

# London Borough Of Hammersmith & Fulham

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## Planning Applications Committee

Agenda for 11th January 2017

Index of Applications, Enforcement Actions, Advertisements etc.

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<b>WARD: REG NO:</b>	<b>SITE ADDRESS:</b>	<b>PAGE:</b>
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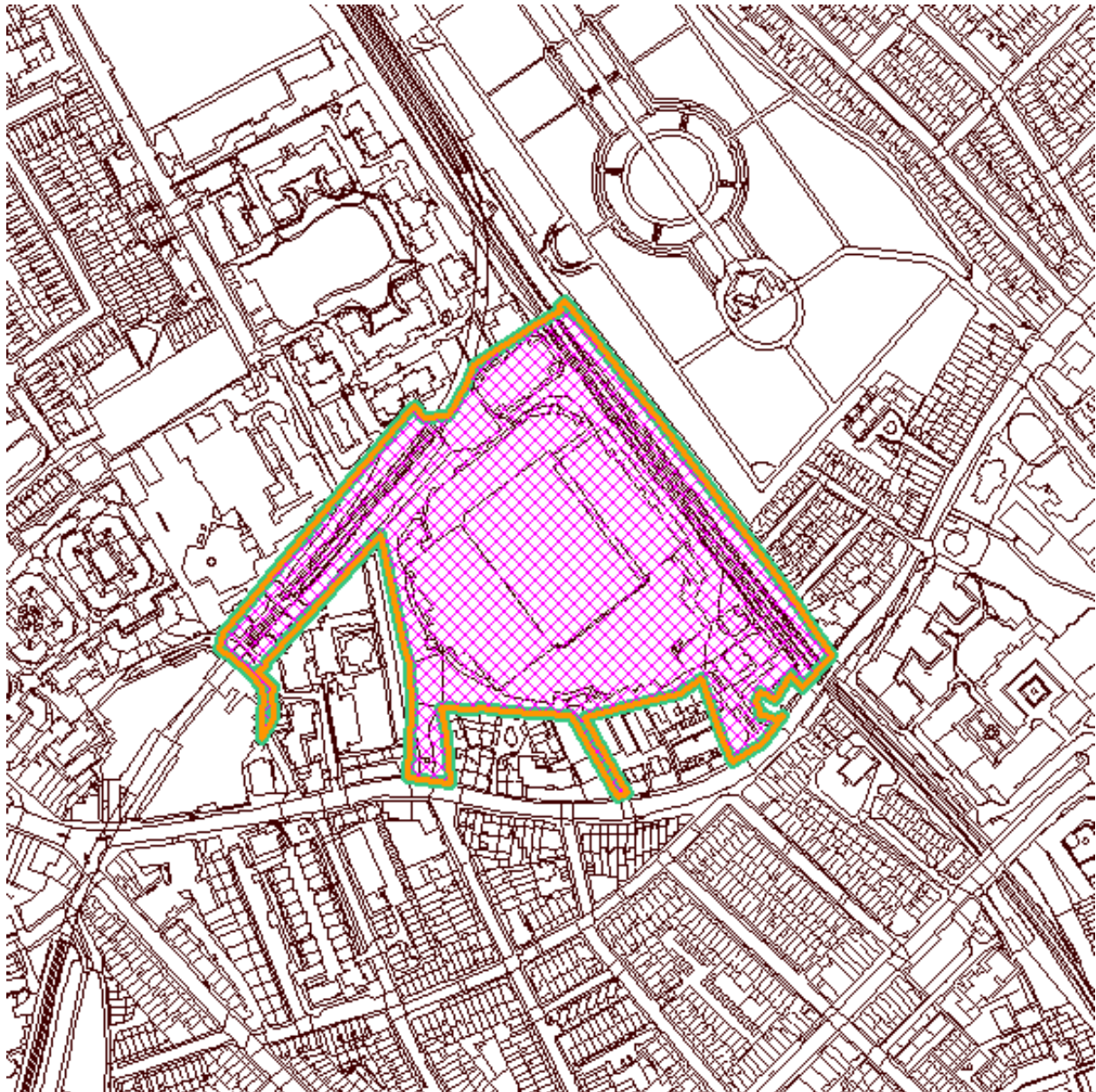
Briefing - Old Oak & Park Royal Development Corporation (7:00 pm to 7:30 pm)

Parsons Green And Walham 2015/05050/FUL	Stamford Bridge Grounds Fulham Road London SW6 1HS (from 7:30 pm)	<b>8</b>
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**Ward:** Parsons Green and Walham

**Site Address:**

Stamford Bridge Grounds, Fulham Road, London SW6 1HS



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For identification purposes only - do not scale.

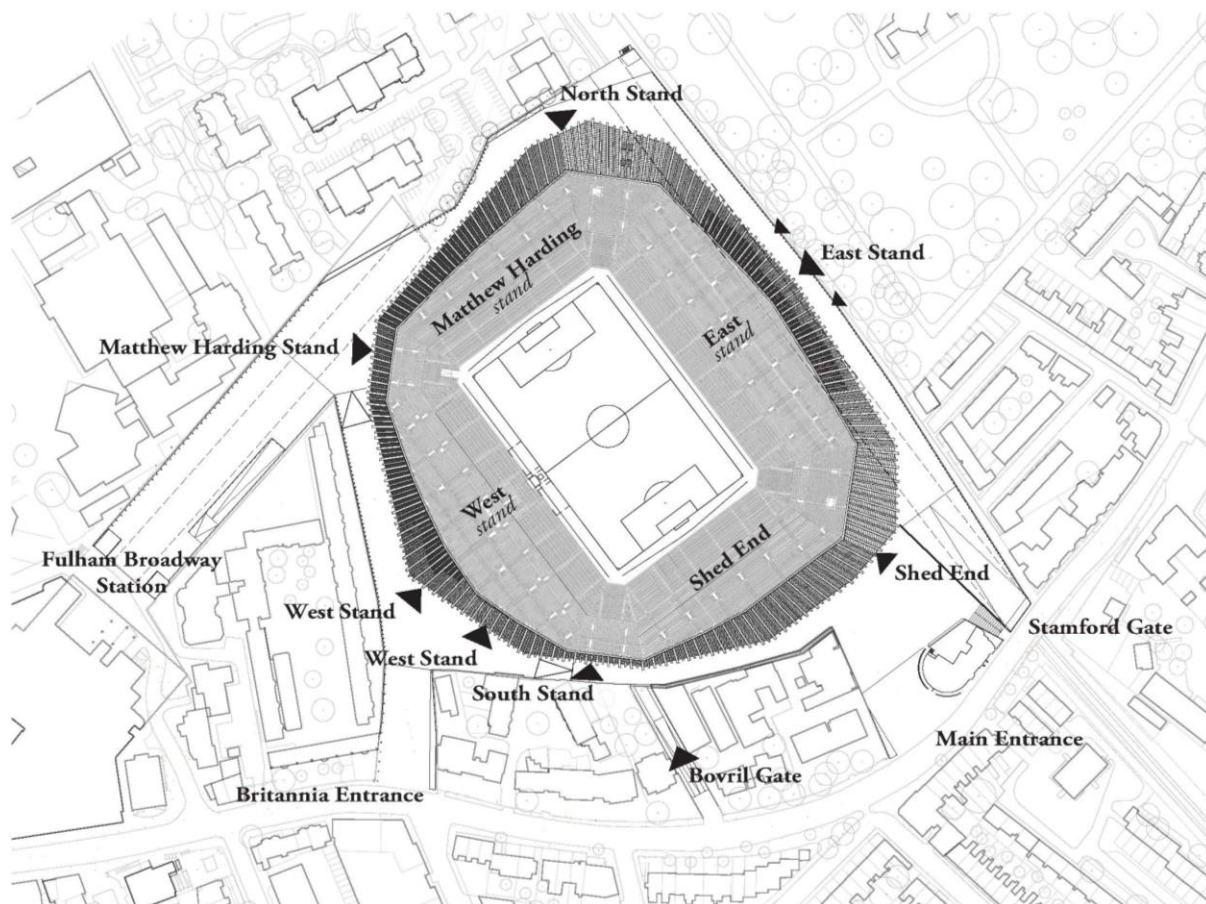
**Reg. No:**  
2015/05050/FUL

**Case Officer:**  
John Sanchez

**Date Valid:**  
19.11.2015

**Conservation Area:**  
Moore Park CA - Number 30  
Walham Green CA - Number 14  
The Billings/Brompton Cutting CA – Number 31

**Committee Date:**  
11.01.2017



**Applicant:**  
Fordstam Ltd  
C/O Agent

**Description of Development:**

Demolition of existing stadium and buildings within Stamford Bridge Grounds and construction of a new 60,000 capacity football stadium with ancillary stadium related uses, including a combined heat and power (CHP) plant, club shop, kiosks and museum; restaurant/café (Class A3); construction of a decking platform over the District Line railway (to the north-west) and the Southern mainline railway (to the east); external concourse areas; associated excavation works; new pedestrian access from Fulham Broadway Station and Fulham Road; new vehicular access via Wansdown Place; associated car parking, landscaping and related works.

**Application type:**  
Full Detailed Planning Application

**Drg. Nos:** As listed in Condition 2 below

## **STAMFORD BRIDGE GROUNDS REPORT CONTENTS:**

### **RECOMMENDATIONS**

### **CONDITIONS**

### **RECOMMENDED REASONS FOR APPROVAL**

#### **1.0 BACKGROUND**

#### **2.0 PUBLICITY AND CONSULTATIONS**

#### **3.0 ENVIRONMENTAL IMPACT ASSESSMENT**

#### **4.0 PLANNING CONSIDERATIONS**

- **Main Considerations**
- **Policy Framework**
- **Redevelopment of New Football Stadium**
- **Other Proposed uses**
- **Residential Policy Issues**
- **Loss of Commercial Floorspace**
- **Open Space Considerations**
- **Community Initiatives**
- **Social, Leisure, Recreation, and Sporting Initiatives**
- **Economic Considerations**
- **Design and Conservation**
- **Highways and Transport**
- **Stadium Operations and Secure by Design**
- **Amenity Considerations**
- **Other Environmental Considerations**

#### **5.0 EQUALITIES AND HUMAN RIGHTS**

#### **6.0 COMMUNITY INFRASTRUCTURE LEVY AND SECTION 106 AGREEMENT**

#### **APPENDIX 1 – CONSULTATION AND NEIGHBOUR COMMENTS [LIST OF ADDRESSES]**

## **OFFICERS' RECOMMENDATIONS:**

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

2) To authorise the Director for Planning & Development in consultation with the Director of Law and the Chair of the Planning and Development Control Committee to make any minor modifications to the proposed conditions or heads of terms or any subsequent minor changes arising out of detailed negotiations with the applicant which may necessitate the modification, which may include the variation, addition or deletion of the conditions and heads of terms as drafted to ensure consistency between the two sets of provisions.

