fabric Removal Plans:

KYR-PDP-XX-B1-DR-A-01000 Rev P06
KYR-PDP-XX-00-DR-A-01000 Rev P06
KYR-PDP-XX-01-DR-A-01000 Rev P06
KYR-PDP-XX-02-DR-A-01000 Rev P06
KYR-PDP-XX-03-DR-A-01000 Rev P06
KYR-PDP-XX-04-DR-A-01000 Rev P06

KYR-PDP-XX-ZZ-DR-A-01101 Rev P06
KYR-PDP-XX-ZZ-DR-A-01102 Rev P06
KYR-PDP-XX-ZZ-DR-A-01201 Rev P07
KYR-PDP-XX-ZZ-DR-A-01202 Rev P07

+ Proposed Plans:

KYR-PDP-XX-XX-DR-A-02000 Rev P02
KYR-PDP-XX-ZZ-DR-A-02700 Rev P03

KYR-PDP-XX-B1-DR-A-02000 Rev P10
KYR-PDP-XX-00-DR-A-02000 Rev P16
KYR-PDP-XX-01-DR-A-02000 Rev P10
KYR-PDP-XX-02-DR-A-02000 Rev P09
KYR-PDP-XX-03-DR-A-02000 Rev P09
KYR-PDP-XX-04-DR-A-02000 Rev P10

KYR-PDP-XX-ZZ-DR-A-02150 Rev P06
KYR-PDP-XX-ZZ-DR-A-02101 Rev P09
KYR-PDP-XX-ZZ-DR-A-02102 Rev P08
KYR-PDP-XX-ZZ-DR-A-02201 Rev P10
KYR-PDP-XX-ZZ-DR-A-02202 Rev P10

2668 HCO ZZ 04 DR M 9050 Rev P02
2668 HCO ZZ 04 DR M 9051 Rev P02
2668 HCO ZZ 04 SK ME 0001 Rev P02
2668 HCO ZZ 04 SK ME 0002 Rev P02

+ Approved documents:

- o Sustainability Statement, Rev A, dated 04/04/25, prepared by Harniss Consulting Ltd.
- o BREEAM Assessment, Rev A, dated 23/05/2025, prepared by Harniss Consulting Ltd.
- o Flood Risk Assessment, Version 4, dated 1/5/2025, prepared by CSP Consulting Engineers
- o Drainage Strategy, Issue 1, dated January 2025, prepared by Clark Smith Partnership, and supporting drawing - KYN-CSP-XX-01-DR-S-3071 Rev p1.
- o Arboricultural Impact Assessment Arboricultural, Ref. KYN/CHV/AIA/01, dated 5th December 2024.

- o Biodiversity Net Gain Assessment ref. 240788-ED-02b, dated August 2025, prepared by TMA
- o BNG Metric Spreadsheet '240788-ED-02' dated August 2025, prepared by TMA;
- o Letter from KYN, dated 24th September 2025 (committing to purchase of watercourse units)
- o UGF Plan (240788-EC-07)
- o Structural Inspection Report, Chivas House - River Wall Inspection, prepared by CSP, reference KYN005, dated July 2025, Issue 3
- o Operational Management Statement, dated December 2024

In order to ensure full compliance with the planning application hereby approved and to prevent harm arising through deviations from the approved plans, in accordance with Policies DC1, DC4, and DC8 of the Local Plan (2018).

- 3) Any alterations to the elevations of the existing building, including works of making good, shall be carried out in the same materials as the existing elevation to which the alterations relate.

To ensure a satisfactory external appearance, in accordance with Policies DC1, DC4 and DC8 of the Local Plan (2018).

- 4) Prior to commencement of the construction phase of the development hereby permitted, a scheme for temporary solid timber hoarded fencing around the perimeter of the site on all site boundaries and/or enclosure of the site shall be submitted to and approved in writing by the Local Planning Authority. The temporary solid timber hoarded fencing and/or enclosure in accordance with BS 5975-2:2024 shall be installed prior to the start of any construction works. No part of the temporary fencing and/or enclosure of the site shall be used for the display of commercial advertisement hoardings unless the relevant advertisement consent is sought from the Local Planning Authority. Approved details shall be fully implemented and permanently retained and maintained during the construction phases of the development.

To ensure a satisfactory external appearance, to ensure that appropriate steps are taken to limit the impact of the proposed construction works on the operation of the public highway, and to ensure the development's air pollution impacts are mitigated in accordance with Policies SI 1, D1 and D8 of the London Plan (2021), Policies DC1, DC4, DC8, CC10, CC12, T1, T6 and T7 of the Local Plan (2018) and Key Principles of the Planning Guidance SPD (2018).

- 5) Prior to commencement of the development hereby approved, a Construction Management Plan shall be submitted to and approved in writing by the Council. 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 -1300 hrs 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 occupiers of surrounding premises are not adversely affected by noise, vibration, dust, lighting, or other emissions from the building site in accordance with Policy D14 of the London Plan (2021), Policies DC1, CC6, CC7, CC10, CC11 and CC12 of the Local Plan (2018) and Key Principles of the Planning Guidance SPD (2018).

- 6) Prior to commencement of the development hereby approved, a Construction Logistics Plan (CLP) in accordance with Transport for London Guidance shall have been submitted to and approved in writing by the Local Planning Authority. The CLP should cover the following minimum requirements: site logistics and operations; construction vehicle routing; contact details for site managers and details of management lines of reporting; location of site offices, ancillary buildings, plant, wheel-washing facilities, stacking bays and parking; storage of any skips, oil and chemical storage etc.; access and egress points; membership of the Considerate Contractors Scheme; as well a clear description of how the site will discourage the use of private transport by personnel employed in its construction; and details of mitigation to secure no left hand turn along Hammersmith Grove together with associated temporary camera enforcement/monitoring. The approved details shall be undertaken in accordance with the terms and throughout the period set out in the CLP.

To ensure that appropriate steps are taken to limit the impact of the proposed construction works on the operation of the public highway, in accordance with Policy T7 of the London Plan (2021) and Policies T1, T6 and T7 of the Local Plan (2018).

- 7) Prior to commencement of the development hereby permitted (excluding Ground and Enabling Works, and soft strip), details of all new external materials to be used in the development including facing materials, fenestration, glazing, cladding, railings, roofing materials and hard landscaping shall be submitted to, and approved in writing by, the Council. The development shall be carried out in accordance with the approved details; and permanently retained as such.

To ensure a satisfactory external appearance of the development, in accordance with Policies D3 and HC1 of the London Plan (2021) and Policies RTC3, DC1, DC4, DC6, DC7 and DC8 of the Local Plan (2018).

- 8) Prior to commencement of the development hereby permitted (excluding Ground and Enabling Works, and soft strip), details in plan, section and elevation (at a scale of not less than 1:20) of the following matters have been submitted to and approved in writing by the Council. The development shall be carried out in accordance with the approved details; and permanently retained as such.

- a) typical bay of all elevations including entrances, fenestration and roofs
- b) rooftop plant associated enclosures
- c) PV panels

To ensure a satisfactory external appearance of the development, in accordance with Policies D3 and HC1 of the London Plan (2021), and Policies RTC3, DC1, DC4, DC6, DC7 and DC8 of the Local Plan (2018).

- 9) Prior to commencement of the relevant part of the development (excluding Ground and Enabling Works, and soft strip) hereby permitted, details of the proposed soft landscape works and Maintenance Plan of all landscaped areas shall be submitted to and approved in writing by the Local Planning Authority. Details of soft landscaping shall demonstrate the achievement of an Urban Greening Factor (UGF) of a minimum of 0.336 as per the approved UGF Plan (240788-EC-07), and details shall include all species within the planting schedule, additional ecological initiatives such as but not limited to native species planting, bird boxes and log piles, and management responsibilities and maintenance schedules for all landscape areas including green roofs. The planting schedule must not include any invasives, such as those included on the London Invasive Species Initiative. Regarding maintenance, the use of herbicides and pesticides should be entirely avoided with exception to tackling invasive species. The landscaping shall be implemented in accordance with the approved details and within the first planting season following the completion of the works and shall be permanently retained in this form, in accordance with the approved Maintenance Plan. Any shrubs or planting associated with the soft landscape details that is removed, or seriously damaged, dying, or diseased within five years of the date of planting shall be replaced in the next planting season with a similar size and species to that originally required to be planted.

To ensure a satisfactory external appearance of the development, and in the interests of urban greening and biodiversity net gain, in accordance with Policies D3, G5 and G7 of the London Plan (2021), and Policies DC1, DC2, OS1 and OS5 of the Local Plan (2018).

- 10) Prior to the commencement of the development hereby approved, a Biodiversity Gain Plan shall be submitted to and approved in writing by the Local Planning Authority. The biodiversity gain plan shall be prepared in accordance with the Biodiversity Net Gain Assessment ref. 240788-ED-02b, dated August 2025, prepared by TMA; BNG Metric Spreadsheet '240788-ED-02' dated August 2025, prepared by TMA; and Letter from KYN, dated 24th September 2025 (committing to purchase of watercourse units). The applicant should use the template supplied by DEFRA: Biodiversity gain plan - GOV.UK. The biodiversity gain plan shall include the following details:
- a. information about the steps taken or to be taken to minimise the adverse effect of the development on the biodiversity of the onsite habitat and any other habitat;
 - b. the pre and post development biodiversity value of the onsite habitat;
 - c. any registered offsite biodiversity gain allocated to the development and the biodiversity and the biodiversity value of that gain in relation to the development;
 - d. any biodiversity credits purchased for the development;
 - e. plans of the existing and proposed habitats;
 - f. a valid metric calculation attached in excel form, which demonstrates that the minimum 10% objective has been achieved; and
 - g. any such other matters as the Secretary of State may by regulations specify.

The biodiversity gain plan shall further demonstrate that the habitat creation or enhancements to be delivered shall be maintained for a period of at least 30 years post completion of the development.

The development shall be completed in accordance with the approved details and shall be retained thereafter.

To ensure the development delivers a biodiversity net gain on site in accordance with Policies G1 and G6 of the London Plan (2021), Policy OS5 of the Local Plan (2018) and Schedule 7A of the Town and Country Planning Act (1990) (as amended)

- 11) Prior to the commencement of the development hereby approved, a Habitat Management and Monitoring Plan (the HMMP), prepared in accordance with the approved Biodiversity Gain Plan, shall be submitted to and approved in writing by the Local Planning Authority. The HMMP shall include:

- a. a non-technical summary;
- b. the roles and responsibilities of the people or organisation(s) delivering the HMMP;
- c. the planned habitat creation and enhancement works to create or improve habitat to achieve the biodiversity net gain in accordance with the approved Biodiversity Gain Plan;
- d. proposed habitat details including species composition, requirements to reach the condition detailed in the metric, distinctiveness and any additional features such as log piles;
- e. accompanying plans of the site boundary, baseline and proposed habitats, provided in GIS format;
- f. the management measures to maintain habitat in accordance with the approved Biodiversity Gain Plan for a period of 30 years from the completion of development; and
- g. the monitoring methodology and frequency in respect of the created or enhanced habitat to be submitted to the local planning authority,

Prior to the first occupation of any use within the development hereby approved, the habitat creation and enhancement works set out in the approved HMMP shall be completed in full. A completion report shall then be submitted to and approved in writing by the Local Planning Authority, evidencing the completed habitat enhancements prior to first occupation of the development.

The created and/or enhanced habitat specified in the approved HMMP shall be managed and maintained in accordance with the approved HMMP. Monitoring reports shall be submitted to the Local Planning Authority in writing in accordance with the methodology and frequency specified in the approved HMMP.

To ensure the development delivers a biodiversity net gain on site in accordance with Policies G1 and G6 of the London Plan (2021), Policy OS5 of the Local Plan (2018) and Schedule 7A of the Town and Country Planning Act (1990) (as amended).

- 12) Prior to commencement of the relevant part of the development (excluding Ground and Enabling Works, and soft strip) hereby permitted, a Lighting Strategy shall be submitted to and approved in writing by the Council for all external areas. This shall include how any unnecessary light pollution has been avoided and /or reduced, using guidance and policies from the Institution of Lighting Professionals (ILP) Guidance note N08/23. The lighting strategy shall be implemented in accordance with the approved details and shall thereafter be permanently retained in this form.

To avoid creating unnecessary light pollution and negative impacts on wildlife, particularly commuting and foraging bats, in line with Policies CC12, OS4 and OS5 of the Local Plan (2018).

- 13) The development hereby approved shall be implemented only in accordance with the approved Arboricultural Impact Assessment Arboricultural, Ref. KYN/CHV/AIA/01, dated 5th December 2024.

To ensure that trees within and around the site to be retained are protected during the building works, and to ensure a satisfactory external appearance of the development and to preserve the character and appearance of the Conservation Area, in accordance with Policies G5 and G7 of the London Plan (2021) and Policies DC8, OS1 and OS5 of the Local Plan (2018).

- 14) Details of the replacement trees, including species and height, shall be submitted and approved in writing by the Council before the existing trees are removed. The replacement trees shall be planted during the next planting season following the completion of the works. If any of the trees are removed, or seriously damaged, dying, or diseased within five years of the date of planting shall be replaced in the next planting season with a similar size and species to that originally required to be planted.

To ensure a satisfactory external appearance of the development and to preserve the character and appearance of the Conservation Area, in accordance with Policies G5 and G7 of the London Plan (2021) and Policies DC8, OS1 and OS5 of the Local Plan (2018).

- 15) The building shall be used solely for the purposes of a care home only and for no other purpose, including any other purpose in Class C2 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended), or any subsequent Order or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification.

In granting this permission, the Council has had regard to the particular circumstances of the case. The change of use could raise materially different planning considerations which the council would want to consider, in accordance with Policies T1, HO7, DC1, DC4, DC8, CC10, CC11, CC11, CC12 and CC13 of the Local Plan (2018), and relevant Key Principles of the Planning Guidance SPD (2018).

- 16) The care home hereby approved, shall contain a maximum of 45 bedrooms. The number of bedrooms shall not increase without the written approval of the council.

In granting this permission, the Council has had regard to the particular circumstances of the case. An increase in the number of bedrooms could raise materially different planning considerations and the council wishes to have an opportunity to consider such circumstances at that time, in accordance with Policies T1, HO7, DC1, DC4, CC10, CC11, CC11, CC12 and CC13 of the Local Plan (2018).

- 17) Notwithstanding the roof terrace fronting the river at third floor level, no other part of any roof of the building hereby approved shall be used as a roof terrace or other form of open amenity space. No railings or other means of enclosure shall be erected on the roofs.

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 and loss of privacy occasioned by the use of these areas, in accordance with Policies HO11, CC11 and CC13 of the Local Plan (2018) and SPD Policy HS8 of the Planning Guidance Supplementary Planning Document (2018).

- 18) With the exception of the installation of PV panels, no alterations shall be carried out to the external appearance of the building hereby permitted, including the installation of air-conditioning units, ventilation fans, extraction equipment, flues or other plant equipment and associated external pipework or ducting not shown on the approved drawings, without planning permission first being obtained. Any such changes shall be carried out in accordance with the approved details.

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, DC4, DC8, CC11, CC13 and HO11 of the Local Plan (2018), and Key Principles of the Planning Guidance SPD (2018).

- 19) Notwithstanding the details shown on the plans hereby approved, no advertisements shall be installed on the building hereby permitted without the prior written approval of the Council.

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

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

In order to ensure that the Council can fully consider the effect of telecommunications equipment upon the character and appearance of the building and its setting, in accordance with Policies DC1, DC4 and DC8 of the Local Plan (2018).

- 21) No water tanks, water tank enclosures or other structures, other than those set out on the approved drawings, shall be erected upon the roofs of the building hereby permitted.

It is considered that such structures would seriously detract from the appearance of the building, contrary to Policies DC1, DC4 and DC8 of the Local Plan (2018).

- 22) No plumbing, extract flues or pipes other than rainwater pipes shall be fixed on the front or side elevations of the building hereby approved.

In order to ensure that the Council can fully consider the effect of such works upon the character and appearance of the building and its setting, in accordance with Policies DC1, DC4 and DC8 of the Local Plan (2018).

- 23) Prior to commencement of the development hereby permitted (excluding Ground and Enabling Works, and soft strip), a statement of how 'Secured by Design' requirements are to be adequately achieved shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be carried out prior to occupation or use of the development hereby approved and permanently retained thereafter.

To ensure that the development incorporates suitable design measures to minimise opportunities for, and the perception of crime and provide a safe and secure environment, in accordance with Policy D11 of the London Plan (2021) and Policy DC1 of the Local Plan (2018).

- 24) The development hereby approved shall not be occupied until the measures set out in the approved Sustainability Statement, Rev A, dated 04/04/25, prepared by Harniss Consulting Ltd, have been fully implemented on site and they shall be permanently retained thereafter.

In the interests of energy conservation, reduction of CO2 emissions and wider sustainability, in accordance with Policies SI2, SI3 and SI4 of the London Plan (2021) and Policies CC1, CC2 and CC7 of the Local Plan (2018).

- 25) Within 6 months of occupation or any use of the building, a BREEAM RFO 2014 certificate confirming that the buildings achieve an 'Excellent' BREEAM rating shall be submitted to and approved in writing by the Local Planning Authority.

In the interests of energy conservation, reduction of CO2 emissions and wider sustainability, in accordance with Policies SI2, SI3 and SI4 of the London Plan (2021) and Policies CC1, CC2 and CC7 of the Local Plan (2018).

- 26) Prior to commencement of the development hereby permitted (excluding Ground and Enabling Works, and soft strip) a revised Energy Assessment shall be submitted to and approved in writing by the Local Planning Authority. The Assessment shall include details of energy efficiency and low/zero carbon technologies and confirm that CO2 emissions would be reduced in line with the London Plan targets. No part of the development shall be used or occupied until it has been carried out in accordance with the approved details and shall thereafter be permanently retained in this form.

In the interests of energy conservation and reduction of CO2 emissions, in accordance with Policies SI2 and SI4 of the London Plan (2021) and Policies CC1 and CC2 of the Local Plan (2018).

- 27) The development hereby approved shall not be occupied until the measures set out in the approved Flood Risk Assessment, Version 4, dated 1/5/2025, prepared by CSP Consulting Engineers; and Drainage Strategy, Issue 1, dated January 2025, prepared by Clark Smith Partnership, and supporting drawing - KYN-CSP-XX-01-DR-S-3071 Rev p1, have been fully implemented on site and they shall be permanently retained thereafter.

To reduce the impact of flooding for future occupants and the development and to make the development more resilient in the event of flooding in accordance with Policy SI12 of the London Plan (2021), and Policy CC3 of the Local Plan (2018), and 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 SI13 of the London Plan (2021), and Policies CC2 and CC4 of the Local Plan (2018).

- 28) Prior to commencement of the development (excluding Ground and Enabling Works, and soft strip), details shall be submitted to and approved in writing by the Council, of the external sound level emitted from plant/ machinery/ equipment and mitigation measures as appropriate. The measures shall ensure that the external sound level emitted from plant, machinery/ equipment will be lower than the lowest existing background sound level by at least 10dBA in order to prevent any adverse impact. The assessment shall be made in accordance with BS4142:2014 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).

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

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

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

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

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

To ensure a satisfactory external appearance of the development, in accordance with Policies D3 and HC1 of the London Plan (2021), and Policies RTC3, DC1, DC4, DC6, DC7 and DC8 of the Local Plan (2018), and 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).

- 32) No deliveries waste collections shall occur at the development hereby approved other than between the hours of 07:00 to 19:00 hours on Monday to Saturday, 09:00 to 19.00 hours. And at no time on Sundays and Public/Bank Holidays.

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).

- 33) Prior to occupation of the development hereby permitted, a final Delivery and Servicing Plan (DSP) shall be submitted to and approved in writing by the Local Planning Authority. Details shall include the management (booking system) and times of deliveries to avoid peak times, emergency access, collection of waste and recyclables, times and frequencies of deliveries and collections, silent reversing methods, quiet loading/unloading measures, measures to promote sustainable freight (including the use of electric vehicles and cargo bikes), location of loading bays and vehicle movements. The approved details shall be implemented prior to occupation and the DSP hereby permitted shall thereafter operate in accordance with the approved details. The DSP shall be regularly monitored and reviewed and any subsequent modifications or alterations to the DSP should be submitted to and approved in writing by the LPA.

To ensure that satisfactory provision is made for refuse storage and collection and that servicing activities do not adversely impact on the highway, in accordance with Policy T7 of the London Plan (2021), and Policy T2 of the Local Plan (2018).

- 34) No part of the development hereby approved shall be used/occupied until provision has been made for car parking for disabled users in the form of 1 no. Blue Badge-holder space as indicated on the approved drawings. Thereafter the provision for Blue Badge parking shall be permanently maintained in this form for the lifetime of the development.

To ensure that the development is accessible, in accordance with Policy T6 of the London Plan (2021), and Policies T4 and T5 of the Local Plan (2018).

- 35) The development hereby approved shall not be used or occupied until a Car Parking Management Plan has been submitted to and approved in writing by the Council. The details shall include the management and allocation of the approved 1 no. blue badge space; and controls and method of access (ie.booking system), including details of enforcement and management of the site and its frontage of general car parking connected to the development hereby approved. The development shall proceed in accordance with the details as approved and the details shall be maintained as such thereafter. The total number of car parking spaces shall not exceed 5 spaces.

To ensure satisfactory provision for car parking for disabled users of the development, and to ensure that car parking, dropping off/picking up of users of the development hereby approved can occur without compromising highway safety or the safety of pedestrians on the footway, in accordance with Policies T7, T6 and D5 of the London Plan (2021), and Policies T1, T4 and T5 of the Local Plan (2018).

- 36) Prior to occupation of the development hereby permitted details of safe, secure and accessible bicycle storage for all users of the care home including guests, shall be submitted to, and approved in writing by the Council. The cycle parking facilities should be in accordance with London Cycling Design Standards (LCDS),

and should also include facilities for cargo bikes. Details of the stands should comprise design/manufacturers specifications/materials. The bicycle storage facilities shall be implemented as approved prior to the occupation of the care home, and shall thereafter be permanently retained for such use.

To ensure satisfactory provision for the bicycle and thereby promote sustainable and active modes of transport, in accordance with Policy T5 London Plan (2021), and Policy T3 of the Local Plan (2018).

- 37) No part of the development hereby approved shall be occupied or used until the refuse storage, including provision for the storage of recyclable materials, have been implemented in accordance with the details provided on the approved plans. Thereafter the provision for refuse/recycling storage shall be so maintained for the life of the development.

To ensure satisfactory provision for the storage of refuse and recycling on site, and thereby prevent it being stored on the highway, in accordance with Policy CC7 of the Local Plan (2018).

- 38) Prior to occupation of the development hereby permitted a Waste Management and Collection Strategy shall be submitted to and approved in writing by the Council. The Waste Management Strategy shall be implemented in full accordance with the approved details, and thereafter permanently retained in accordance with the approved details.

To ensure satisfactory provision for the storage of refuse and recycling on site, and thereby prevent it being stored on the highway, in accordance with Policies T6, T7 and CC7 of the Local Plan (2018).

- 39) Prior to the commencement of the construction phase (excluding installation of hoarding and Dust Deposition Monitors around the perimeter of the site) of the development hereby permitted, details of an Air Quality Dust Management Plan (AQDMP) in accordance with the Councils AQDMP Template 'D' shall be submitted to and approved in writing by the Local Planning Authority. Approved details shall be fully implemented and permanently retained and maintained during the construction phases of the development.

In the interests of air quality, in accordance with Policy SI1 of the London Plan (2021), Policy CC10 of the Local Plan (2018) and councils Air Quality Action Plan.

- 40) Within a minimum of seven days prior to the commencement of the enabling works, site clearance or construction works of the development hereby permitted, details of the Non-Road Mobile Machinery (NRMM) to be used shall be submitted to and approved in writing by the Local Planning Authority. The NRMM shall have CESAR Emissions Compliance Verification (ECV) identification and shall comply with the minimum Stage V NOx and PM10 emission criteria of The Non-Road Mobile Machinery (Type-Approval and Emission of Gaseous and Particulate Pollutants) Regulations 2018 and its subsequent amendments. This will apply to

both variable and constant speed engines for both NO_x and PM. An inventory of all NRMM shall be registered on the London GLA NRMM register GLA-NRMM-Register. Approved details shall be fully implemented and thereafter permanently retained and maintained until occupation of the complete development.

In the interests of air quality, in accordance with Policy SI1 of the London Plan (2021), Policy CC10 of the Local Plan (2018), and the councils Air Quality Action Plan.

- 41) Prior to occupation of the development hereby permitted, details (including manufacturer specification, installation/commissioning certificates and photographic confirmation) of Zero Emission Uninterruptable Power Supply (UPS) in accordance with BS9999, BS 9991, and BS 7671 for fire and life safety equipment 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.

In the interests of air quality, in accordance with Policy SI1 of the London Plan (2021), Policy CC10 of the Local Plan (2018), and the councils Air Quality Action Plan.

- 42) Prior to occupation of the development hereby permitted, details (including manufacturer specification, installation/commissioning certificates and photographic confirmation) of the installed Zero Emission Air Source Heat Pumps, Variable Refrigerant Flow (VRF), and on-site Photovoltaic battery storage for the supply of space heating and hot water for the Care home for older people (Use Class C2) 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.

In the interests of air quality, in accordance with Policy SI1 of the London Plan (2021), Policy CC10 of the Local Plan (2018), and the councils Air Quality Action Plan.

- 43) Prior to occupation of the development hereby permitted, details (including manufacturer specification, installation/commissioning certificates and photographic confirmation) of the installed Waste Water Heat Recovery System (WWHRS) for the Care home for older people (Use Class C2) 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.

In the interests of air quality, in accordance with Policies T6 and SI1 of the London Plan (2021), Policy CC10 of the Local Plan (2018), and the councils Air Quality Action Plan.

- 44) Prior to occupation of the development hereby permitted, details (including manufacturer specification, installation/commissioning certificates and photographic confirmation) of the installed Commercial Waste Heat Exchanger Recovery System for the commercial kitchen of the restaurant for the Care home for older people (Use Class C2) 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.

In the interests of air quality, in accordance with Policy SI1 of the London Plan (2021), Policy CC10 of the Local Plan (2018), and the councils Air Quality Action Plan.

- 45) Prior to occupation of the development hereby permitted, details (including manufacturer specification, installation/commissioning certificates and photographic confirmation) of the installed electric induction cooking appliances in the commercial kitchen for the Care home for older people (Use Class C2) 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.

In the interests of air quality, in accordance with Policy SI1 of the London Plan (2021), Policy CC10 of the Local Plan (2018), and the councils Air Quality Action Plan.

- 46) Prior to the occupation of the development hereby permitted, details (including manufacturer specification, installation/commissioning certificates and photographic confirmation) of the installed ePM1 90% (F9) particulate filtration for the commercial kitchen ventilation exhaust system for the Care home for older people (Use Class C2) with the extracted air discharged a minimum of 1.5 metre above the finished roof level of the building shall be submitted to and approved in writing by the Council. Approved details shall be implemented prior to the commencement of the use and thereafter be permanently retained.

In the interests of air quality, in accordance with Policy SI1 of the London Plan (2021), Policy CC10 of the Local Plan (2018), and the councils Air Quality Action Plan.

- 47) Prior to occupation of the development hereby permitted, details (including manufacturer specification, location and type, installation/commissioning certificates and photographic confirmation) of the installed minimum of two ground level cargo bicycle parking spaces 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.

In the interests of air quality, in accordance with Policy SI1 of the London Plan (2021), Policy CC10 of the Local Plan (2018), and the councils Air Quality Action Plan.

- 48) Prior to occupation of the development hereby permitted, details (including manufacturer specification, location and type, installation/commissioning certificates and photographic confirmation) of the installed active electric vehicle charging points (minimum 7 kW), including location and type, for all five car parking spaces 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.

In the interests of air quality, in accordance with Policies T6 and SI1 of the London Plan (2021), Policy CC10 of the Local Plan (2018), and the councils Air Quality Action Plan.