## **CONDITIONS**

### **DEFINITIONS:**

**The "Development"** means Demolition of existing stadium and buildings within Stamford Bridge Grounds and construction of a new 60,000 capacity football stadium (Class D2) with ancillary stadium-related uses including a Combined Heat and Power (CHP) plant, Club shop, kiosks and museum; restaurant/café (Class A3); together with the construction of a Decking Platform over the District Line railway to the north-west and a Decking Platform over the Southern mainline railway to the east; external concourse areas; associated excavation works; new pedestrian access from Fulham Broadway Station and Fulham Road; new vehicular access via Wansdown Place; car parking; landscaping and related works.

**"Stages" of the Development** means the four stages of the development, describe thereafter as: "(a) Advance Infrastructure, Enabling and Temporary Works"; "(b) Demolition Works"; (c) "Construction Works" and (d) "Fitting-out, Landscape and Internal Stadium Works", all as assessed within the supporting Environmental Impact Assessment, recorded as "Construction Programme", under paragraph 3.4.7 within Part 2 of the Revised Environmental Statement (July 2016).

**"Development"** means the statutory definition of 'development' which is set out in Section 55 of the Town and Country Planning Act 1990 (as amended).

**"Commencement"** means the initiation of development as defined in Section 56(4) of the Town and Country Planning Act 1990 (as amended) including the Stages of the Development, and "Commence" shall be construed accordingly.

**"Advance Infrastructure, Enabling and Temporary Works", stage (a),** means pre-stadium infrastructure, enabling and temporary works required for the first stage of the development which comprise:

- Demolition works associated with removal of the existing ancillary buildings/structures (excluding the existing stadium structure) on the site, including the Health Club, Hotels, Village Court and London Underground Limited (LUL) bridge over the District Line adjacent to Fulham Broadway Station; and



- Enabling works associated with utility diversion works and the construction of the north and east decking platforms over the two existing railway lines.

**“Demolition Works”, stage (b)** means demolition of the existing stadium structure including the excavation and sub-structure works on the site.

**“Construction Works”, stage (c)**, means the construction of the superstructure of the stadium building and includes all construction works below and above the ground floor/ podium level, the stadium building envelope and all external works on the site.

**“Fit Out, Landscape and Internal Stadium Works”, stage (d)**, means the final fitting-out, finishes and services to the stadium structure, pitch construction and completion of external works including soft and hard landscaping.

**“Occupation”** means completion of the stadium structure to ‘match ready’ condition, with any prior test events having been carried out.

**"Confirmatory Deed"** means a confirmatory deed as defined in and in accordance with the Section 106 Agreement and in substantially the form attached [as an Appendix of the Section 106 Agreement](#).

**“The Professional Football Club”** means teams of all ages and genders representing the professional football club playing competitive and friendly matches.

**“First Stadium Event” including Test Events** means the first public event to be held in the redeveloped stadium following completion of the stages of the Development.

**Playing Area** means the playing pitch measuring 105m x 68m or as altered from time to time at the discretion of the professional football club within ‘The Laws of the Game’ (published by The International Football Association Board) together with the stadium bowl comprising 60,000 seats and associated areas.

**“Section 106 Agreement”** means the deed dated [TBC] entered by the London Borough of Hammersmith and Fulham (“LBHF”) and other parties as named therein pursuant to section 106 of the Town and Country Planning Act 1990 (as amended) and other enabling powers as referred to therein and which is secured as part of this planning permission (as may be amended from time to time).

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## **A: STANDARD DEVELOPMENT CONTROL CONDITIONS**

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### **Time Limits**

1. The development hereby permitted shall be begun not later than the expiration of 3 years beginning with the date of this (full planning) permission and each of the following Stages of the development shall be carried out in accordance with the timescales set out below:
  - (a) Advance Infrastructure, Enabling and Temporary Works shall be begun not later than 3 years beginning with the date of this (full planning) permission;
  - (b) Demolition Works shall be begun not later than 5 years beginning with the date of this (full planning) permission;
  - (c) Construction Works shall be begun not later than 6 years beginning with the date of this (full planning) permission; and
  - (d) Fit Out, Landscape and Internal Stadium Works shall be begun not later than 7 years beginning with the date of this (full planning) permission.

Reason: 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).

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### **Approved Drawings & Documents**

2. The development shall be carried out and completed in accordance with the following approved drawings and supporting documents:

PN\_ST\_000\_B; PN\_ST\_001\_A; PN\_ST\_002\_B; PN\_ST\_003\_B; PN\_ST\_004\_B;  
PN\_ST\_005\_B; PN\_ST\_006\_B; PN\_ST\_007\_B; PN\_ST\_008\_B; PN\_ST\_009\_B;  
PN\_ST\_010\_B; PN\_ST\_011\_B; PN\_ST\_012\_B; PN\_ST\_013\_B; PN\_ST\_014\_B;  
PN\_ST\_015\_B; PN\_ST\_016\_B; PN\_ST\_017\_B; PN\_ST\_018\_B; PN\_ST\_019\_B;  
PN\_ST\_020\_B; PN\_ST\_021\_B; PN\_ST\_022\_B; PN\_ST\_023\_B; PN\_ST\_024\_B;  
PN\_ST\_025\_B; PN\_ST\_026\_B; PN\_ST\_027\_B; PN\_ST\_028\_B; PN\_ST\_029\_B;  
PN\_ST\_030\_B; PN\_ST\_031\_B; PN\_ST\_032\_B; PN\_ST\_035\_A; PN\_ST\_036\_A;  
PN\_ST\_037\_A; PN\_ST\_038\_A; PN\_ST\_039\_A; PN\_ST\_040\_A; PN\_ST\_041\_A;  
PN\_DM\_001\_5;

SBG\_VGT\_DR\_L\_1\_001\_A; SBG\_VGT\_DR\_L\_1\_002\_A;  
SBG\_VGT\_DR\_L\_1\_003\_A; SBG\_VGT\_DR\_L\_1\_004\_A;  
SBG\_VGT\_DR\_L\_1\_005\_A; SBG\_VGT\_DR\_L\_1\_006\_A;  
SBG\_VGT\_DR\_L\_1\_007\_A;

3284-WSP-ST-B3-PL-S-PL0700\_P3; 3284-WSP-ST-B2-PL-S-PL0800\_P3;  
3284-WSP-ST-B1-PL-S-PL0900\_P3; 3284-WSP-ST-GF-PL-S-PL1000\_P3;  
3284-WSP-ST-01-PL-S-PL1100\_P3; 3284-WSP-LU-FL-PL-S-PL0711\_P2;

3284-WSP-LU-FL-PL-S-PL0712\_P3; 3284-WSP-LU-GF-PL-S-PL1001\_P2;  
3284-WSP-LU-GF-PL-S-PL1002\_P3; 3284-WSP-NR-FL-PL-S-PL0701\_P3;  
3284-WSP-NR-FL-PL-S-PL0702\_P3; 3284-WSP-NR-FL-PL-S-PL0703\_P3;  
3284-WSP-NR-FL-PL-S-PL0704\_P3; 3284-WSP-NR-01-PL-S-PL1101\_P3;  
3284-WSP-NR-01-PL-S-PL1102\_P3; 3284-WSP-NR-01-PL-S-PL1103\_P3;  
3284-WSP-NR-01-PL-S-PL1104\_P3; 3284-WSP-ST-ZZ-SE-S-PL7001\_P3;  
3284-WSP-ST-ZZ-SE-S-PL7002\_P3; 3284-WSP-ST-ZZ-SE-S-PL7003\_P3;  
3284-WSP-ST-ZZ-SE-S-PL7004\_P3; 3284-WSP-NR-ZZ-SE-S-PL7101\_P3;  
3284-WSP-LU-ZZ-SE-S-PL7201\_P3; 3284-WSP-LU-ZZ-SE-S-PL7202\_P3;

PN\_FST\_PA\_001

Cover Letter dated 31 August 2016;  
Planning Statement (Rev.2 dated November 2015) and Planning Statement  
Addendum (Rev.1 dated July 2016);  
Design and Access Statement (November 2015) and Design and Access Statement  
Addendum (July 2016);  
Transport Assessment (November 2015) - including Delivery and Service Plan and  
Framework Stadium Management Plan;  
Transport Assessment Addendum (Rev.1 dated July 2016) - including Revised  
Match and Non Match Day Travel Plans;  
Statement of Community Involvement (November 2015);  
Waste Management Plan (Rev.1 dated November 2015);  
Revised Energy Statement (Rev. A dated July 2016);  
Revised Sustainability Statement (Rev. 6 dated July 2016);  
Revised Flood Risk Assessment & Foul Water Strategy (Rev. 6 dated July 2016);  
Revised Outline Construction & Logistics Plan (Final 2 dated June 2016);  
Revised Arboricultural Report (Rev. 6 dated July 2016);  
Construction Environmental Management Plan (Rev.1 July 2016);  
Ecological Management Plan; (Rev.1 July 2016);  
Lighting Assessment (Rev.A dated July 2016);  
Revised Environmental Statement comprising: Part 1: Non-Technical Summary  
(Rev. 2 dated July 2016); Part 2: Main Report (Rev. 1 dated July 2016); Part 3:  
Technical Appendices (dated July 2016) and WSP/Parsons Brinckerhoff letter dated  
31st August 2016 as an addendum to Section 11: Air Quality of the Revised  
Environmental Statement.

Reason: 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 7.1, 7.2, 7.3, 7.4, 7.5, 7.6, 7.7, 7.8 and 7.21 of the London  
Plan (2016) and Policy BE1 of the London Borough of Hammersmith and Fulham  
Core Strategy (2011) and Policies DM G1, DM G3, DM G6, DM G7 of the  
Development Management Local Plan (2013).

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### **Building Contract**

3. Prior to commencement of the development hereby approved (including the  
advance infrastructure, enabling or temporary works and demolition works), a copy  
of the building contract entered for the development of the site in accordance with



the planning permission permitted and a copy of the notice of the advance infrastructure, enabling or temporary works and/or demolition works, including the start date shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the advance infrastructure, enabling and demolition works does not take place prematurely and to safeguard the character and appearance of the surrounding area, in accordance with Policy BE1 of the London Borough of Hammersmith and Fulham Core Strategy (2011) and Policies DM G1 and DM G7 of the Development Management Local Plan (2013).