- 49) Prior to occupation of the development hereby permitted, an Ultra Low Emission Strategy (ULES) shall be submitted to and approved in writing by the Local Planning Authority. Details shall include:
- a) Facilities and measures that will minimise the impact of vehicle emissions from increasing personal deliveries e.g., carrier agnostic parcel locker, concierge, Cargo bike bays etc.
 - b) Procurement policy and processes for service contractors and suppliers that will incentivise and prioritise the use of Zero Exhaust Emission Vehicles in accordance with the emission hierarchy of 1) Walking Freight Trolley 2) Cargo bike (3) Electric Vehicle.
 - c) Use of Zero Exhaust Emission Vehicles in accordance with the emissions hierarchy (1) Walking Freight Trolleys (2) Cargo bike (3) Electric Vehicle.
 - d) Reduction and consolidation of deliveries and collections e.g., Waste, laundry
 - e) Re-timing of deliveries and collections outside of peak traffic time periods of 07:00-10:00 and 15:00-19:00 hrs.

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

In the interests of air quality, in accordance with Policy SI1 of the London Plan (2021), Policy CC10 of the Local Plan (2018) and the councils Air Quality Action Plan.

- 50) Prior to occupation of the development hereby permitted, details (including manufacturer specification, installation/commissioning certificates and photographic confirmation) of the installed Aerobic Food Digesters (AFD) in the commercial kitchen for the Care home for older people (Use Class C2) 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.

In the interests of air quality, in accordance with Policy SI1 of the London Plan (2021), Policy CC10 of the Local Plan (2018), and the councils Air Quality Action Plan.

- 51) Prior to occupation of the development hereby permitted, details (including manufacturer specification, installation/commissioning certificates and photographic confirmation) of the installed Battery Solar Energy Storage Systems (BSESS) for the Care Home for older people (Use Class C2) 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.

In the interests of air quality, in accordance with Policy SI1 of the London Plan (2021), Policy CC10 of the Local Plan (2018), and the councils Air Quality Action Plan.

- 52) No development shall commence until a preliminary risk assessment report is submitted to and approved in writing by the Council. This report shall comprise: a desktop study which identifies all current and previous uses at the site and surrounding area as well as the potential contaminants associated with those uses; a site reconnaissance; and a conceptual model indicating potential pollutant linkages between sources, pathways and receptors, including those in the surrounding area and those planned at the site; and a qualitative risk assessment of any potentially unacceptable risks arising from the identified pollutant linkages to human health, controlled waters and the wider environment including ecological receptors and building materials. All works must be carried out in compliance with and by a competent person who conforms to LCRM: Land Contamination Risk Management (Environment Agency 2023) or the current UK requirements for sampling and testing.

Potentially contaminative land uses (past or present) are understood to occur at, or near to, this site. This condition is required to ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works, in accordance with policy CC9 the Local Plan (2018) and key principles LC1 to LC7 of the Planning Guidance Supplementary Planning Document (2018).

- 53) No development shall commence until a site investigation scheme is submitted to and approved in writing by the Council. This scheme shall be based upon and target the risks identified in the approved preliminary risk assessment and shall provide provisions for, where relevant, the sampling of soil, soil vapour, ground gas, surface and groundwater . All works must be carried out in compliance with and by a competent person who conforms to LCRM: Land Contamination Risk Management (Environment Agency 2023) or the current UK requirements for sampling and testing.

Potentially contaminative land uses (past or present) are understood to occur at, or near to, this site. This condition is required to ensure that no unacceptable risks

are caused to humans, controlled waters or the wider environment during and following the development works, in accordance with policy CC9 the Local Plan (2018) and key principles LC1 to LC7 of the Planning Guidance Supplementary Planning Document (2018).

- 54) 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 LCRM: Land Contamination Risk Management (Environment Agency 2023) or the current UK requirements for sampling and testing.

Potentially contaminative land uses (past or present) are understood to occur at, or near to, this site. This condition is required to ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works, in accordance with policy CC9 the Local Plan (2018) and key principles LC1 to LC7 of the Planning Guidance Supplementary Planning Document (2018).

- 55) 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 LCRM: Land Contamination Risk Management (Environment Agency 2023) or the current UK requirements for sampling and testing.

Potentially contaminative land uses (past or present) are understood to occur at, or near to, this site. This condition is required to ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works, in accordance with policy CC9 the Local Plan (2018) and key principles LC1 to LC7 of the Planning Guidance Supplementary Planning Document (2018).

- 56) 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 LCRM: Land Contamination Risk Management (Environment Agency 2023) or the current UK requirements for sampling and testing.

Potentially contaminative land uses (past or present) are understood to occur at, or near to, this site. This condition is required to ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works, in accordance with policy CC9 the Local Plan (2018) and key principles LC1 to LC7 of the Planning Guidance Supplementary Planning Document (2018).

- 57) 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 LCRM: Land Contamination Risk Management (Environment Agency 2023) or the current UK requirements for sampling and testing.

Potentially contaminative land uses (past or present) are understood to occur at, or near to, this site. This condition is required to ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works, in accordance with policy CC9 the Local Plan (2018) and key principles LC1 to LC7 of the Planning Guidance Supplementary Planning Document (2018).

- 58) The relandscaped external courtyard shall not be used or occupied until the privacy screening has been installed as shown on the approved drawings. The privacy screens shall have a minimum height of 1.8m above the finished ground level of the courtyard. The privacy screens shall thereafter be permanently retained as approved.

In order to ensure the erection of adequate screening to prevent overlooking and any subsequent loss of privacy, in accordance with Policy HO11 of the Local Plan (2018) and Key Principle HS8 of the Planning Guidance Supplementary Planning Document (2018).

- 59) The development hereby permitted shall operate in accordance with the approved Operational Management Statement, dated December 2024.

To ensure that occupiers of surrounding premises are not adversely affected by noise and disturbance from the operation of the building, activities or people at or leaving the site, in accordance with Policy D14 of the London Plan (2021) and Policies HO7, HO11, CC11 and CC13 of the Local Plan (2018).

- 60) Prior to the commencement of development, intrusive and non-intrusive surveys are required to understand the nature, extent, condition and residual life of the flood defence structure. To determine this the following shall be submitted to and approved in writing by the Local Planning Authority, in consultation with the Environment Agency:

A. A detailed survey scope of the intrusive and non-intrusive survey methods in line with the Structural Inspection Report on Chivas House - River Wall Inspection, prepared by CSP, referenced: KYN005, Dated: July 2025, Issue 3.

B. A report detailing the findings of the survey, including dimensioned drawings showing the geometry and extent of the flood defence structure.

C. An assessment of the residual life of the flood defence structure as outlined in Structural Inspection Report on Chivas House - River Wall Inspection, prepared by CSP, referenced: KYN005, Dated: July 2025, Issue 3. This should consider contemporary Eurocode design standards and stability analysis, future raising requirements and structural utilisation ratios for the worst-case design load combination.

Condition required by the Environment Agency to understand the condition of the flood defence structure and determine if the development will be safe for its lifetime and does not increase flood risk, in line with Paragraphs 178 and 181 of the NPPF and Policy CC3 of the LBHF Local Plan (2018).

- 61) Prior to occupation of the development and depending on the residual life assessment outcome in condition 1 the following shall be submitted to and approved in writing by the Local Planning Authority, in consultation with the Environment Agency.

A. If the residual life assessment determines that the structure can achieve a residual life of 100 years, a detailed scope of remedial works is required to improve the condition of the flood defence structure and demonstrate a 100-year residual life. A future raising plan will also be required, including detailed designs for the raising based upon the Structural Inspection Report on Chivas House - River Wall Inspection, prepared by CSP, referenced: KYN005, dated: July 2025, Issue 3, which are supported by structural and stability calculations to demonstrate the adequacy of the proposed works.

B. If the residual life assessment determines that structure cannot achieve a residual life of 100 years, a detailed design will need to be provided for a replacement flood defence structure. The replacement flood defence structure must have a lifetime no less than 100 years, meet the TE2100 2090 crest level requirements (currently 6.4m AOD), be an independent structure and be supported by full structural and stability calculations, including design checks, and ground investigation surveys.

As built drawings and associated construction information must be provided for options A and B detailing the works that have been completed.

Condition required by the Environment Agency to ensure the development is safe for its lifetime and does not increase flood risk in line with paragraphs 178 and 181 of the NPPF and Policy CC3 of the LBHF Local Plan (2018).

- 62) Prior to occupation of the development, a long-term monitoring and maintenance plan for the whole of the flood defence structure shall be submitted to and approved in writing by the Local Planning Authority, in consultation with the Environment Agency. The plan should include:
- Details of a visual inspection of the flood defence structure, to be carried out every 2 years.
 - Details of a structural condition inspection of the flood defence structure, to be carried out every 5 years.
 - Details of a Tier 2 inspection of the flood defence structure, to be carried out every 10 years.
 - A schedule of inspection deadlines for visual, structural and Tier 2 surveys.
 - Success criteria for the structural elements that form the flood defence structure.
 - Defined trigger criteria requiring the replacement of the different parts of the flood defence structure.

If the flood defence structures are not found to be meeting their success criteria or to have reach a defined trigger criteria at an inspection deadline an improvement plan to fully meet the success criteria shall be submitted within 9 months of the inspection deadline to, and approved in writing by, the Local Planning Authority, in consultation with the Environment Agency.

The improvement works may include minor repairs such as repointing, protective coatings through to full replacement of the flood defences structures. Any such approved improvement plan will then be implemented in full within 18 months of the date of approval by the Local Planning Authority, in consultation with the Environment Agency.

Condition required by the Environment Agency to ensure the development is safe for its lifetime and does not increase flood risk in line with paragraphs 178 and 181 of the NPPF and Policy CC3 of the LBHF Local Plan (2018).

Justification for Approving the Application:

- 1) 1. Land Use: The loss of the existing employment use has been justified. The proposed care home is acceptable in land use terms. Subject to a legal agreement, the proposal would contribute to meeting the borough's general unmet need for care home beds, as well as providing a high standard of accommodation for future occupiers within an area of good levels of public transport accessibility, and would have no undue adverse impact neighbouring amenities or local services. Subject to a legal agreement, the proposal would also provide economic and social regeneration benefits to LBHF. The proposal is judged to accord with the NPPF (2024), London Plan (2021) Policies E1, E2, E11, H13, D5 and H13, and Local Plan (2018) Policies E1, E2, E4 and HO7.
2. Design and Heritage: The proposals are considered to be of a high quality of design having regard to the character and appearance of the existing site and surrounding area. The proposals would also not result in any harm to the character or appearance of the Fulham Reach conservation area, or to the setting/views of the Thames Policy Area. The proposals would not result in any impact or harm to the setting of other nearby heritage assets. The proposal is considered acceptable having due regard to the provisions of sections 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 therefore accords with NPPF (2024), London Plan (2021) Policies D3 and HC1, and Local Plan (2018) Policies DC1, DC4, DC7, DC8 and RTC3.
3. Impact on Neighbouring Residents: The development is considered to respect the principles of good neighbourliness in relation to the on-site characteristics. The impacts on outlook, overlooking and sunlight/daylight are considered to be acceptable. Measures would be secured by conditions to minimise noise/odours/light pollution generated by the use. The proposed development therefore accords with the NPPF (2024), London Plan (2021) Policy D14, Local Plan (2018) Policies DC1, DC4, HO11, CC11, CC12 and CC13, and Key Principles of the Planning Guidance SPD (2018).
4. Safety and Access: The development would provide a safe and secure environment for all users in accordance with London Plan (2021) Policy D11, and Local Plan (2018) Policies DC1 and DC4.
5. Highways and Transportation: It is considered that the scheme would not have a significant impact on the highway network or local parking conditions and is thus considered to be acceptable. Subject to conditions and S106 obligations the development accords with the NPPF (2024), London Plan (2021) Policies T1-T7, Local Plan (2018) Policies T1, T2, T3, T4, T7 and CC7, and relevant Key Principles of the Planning Guidance SPD (2018).
6. Flood Risk and SUDS: A FRA and SUDs assessment has been submitted as required. Subject to a condition, the proposal is in accordance with the NPPF (2024), London Plan (2021), Policies SI 12 and SI 13, and Local Plan (2018) Policies CC2, CC3 and CC4.

7. Energy and Sustainability: An Energy Statement has been submitted outlining the energy efficiency and low/zero carbon measures to be implemented as part of the development with the aim of minimising energy use and associated CO2 emissions. A final Energy Statement is secured by condition together with a carbon off-set payment secured by a legal agreement. A Sustainability Statement has also been submitted outlining the development outlining the sustainable design and construction measures to be implemented. The details will be secured by condition. The proposal therefore accords with the NPPF (2024), London Plan (2021) Policies SI 2 and SI 4, and Local Plan (2018) Policies CC1 and CC2.

8. Air Quality: With regards to air quality considerations, subject to additional mitigation, secured by conditions and a legal agreement, the development would be acceptable and compliant with London Plan (2021) Policy SI 1, Local Plan (2018) Policy CC10, and the councils Air Quality Action Plan.

9. Landscaping, Ecology and Biodiversity: Landscaping would be provided by the development, enhancing biodiversity and urban greening which would be of benefit to the area. Subject to conditions and a legal agreement the proposals comply with London Plan (2021) Policies G5 and G7, and Local Plan (2018) Policies OS1 and OS5.

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

11. Planning Obligations: Planning obligations to offset the impact of the development and to make the development acceptable in planning terms are secured. This includes, a financial contribution towards Adult Social Care and other Community Safety and Public Realm Improvements; Local Employment, Training and Skills Development Initiatives; a carbon dioxide emission offset financial contribution; monitoring fees in connection with BNG (HMMP) Monitoring reports; Air Quality Dust Management Plan, Construction Logistics Plan, Travel Plan and Delivery and Servicing Plan; car permit free restrictions; and s278 highways works. The proposed development would therefore mitigate external impacts and would accord with London Plan (2021) Policy DF1 and Local Plan (2018) Policy CF1.

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

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

Application form received: 20th December 2024
Drawing Nos: see above

Policy documents: National Planning Policy Framework (NPPF) 2024
The London Plan 2021
LBHF - Local Plan 2018
LBHF – Planning Guidance Supplementary Planning Document
2018

Consultation Comments:

Comments from:	Dated:
Environment Agency - Planning Liaison	16.06.25
Historic England London Region	19.03.25
Historic England London Region	07.03.25
Environment Agency - Planning Liaison	21.03.25
Thames Water - Development Control	13.03.25
Crime Prevention Design Advisor - Hammersmith	20.03.25
Health And Safety Executive Fire Safety	11.06.25
Active Travel England	07.03.25
Environment Agency - Planning Liaison	03.10.25

Neighbour Comments:

Letters from:	Dated:
36 Chancellors Wharf London W6 9RT	17.03.25
London Vet Specialists Hospital 70 Chancellor's Road London W6 9RS	09.04.25
70 Chancellor's Road Hammersmith London W6 9RS	09.04.25
30 Distillery Wharf Regatta Lane London W6 9BF	26.03.25
22 Chancellors Wharf Crisp Road London W6 9RT	18.04.25
36 Chancellors Wharf London W6 9RT	20.03.25
18 Turneville Road London W14 9PS	06.03.25
27 Chancellors Wharf London W6 9RT	12.03.25
28 Distillery Wharf Regatta Lane London W6 9BF	18.03.25
60 Chancellor's Road Hammersmith London W6 9RS	09.04.25
14 Chancellors Wharf Crisp Road London W6 9RT	14.04.25
9 Crabtree Lane Fulham London SW6 6LP	15.04.25
22 Chancellors Wharf London W6 9RT	19.04.25
24 Faulkner House Tierney Lane London W6 9AE	10.03.25

1.0 SITE LOCATION AND DESCRIPTION, AND RELEVANT PLANNING HISTORY

+ Site Context:

- 1.1 Chivas House is a five storey 1980's purpose built office building (Use Class E) with a GIA of 3,683sqm located at the end of Chancellors Road, adjacent to the River Thames. The property contains two blocks at right angles to each other around a courtyard, linked by a glazed extension from first to third floor level. There are currently 18 car parking spaces on site, 12 in the underground car park and six in the external parking court, all accessed off Chancellors Road. The building has been vacant since 2019.
- 1.2 The site is bounded by the Thames Path to the west; Chancellors Wharf, a residential housing development to the north; and a 2-storey commercial building with a courtyard parking area facing the site to the east. Directly to the south, on the opposite side of Chancellors Road, is a 7-8 storey predominantly residential block (Distillery Wharf), part of the new Fulham Reach masterplan development.
- 1.3 The property is located in the Fulham Reach conservation area, the Thames Policy Area, and an Archaeological Priority Area. The Grade II*-listed Hammersmith Bridge lies to the north.
- 1.4 The site has a Public Transport accessibility Level (PTAL) of 5 - suggesting that it has very good access to public transport. It is located within walking distance of Hammersmith London Underground (LU) stations, with connections to the Hammersmith & City and Circle lines, and the Piccadilly and District lines, as well as a range of bus stops. There are also several bus connections on Fulham Palace Road to the east.
- 1.5 The site is situated within Environment Agency's Flood Risk Zone 3.
- 1.6 There are several trees on the site, which are not subject to any Tree Preservation Orders (TPOs), although these are protected by virtue of the location of the site in the Fulham Reach Conservation Area.

+ Relevant Planning History:

- 1.7 There is no relevant planning history, with the majority of applications relating to the display of adverts, the glazed infill extension, and minor alterations to the building's exterior. There have also been several applications to carry out works to trees at the site given these are protected by virtue of the location in the Conservation Area.

2.0 PROPOSALS

- 2.1 The current proposals relate to the internal and external refurbishment of the existing office building (Class E) in connection with its change of use to a 45no. bedroom care home for older people (Class C2). The care home will provide en-suite bedrooms for all residents, along with communal lounges and dining areas, and will offer 24hour care and nursing provision with specialist healthcare facilities and accommodation including for people living with dementia.

2.4 The existing building will be retained, with the proposal primarily focusing on adapting and reusing the existing building. There would be modest external works comprising:

- o Introduction of new main entrance/reception by infilling the existing undercroft at the southeast corner, between the two main buildings
- o Replacement of sections of curtain walling with back painted glass spandrel panels within the existing curtain walling
- o Removal of existing external concrete ductwork to south and east elevations,
- o Alterations to size of windows at first, second and third floor levels by lowering the window cills within the existing decorative brick surrounds and replacing with similar in appearance, better thermally performing windows
- o Replacement of windows with french doors at ground floor level to provide access to the new landscaped courtyard
- o Removal of existing plant to the roof level and replacement with new, including solar PV panels
- o Landscaping works to inner courtyard to replace the existing hardstanding and ramped access with a high quality landscaped, decked garden for residents
- o Replacement of existing garage gates with automatic garage doors and provision of new doors for secondary access, in connection with the reconfigured basement

+ Public Engagement

2.5 A Statement of Community Involvement (SOVI) supports the current planning application and summarises the pre-application engagement undertaken by the applicant.

2.6 In summary, no formal public exhibition or meeting was held, however letters were sent to properties in Distillery Wharf and Chancellor's Wharf informing residents of the proposals, and with the offer of a meeting if any residents so wished.

2.7 Responses were received from 3 residents and local businesses. Whilst no 'in principle' opposition was expressed in terms of bringing Chivas House back into use or to the specific plans for a care home, there was concerns regarding the loss of on-street parking.

3.0 PUBLICITY AND CONSULTATION RESPONSES

+ Statutory Consultation

3.1 A site and press notice were published to advertise this application and notification letters were sent to the occupants of 204 surrounding properties.

14 responses were received, 13 in support and 1 raising objection. A summary of the comments is provided below:

+ Objection:

- o Noise and disturbance during construction phase (construction projects ongoing in local area for 10-12 years)
- o Impact to residential amenity: overlooking/loss of privacy; overbearing impact; loss of light

- o Noise/traffic/air pollution
- o Noise from operational phase
- o Highways impacts during construction phase
- o Disruption to the operation of Chancellors Road during operational phase from visitors, servicing and delivery arrangements
- o Increase to parking stress levels
- o Further encroachment onto River Thames - more lighting, signage, people, street furniture
- o Obstruction to users of the rowing club
- o Impact to conservation area

+ Support:

- o The proposals will bring a vacant building back into use
- o Care home will meet local need
- o Will provide much needed employment
- o There is an oversupply of office buildings in Hammersmith
- o Riverside setting is perfect for residents of the care home
- o The KYN team have been helpful in their consultation with residents
- o Refurbishment is a welcomed sustainable and low carbon solution
- o Plans are in-keeping with the surrounding area
- o No enlargement of existing building is welcomed

+ Other matters:

- o BNG 10% target should be met on site, off-site provision should be avoided
- o Further landscaping details are required
- o Construction Management Plan not detailed enough
- o Noise survey should be secured by condition

3.2 The Hammersmith Society, Fulham Society, Hammersmith and Fulham Historic Buildings Group, Hammersmith and Fulham Historical Society were also consulted on the planning application and have not made any comments.

+ Technical Consultations

3.3 Active Travel England have responded to confirm they do not wish to comment.

3.4 Thames Water recommend an informative relating water pressure.

3.5 Metropolitan Police Designing Out Crime Officer (DOCO) recommends the applicant completes the SBD accreditation process to achieve a SBD certificate.

3.6 Environment Agency - Objection raised initially, due to a failure to provide information on the condition of the flood defence (Thames River Wall) to demonstrate it has adequate protection for the lifetime of the development; and failure to provide information on how the flood defence could be raised accordingly as part of the development. Following subsequent pre-application advice with the EA directly, and further assessment and submission of additional information, the EA have now withdrawn their objection subject to conditions relating to the submission of Flood Defence Surveys and a Residual Life Assessment; Flood Defence Remedial Works and/or Replacement Assessment; and a Long Term Flood Defence Management and Maintenance Plan; as well as an informative requiring a flood risk activity permit (FRAP).

- 3.7 Historic England (Greater London Archaeological Advisory Service (GLAAS) have responded to confirm do not wish to comment.
- 3.8 Historic England (Historic Assets) have responded to confirm do not wish to comment.
- 3.9 HSE have responded to confirm do not wish to comment. The proposals do not fall under the remit of planning gateway one as the proposals do not relate to a "relevant building".
- 3.10 The London Fire and Emergency Planning Authority, the Civil Aviation Authority, and London Heliport were consulted on the planning application and have not made any comments.

4.0 POLICY FRAMEWORK

- 4.1 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.
- 4.2 Collectively the three Acts create a plan led system which requires local planning authorities to determine planning applications in accordance with an adopted statutory development plan unless there are material considerations which indicate otherwise (section 38(6) of the 2004 Act as amended by the Localism Act).
- 4.3 In this instance the statutory development plan comprises the London Plan (2021) and the Local Plan (2018). A number of strategic and local supplementary planning guidance and other documents are also material to the determination of the application.

+ National Planning Policy Framework (2024)

- 4.4 The National Planning Policy Framework (NPPF) came into effect on 27 March 2012 and was subsequently revised in 2019 and 2021, 2023 and more recently in 2024 and is a material consideration in planning decisions. The NPPF, as supported by the Planning Practice Guidance (PPG), sets out national planning policies and how these are expected to be applied.
- 4.5 The NPPF does not change the statutory status of the development plan as the starting point for decision making. Proposed development that accords with an up to date Local Plan should be approved and proposed development that conflicts should be refused unless other material considerations indicate otherwise.

+ London Plan

- 4.6 The London Plan was published in March 2021. It forms the Spatial Development Strategy for Greater London and sets out a framework for how London will develop over the next 20-25 years and the Mayor's vision for Good Growth. It forms part of the development plan for Hammersmith and Fulham.

+ Local Plan

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

5.0 PLANNING ASSESSMENT

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

- 5.1 Land Use - Loss of employment use; Proposed care home
- 5.2 Secure by Design; and Fire Safety
- 5.3 Design and Heritage
- 5.4 Residential Amenity (light/outlook/privacy/environmental nuisance)
- 5.5 Highways and Transportation
- 5.6 Flood Risk and SUDS
- 5.7 Energy and Sustainability
- 5.8 Air Quality
- 5.9 Arboriculture, Ecology and Biodiversity
- 5.10 Land Contamination

5.1 LAND USE

+ Loss of employment use

- 5.1.1 London Plan Policies E1 and E2 seek to retain existing viable office floorspace. Policy E2, however does allow for the loss of existing employment floorspace if it can be demonstrated that there is no reasonable prospect of the site being used for business purposes.
- 5.1.2 Proposals involving a loss of employment floor space are also to be assessed in accordance with Local Plan Policies E1 and E2, which require applications to adequately justify the loss, for example in terms of the suitability of the site for continued employment use and evidence of unsuccessful marketing of the site.
- 5.1.3 Policy E2 states 'Permission will only be granted for a change where:
 - 1. continued use would adversely impact on residential areas; or
 - 2. an alternative use would give a demonstrably greater benefit that could not be provided on another site; or
 - 3. it can be evidenced that the property is no longer required for employment purposes.
- 5.1.4 The building has remained vacant since June 2019 following the relocation of the previous occupiers, Chivas Brothers, to Chiswick Park. In accordance with Local Plan Policy E2, criterion 3, the application is accompanied by evidence demonstrating that the property has been actively marketed for a period exceeding 12 months by two separate agents. CBRE commenced marketing in 2019, concluding their campaign in July 2024, while Frost Meadowcroft has been marketing the property since September 2024, with efforts ongoing. The

submitted marketing reports have been scrutinised by officers.

- 5.1.5 Both CBRE and Frost Meadowcroft confirm that the property has been advertised through a range of channels, including various property marketing websites, their own corporate websites, and direct approaches to local businesses. A 'to-let' board has also been displayed at the front of the building. The site has been widely marketed for sale or let as Commercial Class E business space, targeting large occupiers, as well as SMEs, who might be interested in part of the floorspace. Despite this extensive and flexible marketing campaign, there has been limited interest from potential occupiers, and no formal offers have been received for all or part of the building. A breakdown of enquiries and feedback received during the marketing period has been provided. The reports also assess the current condition of the property, concluding that the building is not viable for refurbishment.
- 5.1.6 In summary, while some interest was expressed, no formal offers were received. This is attributed to the site's location—predominantly surrounded by residential properties and situated away from established employment centres such as Hammersmith Town Centre, where higher quality employment floorspace is available—as well as the building's need for refurbishment.
- 5.1.7 Officers have carefully scrutinised the marketing evidence and are satisfied that appropriate and comprehensive marketing has been undertaken. The evidence demonstrates that the property has been marketed at prices comparable to similar premises in the area and with reasonable and flexible lease terms. The viability of an alternative fit-out scenario to a Cat A standard has also been considered, which demonstrates the refurbishment of the building would be unviable.
- 5.1.8 In view of the above, on balance, officers consider satisfactory evidence has been provided to justify the loss of the existing employment use against London Plan Policies E1 and E2, and Local Plan Policies E1 and E2.

+ Economic Development And Skills Training

- 5.1.9 Policy E11 of the London Plan 'Skills and opportunities for all' requires development proposals to support employment, skills development, apprenticeships, and other education and training opportunities in both the construction and end-use phases. Local Plan Policy E4 'Local Employment, Training, and Skills Development' echoes this requirement compelling provision for appropriate employment and training initiatives for local people of all abilities in the construction of major developments.
- 5.1.10 The development would create new employment on site. Nonetheless, in accordance with the above policies, contributions would be required towards the provision of appropriate employment and training initiatives for local people of all abilities during the construction phase of the development (i.e. apprenticeships and paid and unpaid work placements) as well as contributions to support the procurement of local labour. The applicant has agreed to enter into a legal agreement to secure support for employment, training and local business, as well as a financial contribution to support delivery of Upstream London, the Council's Industrial Strategy for inclusive economic growth.

+ Proposed Care Home

5.1.11 London Plan Policy H13 encourages Boroughs to work positively and collaboratively with providers to identify sites which may be suitable for specialist older persons housing, taking account of:

- Local housing needs information (local type and tenure of demand);
- Well-connected sites contributing to an inclusive neighbourhood, having access to relevant facilities, social infrastructure and healthcare, and being well served by public transport;
- increasing need for accommodation suitable for people with dementia

5.1.12 The supporting paragraphs for Policy H13 (para 4.13.1) make clear that London is expected to experience substantial growth in its older population and that appropriate accommodation is needed to meet the needs of older Londoners. By 2029 the number of older person households (aged 65 and over) will have increased by 37 per cent, with households aged 75 and over (who are most likely to move into specialist older persons housing) increasing by 42 per cent. Appropriate accommodation is needed to meet the needs of older Londoners.