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**Stage Works (advance infrastructure, enabling or temporary; demolition; construction and fit out, landscape and internal stadium works) - programme for the development**

4. Prior to Commencement of development hereby approved the final details and construction programme for the Stages of the development hereby permitted shall be submitted to and approved in writing by the Local Planning Authority. The details shall include a complete programme and timescale for the implementation and delivery of each the Stages of works associated with the development, in accordance with the provisions and the assessment carried out in the Revised Environmental Statement (July 2016) and Revised Outline Construction Logistics Plan (July 2016) hereby approved or any subsequent amendments approved by the Local Planning Authority. The development in each of the Stages shall be carried out in accordance with the approved final details, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the development is carried out in a comprehensive, orderly, and satisfactory manner, in accordance with the provisions and assessment set out in the approved Environmental Impact Assessment, in accordance with Policies BE1, CC4 and T1 of the London Borough of Hammersmith and Fulham Core Strategy (2011) and Policies DM G1, DM H2, DM H11, DM J1 and DM J6 of the Development Management Local Plan (2013).

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**Restriction of development on land**

5. No development shall commence until:
- (a) All the parties with any freehold and/or relevant leasehold interest in the Land comprising the development site as approved have entered a Confirmatory Deed to bind the relevant Land in its entirety by the planning obligations contained in the Section 106 Agreement.
  - (b) The Local Planning Authority has confirmed in writing it is satisfied, having been provided with and investigated title, that all interests in the relevant part of the Land are bound by the said Confirmatory Deed.

Reason: The Local Planning Authority would have refused the planning application in the absence of the S106 Agreement and at the time of this permission being issued the applicant is not able to bind all relevant interests in the site to the terms of the planning obligations that it contains. This condition restricts development on the land until such time that it is bound by a Confirmatory Deed and the planning obligations contained in the S106 Agreement are therefore enforceable, in accordance with Policy BE1 of the London Borough of Hammersmith and Fulham Core Strategy (2011).

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### **Floor space Areas & Mix of Uses (Maximum Quantum)**

6. The total gross internal floor space (GIA) areas of the land uses comprising the development hereby approved shall not exceed the following:

- (a) Stadium Use: (Class D2): including total stadium floor space (including external staircases and ancillary stadium related uses within the stadium bowl together with the club shops, museum and other ancillary uses within the stadium grounds) and associated structures including parking, servicing, CHP plant and storage: 152,898 sqm gross internal area (GIA); and
- (b) Non Stadium Use: Restaurant/Café (Class A3): 160 sqm gross internal area (GIA).

Reason: To ensure the development carried out does not exceed the maximum floor space in accordance with the approved plans and the quantum of floor space keeps within the development approved and assessed in the Environmental Impact Assessment, in accordance with Policies 7.1, 7.2, 7.3, 7.4, 7.5, 7.6, 7.7 and 7.8 of the London Plan (2016), Policies BE1 and CC4 of the London Borough of Hammersmith and Fulham Core Strategy (2011) and Policies DM G1, DM G2, DM G6, DM G7, DM H9, DM D1, DM D2, DM C3, DM C6, DM B1, DM B2 and DM B3 of the Development Management Local Plan (2013).

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### **Business and Community Liaison Group**

7. For the duration and completion of each stage of development hereby permitted and up to a period of five years after the first Occupation of the Stadium, the applicant will establish and maintain a Business and Community Liaison Group having the purpose of:

- (a) informing residents and businesses of the different stages of the demolition and construction programme and any design updates of the development;
- (b) informing residents and businesses of progress of enabling, demolition and construction/fit out activities;

- (c) informing residents and businesses of appropriate mitigation measures;
- (d) informing residents and businesses of considerate methods of working such as working hours and site traffic;
- (e) providing advanced notice of exceptional hours of work, including details of agreed possession and engineering dates with the railway operators: London Underground Limited (LUL) and Network Rail (NR), other works or deliveries.
- (f) providing residents and businesses with an initial contact for information relating to the development and procedures for receiving/responding to comments or complaints regarding the development with the view of resolving any concerns that might arise;
- (g) providing telephone contacts for residents and businesses 24-hours daily throughout the Stage of development; and
- (h) producing a leaflet prior to commencement of each stage of the development for distribution to residents and businesses, identifying progress of the development and which shall include an invitation to register an interest in the Liaison Group.

The terms of reference for the Business and Community Liaison Group should be submitted to the Council for approval prior to commencement of the development. The Business and Community Liaison Group shall meet at least once every month for the first six months, with the first meeting taking place two months prior to commencement of development. The meetings shall become every two months after the expiry of a period of six months thereafter or at such longer period as Business and Community Liaison Group shall agree.

Reason: To ensure satisfactory communication with residents, businesses, and local stakeholders throughout the construction of the development, in accordance with the Strategic Objectives, Strategic Policy C and Policy CC4 of the London Borough of Hammersmith and Fulham Core Strategy (2011) and Policies DM G1, DM H2, DM H11, DM J1 and DM J6 of the Development Management Local Plan (2013).

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## **Flood Risk Management**

8. The development hereby approved shall be carried out in accordance with the Revised Flood Risk Assessment (FRA) and Foul Water Strategy, as set out by WSP Parsons Brinckerhoff, dated July 2016 (Revision 6).

Reason: To reduce the impact of flooding on the development and future occupants in accordance with Policies 5.11, 5.12, 5.13, 5.14 and 5.15 of the London Plan (2016), Policies CC1 and CC2 of the of the London Borough of Hammersmith and Fulham Core Strategy (2011) and Policies DM G1, DM H2 and DM H3 of the

Development Management Local Plan (2013) and SPD Sustainability Policies 1 and 2 of the Planning Guidance Supplementary Planning Document (July 2013).

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### **Ecological Management Plan**

9. All the open space including, landscape areas, green/brown roofs and boundary walls provided as part of the development hereby approved shall be managed and maintained in accordance with the approved Ecological Management Plan produced by AECOM (dated 4 July 2016) for the development approved, for a minimum of 5 years.

Reason: To ensure the management and maintenance of all the open space and green/brown roofs in accordance with Policies 5.11, 5.13, 7.19 and 7.21 of the London Plan (2016), Policies OS1 and BE1 of the London Borough of Hammersmith and Fulham Core Strategy (2011), Policies DM G1, DM G7, DM E3 and DM E4 of the London Borough of Hammersmith and Fulham Development Management Local Plan (2013).

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### **Telecommunications Equipment (siting and details)**

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

Reason: To ensure that the visual impact of telecommunication equipment upon the appearance of the approved development and surrounding area can be considered, in accordance with in accordance with Policies 7.6 and 7.8 of the London Plan (2016), Policy BE1 of the London Borough of Hammersmith and Fulham Core Strategy (2011) and Policies DM G1, DM G3 and DM G7 of the Development Management Local Plan (July 2013).

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### **Advertisements**

11. No advertisements shall be displayed on or within any elevation of the development (including inside windows), without details of the advertisements having first been submitted to and agreed in writing by the Council.

Reason: In order that any advertisements displayed on the building are assessed in the context of an overall strategy, so as to ensure a satisfactory external appearance and to preserve the integrity of the design of the building, in accordance with policy BE1 of the London Borough of Hammersmith and Fulham Core Strategy (2011), Policy DM G1, DM G4, DM G7 and DM G8 of the Development Management Local Plan (2013) and SPD Design Policy 29 of the Planning Guidance Supplementary Planning Document (July 2013).

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## **Level Thresholds**

12. All entrance doors for the development hereby approved shall have level thresholds installed at the same level as the areas fronting the entrances and shall not be less than 1 metre wide.

Reason: In order to ensure the development provides ease of access for all users, in accordance with Policy 7.2 of the London Plan (2016), Policy BE1 of the London Borough of Hammersmith and Fulham Core Strategy (2011), Policies DM G1 and G2 of the Development Management Local Plan (July 2013) and SPD Design policies 1,2, 3, 4.6, 7.8 and 9 of the Planning Guidance Supplementary Planning Document (July 2013).

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## **External Alterations**

13. No alterations shall be carried out to the external appearance of the development, including the installation of air-conditioning units, ventilation fans or extraction equipment, plumbing or pipes, other than rainwater pipes 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.

Reason: To ensure a satisfactory external appearance and to prevent harm to the street scene and public realm, and to ensure that neighbouring occupiers are not unduly affected by smell, noise and disturbance, in accordance with Policies 7.1, 7.6 and 7.7 of the London Plan (2016), Policies BE1 and CC4 of the London Borough of Hammersmith and Fulham Core Strategy (2011), policies DM G1 and DM G7 of the Development Management Local Plan (July 2013) and SPD Amenity policies 18 and 22 of the Planning Guidance Supplementary Planning Document (July 2013).

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## **Roller Shutters**

14. No roller shutters shall be installed on any façade of the development hereby approved unless the details have been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure a satisfactory external appearance and to prevent harm to the street scene, in accordance with Policy BE1 of the London Borough of Hammersmith and Fulham Core Strategy (2011), Policies DM G1 and G4 of the Development Management Local Plan (2013) and Planning Guidance Supplementary Planning Document (2013)

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## **Replacement of Trees, Shrubs and planting**

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

Reason: To ensure a satisfactory external appearance and provision for planting in relationship with its surroundings and in the interest of sustainable urban drainage and habitat provision, in accordance with Policies 5.10, 5.13, 7.1, 7.6, 7.19 and 7.21 of the London Plan (2016), Policy OS1, CC1, CC4 and BE1 of the London Borough of Hammersmith and Fulham Core Strategy (2011) Policies DM E3, DM E4, DM G1 and DM G7 of the Development Management Local Plan (July 2013) and SPD Sustainability policies 14-24 of the Planning Guidance Supplementary Planning Document (July 2013).

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16. In order to minimise the impact of vibration generated by the construction work on the Brompton Cemetery Western Catacombs, construction methodology and plant shall be selected to ensure that the generation of vibration in the range of 10 to 40 Hz is avoided. A scheme of continuous vibration monitoring, as detailed within sections 7.1.6 and 7.1.7 of the Brompton Cemetery Vibration Assessment Report (prepared by WSP Parsons Brinkerhoff dated 10 May 2016 ref. 70003284-401-R01) (the report) shall also be implemented whenever vibration-inducing construction works are carried out within 50 metres of the Western Catacombs. The monitoring scheme shall adopt the proposed Action Levels detailed in Table 6-4 of the report. The recommendations of the report shall be adopted and implemented in full.