5.1.13 Local Plan Policy HO7 states that the council will encourage and support applications for new special needs and supported housing, including specialist housing for older people, subject to the following criteria:

- a. Established local need;
- b. Standard of the facilities;
- c. Good level of accessibility to public transport and other facilities; and
- d. No detrimental impact to the amenity of the local area or to local services.

+ Established local need (HO7a)

5.1.14 The proposed care home is intended to accommodate residents with high levels of dependency, offering 24-hour medical care delivered by registered nurses, along with specialist dementia care.

5.1.15 London Plan Policy H13, para 4.13.14 acknowledges that Care home accommodation (C2) is an important element of the suite of accommodation options for older Londoners and this should be recognised by boroughs and applicants. To meet the predicted increase in demand for care home beds to 2029, London needs to provide an average of 867 care home beds a year. The provision of Care Quality Commission rated Good or Outstanding care home beds is growing at around 3,525 bed-spaces a year in London and provision of dementia-capable bed spaces at a rate of 2,430 places a year. If the rates of supply and demand remain constant it should be possible to meet potential demand for both care home beds and dementia care home beds.

- 5.1.16 At a borough wide level, Local Plan Policy HO7(a) states that the council will support applications for care homes where they meet an established local need. The supporting justification for Policy HO7 clarifies that "local need" refers to existing residents within the borough. Paragraph 60 further reinforces this by stating: "The Council considers that elderly residents should have the opportunity to access special needs housing located in the borough," and "aims to create more sustainable communities to enable residents to remain in their communities through different stages of their life." It also notes: "To ensure that new specialist housing can meet local needs, applications for new provision will be assessed in relation to the identified local need for the facility."
- 5.1.17 In this case the applicant has submitted a Care Home Needs Assessment, prepared by Carterwood, which provides an analysis of elderly care provision. The report examines demographic trends, existing and planned supply, and projected demand for care home beds. The assessment considers both a 3-mile market catchment area and the specific needs of the borough.
- 5.1.18 The report distinguishes between two categories of need: Local Authority (LA) funded provision and market-led provision. It identifies a shortfall in LA-funded care, with a particular emphasis on residential dementia care, driven by the projected growth in the population aged 80 and over. The assessment concludes that there is a significant unmet need for both LA-funded and market-standard care home beds in the Borough. In relation to LA-funded provision, the report notes that out-of-borough placements are common for Hammersmith and Fulham residents. It further suggests that, even following the delivery of the proposed scheme, a residual need is likely to persist within the borough.
- 5.1.19 The Council's Adult Social Care Team (ASCT) has reviewed the submitted assessment and acknowledges the need for additional care provision for older residents and others requiring support in the borough. The Council's adult social care strategy prioritises enabling residents to live independently in their own homes for as long as possible. However, beyond this model, the ASCT recognises a specific need for residential care homes within the borough, with a particular need for LA-funded (affordable) bed spaces. While the ASCT aims to retain residents within the borough, the current shortage of funded care home capacity makes this challenging. Data provided by the LA showed that between June 2023 and May 2024 there were 494 individuals in care home placements, with 45% of nursing placements occurring outside the borough due to limited local provision. The cost of placing residents in LA-funded accommodation is predominantly borne by the Council.
- 5.1.20 The proposed care home in this case will deliver market-standard accommodation. However, in recognition of the identified local need, and in accordance with Policy HO7(a), the applicant has committed to a financial contribution to support the Council's Adult Social Care Team (ASCT) in securing Local Authority-funded placements. This contribution will assist in facilitating placements as close as possible to Hammersmith and Fulham, or where appropriate, near residents' family members—thereby helping to address the borough's established care provision shortfall.

5.1.21 In conclusion, the proposed facility would contribute to meeting the borough's general unmet need for care home beds, while also supporting the provision of affordable placements through a secured planning obligation. As such, the proposal is considered to be in accordance with Local Plan Policy HO7(a).

+ Quality of accommodation (HO7b)

5.1.22 The proposed care home will provide 45 care bedrooms, offering both nursing and dementia care. Bedroom sizes range from 19 sqm to 36 sqm, each equipped with a bespoke medical bed and a private ensuite wet room, and seating area in the larger rooms. All rooms are adaptable to individual accessibility needs. Bedroom accommodation is arranged across the first to third floors, with each floor also featuring communal lounges and dining rooms. The western section of the ground floor will also include a spacious lounge and bar overlooking the River Thames, complemented by a range of ancillary facilities such as a gym, screening and music room, library, art room, and hair salon/nail bar. In addition, residents will also have access to the newly landscaped garden area, enhancing the overall quality of the care environment.

5.1.23 In accordance with London Plan Policy D5 and Local Plan Policy DC4, the development has been designed to achieve the highest standards of accessible and inclusive design. The scheme provides step-free access throughout, and the building will be served by three lifts. Each bedroom offers sufficient space for specialised equipment and allows for wheelchair access and hoist manoeuvring. As part of the external works, window cills will be lowered to provide unobstructed views. All three resident floors include separate dedicated assisted bathrooms and additional auxiliary spaces for hoist and wheelchair storage.

5.1.24 A Daylight and Sunlight Report has been submitted with the application. The results confirm that 50 out of 52 (96%) habitable rooms tested exceed the BRE minimum illuminance recommendations (100 lux for bedrooms and 150 lux for living rooms). Where shortfalls occur (bedroom 07, and the first-floor dining room, with scores of 45% and 46% respectively), the deficits are marginal. Furthermore, alternative dining rooms and two lounges with good daylight provision are available on the same floor.

5.1.25 In terms of sunlight, the BRE guide states that, in general, a dwelling will appear reasonably sunlit provided:

- at least one main window wall faces within 90 degrees of due south, and
- a habitable room, preferably a main living room, can receive a total of at least 1.5 hours of sunlight on 21 March.

5.1.26 In this case 37 of the 52 rooms have at least one habitable room window which faces within 90 degrees of due south. 4 of the 7 communal living rooms have a window which faces within 90 degrees of due south. 5 of the 7 communal living rooms receive a total of at least 1.5 hours of sunlight on 21 March. Occupants will therefore have access to well sunlit communal living rooms on every floor.

- 5.1.27 In summary, the results demonstrate a high level of compliance, particularly in view of the urban context, and fixed orientation (the proposal involves the conversion of an existing building rather than new-build development where there is typically greater flexibility in designing layouts). Noting the high standard of facilities on offer, together with scope for flexibility within the policy framework to ensure efficient use of land and to avoid unnecessarily restricting development density, on balance, the overall level of daylight and sunlight provision within the care home is considered acceptable.
- 5.1.28 In conclusion, the proposed care home will provide a high standard of accommodation, relevant to the needs of the intended occupiers, making provision for private and communal amenity space, offering a variety of services and facilities, and incorporating accessible and inclusive design facilities, in accordance with Local Plan Policy HO7(b).
- 5.1.29 As set out in subsequent paragraphs, in respect to Local Plan Policy (HO7 c and d) the proposals are acceptable in terms of accessibility to public transport (PTAL5 rating/very good) and impacts on existing neighbouring residential amenities.
- 5.1.30 Overall, subject to a planning obligation, the proposed development would meet an identified local need, provide a high standard of accommodation for future occupiers within an area of good levels of public transport accessibility and would not adversely impact neighbouring amenities or local services. In this respect the proposal complies with London Plan Policy H13 and Local Plan Policy HO7.

5.2 SECURE BY DESIGN; AND FIRE SAEFTY

+ Secure by Design

- 5.2.1 London Plan Policy D11 and Local Plan Policy DC1 require new developments to respect the principles of Secured by Design and to ensure that proposals create a safe, secure, and appropriately accessible environment where crime and disorder and the fear of crime do not undermine quality of life or community cohesion. Full details of how the proposal will incorporate measures for crime prevention will be secured by a condition.

+ Fire Safety

- 5.2.2 The matter of fire safety compliance is covered by Part B of the Building Regulations. However, London Plan Policy D12 recommends the fire safety of developments to be considered from the outset. Policy D12 of the London Plan states that major applications should be accompanied by a fire statement, prepared by a suitably qualified third-party assessor, demonstrating how the development proposals would achieve the highest standards of fire safety, including details of construction methods and materials, means of escape, fire safety features and means of access for fire service personnel.

5.2.3 A Fire Statement, prepared by an independent and suitably qualified third party has been submitted in support of the proposal. The building does not fall under the category of a 'relevant building' as defined in Building Regulation 7(4) and as such the HSE have confirmed they do not wish to comment. The submitted Fire Strategy evaluates the proposal alongside British Standards, demonstrating the fire safety measures to be implemented as part of this development in respect to life safety of the occupants and facilitating adequate fire service access. Officers are satisfied that the submitted Fire Safety Statement provides sufficient information for the planning stage, however fire safety compliance will be subject to final approval under Building Regulations.

5.3 DESIGN AND HERITAGE

5.3.1 The NPPF seeks to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings. The NPPF also requires that proposals should conserve heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations.

5.3.2 Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 makes it a statutory duty for Local Planning Authorities to have special regard to the desirability of preserving listed buildings or their settings when determining Listed Building Consent applications and planning applications respectively.

5.3.3 Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states in relation to Conservation Areas that: 'In the exercise, with respect to any buildings or other land in a conservation area, of any functions under or by virtue of any of the provisions mentioned in subsection (2), special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.'

5.3.4 London Plan Policy D3 specifies that development must take a design led approach that optimises the capacity of sites, with specific regard to form and layout, experience, quality and character. London Plan Policy HC1 states that development proposals affecting heritage assets, and their setting should conserve their significance and avoid harm and identify enhancement by integrating heritage considerations early on the design process.

5.3.5 Local Plan Policy DC1 states that 'Development should create a high quality urban environment that respects and enhances its townscape context and heritage assets. There should be an approach to accessible and inclusive urban design that considers how good design, quality public realm, landscaping and land use can be integrated to help regenerate places. In particular, development throughout the borough should be of the highest standard of design that respects local context and character and should protect and enhance the character, appearance and setting of the borough's conservation areas and its historic environment'.

5.3.6 Local Plan Policy DC4 states that 'The council will require a high standard of design in all alterations and extensions to existing buildings. These should be compatible with the scale and character of existing development, their neighbours and their setting. In most cases, they should be subservient to the original building. Alterations and extensions should be successfully integrated into the architectural design of the existing building. In considering applications for alterations and extensions the council will consider the impact on the existing building and its surroundings and take into account the following:

- a) Scale, form, height and mass;
- b) Proportion;
- c) Vertical and horizontal emphasis;
- d) Relationship of solid to void;
- e) Materials;
- f) Relationship to existing building, spaces between buildings and gardens;
- g) Good neighbourliness; and
- h) The principles of accessible and inclusive design.'

5.3.7 Local Plan DC7 relates to views and landmarks. Subsection 1.a states that, Applications will not be permitted if it would cause unacceptable harm to the view fromHammersmith Bridge, the view along the river, foreshore, and riverside development and landscape between Hammersmith Terrace to the west and Fulham Football Ground to the south. Subsection 2.d states that: Applications will also not be permitted if it would cause unacceptable harm to the view from within the Thames Policy Area of, or to the setting of Hammersmith Bridge, noting "this fine example of a suspension bridge is particularly dominant, and is an important landmark along this stretch of the river". The policy further states that the council will refuse permission where applications in these views will lead to harm to the significance of a designated heritage asset and townscape generally, unless it can be demonstrated that public benefits outweigh the harm caused.

5.3.8 Local Plan Policy DC8 states that the council will '....aim to protect, restore or and enhance the quality, and character, appearance and setting of the borough's conservation areas and its historic environment, including listed buildings, historic parks and gardens, buildings and artefacts of local importance and interest, archaeological priority areas and the scheduled ancient monument'.

5.3.9 Local Plan Policy RTC3 states that:

Development will not be permitted within the Thames Policy Area, unless it:

- o respects the riverside, including the foreshore, context and heritage assets;
- o is of a high standard of accessible and inclusive design; and
- o maintains or enhances the quality of the built, natural and historic environment.

5.3.10 The property is located in the Fulham Reach conservation area, the Thames Policy Area, and is in an Archaeological Priority Area. Given the minor nature of the proposals, the development is not considered to require any assessment upon the setting of other adjacent heritage assets.

5.3.11 The proposed works to Chivas House primarily comprise internal alterations, with only limited changes to the external envelope of the building.

- 5.3.12 The overall scale and massing of the existing building would remain unchanged, except for the infilling of the undercroft between the two principal buildings at street level. This intervention would enhance the legibility of the building's use by introducing a clearly defined and visible reception area. Existing rooftop plant will be removed and replaced with new equipment, including photovoltaic panels. These installations are confined to areas currently occupied by plant and will be largely screened by the existing parapet walls surrounding the main roof, thereby minimising visual impact.
- 5.3.13 The existing hardstanding courtyard, currently underutilised and primarily serving as an overspill parking area, is proposed to be re-landscaped to create an attractive outdoor amenity space for residents. The raising of ground levels and the replacement of existing windows with French doors at ground floor level will facilitate level access to the garden, allowing for the removal of unsightly ramps. These changes would significantly enhance the visual quality of this part of the site. Final landscaping details will be secured by condition.
- 5.3.14 The proposal seeks to retain the majority of the existing building. External alterations to the façades are intended to support the building's transition to a more residential use, including the replacement of sections of curtain walling with back-painted glass spandrel panels, and the removal of external concrete ductwork from the south and east elevations to create more seamless façades. Window modifications at first, second, and third floor levels involve lowering the cills within the existing decorative brick surrounds and replacing the windows with thermally efficient units that match the original appearance. There is no objection to these alterations.
- 5.3.15 At lower ground floor level, the existing garage gates are proposed to be replaced with automatic garage doors, including the addition of a third opening. Further new doors are proposed to provide secondary access. These new openings are designed to align with those on the upper levels, maintaining the architectural rhythm of the façade. All new elements will be finished in a dark grey/black colour to match the existing fenestration.
- 5.3.16 Overall, the proposed works are considered to be sympathetically designed repairs and upgrades to the existing building's fabric. To secure the quality of the proposed works to the external fabric of the building details in plan, section and elevation of typical bays and rooftop plant /PV panels at a scale of 1:20; samples of all external materials and finishes to facades and roofs; details of external lighting; and details of proposed hard and soft landscaping will be secured by conditions.
- 5.3.17 Considering the impact of proposals upon the setting of the Fulham Reach conservation area and the Thames Policy Area, the application site consists of an existing office development, originally developed in the late 1980s, as part of the redevelopment of the former Chancellors Wharf development site. The current development occupies a key river frontage and consequently is situated in the designated boundary of the Fulham Reach conservation area. This section of the river frontage has been subject of recent development activity, not only through the redevelopment of Chancellors Wharf, but also the more modern redevelopment of Riverside Studios, and the Fulham Reach developments. As such, considering this context, alongside the modest scale

of changes proposed to the visual appearance of the host property, the proposals would not result in any harm to the Fulham Reach conservation area, or to the setting of any other heritage assets. Considering the Fulham Reach conservation area, its character and appearance would be preserved.

- 5.3.18 Separately, the application site falls within an area of archaeological interest, specifically the Winslow Road Archaeological Priority Area as designated in the Local Plan. The Greater London Archaeological Advisory Service (GLAAS) has reviewed the proposal and confirmed that, as the development is entirely contained within the footprint of the existing building, it is unlikely to disturb any significant archaeological remains. Consequently, the proposal is not expected to have a material impact on heritage assets of archaeological interest. On this basis, GLAAS has advised that no further archaeological assessment or planning conditions are required.
- 5.3.19 Consequently, the proposal is considered accepting having due regard to the provisions of Section 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act, 1990. The proposals would not result in any harm to the character, significance or setting of any heritage assets, including the significance of the Fulham Reach conservation area. As such, the proposals would be in accordance with the NPPF, Policies D3 and HC1 of the London Plan (2021), and Policies DC1, DC4, DC7, DC8 and RTC3 of the Local Plan (2018).

5.4 RESIDENTIAL AMENITY

- 5.4.1 Directly to the north and south are residential properties of Chancellors Wharf and Distillery Wharf respectively. The key issues in this respect relate to the impact of the external alterations; and the construction and operational phases of the development.

+ Outlook, light and privacy

- 5.4.2 Local Plan Policy HO11 addresses detailed residential standards and, in seeking a high standard of design, seeks to ensure the protection of existing residential amenities; including issues such as loss of daylight, sunlight, privacy and outlook. Policy DC4 advises that good neighbourliness in particular the amenities of the neighbouring properties, and other properties most directly affected by the proposal will be a key consideration when assessing proposals.
- 5.4.3 Key Principles HS6 and HS7 of the Planning Guidance SPD seek to protect the existing amenities of neighbouring residential properties, in terms of outlook, light, and privacy.
- 5.4.4 The scale and the massing of the existing building would remain unchanged, with the exception of the infilling of the undercroft to provide a reception area, of which would not extend beyond the footprint of the existing building, and therefore will not impact upon neighbouring properties in terms of light, outlook or sense of enclosure. New roof mounted plant and associated enclosures will replace existing plant and will not exceed the height of the existing parapet running around the perimeter of the roofs. PV panels would project marginally above the parapet however would be set in from the edges of the roof to

minimise visibility. In view of the above, it is not considered the proposal in this respect would result in undue loss of light, outlook or increased sense of enclosure.

- 5.4.5 The newly landscaped courtyard will include a raised deck access to provide level access for residents. The new ground level will be 1.1m higher than the existing. While the existing courtyard already results in a degree of overlooking, the privacy of the neighbouring properties within Chancellors Wharf to the north will be respected via the addition of screens (1.8m high) that will be set back from the boundary edge with planting. The location of the screens would not impact upon the outlook of the neighbouring properties.
- 5.4.6 There will be no new windows, only the modification of the existing. As such the proposed alterations to the facades would not exacerbate existing overlooking levels.
- 5.4.7 The existing flat roof at third floor level, facing the River, would provide amenity space, accessed from the adjoining communal room. Due to the siting and orientation of the terrace it is not considered its use would cause undue loss of privacy or overlooking to neighbouring properties.
- 5.4.8 On this basis, there will be no reduction in the level of residential amenity experienced at surrounding properties in terms of undue loss of light, privacy, outlook or increased sense of enclosure, in accordance with Local Plan Policies DC1, DC4, HO11, and Key Principles HS6 and HS7 of the Planning Guidance SPD.

+ Environmental Nuisance

- 5.4.9 The key issue in this respect relates the operational activities of the care home, the new plant, and the construction phase in terms of environmental nuisance.
- 5.4.10 London Plan Policy D14 states in order to reduce, manage and mitigate noise to improve health and quality of life, development proposals should manage noise by avoiding significant adverse noise impacts on health and quality of life.
- 5.4.11 Local Plan Policy CC11 states that noise-generating development will not be permitted if it would be liable to materially increase the noise experienced by the occupants of existing noise-sensitive uses in the vicinity. Policy CC13 states that the Council will, where appropriate require mitigation measures if a nuisance (such as smoke, smell, or noise) would be likely to occur. Local Plan Policy CC12 seeks to control the adverse impacts of lighting arrangements.
- 5.4.12 For developments that have the potential to increase noise or vibration levels Planning Guidance SPD Key Principle NN1 requires the submission of a noise and/or vibration survey and report. SPD Key Principle NN4 requires all noise generating uses, including plant, machinery and equipment, will be subject to requirements to minimise noise to relevant criteria in order to protect residential and other noise sensitive amenity.

+ Operational phase:

- 5.4.13 Local Plan Policy HO7(d) supports applications for new care homes, provided the impact of the proposed development will not be detrimental to the amenity of the local area.
- 5.4.14 In this case, the application is supported by an Operational Management Plan which confirms KYN will operate and manage the care home, communal spaces, garden, kitchen, delivery of care, activities and maintenance. While it is anticipated that some external companies will be engaged to undertake tasks such as refuse collection KYN will manage and oversee these interventions from outside companies.
- 5.4.15 A concierge service will operate seven days a week between the hours 8 a.m. to 8pm. It is expected c.65 full-time equivalent staff will cover the care home over a 24-hour period. The highest number of team members expected to be on shift at any one time is 35. This reduces to 8 during the night. The main shift changes will take place between 7am and 8:15am, and again between 5:30pm and 8:15pm with a few individual hospitality and ancillary staff arriving and departing outside of these times. Although KYN has no set 'visiting hours,' it is expected that relatives and friends of the residents will usually visit between 10am and 8pm. Health professional visits, except for emergency situations, are normally expected within the hours of 9am and 5pm.
- 5.4.16 A new landscaped garden is proposed at ground floor level adjacent to Chancellors Wharf, and a terrace is proposed at third floor level. Given the nature of the occupants, it is highly unlikely that the development would harm the existing residential amenities of adjoining occupiers in terms of noise and disturbance.
- 5.4.17 In summary, it is not considered the operational use of the building would not result in an inappropriate and unneighbourly form of development, in accordance with London Plan Policy D14 and Local Plan Policies DC1, DC4, CC11, CC13, HO7 and HO11.

Plant:

- 5.4.18 New plant is to be installed at roof level, and will replace existing plant. Environmental Protection Officers are satisfied that, subject to conditions relating to noise levels and anti-vibration measures, the operation of the proposed plant would have a negligible impact on the amenities of occupiers of the new care home and surrounding properties. As part of the conditions a post installation noise assessment will be required to be carried out to confirm compliance with the sound criteria and where necessary additional steps to mitigate noise shall be taken, as necessary. If complaints are received officers can assess the noise levels and determine any non-compliance, and appropriate action can be taken.

- 5.4.19 Separately, conditions will secure details of sound insulation, and odour abatement equipment and extract systems for the kitchens, to ensure that the amenity of occupiers of the care home as well as surrounding properties is not adversely affected by noise and cooking odour.
- 5.4.20 On this basis, the proposals are considered to comply with London Plan Policy D14 and Local Plan Policies HO7, CC11 and CC13.

Lighting:

- 5.4.21 Details and levels of illumination of external lighting, including floodlights, security lights and decorative external lighting will be secured by a condition, in accordance with Local Plan Policy CC12.

+ Building Works

- 5.4.22 In terms of disturbance during building works, Key Principle NN7 requires the submission of a Construction Management Plan for substantial developments close to other premises. In this case the application is supported by an outline Construction Management Plan. Final details of the construction phases will be secured by a condition to ensure that the amenity of neighbouring properties would not be adversely affected by the building works.

5.5 HIGHWAYS AND TRANSPORTATION

- 5.5.1 London Plan Policy T6 sets out the intention to encourage consideration of transport implications as a fundamental element of sustainable transport, supporting development patterns that reduce the need to travel or that locate development with high trip generation in proximity of public transport services. The policies also provide guidance for the establishment of maximum car parking standards in relation to hotel uses as well as blue badge parking at Policies T6.4 and T6.5. London Plan Policy T5 sets out the requirements for cycle parking in accordance with the proposed use.
- 5.5.2 Local Plan Policy T1 sets out the Council's intention to "work with strategic partners to improve transport provision, accessibility and air quality in the borough, by improving and increasing the opportunities for cycling and walking, and by improving connections for bus services, underground, national and regional rail".
- 5.5.3 Local Plan Policy T2 relates to transport assessments and travel plans and states "All development proposals would be assessed for their contribution to traffic generation and their impact on congestion, particularly on bus routes and on the primary route network".
- 5.5.4 Local Plan Policies T3, T4, T5 and T7 relate to opportunities for cycling and walking, vehicle parking standards, blue badge holders parking and construction logistics. Local Plan Policy CC7 sets out the requirements for all new developments to provide suitable facilities for the management of waste.

+ The Application Site

- 5.5.5 The site is within a PTAL 5 which has very good access to public transport.
- 5.5.6 Vehicular access to the site is provided off Chancellor's Road at two locations. A 3.7m wide gate off the south western end of Chancellor's Road leads into an external parking court with two garage doors serving an underground car park beneath the building. A second gated access 4.3m wide off Chancellor's Road near the eastern corner of the building leads into a forecourt area with an undercroft through link continuing into an internal courtyard. The second access also serves pedestrians with the building entrance provided off the internal courtyard.
- 5.5.7 Chancellor's Road is subject to a 20mph speed limit and is within H&F's Controlled Parking Zone A (CPZ) where parking is restricted in designated bays between 08:30- 22:00 Monday to Sunday to permit holders or pay and display users for a maximum of 2 hours with no return permitted within 2 hours. This restriction is in place only for the streets near the Riverside.
- 5.5.8 Crisp Road, St James Street, Chancellors Street and Queen Caroline Street are also within CPZ A and subject to the parking restrictions from 08:30- 18:30pm Monday- Saturday. CPZ T has restricted parking from Monday - Friday 09:00- 17:00, this covers the surrounding roads Distillery Road, Winslow Road and Manbre Road.
- 5.5.9 A segregated contra-flow bike lane is provided alongside the one-way section of Crisp Road from Chancellor's Road. A row of around 45 Santander Cycles, that allows users to rent bikes for short trips within London, is provided on Crisp Road.

+ Highway works

- 5.5.10 Highway works to the site's frontage will be secured through the S106 legal agreement, which would include resurfacing of c.45m of the Thames Path. An obligation to enter into a S278 agreement with the Council is secured within the legal agreement, and an indicative list of works is included within the Heads of Terms.

+ Car Parking

- 5.5.11 In line with Policy T6 of the London Plan, car-free development should be the starting point for all development proposals in areas that are well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite'). A car-free development also aligns with the council's ambitions to encourage sustainable modes of transport to meet net-zero targets. Hammersmith & Fulham Council is committed to reducing pollution and emissions and promoting walking, cycling, and public transport, especially given the site's excellent connectivity within a PTAL 5 area.

- 5.5.12 There are currently 18 car parking spaces on site, with 12 in the underground car park and six in the external parking court. It is proposed to provide on-site parking (5 spaces including 1 blue badge bay) for operational purposes. These are proposed to be provided with Electric Vehicle charging points. The provision of these operational parking spaces, in line with London Plan Policy T6, is seen as an overall reduction in on-site parking and would allow the proposed use to provide necessary parking spaces for essential staff/visitors such as physiotherapists, doctors, and others who require access to the site on a regular basis. In addition to this, an on-site 'Black Cab' would be provided in order to allow elderly residents to be taken to leisure and health related activities as necessary, similarly to the operation of the other KYN site (KYN Hurlingham) within the borough. Given the anticipated profile of elderly residents with limited mobility, this is considered to be acceptable. As residents are typically frail and living with cognitive impairments such as dementia, they are not expected to own vehicles and therefore no parking is to be provided.
- 5.5.13 Given the site's highly accessible location and in line with both Local and London Plan policies, there will be no on-site parking provision for visitors or general staff. A maximum of 35 staff are expected on site at any one time with around 65 total staff employed. Staff will be encouraged to travel to the site by sustainable and active modes, and will need to be supported in doing so via a staff travel plan which will be secured via the legal agreement alongside an appropriate monitoring fee. Additionally, visitors will be encouraged to do the same via the travel plan. Where necessary, visitors will be able to make use of on street pay and display parking within the CPZ, and those with blue badges are able to park in any CPZ bays without restriction. Given that care home visitors would be permitted to visit at any time of the day, parking surveys were undertaken to understand whether on street parking capacity could accommodate the potential demand.
- 5.5.14 A parking stress survey was undertaken in accordance with the Lambeth methodology, covering a 200m radius from the site. The survey, conducted over four consecutive days (Wednesday 16th to Saturday 19th July 2025) between 06:00 and 22:00, recorded parking occupancy at 30-minute intervals. The survey area included 33 marked on-street parking spaces along Chancellor's Road, with capacity calculated using a standard 5m bay length.
- 5.5.15 The results demonstrate that the maximum parking demand occurred on Wednesday 16th July at 11:30, when 21 vehicles were observed parked within the survey area. This equates to a parking stress level of 64%, leaving 12 spaces available at peak demand. Across the remainder of the survey period, occupancy levels were generally lower, indicating consistent spare capacity.
- 5.5.16 Furthermore, the site is located within a Controlled Parking Zone (CPZ), which operates during key hours to manage parking demand and discourage long-stay or commuter parking. These restrictions, combined with the site's excellent public transport accessibility, will further encourage sustainable travel choices.