Reason: To ensure that the neighbouring asset is not adversely affected by vibration in accordance with Policies 7.8 and 7.15 of the London Plan (2016) and Policies DM G7, DM H9 and DM H11 of the Development Management Local Plan (2013).

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## **B: SITE WIDE PRE-COMMENCEMENT CONDITIONS**

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### **Demolition & Logistics Plan**

17. The development hereby permitted shall not commence until a Demolition & Logistics Plan (DLP) has been submitted to and approved in writing by the Local Planning Authority for each of each of the following stages:

- (a) advance infrastructure, enabling and temporary works; and
- (b) demolition works.



The development shall be carried out in accordance with the approved DLP for each stage of the works set out above and shall cover the following minimum requirements:

- the estimated number, size and routes of demolition and construction vehicles per day/week;
- details of a Low Emission Vehicle Strategy;
- details of the access arrangements and delivery locations on the site;
- details of any vehicle holding areas; and
- other matters relating to traffic management to be agreed as required.

The DLP shall identify efficiency and sustainability measures to be undertaken while the development is being built. The approved details shall be undertaken in accordance with the terms and throughout the period set out in the DLP.

Reason: To ensure that construction works do not adversely impact on the operation of the public highway, and to ensure the amenity of occupiers of surrounding premises is not adversely affected by noise, vibration, dust, lighting, or other emissions from the building site, in accordance with Policies 5.2, 5.18, 5.19, 5.21, 6.3, 7.14 and 7.15 of the London Plan (2016), Policies CC1, CC4 and T1 of the London Borough of Hammersmith and Fulham Core Strategy (2011), Policies DM H1, DM H2, DM H5, DM H7, DM H8, DM H9, DM H10, DM H11, DM J1 and DM J6 of the Development Management Local Plan (2013) and SPD Amenity Policy 26 of the Planning Guidance Supplementary Planning Document (July 2013).

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## **Demolition and Waste Management Plan**

18. The development hereby permitted shall not commence until a Demolition and Waste Management Plan (DWMP), including a Demolition Method Statement has been submitted to and approved in writing by the Local Planning Authority, for each of the following stages:

- (a) advance infrastructure, enabling and temporary works; and
- (b) demolition works.

The development shall be carried out in accordance with the approved Demolition and Waste Management Plan for each stage of the works set out above and shall cover the following minimum requirements:

- working hours, including details of out of hour works associated with the possession and/or engineering dates agreed with London Underground Limited (LUL) and Network Rail (NR);
- health and safety;
- dust and air quality mitigation, including monitoring;
- noise and vibration mitigation, including monitoring;
- a Low Emission Vehicle Strategy;

- external illumination of site, including mitigation;
- temporary fencing and/or enclosure;
- protection measures to all adjacent boundary walls and other means of enclosure, including the Brompton Cemetery wall and 'Shed' south boundary wall;
- water management;
- pollution control;
- ecology and environmental protection measures (including adjacent tree protection);
- emergency planning;
- advance notification and community liaison with neighbours and other interested parties;
- site logistics and operations;
- contractors 'method statements';
- display of 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 car parking;
- storage of any skips, oil, and chemical storage etc.;
- access and egress points to the site, including delivery locations;
- classification of all waste including hazardous waste, according to current legislative provisions;
- measures to minimise waste generation;
- opportunities for re-use or recycling;
- provision for the segregation of waste streams on the site that are clearly labelled;
- licensing requirements for disposals sites;
- an appropriate audit train encompassing waste disposal activities and waste consignment notes; and
- measures to avoid fly tipping by others on land being used for construction.

No demolition shall commence until a risk assessment based on the Mayor's Best Practice Guidance (The control of dust and emissions from construction and demolition) has been undertaken and a method statement for emissions control (including an inventory and timetable of dust generating activities, emission control methods and where appropriate air quality monitoring) has been submitted to and approved in writing by Local Planning Authority. The appropriate mitigation measures to minimise dust and emissions must be incorporated into the site Demolition Method Statement and Construction Environmental Management Plan. Developers must ensure that on-site contractors follow best practicable means to minimise dust and emissions at all times.

Reason: To ensure no unacceptable adverse effect on the amenity of surrounding occupiers in accordance with Policies 5.18, 5.19, 5.20, 5.21 and 5.22 of the London Plan (2016), Policy BE1 of the London Borough of Hammersmith and Fulham Core Strategy (2011), Policies DM H9, DM H11, and DM J4 of the London Borough of Hammersmith and Fulham Development Management Local Plan (2013), SPD Amenity Policy 26 of the London Borough of Hammersmith and Fulham Planning Guidance Supplementary Planning Document (2013).

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## **Construction Traffic Management & Logistics Plan**

19. The development hereby permitted shall not commence until a Construction Traffic Management & Logistics Plan has been submitted to and approved in writing by the Local Planning Authority for each of the following stages:

- (a) advance infrastructure, enabling and temporary works;
- (b) construction works; and
- (c) fit out and landscape and internal stadium works.

The development shall be carried out in accordance with the approved Construction Traffic Management & Logistics Plan for each stage of the works set out above and shall cover the following minimum requirements:

- routing of construction vehicles;
- access arrangements to the site;
- details of a Low Emission Vehicle Strategy;
- the estimated number of vehicles per day/week;
- details of any vehicle holding area;
- details of the vehicle call up procedure;
- estimates for the number and type of any parking suspensions that would be required;
- details of any diversion, disruption, or other abnormal use of the public highway during works during the construction works including fit out and landscape works;
- a strategy for coordinating the connection of services on site with any programmed work to utilities upon adjacent land;
- work programme and/or timescale for each phase of the construction works; and where works cannot be contained wholly within the site a plan should be submitted showing the site layout on the highway including extent of hoarding, pedestrian routes, parking bay suspensions and remaining road width for vehicle movements.

Reason: To ensure that construction works do not adversely impact on the operation of the public highway, and that the amenity of occupiers of surrounding premises is not adversely affected by noise, vibration, dust, lighting, or other emissions from the building site, in accordance with Policies 5.2, 5.18, 5.19, 5.21, 6.3, 7.14 and 7.15 of the London Plan (2016), Policy T1 of the London Borough of Hammersmith and

Fulham Core Strategy (2011) and Policies DM H1, DM H2, DM H5, DM H7, DM H8, DM H9, DM H10, DM H11, DM J1 DM J2, DM J4 and DM J6 of the London Borough of Hammersmith and Fulham Development Management Local Plan (2013).

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## **Construction Environmental Management Plan**

20. The development hereby permitted shall not commence until the Construction Environmental Management Plan (CEMP) relating to the development has been submitted to and approved in writing by the Local Planning Authority for each of the following stages:

- (a) advance infrastructure, enabling and temporary works;
- (b) construction works; and
- (c) fit out and landscape and internal stadium works.

The development shall be carried out in accordance with the approved Construction Environmental Management Plan for each stage of the works set out above and shall cover the following minimum requirements:

- hours of construction working;
- health and safety;
- dust and air quality monitoring and mitigation;
- noise and vibration monitoring and mitigation;
- a Low Emission Vehicle Strategy;
- water management;
- pollution control;
- waste minimisation and management;
- ecology and environmental protection (including tree protection);
- emergency planning;
- business and community liaison;
- site logistics and operations;
- construction vehicle routing;
- contact details for site managers and details of management lines of reporting;
- detailed plan showing different stages and constructors on the site, to be updated on a six monthly basis;
- location of site offices, ancillary buildings, plant, wheel-washing facilities, stacking bays and car parking;
- storage of any skips, oil, and chemical storage etc.; and
- access and egress points to the development site.

Reason: To ensure no unacceptable adverse effect on the amenity of surrounding occupiers in accordance with Policies 5.2, 5.18, 5.19, 5.21, 6.3, 7.14 and 7.15 of the London Plan (2011), Policy CC4 and BE1 of the London Borough of Hammersmith and Fulham Core Strategy 2011, Policies DM H1, DM H2, DM H5, DM H7, DM H8, DM H9, DM H10, DM H11 and DM J4 of the London Borough of Hammersmith and

Fulham Development Management Local Plan (2013), SPD Amenity Policy 26 of the London Borough of Hammersmith and Fulham Planning Guidance Supplementary Planning Document (2013).

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### **Non-Road Mobile Machinery**

21. The Stages of development hereby permitted shall not commence until details of all Non-Road Mobile Machinery (NRMM) to be used on the development site has been submitted to and approved in writing by the Local Planning Authority, prior to the commencement of each of the following stages:

- (a) advance infrastructure, enabling and temporary works;
- (b) demolition works; and
- (c) construction works

All NRMM should meet as minimum the Stage IIIB emission criteria of Directive 97/68/EC and its subsequent amendments. This will apply to both variable and constant speed engines for both NO<sub>x</sub> and PM. An inventory of all NRMM must be registered on the NRMM register <https://nrmm.london/user-nrmm/register>. All NRMM should be regularly serviced and service logs kept on site for inspection. Records should be kept on site which details proof of emission limits for all equipment.

Reason: To comply with the requirements of the National Planning Policy Framework (2012), Policies 7.14 of the London Plan (2016) Core Strategy 2011 Policy CC4, and Policy DM H8 of the Development Management Local Plan (2013).

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### **Temporary Fencing, hoardings, and/or other means of enclosure or structures**

22. The development hereby approved shall not commence until details for any temporary fencing, hoardings, other means of enclosure or structures where necessary within the site (or in part) are submitted to and approved in writing by the Local Planning Authority for each of the following stages:

- (a) advance infrastructure, enabling and temporary works;
- (b) demolition works;
- (c) construction works; and
- (d) fit out and landscape and internal stadium works.

The details for each stage of the works set out above shall include drawings and specifications and any other information relating to the design, height, materials, and lighting of any temporary fencing, hoardings, enclosures, or structures.

Any interim fencing, hoardings, enclosures, or structures shall be erected in accordance with the approved details for a specified period as stated in the approved details and shall be discontinued/removed once the temporary period has been expired. No part of the temporary fencing, hoardings and/or other means of enclosure or structures shall be used for the display of advertisements unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the site remains in a tidy condition, do not create un-neighbourly impacts and to prevent harm to the street scene and the character and appearance of the adjoining conservation areas, in accordance with Policies 7.1, 7.4, 7.6 and 7.8 of the London Plan (2016), Policy BE1 of the London Borough of Hammersmith and Fulham Core Strategy (2011) and Policies DM G1 and DM G7 of the Development Management Local Plan (2013).