- 5.5.17 In conclusion, the survey confirms that there is sufficient on-street parking capacity to accommodate a small number of visitor vehicles without adverse impact on local parking conditions. The development's operational model, supported by CPZ controls and strong public transport links, ensures that visitor parking demand will remain low and manageable.
- 5.5.18 Furthermore, a financial contribution of £15,000 is to be secured within the legal agreement towards future review of the CPZ in order to understand whether amendments to operational times are required once the care home is in operation.
- 5.5.19 An obligation is also included within the legal agreement to restrict permits from being issued to staff and residents. A Car Park Management Plan is secured via condition, in order to detail the proposed booking system for on-site parking. A condition is also secured to provide full detail including manufacturers specification of the proposed EV charging infrastructure for the parking spaces on site.

+ Cycle parking

- 5.5.20 In accordance with Policy T5 of the London Plan for Class C2 care homes, the minimum cycle spaces to be provided is 1 space per 5 FTE staff. The TS notes that there would be 65 staff in FT and PT roles, with 35 staff on site at any one time. The TS notes that 10 long stay spaces would be provided, which is considered to be an acceptable quantum in line with the London Plan standards. Submitted plans show that access would be from the external parking court via a route beside the disabled bay. Three short stay stands are also to be provided within the courtyard area, which would be available for visitors to use. There will be a separate store for two non-standard or cargo bikes, proposed in the northern part of the building at the lower ground floor. This is in compliance with the 5% requirement for all spaces to be provided for larger/accessible cycles. Whilst the quantum is in line with the London Plan minimum quantitative standard, final details of the proposed cycle parking facilities including dimensions/design/manufacturers specifications/materials will be secured by a condition to ensure the final provision meets the quality standards set out in the London Plan and London Cycle Design Standards (LCDS).

+ Delivery and Servicing

- 5.5.21 A Delivery and Servicing Plan (DSP) has been submitted, indicating that servicing will be undertaken from the existing loading bay on Chancellor's Road. The care home, which already operates at KYN Hurlingham in the borough, uses one supplier for the majority of food and kitchen supplies. This approach is proposed to continue at the proposed care home. Core services such as refuse and recycling collection will occur twice weekly, using large or medium lorries. Food and kitchen supplies will be delivered 2-3 times per week via large rigid lorries, while food waste and waste oil collections are scheduled for once weekly and monthly, respectively, using medium lorries. Additional supplies will be delivered as required by medium vans, and postal deliveries will occur daily on weekdays via small vans. Fresh produce will typically occur three times per week using medium or small vans, with wine deliveries scheduled

monthly via large lorries.

- 5.5.22 The delivery schedule is designed to be spread across the week, avoiding peak traffic periods and aligning with the site's operational needs. It is proposed that the majority of these deliveries using larger vehicles will utilise the existing 'Loading Only' bay outside the site. Swept Path analysis has been provided to demonstrate the ability of a large refuse vehicle to access the loading bay and manoeuvre appropriately to within the site's curtilage so as to leave in a forward gear.
- 5.5.23 Given that the existing on street loading bay is also used by surrounding sites, it was requested that a survey of the existing capacity was undertaken to demonstrate the viability of the proposals. Based on the survey data collected over four days (Wednesday 16th to Saturday 19th July 2025), the existing loading bay on Chancellor's Road appears to be capable of accommodating the delivery demand for the proposed care home when compared against the actual delivery schedule of the sister facility at KYN Hurlingham.
- 5.5.24 Across the weekdays, the loading bay was available with two spaces for approximately 70% of the time and had at least one space available for around 93% of the time. This high level of availability suggests that the bay was rarely at full capacity, and even during peak delivery hours, there was typically sufficient space for vehicles to load or unload without obstruction.
- 5.5.25 The actual delivery schedule from the sister care home shows a modest number of deliveries spread throughout the day, with most vehicles staying for relatively short durations—averaging around 13 minutes. This aligns well with the observed usage patterns in the loading bay survey, where delivery vehicles were present intermittently and never caused sustained congestion. Even on the busiest weekday, the bay was never fully occupied for more than short periods. Saturday showed even lighter usage, with only five delivery vehicles recorded and no instances of the bay being fully occupied. This further supports the conclusion that the existing bay has sufficient capacity to handle typical weekend demand.
- 5.5.26 The survey data therefore demonstrates that the existing loading bay would be able to accommodate the delivery needs of the proposed care home. The frequency, duration, and timing of deliveries are compatible with the observed availability of the bay, indicating that no significant operational constraints would arise from using the current infrastructure. Furthermore, a portion of servicing and delivery trips would be accommodated within the site itself without the need for the loading bay, including smaller vehicles such as courier/post vans as demonstrated by swept path drawings. In addition to this, and as an additional mitigation measure, £15,000 is secured toward the review of the surrounding CPZ which could allow for the provision of an additional on street loading facility if considered to be necessary at a later date.

- 5.5.27 The waste collection will be completed by a private contractor appointed by KYN twice per week and usually early in the mornings. The largest vehicle that will travel to the site for waste collection will be a typical 3-axle refuse collector around 10m long. The refuse vehicle will normally arrive at the site and stop in the loading bay on Chancellor's Road. The bins will be moved from the internal bin store to the external parking court with assistance by maintenance or other staff and wheeled to the vehicle for emptying. The vehicle can then position itself forwards into the parking court and reverse into the forecourt access for turning around and leaving along Chancellor's Road in a forward gear.
- 5.5.28 A detailed Delivery and Servicing Plan is to be secured by condition, as well as a monitoring fee by a legal agreement. A separate Waste Management and Collection Strategy is also secured by condition.

+ Trip Generation

- 5.5.29 It has been stated within the Transport Assessment that trips to and from the care home would mainly be associated with staff, visitor and service vehicle movements as residents are typically frail and living with cognitive impairments such as dementia and therefore would not own cars, which would in practice result in low trip rates. The Transport Assessment provided a Trip Generation exercise using the TRICS database, which concluded that the proposed Care Home use could see a reduction in overall trips to the site comparing to the existing office use, showing that in the AM peak there would be a reduction of 9 two way trips, and 10 two way trips in the PM peak. While it is generally accepted that there would be an overall reduction in trips to the site, a more detailed breakdown of trips for both staff and visitors was requested to provide a more accurate projection of the proposed use.
- 5.5.30 Visitor data from the sister site (KYN Hurlingham) provides a useful benchmark for understanding the likely visitor profile at the proposed development. Over a two-day period (21st and 22nd June 2025), a total of 44 individual visits were recorded, comprising 26 visitors on 21st June and 18 visitors on 22nd June. Visits occurred throughout the day, typically between 07:00 and 20:00, with durations ranging from brief check-ins (under 30 minutes) to extended stays exceeding 6 hours, and in some cases overnight. The majority of visits were concentrated in the mid-morning to late afternoon period (10:00-17:00), consistent with standard care home visiting hours. This pattern suggests a steady but manageable flow of visitors, with peak activity during daylight hours and occasional longer stays. Contractor visits were also recorded, though less frequently, indicating routine maintenance and operational support. The proposed development can therefore expect a similar visitor profile with 20-30 visitors per day, primarily family members and care professionals, with minimal impact on local transport or amenity infrastructure.
- 5.5.31 The proposed care home is expected to employ approximately 65 staff across a mix of full-time and part-time roles, with a maximum of 35 staff on-site at any one time during peak operational periods. The nature of care home employment means that staff are typically drawn from the local area, with a catchment of approximately 5 miles, supporting sustainable travel

patterns and reducing reliance on private vehicles. The care home will operate a 24-hour service model, with staff working across three core shifts (morning; afternoon; and night)

- 5.5.32 The night shift will have the lowest staffing levels, typically involving 7-8 staff members. Ancillary staff (e.g. kitchen and housekeeping) will work flexible hours between 07:00 and 20:00, while administrative and management staff will follow standard office hours of 09:00-17:00. Staffing levels are responsive to resident needs, with the morning shift generally requiring the highest number of staff to support personal care routines. The afternoon shift typically sees reduced staffing due to resident activities and outings.
- 5.5.33 Based on the above information and in the context of the site being situated in a highly accessible location with appropriate parking controls as well as the Travel Plan which is secured by a legal agreement, the associated trip generation would not be considered to have an impact on the operation or capacity of the local highway network.

+ Construction Logistics Plan (CLP)

- 5.5.34 An outline CLP has been submitted alongside the application. Given that the scale of works is not yet fully known, the outline CLP is considered generally acceptable. The area has high footfall as it is near the river, with residential units and many businesses nearby. There is also ongoing construction work in the surrounding area which must be considered as part of a wider cumulative impact. A detailed CLP is therefore secured by a condition, together with monitoring fees secured by a legal agreement.

5.6 FLOOD RISK AND SUDS

- 5.6.1 London Plan Policy SI 12 states that development proposals should ensure that flood risk is minimised and mitigated, and that residual risk is addressed. Policy SI 13 sets out the same requirement and additionally states that proposals for impermeable paving should be refused and that drainage should be designed and implemented to address water efficiency, water quality, biodiversity and recreation.
- 5.6.2 Local Plan Policy CC2 requires major developments to implement sustainable design and construction measures, including making the most efficient use of water. Local Plan Policy CC3 requires that new development is required to reduce the use of water and to minimise current and future flood risk. This is supported by Policy CC4 which seeks that developments manage surface water run-off and requires all major developments to implement SuDS and to provide a sustainable drainage strategy.
- 5.6.3 This site is in the Environment Agency's Flood Zone 3. As required, a Flood Risk Assessment (FRA) has been provided with the application.
- 5.6.4 It is noted that the sleeping accommodation will be located at 1st flood level and above with mainly communal and ancillary uses at ground floor level. There is a lower ground floor which will remain in use for car parking, cycle parking, plant room and staff use.

- 5.6.5 It is noted that the FRA states that emergency evacuation procedures will be legally required in the event of a fire or other emergency (such as flood). The site manager can sign up for the Environment Agency's free Flood Warning Service, and specific evacuation procedures will be developed pre-occupation. Flood proofing measures are also recommended in the FRA to help reduce flooding impacts.
- 5.6.6 Separately, the Environment Agency (EA), following receipt of further information in respect to the condition of the adjacent flood defence (Thames River Wall), do not object to the proposals subject to the inclusion of conditions relating to the submission of Flood Defence Surveys and a Residual Life Assessment; Flood Defence Remedial Works and/or Replacement Assessment; and a Long Term Flood Defence Management and Maintenance Plan; as well as an informative requiring a flood risk activity permit (FRAP).
- 5.6.7 With regards to surface water drainage, a Drainage Strategy supports the application, which confirms the site's existing arrangements will be largely retained which directs stormwater to discharge into the Thames which is immediately adjacent to the site. This is an acceptable approach however it is noted that the existing hardstanding courtyard will be relandscaped which will help intercept some rainfall and provide some capacity to allow infiltration, through planting and permeable paving. An attenuation tank will also be provided. The implementation of the drainage measures will be secured by a condition.
- 5.6.8 Subject to conditions no objection would be raised under London Plan Policies SI 12 and SI 13 or Local Plan Policies CC3 and CC4 on sustainable drainage and flooding grounds.

5.7 ENERGY AND SUSTAINABILITY

- 5.7.1 London Plan Policy SI 2 seeks to extend the extant requirement on residential development to non-residential development to meet zero carbon targets. It maintains the expectation that a minimum reduction of 35% beyond Building Regulations to be met on site (10% or 15% of which should be achieved through energy efficiency for residential development, and non-residential development). Where it is clearly demonstrated that the zero-carbon target cannot be met on site, the shortfall should be provided through a cash in lieu contribution to the borough's carbon offset fund, or off-site provided an alternative proposal has been identified and delivery is certain.
- 5.7.2 London Plan Policy SI 4 seeks to minimise internal heat gain and the impacts of urban heat island effect through design, layout, orientation and materials. An energy strategy should demonstrate how development proposals will reduce potential for overheating and reliance on air conditioning systems in accordance with a hierarchy that prioritises the minimisation of internal heat generation through energy efficient design and reductions to the amount of heat entering a building.

- 5.7.3 Local Plan Policy CC1 requires major development applications to include an Energy Assessment which demonstrates how the scheme will implement energy conservation measures by implementing the London Plan sustainable energy policies and meeting associated CO2 reduction target and demonstrating that a series of measures have been taken to reduce the expected energy demand and CO2 emissions. It requires the use of on-site energy generation to further reduce CO2 emissions where feasible. Policy CC2 seeks to ensure the implementation of sustainable design and construction measures by implementing the London Plan sustainable design and construction policies. The Policy requires all major development applications to provide this information in a Sustainability Statement (or equivalent assessment such as BREEAM). These are supported by Key Principles set out in the Energy and Sustainable Design Construction Chapters of the Planning Guidance SPD.
- 5.7.4 The application is supported by an Energy Statement. The Statement includes improvements in the energy efficiency levels of the building and inclusion of on-site renewable energy generation in the form of an Air Source Heat Pump/VRF based system to provide heating and hot water as well as solar PV panels generating electricity. These measures provide a 25% improvement in carbon emissions through energy efficiency measures and 12 % reductions from the renewable energy measures, providing a total CO2 saving of 37% compared to the Building Regulations baseline. These reductions also meet the London Plan targets of achieving at least a 15% CO2 saving via energy efficiency measures and a 35% CO2 reduction overall. A final Energy Statement will be captured by condition. In order to achieve net zero carbon an offset payment will be secured by a legal agreement.
- 5.7.5 A Sustainability Statement has been provided with the application and is supported by a BREEAM pre-assessment which confirms that the proposals will seek to achieve a BREEAM Refurbishment and Fit Out rating of Excellent. A post construction BREEAM assessment to demonstrate that the Excellent rating is secured by a condition.
- 5.7.6 As well as the sustainable energy and carbon reduction measures considered and commented on separately above, the supporting Sustainability Statement confirms other measures will be included to reduce water consumption, include sustainable construction materials, minimise waste generation and maximise recycling, promote sustainable transport use and incorporate biodiversity improvements. The implementation of the measures as outlined in the Sustainability Statement will be secured by a condition.
- 5.7.7 Subject to the conditions/obligations recommended above, the proposals comply with London Plan Policies SI 2 and SI 4, and Local Plan Policies CC1 and CC2.

5.8 AIR QUALITY

- 5.8.1 NPPF (2024) Paragraph 199 relates to air quality, and states planning decisions should ensure that any new development in Air Quality Management Areas (AQMA) is consistent with the local air quality action plan. The council's Air Quality Action Plan 2025-2030 was approved and adopted by the council on the 16th of December 2024.
- 5.8.2 London Plan Policy SI 1 states that development proposals should not lead to deterioration of existing poor air quality, create any new areas that exceed air quality limits or create unacceptable risk of high levels of exposure to poor air quality.
- 5.8.3 Local Plan Policies CC1 and CC10 seek to reduce levels of local air pollution and improve air quality in line with the national air quality objectives by reducing the potential adverse air quality impacts of new developments, requiring the submission of an air quality assessment and mitigation measures where appropriate. These are supported by Planning Guidance SPD Key Principles AQ1 to AQ5, and the council's Air Quality Action Plan.
- 5.8.4 The whole borough is designated as an Air Quality Management Area (AQMA) and the development site is in an area of existing poor air quality that exceeds the annual mean council 2030 Air Quality targets for Nitrogen Dioxide (NO₂), and Particulate Matter (PM_{2.5} and PM₁₀). The development will introduce new residential receptors into an area of poor air quality. The construction and operational phases of the development also have the potential to contribute to a worsening of local air quality, unless appropriate steps are taken to prevent it. Accordingly, the Council's air quality officer has requested several conditions to capture further mitigation measures, including the submission of an Air Quality Dust Management Plan (AQDMP) and associated monitoring fee (captured by a legal agreement).
- 5.8.5 Subject to the conditions/obligations recommended above, no objection would be raised under London Plan Policy SI 1, and Local Plan Policies CC1 and CC10, and the council's Air Quality Action Plan on air quality grounds.

5.9 ARBORICULTURE, ECOLOGY AND BIODIVERSITY

- 5.9.1 London Plan Policy G5 states that major development proposals should 'contribute to the greening of London by including urban greening as a fundamental element of site and building design, and by incorporating measures such as high-quality landscaping (including trees), green roofs, green walls and nature-based sustainable drainage'. Boroughs should develop an Urban Greening Factor (UGF) to identify the appropriate amount of urban greening required in new developments, based on Urban Greening Factors set out in Table 8.2 of the London Plan. Where Local Plans do not have UGF scores, the London Plan UGF identifies scores of 0.4 for predominately residential developments and 0.3 for predominately commercial developments should be applied.

- 5.9.2 London Policy G7 states that existing trees of quality should be retained wherever possible or replaced where necessary. New trees are generally expected in new development, particularly large-canopied species.
- 5.9.3 Local Plan Policies OS1 and OS5 seek to enhance biodiversity and green infrastructure in LBHF by (inter alia) maximising the provision of gardens, garden space and soft landscaping, and seeking green and brown roofs and planting as part of new development; seeking retention of existing trees and provision of new trees on development sites; and adding to the greening of streets and the public realm.

+ Biodiversity Net Gain (BNG)

- 5.9.4 London Plan Policy GG2 Making the best use of land (G) requires developments to aim to secure net biodiversity gains where possible. Likewise, Local Plan Policy G6 Access to nature (D) states that development proposals should manage impacts on biodiversity and aim to secure net biodiversity gain.
- 5.9.5 The statutory requirement for biodiversity net gain comes from Schedule 7A of the Town and Country Planning Act 1990, inserted by Schedule 14 of the Environment Act 2021 and enacted by The Environment Act 2021 (Commencement No. 8 and Transitional Provisions) Regulations 2024. Through this, unless exempt through the Biodiversity Gain Requirements (Exemptions) Regulations 2024, all developments are required to deliver a minimum 10 % net gain for biodiversity as a condition of planning approval.
- 5.9.6 A Biodiversity Net Gain (BNG) Assessment supports the application which establishes the ecological value of the baseline habitats and then assigns a strategic significance to each habitat parcel. The scheme, as proposed within the BNG Appraisal and supporting plans, would result in a BNG of 10.05%, marginally exceeding the statutory minimum of 10%. This will be provided through by the retention of the majority of trees and addition of new areas of trees as well as additional soft landscaping. The application fails to result in a change in watercourse units (counted separately), and as such has agreed to buying credits from a habitat bank or statutory credits. This approach is accepted by the council's Ecology Officer.
- 5.9.7 A BNG Biodiversity Gain Plan and BNG Habitat Management and Monitoring Plan will be secured by way of condition to ensure the delivery of the identified habitats. Monitoring reports will be required to be submitted in years 2, 5, 10, 15, 20, 25, and 30 after the HMMP has been approved. Associated monitoring fees will be secured by a legal agreement.

+ Urban Greening Factor

- 5.9.8 A supporting Landscape Strategy, through the specification of suitable target plantings on the Site, seeks to improve biodiversity.
- 5.9.9 In accordance with London Plan Policy G5 the Urban Greening Factor of the Proposed Development has been calculated as 0.336, achieved through the addition of new areas of trees as well as additional soft landscaping. Final details of landscaping, including species (avoiding any invasive species) and

maintenance details will be secured by a condition. As part of the condition, additional ecological initiatives will also be encouraged, such as bird boxes, native species planting and log piles.

+Ecology

- 5.9.10 A Preliminary Ecological Appraisal supports the application. This assessment is valid for two years from the last survey date, therefore if external alterations and refurbishments are not complete by November 2026, these surveys must be repeated. A condition will be attached to avoid creating unnecessary light pollution and negative impacts on wildlife, particularly commuting and foraging bats. This is particularly important as a riverside development, as it may impact migrating species.

+ Arboriculture

- 5.9.11 There are 10 trees on the property and adjoining land outside of the application boundary that are within close proximity to the development. None of the trees are protected by a Tree Preservation Order. An Arboricultural Impact Assessment supports the application. The proposals aim to retain mature healthy trees and integrate them into new landscaping proposal. 5 trees within the site, which have been confirmed of poor health and value, are proposed to be removed and replaced with appropriate species (16 in total) in a new arrangement. The AIA also includes mitigation measures to protect the remaining trees during construction works. The works outlined in the supporting document will be secured by a condition, as well as final details of the replacement trees to ensure an acceptable replacement tree canopy is achieved.
- 5.9.12 Subject to the inclusion of conditions and s106 obligations officers consider that the proposed development accords with Policies G5 and G7 of the London Plan and Policies OS1 and OS5 of the Local Plan in terms of arboriculture, ecology and urban greening.

5.10 LAND CONTAMINATION

- 5.10.1 Local Plan Policy CC9 states that the Council will support the remediation of contaminated land and that it will take measures to minimise the potential harm of contaminated sites and ensure that mitigation measures are put in place. The Policy requires applicants to carry out site assessment and submit a report of findings on sites where contamination is known to be present, to establish the nature and extent of contamination.
- 5.10.2 Potentially contaminative land uses (past or present) have been identified at, and or, near to this site, and the proposal would introduce uses that are vulnerable to potential contamination. To ensure that no unacceptable risks are caused to humans, controlled waters, or the wider environment during and following the development works conditions will be attached covering the assessment and remediation of contaminated land.
- 5.10.3 Subject to the conditions recommended above, no objection would be raised under Local Plan Policy CC9 on land contamination grounds.

6.0 PLANNING OBLIGATIONS / COMMUNITY INFRASTRUCTURE LEVY (CIL)

+ Mayoral and Local CIL

6.1 The proposal is not liable for CIL payments due to there being no additional floorspace.

+ S106 Heads of Terms

6.2 The NPPF provides guidance for local planning authorities in considering the use of planning obligations. It states that 'authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations and that planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition'.

6.3 London Plan Policy DF1 (Delivery of the Plan and Planning Obligations) states that: "Development proposals should provide the infrastructure and meet the other relevant policy requirements necessary to ensure that they are sustainable and to support delivery of the Plan."

6.4 Local Plan Policy INFRA1 (Planning Contributions and Infrastructure Planning) advises that the council will seek planning contributions to ensure the necessary infrastructure to support the Local Plan is delivered using two main mechanisms 'Community Infrastructure Levy (CIL) and Section 106 Agreements (s106).

6.5 The planning obligations set out in the heads of terms below are considered necessary to make the development acceptable in planning terms, they are related to the development and fairly and reasonable in scale and kind to the development. A Section 106 agreement is therefore required to ensure the proposal is in accordance with the statutory development plan and to secure the necessary infrastructure to mitigate the needs of the Proposed Development.

6.6 In view of the fact the Section 106 agreement will be the subject of extended negotiations, officers consider that circumstances may arise which may result in the need to make minor modifications to the conditions and obligations (which may include the variation, addition, or deletion). Accordingly, the second recommendation has been drafted to authorise the Director of Planning and Property, after consultation with the Assistant Director Legal Services and the Chair of the Planning and Development Control Committee, to authorise the changes they consider necessary and appropriate, within the scope of such delegated authority.

6.7 The Applicant is expected to agree to enter into a legal agreement with the Council to which would include the following site-specific items (i.e. items which are not on the CIL r123 list):

HEADS OF TERMS

- 1) Adult Social Care and other Community Safety and Public Realm Improvements: financial contribution of £305,013
- 2) Energy and Sustainability - Payment of the Carbon Offset Payment in Lieu (£276,864) to offset CO2 emissions (calculated in accordance with the Council's Local Carbon Pricing Mechanism) - subject to review dependent upon the provision of an updated energy statement (secured by condition).
- 3) Employment and skills/ local procurement comprising:
 - a) A financial contribution of £52,375 (£49,000 E&S + £3,375 LP) to support delivery of the Council's Industrial Strategy "Upstream London", including to support employment, skills and local procurement activities
 - b) At least 10% of the total number of people employed during the development are local (H&F) residents, including:
 - a. 7 apprenticeships lasting at least 12 months
 - b. 3.5 paid work experience placements lasting at least 6 months
 - c. 3.5 unpaid work experience placements for local (H&F) residents and students of local (H&F) schools lasting at least 4 weeks
 - c) Local (H&F) businesses are procured in the supply chain of the construction of the development to a value of at least 10% of the build cost
 - d) At least 20% of the total number of people employed in the end use of the development are local (H&F) residents.
 - e) A commitment to sign up to the Council's Upstream Pathway Bond, a broad menu of opportunities to help businesses play a meaningful role in supporting the local community in which they operate - and to encouraging end-users of the development to do so.
 - f) None of these contributions are double counted with any social value contributions committed by a procured developer as part of the procurement process
- 4) Air Quality - contribution of £5,000 per year until completion of construction towards monitoring of Air Quality Dust Management Plan (secured by condition).
- 5) Construction Logistics Plan (CLP) - contribution of £3,000 per year until completion of construction towards monitoring of CLP (secured by condition).
- 6) Delivery and Servicing Plan (DSP) - contribution of £3,000 on first submission and then on the anniversary of submission at yr 1, 3 and 5 towards monitoring of the DSP and associated delivery/servicing activities at the site (secured by condition).
- 7) CPZ Review - contribution of £15,000 towards a review of the existing CPZ operational times and waiting/loading restrictions to understand whether future amendments could be made.
- 8) Travel Plan - submission and implementation; and a contribution of £3,000 on first submission and then on the anniversary of submission at yr 1, 3 and 5 towards Travel Plan monitoring.

- 9) Resident, Visitor and Business Car Parking Permit Free - To prohibit any occupiers, visitors or staff associated with the care home, other than Blue Badge Holders, from obtaining a parking permit, under Section 16 of the Greater London Council (General Powers) Act 1974.
- 10) S278 works include the following indicative works:
 - o Resurfacing c.45m of site frontage along the Thames Path
- 11) Prior to Occupation, to have entered into a Section 278 agreement to deliver the agreed Highway Works necessitated by this Development, at the Developer's cost.
- 12) Not to Occupy the Development until the agreed Highways Works, forming the S278 Agreement, have had the Final Payment required by the Section 106 Agreement paid in full.
- 13) BNG Habitat Management and Monitoring Plan (HMMP) and Monitoring Fee - Submission of monitoring report each monitoring year (years 2, 5, 10, 15, 20, 25, and 30 after the HMMP has been approved); and contribution of £3,500 payable per monitoring year towards monitoring of the reports.
- 14) A commitment to meet the costs of the Council's associated legal fees.

7.0 CONCLUSION

- 7.1 In considering planning applications, the Local Planning Authority needs to consider the development plan as a whole and planning applications that accord with the development plan should be approved without delay, unless material considerations indicate otherwise and any adverse impacts of doing so would significantly and demonstrably outweigh the benefits.
- 7.2 In the assessment of the application regard has been given to the NPPF, London Plan, Publication London Plan, and Local Plan policies as well as guidance.
- 7.3 In summary, the loss of the existing employment use has been justified. The proposed development would contribute towards the needs of the borough's specialist care home provision, as well as providing economic and social regeneration benefits to LBHF. The proposal is acceptable in visual terms and is considered to be of a good quality of design which would not adversely impact upon the setting of the nearby heritage assets. The new care home complies with the relevant standards and provides a good quality of accommodation for the new occupants. Subject to conditions the proposal would not result in unacceptable impacts upon the amenities of neighbouring residential properties. Highways, transportation and environmental matters including energy and sustainability, flood risk, air quality, land contamination and ecology and biodiversity have also been satisfactorily addressed and will be subject to conditions/s106 planning obligations. In these respects, the proposals comply with the relevant policies of the NPPF (2024), the London Plan (2021), the Local Plan (2018) and the relevant Key Principles within the Planning Guidance Supplementary Planning Document (2018).

7.4 Officers have taken account of all the representations received and in overall conclusion for the reasons detailed in this report it is considered, having regard to the development plan as a whole and all other material considerations, that planning permission should be granted subject to the conditions listed, and the completion of a s106 agreement.

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

8.0 RECOMMENDATION

8.1 The application is therefore recommended for approval, subject to conditions and the completion of a legal agreement.