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### **Piling Method Statement**

23. No impact piling or any other foundation designs using penetrative methods shall take place on any part of the development until a Piling Method Statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to neighbouring properties or heritage assets, subsurface water or sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the Local Planning Authority in consultation with the relevant water or sewerage undertaker for each of the following stages:

- (a) advance infrastructure, enabling and temporary works; and
- (b) demolition works.

Any piling carried out in must be undertaken in accordance with the terms of the approved Piling Method Statement for each stage of the works set out above.

Reason: To prevent any potential to impact on local underground water and sewerage utility infrastructure, in accordance with Policies 5.14 and 5.15 of the London Plan (2016), Policy CC2 of the London Borough of Hammersmith and Fulham Core Strategy (2011) and Policy DM H4 of the Development Management Local Plan (2013). The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the details of the piling method statement.

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### **Tree Protection**

24. The development hereby approved shall not commence until a Tree Protection Plan which sets out the method(s) of tree protection of all the relevant tree(s) retained within and adjacent to the site, has been submitted to and approved in writing by the Local Planning Authority for each of the following stages:

- (a) advance infrastructure, enabling and temporary works;



- (b) demolition works;
- (c) construction works; and
- (d) fit out and landscape and internal stadium works.

Any works to tree(s) adjacent to the relevant parts of the development and within the site shall be carried out in accordance with BS5837:2012 Trees in relation to design, demolition, and construction recommendations. The method(s) of tree protection shall be implemented in accordance with the relevant approved details works to site trees within the specified areas for each stage of the works set out above, subject to the arboricultural method statements as approved.

Reason: To ensure that trees adjacent to the site are protected during the development to prevent their unnecessary damage or loss, in accordance with Policy 7.21 of the London Plan (2016), Policy OS1 of the London Borough of Hammersmith and Fulham Core Strategy (2011) and Policies DM E3 and DM E4 of the Development Management Local Plan (2013).

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## **Contamination**

### **Preliminary Risk Assessment**

25. Prior to commencement of development, a preliminary risk assessment report shall be submitted to and approved in writing by the Council. This report shall include:

- a desktop study which identifies all current and previous uses at the site and surrounding area as well as the potential contaminants associated with those uses;
- a site reconnaissance; and a conceptual model indicating potential pollutant linkages between sources, pathways, and receptors, including those in the surrounding area and those planned at the site; and
- a qualitative risk assessment of any potentially unacceptable risks arising from the identified pollutant linkages to human health, controlled waters and the wider environment including ecological receptors and building materials.

All works must be carried out in compliance with and by a competent person who conforms to CLR 11: Model Procedures for the Management of Land Contamination (Defra 2004) or the current UK requirements for sampling and testing.

Reason: 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 Borough Wide Strategic Policy CC4 of the Core Strategy (2011) and Policies DM H7 and H11 of the Development Management Local Plan (2013).

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## **Site Investigation**

26. Unless the Council agree in writing that a set extent of development must commence to enable compliance with this condition, no development shall commence, including any demolition, ground or enabling works, 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 CLR 11: Model Procedures for the Management of Land Contamination (Defra 2004) or the current UK requirements for sampling and testing.

Reason: 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 Borough Wide Strategic Policy CC4 of the Core Strategy (2001) and policies DM H7 and H11 of the Development Management Local Plan (2013).

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## **Quantitative Risk Assessment**

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

Reason: 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 Borough Wide Strategic Policy CC4 of the Core Strategy (2011) and Policies DM H7 and H11 of the Development Management Local Plan (2013).

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## **Remediation Method Statement**

28. Unless the Council agree in writing that a set extent of development must commence to enable compliance with this condition, no development shall commence until, a remediation method statement is submitted to and approved in writing by the Council. This statement shall detail any required remediation works and shall be designed to mitigate any remaining risks identified in the approved quantitative risk assessment. All works must be carried out in compliance with and by a competent person who conforms to CLR 11: Model Procedures for the Management of Land Contamination (Defra 2004) or the current UK requirements for sampling and testing.

Reason: 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 Borough Wide Strategic Policy CC4 of the Core Strategy (2011) and Policies DM H7 and H11 of the Development Management Local Plan (2013).

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## **Verification Report**

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

Reason: 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 Borough Wide Strategic Policy CC4 of the Core Strategy (2011) and Policies DM H7 and H11 of the Development Management Local Plan (2013).

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## **Monitoring Methodology Report**

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

Reason: 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 Borough Wide Strategic Policy CC4 of the Core Strategy (2011) and Policies DM H7 and H11 of the Development Management Local Plan (2013).

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## **Full Historic Building Record of Stamford Bridge Grounds**

31. Prior to the commencement of the development, a full Historic Building Record of the of the interior and exterior of the existing stadium, associated building in the grounds, and historic south 'Shed' boundary wall, shall be submitted to and approved in writing by the Local Planning Authority. The details shall include drawings, a photographic record and written account and shall be compiled in accordance with Historic England Levels 2-3 and guidance "Understanding Historic Buildings A Guide to Good Recording Practice". A copy of the approved Historic Building Record shall be lodged with the local Historic England Environment Record and the Borough Archive.

Reason: To ensure that a proper historic record is made of the heritage significance of the existing stadium, regarding its importance for the history of British football prior to works commencing, and that the information is made available to the appropriate statutory bodies, in accordance with the National Planning Policy Framework, London Plan Policy 7.8, Policy BE1 of the London Borough of Hammersmith and Fulham Core Strategy (2011) and Policies G1 and G7 of the Development Management Local Plan.

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## **Archaeology**

32. No development or demolition shall take place until a Written Scheme of Historic Building Investigation (WSI) has been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out only in accordance

with the agreed WSI which shall include the statement of significance and research objectives, and include:

- (a) A programme and methodology of site investigation and recording to be carried out and the nomination of a competent person(s) or organisation to undertake the agreed works; and
- (b) If heritage assets of archaeological interest are identified by the evaluation under Part (a), then before development commences the applicant (or their heirs and successors in title) shall secure the implementation of a programme of archaeological investigation in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the local planning authority in writing.
- (c) No development or demolition shall take place other than in accordance with the Written Scheme of Investigation approved under Part (b).
- (d) The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under Part (b), and the provision for analysis, publication and dissemination of the results and archive deposition has been secured. A programme for post-investigation assessment and subsequent analysis, publication & dissemination, and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the WSI.

Reason: Heritage assets of archaeological interest may survive on the site. The planning authority wishes to secure the provision of appropriate archaeological investigation, including the publication of results, in accordance with Section 12 of the NPPF, Policy 7.8 of the London Plan, Policy BE1 of the London Borough of Hammersmith and Fulham Core Strategy (2011), Policy DM G7 of the Development Management Local Plan (2013) and SPD Design policies 60, 61 and 62 of the Planning Guidance Supplementary Planning Document (2013).

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### **Air Quality Dust Management Plan**

33. No development shall commence until an Air Quality Dust Risk Assessment (AQDRA) that considers residential receptors on-site and off-site of the development is undertaken in compliance with the methodology contained within Chapter 4 of the Mayor's of London 'The Control of Dust and Emissions during Construction and Demolition', SPG, July 2014 and the identified measures recommended for inclusion into a site specific Air Quality Dust Management Plan (AQDMP) that is submitted to and approved in writing by the Local Planning Authority. The AQDMP submitted must comply with and follow the chapter order (4-7) and appendices (5, 7-9) of the Mayor's SPG and should include an inventory and timetable of dust generating activities during demolition and construction; dust and emission control measures for this high risk site including on-road construction traffic including use of low emission vehicles; and Non-Road Mobile Machinery (NRMM). Air quality monitoring of PM10

should be undertaken where appropriate and used to prevent levels exceeding predetermined Air Quality threshold trigger levels. Developers must ensure that on-site contractors follow best practicable means to minimise dust and emissions at all times.

To comply with the requirements of the National Planning Policy Framework, Policies 7.14a-c of the London Plan (2016), Hammersmith and Fulham Core Strategy (2011) Policy CC4, and Policy DM H8 of the Development Management Local Plan (2013).

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## **C: STADIUM PRE-COMMENCEMENT CONDITIONS**

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### **Design**

#### **Details / Samples of materials**

34. Prior to commencement of the (c) construction works hereby approved, details of the materials to be used on the external faces of the stadium building and related buildings/structures shall be submitted to and approved in writing by Local Planning Authority. Details and samples as requested of materials shall relate to the following:

- construction brickwork and stonework (including details of colour, composition and texture of the brick or stone and the bond, mortar mix and colour to be used);
- details of the roof coverings, including roof panels (with the RAL references for the relevant part thereof);
- ironwork and other metalwork (with the RAL references for the relevant part thereof);
- details of window frames, forms, and types of glazing with the RAL references for the relevant part thereof);
- balustrades to the decking platforms;
- details of planting screening for general roof top plant;
- shop front treatments, including the fascia board;
- details of turnstiles including location, position, design, material and RAL colours
- club branding/advertising to the exterior of the stadium building; and
- a schedule listing of all the exact product references and RAL colours

No part of the development shall be used or occupied prior to the implementation of the approved details. Development shall be carried out in accordance with such details as have been approved and retained thereafter.

Reason: To ensure a satisfactory external appearance and to prevent harm to the street scene and public realm, in accordance with Policies 7.1, 7.6, 7.7 and 7.8 of the London Plan (2016), Policy BE1 of the London Borough of Hammersmith and Fulham Core Strategy (2011), Policies DM G1, DM G2 and DM G7 of the



### **Sourcing Bricks**

35. Prior to commencement of the (c) construction works hereby approved, details of the sourcing/production of the approved brick to be used for the development shall be submitted to and approved in writing by Local Planning Authority. The development shall be carried out in accordance with such details as have been approved.

Reason: To ensure the external appearance of the development is of the highest quality and to prevent harm to the street scene and public realm, in accordance with Policies 7.1, 7.6, 7.7 and 7.8 of the London Plan (2016), Policy BE1 of the London Borough of Hammersmith and Fulham Core Strategy (2011), Policies DM G1, DM G2 and DM G7 of the Development Management Local Plan (July 2013) and SPD Design Policy 44 of the Planning Guidance Supplementary Planning Document (2013).

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### **Sample Panels / Boards**

36. Prior to commencement of the of the (c) construction works hereby approved, sample panels and/or boards of the proposed materials shall be displayed and retained on site. The sample panels and/or boards shall be accessible and made available for inspection for the period of the construction works. The development shall be carried out only in accordance with such details as have been approved.

Reason: To ensure the Local Planning Authority retains control over the suitability of the materials to be used for the development, to safeguard a high quality development, in the interests of a satisfactory external appearance and prevent harm to the street scene and public realm, in accordance with Policies 7.1, 7.6, 7.7 and 7.8 of the London Plan (2016), Policy BE1 of the London Borough of Hammersmith and Fulham Core Strategy (2011), Policies DM G1, DM G2 and DM G7 of the Development Management Local Plan (July 2013) and SPD Design Policy 44 of the Planning Guidance Supplementary Planning Document (2013).

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### **1:20 Drawings**

37. Prior to commencement of the (c) construction works hereby approved, detailed drawings of typical bays sections of the stadium building to be agreed, at a scale no less than 1:20 in plan, section and elevation where appropriate, to show details of the proposed brickwork, roof junction, cladding; metal work; balustrades, fenestration, glazing, entrances and doors, barriers, shopfronts, steps, decorative ironwork, shall be submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the development is carried

out in accordance with the approved details and shall thereafter be permanently retained.

Reason: To ensure a satisfactory external appearance and to prevent harm to the street scene and public realm, in accordance with Policies 7.1, 7.6, 7.7 and 7.8 of the London Plan (2016), Policy BE1 of the London Borough of Hammersmith and Fulham Core Strategy (2011), Policies DM G1, DM G2 and DM G7 of the Development Management Local Plan (July 2013) and SPD Design Policy 44 of the Planning Guidance Supplementary Planning Document (2013).

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### **Fenestration & Glazing Treatment**

38. Prior to commencement of the (c) construction works hereby approved details of the fenestration, openings, and glazing apertures in the development, including samples and detailed drawings (in plan and elevation) and the exact location and position of the open styles and clear, obscure, or opaque glazing shall be submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the development is carried out in accordance with the approved details and be permanently retained thereafter.

Reason: To ensure that the development does not result in unacceptable levels of overlooking and loss of privacy between the development and neighbouring residential properties prejudicial to the amenities of residents, in accordance with Policies 7.1, 7.6, 7.7 and 7.8 of the London Plan (2016), Policy BE1 of the London Borough of Hammersmith and Fulham Core Strategy (2011), Policies DM G1, DM G2, DM G7 and H11 of the Development Management Local Plan (July 2013) and SPD Design policy 44 of the Planning Guidance Supplementary Planning Document (2013).

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### **Secure by Design**

39. Prior to commencement of the (c) construction works hereby approved, full details of how the development accords with the Metropolitan Police "Secure by Design" requirements shall be submitted to and approved in writing by the Local Planning Authority. Such details shall include but not be limited to, on site CCTV coverage (including the number and location of proposed CCTV cameras), access controls, basement security measures, and means to secure the site throughout construction.

The approved details shall be carried out prior to occupation of the development and be permanently maintained thereafter.

Reason: 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 policies 7.3 and 7.13 of the London Plan (2016), policy BE1 of the Hammersmith and Fulham Core Strategy (2011) and policy DM G1 of the Development Management Local Plan (July 2013).

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## **CHP Flues**

40. Prior to commencement of the (c) construction works hereby approved, details of the location and appearance of the CHP flues, including height, design, and siting shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be carried out prior to occupation of the development and be permanently maintained thereafter.

Reason: To ensure a comprehensive and sustainable development and to achieve good design through the development in accordance with Policies 7.1, 7.6, 7.7 and 7.8 of the London Plan (2016), Policy BE1 of the London Borough of Hammersmith and Fulham Core Strategy (2011), Policies DM G1 and DM G7 of the Development Management Local Plan (2013) and SPD Design policy 44 of the Planning Guidance Supplementary Planning Document (2013).

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## **Soft and Hard Landscape**

### **Soft Landscape**

41. Prior to commencement of the (c) construction works hereby approved, full details of the soft landscaping scheme for the site including drawings (in plan, elevation, and section) as demonstrated on the approved drawings shall be submitted to and approved in writing by the Local Planning Authority. The soft landscape details shall include the following details:

- a planting schedule and details of all the species to be planted on the site;
- details of the height and maturity of all new trees and shrubs;
- details of the depth of mounds, tree pits, containers, and any raised shrub beds to provide surface water runoff attenuation measures, in accordance with the approved surface water drainage strategy;
- details of the green wall boundary planting on or adjacent to the podium platforms; and
- details of green and brown roofs on the site and other ecological enhancement measures including details of the substrate depth and the attenuation volume provided.

The agreed soft landscaping works shall be carried out in the first planting or seeding seasons following the completion of the development.

Reason: To ensure a satisfactory external appearance and provision for planting in relationship with its surroundings and in the interest of sustainable urban drainage and habitat provision, in accordance with policies 5.11, 5.13, 7.1, 7.6, 7.7, 7.19 and 7.21 of the London Plan (2016), Policies OS1, CC1, CC4 and BE1 of the London Borough of Hammersmith and Fulham Core Strategy (2011), policies DM E3, DM E4, DM G1 and DM G7 of the Development Management Local Plan (2013) and SPD Sustainability Policies 14-24 of the Planning Guidance Supplementary Planning Document (2013).

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## **Hard Landscape**

42. Prior to commencement of the (c) construction works hereby approved, detailed drawings (in plan, elevation, and section) and samples (where appropriate) and colour of all the hard landscape works or any other surface treatments works around the stadium structure shall be submitted to and approved in writing by the Local Planning Authority. The details shall relate to the following:

- construction details (including height and finish) of boundary walls, railings, fences, and other means of enclosure for the development;
- gates and/or security barriers, including new entrance gates to the Britannia Gate, Bovril Gate, Stamford Bridge, South Plaza Gate, North Decking Platform and East Decking Platform;
- construction details of paving and all other external hard surfaces, including details relating to the levels, type of surface materials, kerb details and external steps; and
- construction details of the design and appearance of all external furniture, including benches, litter bins, statues, and external lighting on the site.

The hard landscape works listed above shall be designed and sited to be fully inclusive and accessible for all users and shall not result in an obstruction to both spectators/visitors, including disabled persons or people of impaired mobility and/or sight. The details shall also include confirmation of permeable ground surface materials which should support infiltration. No part of the development shall be occupied prior to the completion of the development in accordance with the approved details and thereafter be permanently retained as such.

Reason: To ensure a satisfactory external appearance of the stadium site and prevent harm to the street scene and to ensure the development is fully inclusive and accessible for all users, in accordance with Policies 3.16, 7.1, 7.6, 7.7 and 7.8 of the London Plan (2016), Policy BE1 of the London Borough of Hammersmith and Fulham Core Strategy (2011), Policies DM G1 and DM G7 of the Development Management Local Plan (July 2013) and SPD Design policy 44 of the Planning Guidance Supplementary Planning Document (2013).

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## **Bird and bat boxes**

43. Prior to commencement of the (c) construction works hereby approved, full details of artificial nesting opportunities shall be submitted to and approved in writing by the Local Planning Authority. These details shall include details of bird and bat boxes and timetable for provision. The approved bird and bat boxes shall be installed before the occupation of any part of the development. Thereafter the approved bird and bat boxes shall be retained in accordance with the approved details.

Reason: To ensure that satisfactory provision is made for 'artificial nesting opportunities' within the development in accordance with Policy 7.19 of the London Plan (2016), Policies DM E3 and DM E4 of the London Borough of Hammersmith and Fulham Development Management Local Plan (2013) and SPD Sustainability policies 14 of the Planning Guidance Supplementary Planning Document (2013).

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## **Foul and Surface Water Drainage**

44. Prior to commencement of the (c) construction works hereby approved a detailed foul and surface water drainage scheme for the site, based on the agreed Revised Flood Risk Assessment and Foul Water Drainage Strategy shall be submitted to and approved in writing by the Local Planning Authority. The drainage strategy shall include surface water storage on site as outlined in the FRA. The scheme shall contain the detailed design of the proposed storage tanks which should utilise infiltration (unless otherwise agreed in writing) and shall include details of maintenance programme for all sustainable drainage systems, including timeframes for the planned maintenance measures and confirmation of the maintenance provider. The scheme shall be implemented in accordance with the approved details prior to first occupation of the development hereby approved, and thereafter permanently retained and maintained unless otherwise agreed in writing with the Local Planning Authority.

Reason: To prevent flooding by ensuring the satisfactory management of surface water run-off from the site in accordance with Policy 5.13 of the London Plan (2016) and Policy CC2 of the Core Strategy (2011) and Policies DM H3 and DM H4 of the Development Management Local Plan (2013).

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45. Prior to commencement of the (b) demolition works hereby approved a detailed revised groundwater monitoring assessment and basement waterproofing strategy the site further to the agreed Revised Flood Risk Assessment shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall contain the detailed design of the proposed waterproofing and shall include details of any required maintenance programme including timeframes for the planned maintenance measures and confirmation of the maintenance provider. The development shall be carried out in accordance with the approved details and thereafter permanently retained and maintained unless otherwise agreed in writing with the Local Planning Authority.

Reason: To prevent flooding by ensuring the satisfactory management of groundwater in accordance with Policy 5.13 of the London Plan (2016) and Policy CC2 of the Core Strategy (2011) and Policies DM H3 and DM H4 of the Development Management Local Plan (2013).

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## **Sound Barriers / Boundary Walls/Fencing Treatment**

46. Prior to commencement of the (c) construction works hereby approved full details in drawings (in section, plan and elevation) of the proposed sound barrier / boundary treatment along the perimeter of the decking platforms and other conditions around the perimeter of development, in response to crowd and railway noise mitigation measures, shall be submitted to and approved in writing by the Local Planning Authority.

The submission shall include details of the material and finishes in respect to the each of the following locations:

- (a) The northern wall of the North Decking Platform eastward from Wansdown Place to Brompton Crescent;
- (b) The southern wall and the retaining wall of the vehicle access ramp of the North Decking Platform;
- (c) The western boundary site wall with Sir Oswald Stoll Mansions;
- (d) Stamford Gate House and Walsingham Mansions; and
- (e) The eastern wall of the East Decking Platform northward from Stamford Bridge to Brompton Cemetery.

Reason: To ensure a satisfactory external appearance and to ensure a safe and secure environment so that the amenity of occupiers of surrounding premises is not adversely affected by noise, in accordance with Policies 7.1, 7.3, 7.6, 7.7 and 7.8 of the London Plan (2016), Policy BE1 of the London Borough of Hammersmith and Fulham Core Strategy (2011) and Policies DM G1, DM G2, DM G7 DM H9 and H11 of the Development Management Local Plan (2013).

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## **Lighting**

### **External Lighting Strategy**

47. Prior to commencement of the (c) construction works hereby approved details of an External Lighting Strategy shall be submitted to and approved in writing by the Local Planning Authority. The submitted External Lighting Strategy shall relate to full lighting details for the following areas:

- (a) Stadium Lighting;
- (b) Stadium Floodlighting;
- (c) Architectural Lighting; and
- (d) External lighting, including security lights located on the decking platforms and within the stadium grounds.

The Lighting Strategy shall relate to both match and non-match day conditions and shall include details on the number, exact location, height, design, and appearance of the light and fittings, together with data concerning the timing, levels of luminance with lighting contours showing the vertical illumination levels at the nearest facades and light spillage. Details submitted shall include measures to minimise use of lighting and prevent glare and sky glow by using, locating, aiming, and shielding luminaires demonstrating that any light spillage to adjacent properties and Brompton Cemetery will be minimised. The details submitted shall demonstrate that the

recommendations of the Institution of Lighting Professionals in the 'Guidance Notes for The Reduction of Light Pollution 2011' will be met, particularly regarding the 'Technical Report No 5, 1991 - Brightness of Illuminated Advertisements'. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

Reason: To ensure that adequate lighting is provided to the pedestrian pathways for safety and security and that the lighting does not adversely affect the amenities of occupiers of the surrounding premises, in accordance with Policies 7.3 and 7.13 of the London Plan (2016), Policy BE1 of the London Borough of Hammersmith and Fulham Core Strategy (2011) and Policies DM G1, DM H10 and DM H11 of the Development Management Local Plan (2013) and LBHF's Supplementary Planning Document (2013).

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## **Air Quality**

### **Energy Plant Emissions Standards**

48. Prior to commencement of the (c) construction works hereby approved, details must be submitted and approved in writing by the Local Planning Authority that demonstrate the CHP units, abatement technologies and boilers to be installed comply with the approved Air Quality Assessment and the emissions standards set out within the agreed Low Emission Strategy. The CHP plant shall meet a minimum Band 'B' emissions standard of 95mg/Nm<sup>3</sup> (at 5% O<sub>2</sub>). The submitted evidence must comply with the Major of London SPG 'Sustainable Design and Construction', April 2014 guidance and include the results of NO<sub>x</sub> emissions testing of the CHP unit by an accredited laboratory. Where any combustion plant does not meet the relevant standard it should not be operated without the fitting of suitable NO<sub>x</sub> abatement equipment or technology (evidence of installation shall be required). The maintenance and cleaning of the systems shall be undertaken regularly in accordance with manufacturer specifications

Reason: To comply with the requirements of the National Planning Policy Framework, Policy 7.14 of the London Plan (2016), Policies CC1 and CC4 of the London Borough of Hammersmith and Fulham Core Strategy (2011) CC4 and Policy DM H8 of the Development Management Local Plan (2013).

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### **Gas Boilers**

49. Prior to commencement of the (c) construction works hereby approved, details must be submitted to and agreed in writing by the Local Planning Authority of the Gas fired boilers to be provided for space heating and domestic hot water. The Gas fired boilers to be provided for space heating and domestic hot water shall have dry NO<sub>x</sub> emissions not exceeding 40 mg/kWh (at 0% O<sub>2</sub>). Where any installations do not meet this emissions standard it should not be operated without the fitting of suitable NO<sub>x</sub> abatement equipment or technology as determined by a specialist to ensure comparable emissions. Following installation, emissions certificates will be provided to the Local Planning Authority to verify boiler emissions.

Reason: To comply with the requirements of the National Planning Policy Framework, Policies 7.14 of the London Plan (2016), Policies CC1 and CC4 of the London Borough of Hammersmith and Fulham Core Strategy (2011), and Policy DM H8 of the Development Management Local Plan (2013).

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## **Low Emissions Strategy**

50. Prior to commencement of (c) construction of the development hereby approved, a Low Emission Strategy shall be submitted to and approved in writing by the Local Planning Authority. The Low Emission Strategy must address the results of the approved Air Quality Assessment and detail the remedial action and mitigation measures that will be implemented to protect receptors (e.g. abatement technology for energy plant, design solutions). This Strategy must make a commitment to implement the mitigation measures (including NOx emissions standards for the chosen energy plant) that are required to reduce the exposure of residents to poor air quality and to help mitigate the development's air pollution impacts, in particular the emissions of NOx and particulates from on-site and off-site transport generation sources, during both construction and operational phases including the use of low emission vehicles, and on-site energy generation sources. Evidence shall be set out in the document that demonstrates that the CHP units installed within the energy centre comply with the relevant emissions standards in the Mayor's Sustainable Design and Construction Supplementary Planning Document (2014). The submitted information shall include the results of NOx emissions testing of each CHP unit by an accredited laboratory, where this is available.

The strategy must re-assess air quality neutral as agreed in the Air Quality Assessment in accordance with the Mayor of London SPG 'Sustainable Design and Construction' (April 2014) guidance. It must also identify mitigation measures as appropriate to reduce building emissions to below GLA benchmark levels. D1 calculations must be provided from ground level to inform the height of energy plant chimneys

Reason: To comply with the requirements of the National Planning Policy Framework, Policies 7.14 of the London Plan (2016), Policies CC1 and CC4 of the London Borough of Hammersmith and Fulham Core Strategy (2011), and Policy DM H8 of the Development Management Local Plan (2013).

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## **Energy and Sustainability**

### **Revised Energy Strategy**

51. Prior to commencement of the (c) construction works hereby approved a Revised Energy Strategy for the development shall be submitted to and approved in writing by the Local Planning Authority. These measures shall be fully implemented prior to the first occupation of the development. These measures shall thereafter be



permanently retained to serve the development and maintained in a working order in accordance with the agreed statement.

Reason: In the interests of energy conservation and reduction of CO2 emissions, in accordance with Policies 5.1, 5.2, 5.3, 5.6 and 5.7 of the London Plan (2016), Policies CC1 and CC4 of the London Borough of Hammersmith and Fulham Core Strategy (2011) and Policies DM H1, DM H2 and DM H8 of the Development Management Local Plan (2013) and SPD Sustainability Policies 29, 30 and 31 of the Planning Guidance Supplementary Planning Document (2013).

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## **Sustainability**

52. Prior to commencement of the (c) construction works hereby approved a Revised Sustainability Statement for the development shall be submitted to and approved in writing by the Local Planning Authority. These measures shall be fully implemented prior to the first occupation of the development. These measures shall thereafter be permanently retained to serve the development and maintained in a working order in accordance with the agreed statement.

Reason: To ensure that sustainable design and construction techniques are implemented in accordance with Policies 5.1, 5.2, 5.3 and 5.7 of the London Plan (2016), Policies BE1 and CC1 of the London Borough of Hammersmith and Fulham Core Strategy (2011), Policies DM G1 and DM H2 of the Development Management Local Plan (2013) and SPD Sustainability Policies 25 and 26 of the Planning Guidance Supplementary Planning Document (2013).

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## **BREEAM Assessment**

53. Prior to commencement of the (c) construction works hereby, a revised Building Research Establishment Environmental Assessment Method (BREEAM) assessment confirming that the development achieves a 'Very Good' BREEAM rating shall be submitted to and approved in writing by the Local Planning Authority. Post construction review certificate(s) shall be submitted to and approved in writing by Local Planning Authority, prior to the first use of the development is to be implemented.

Reason: In the interests of energy conservation, reduction of CO2 emissions and wider sustainability, in accordance with Policies 5.1, 5.2, 5.3, 5.6 and 5.7 of the London Plan (2016) and Policies CC1 and CC4 of the London Borough of Hammersmith and Fulham Core Strategy (2011), Policies DM H1 and DM H2 of the Development Management Local Plan (2013) and SPD Sustainability Policy 25 and 26 of the Planning Guidance Supplementary Planning Document (2013).

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## **Noise**

### **External noise from machinery, extract/ ventilation ducting, building services plant, mechanical gates, etc.**

54. Prior to commencement of the (c) construction works hereby approved, details must be submitted to and agreed in writing by the Local Planning Authority 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 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.

Reason: To ensure that the amenity of occupiers of the surrounding properties are not adversely affected by noise from plant/ mechanical installations/ equipment, in accordance with Policy 7.15 of the London Plan (2016) and Policies DM H9 and H11 of the Development Management Local Plan (2013).

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### **Anti-vibration measures**

55. Prior to commencement of the (c) construction works hereby approved, details of anti-vibration measures shall be submitted to and approved in writing by the Local Planning Authority. The measures shall ensure that any 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.

Reason: To ensure that the amenity of occupiers of the surrounding properties are not adversely affected by vibration in accordance with Policy 7.15 of the London Plan (2016) and Policies DM H9 and H11 of the Development Management Local Plan (2013).

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### **Sound Insulation of the stadium envelope**

56. Prior to commencement of the (c) construction works hereby approved, details of sound insulation of the stadium envelope and mitigation measures as appropriate, shall be submitted to and approved in writing by the Local Planning Authority. Details shall demonstrate how noise from uses and activities is contained within the stadium building and shall not exceed the levels. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

Reason: To ensure that the amenity of occupiers of the surrounding properties are not adversely affected by noise, in accordance with Policy 7.15 of the London Plan (2016) and Policies DM H9 and H11 of the Development Management Local Plan (2013).

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### **Equipment and extract system**

57. Prior to the commencement of the (c) construction works hereby approved details of the installation, operation, and maintenance of the odour abatement equipment and extract system, including the height of extract ducts and vertical discharge outlets shall be submitted to and approved in writing by the Local Planning Authority. Such details shall be in accordance with the `Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems, January 2005 by DEFRA. Approved details shall be implemented prior to the occupation of the development and thereafter be permanently retained.

Reason: To ensure that the amenity of occupiers of the surrounding properties are not adversely affected by cooking odour, in accordance with Policies DM H8, DM H9 and H11 of the Development Management Local Plan (2013).

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### **Ramp Access**

58. Prior to the commencement of the (c) construction works, details of the access ramp shall be submitted to and approved in writing by the Local Planning Authority. The submitted details shall show the alignment, widths, surfacing arrangements, kerbs, access ramp (including the car park ramps with confirmation of vertical clearance), forward visibility sight lines and vision splays, speed restraint measures, turning heads, gradients, street lighting and drainage in respect of the relevant part of the development. Development shall be implemented in accordance with the relevant approved details and no residential building within the relevant part of the development shall be occupied until the approved ramps, roads, accesses, footways, footpaths and cycleways have been constructed and been made available for use.

Reason: To ensure that the detailed design of the access ramp provides sufficient vertical clearance and capacity for vehicle manoeuvring in the interest of public safety and to ensure that the detailed design of the roads, footways and cycleways would avoid vehicle/pedestrian conflict in accordance with Policy T1 of the London Borough of Hammersmith and Fulham Core Strategy (2011), and Policies DM J2 and DM J4 of the Development Management Local Plan 2013 and the Council's Planning Guidance Supplementary Planning Document.

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### **Cycle Parking**

59. Prior to commencement of the (c) construction works of the development hereby approved, details of secure cycle storage for not less than 427 cycles as identified on approved drawings (including location plans, sections and elevation of

cycle racks and storage facilities) for staff of the development, shall have been submitted and approved in writing by the Local Planning Authority. The cycle storage facilities shall be provided prior to occupation of the development in accordance with the details as approved and the cycle parking provision shall be retained permanently thereafter in accordance with the approved details, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the suitable provision and permanent retention of the cycle parking spaces in the development and to meet the needs of future site occupiers and users, in accordance with Policies 6.9 and 6.13 of the London Plan (2016), Policy T1 of the Core Strategy (2011), Policies DM J4 and DM J5 of the Development Management Local Plan (July 2013) and SPD Transport policy 12 of the Planning Guidance Supplementary Planning Document (July 2013).

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### **Swept Path Analysis**

60. Prior to the commencement of the (c) construction works details of a swept path analysis to demonstrate that large delivery vehicles can enter and exit the site safely in a forward gear without causing unreasonable delays to traffic along Fulham Road. Detailed design drawings, including the Wansdown Place/Fulham Road junction and the basement level shall be submitted to the Local Planning Authority for approval and any measures recommended in the analysis that are agreed with the Local Planning Authority shall be carried out to the satisfaction of the Local Planning Authority.

Reason: To ensure that the development does not compromise highway safety or the safety of pedestrians on the footway, in accordance with Policy 6.3 of the London Plan (2016), Policy T1 of the London Borough of Hammersmith and Fulham Core Strategy (2011) and Policy DM J1 of the Development Management Local Plan (2013).

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### **Emergency Access**

61. Prior to the commencement of (c) construction works of the development hereby approved), details to achieve access routes for emergency vehicles shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried in accordance with the approved details.

Reason: To ensure that emergency services have effective access throughout the development in accordance with Policy 7.13 of the London Plan (2016) and Policy T1 of the London Borough of Hammersmith and Fulham Core Strategy (2011).

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## **Telecommunications**

### **Airwaves Interference Study**

62. Prior to the commencement of (c) construction of the development hereby approved the following shall be submitted to the Local Planning Authority:

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

The development shall be implemented in accordance with the approved details prior to occupation and shall be permanently retained thereafter.

Reason: To ensure that the existing airwaves reception is not adversely affected by the proposed development, in accordance with Policy 7.13 of the London Plan (2016), Policy BE1 of the London Borough of Hammersmith and Fulham Core Strategy (2011) and Policy DM G1 and DM G2 of the Development Management Local Plan (2013).

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### **Post-Construction Airwaves Study**

63. There shall be no occupation of the development hereby approved until the following information has been submitted to the Local Planning Authority:

- (a) The completion of a Post-Construction Airwaves Study (the Post-Construction Study) to ensure nil detriment to airwaves reception attributable to the development; and
- (b) The implementation of a Scheme of Mitigation Works for the purpose of ensuring nil detriment to the airwave reception attributable to the development identified by the Post-Construction Study. Such a Scheme of Mitigation Works shall be first submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the existing secured s reception within/adjacent to the site is not adversely affected by the proposed development, in accordance with policy 7.13 of the London Plan (2016), policy BE1 of the Core Strategy (2011) and policies DM G1 and DM G2 of the Development Management Local Plan (2013).

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## **Inclusive Access Management Plan**

64. Prior to the commencement of (c) construction works, an Inclusive Access Management Plan (IAMP) shall be submitted to the Local Planning Authority and approved in writing which sets out a strategy for ongoing consultation with specific interests groups with regard to accessibility of the relevant part of the site. On-going consultation must then be carried out in accordance with the approved IAMP.

Reason: To ensure that the proposal provides an inclusive and accessible environment in accordance with the Policy 7.2 of the London Plan (2016) and Policy DM G1 of the Development Management Local Plan (2013) and the Council's Planning Guidance Supplementary Planning Document.

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## **Step Free Ground Floor Access**

65. Prior to the commencement of (c) construction works, plans and sections demonstrating that all internal concourses will be step free, removing the steps currently shown on drawing ref. PN\_ST\_007 Rev. B, and a wheelchair accessible solution for the stairs on the north-east external concourse, shall be submitted to and approved in writing by the Local Planning Authority. The development will be carried out in accordance with the approved details and shall be permanently maintained thereafter.

Reason: To ensure that the proposal provides an inclusive and accessible environment in accordance with the Policy 7.2 of the London Plan (2016) and Policy DM G1 of the Development Management Local Plan (2013) and the Council's Planning Guidance Supplementary Planning Document

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## **Waste Management Strategy**

66. Prior to the commencement of (c) construction works, a Waste Management Strategy for storage and collection arrangements for the development, including how recycling will be maximised shall be submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the approved refuse storage arrangements are in place for the development and all approved storage arrangements shall be maintained permanently thereafter.

Reason: In order to ensure that satisfactory provision is made for waste management/refuse storage and collection, in accordance with Policies 5.18 and 5.19 of the London Plan (2016), policy CC3 of the London Borough of Hammersmith and Fulham Core Strategy (2011), Policies DM H5 of the Development Management Local Plan (2013), SPD Sustainability Policies 3 – 12 of the London Borough of Hammersmith and Fulham Planning Guidance Supplementary Planning Document (2013).

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## **D: STADIUM PRE-OCCUPATION CONDITIONS**

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### **PA System**

67. Prior to the occupation of the development hereby approved, a fully detailed noise survey and report on the noise impact of the public address system including full technical details of the design and operation of the system, shall be submitted to and agreed in writing by the Local Planning Authority. The survey shall provide details to minimise the transmission of airborne sound beyond the stadium boundaries with neighbouring residential/ noise sensitive premises. The approved details shall be implemented and thereafter be permanently retained whilst a public address system in the development is in use.

Reason: To ensure that the amenity of occupiers of the surrounding properties are not adversely affected by noise, in accordance with Policy 7.15 of the London Plan (2016) and Policies DM H9 and H11 of the Development Management Local Plan (2013).

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### **Fire rated lifts**

68. Prior to occupation of the development hereby approved, the stadium shall contain fire rated lifts details of which shall be submitted to and approved in writing by the Local Planning Authority including details of lifts to the basement car park. All lifts should have enhanced lift repair service running 365 days a year and 24-hours a day to ensure no wheelchair occupiers are trapped if a lift breaks down. The fire rated lifts shall be installed as approved and maintained in full working order for the lifetime of the development.

Reason: To ensure that the development provides for the changing circumstances of occupiers and responds to the needs of people with disabilities, in accordance with Policy 7.2 of the London Plan (2016), Policy BE1 of the London Borough of Hammersmith and Fulham Core Strategy (2011) and Policy G1 and G2 of the Development Management Local Plan (2013).

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### **Building Maintenance Strategy**

69. Prior to the occupation [first use] of the development hereby approved, full details of a Building Maintenance Strategy for the stadium building and related buildings/structures shall be submitted to and approved in writing by Local Planning Authority. The approved Building Maintenance Strategy shall be held for a period of five years following the occupation date and works shall only be carried out in accordance with such details as have been approved unless otherwise agreed in writing by Local Planning Authority.

Reason: To ensure the external appearance of the development is of the highest quality and to prevent harm to the street scene and public realm, in accordance with

Policies 7.1, 7.6, 7.7 and 7.8 of the London Plan (2016), Policy BE1 of the London Borough of Hammersmith and Fulham Core Strategy (2011), Policies DM G1, DM G2 and DM G7 of the Development Management Local Plan (July 2013) and SPD Design policy 44 of the Planning Guidance Supplementary Planning Document (2013).

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### **Landscape Management Plan**

70. Prior to the occupation of the development hereby approved, a Landscape Management Plan shall be submitted to and approved in writing by the Local Planning Authority for all soft and hard landscape areas. The Landscape Management Plan shall include details of a programme for implementation, management responsibilities and maintenance schedules for all landscape areas. The Landscape Management Plan shall be carried out in accordance with the approved details and be permanently retained thereafter.

Reason: To ensure that the development provides an attractive natural and visual environment in accordance with Policies 7.1, 7.6 and 7.21 of the London Plan (2016), Policies BE1 and OS1 of the London Borough of Hammersmith and Fulham Core Strategy (2011), Policies DM E3, DM E4, DM G1 and DM G7 of the Development Management Local Plan (2013) and SPD Sustainability Policies 14-24 of the Planning Guidance Supplementary Planning Document (2013).

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### **Signage and Wayfinding Strategy**

71. Prior to the occupation of the development hereby approved no advertisements shall be displayed externally until full details set out in the form of a Signage and Wayfinding Strategy (including drawings in section, plan and elevation of all the proposed advertisements on the site) has been submitted and approved in writing by the Local Planning Authority. Such details shall include details of artificial lighting levels (candelas/sqm size of sign/advertisement) and demonstrate that the recommendations of the Institution of Lighting Professionals in the 'Guidance Notes for The Reduction of Light Pollution 2011' will be met, particularly with regard to the 'Technical Report No 5, 1991 - Brightness of Illuminated Advertisements'. Approved details shall be implemented prior to use/ display of the sign/ advertisement and thereafter be permanently retained only in accordance with the approved details.

Reason: To ensure external advertisements displayed on the stadium building and ancillary buildings or structures are assessed in the context with an overall Signage and Wayfinding Strategy, in order to preserve the integrity of the design of the development, ensure a satisfactory external appearance and prevent harm to the street scene and to ensure that the amenity of occupiers of surrounding properties is not adversely affected, in accordance with Policy 7.6 of the London Plan (2016), Policy BE1 of the Hammersmith and Fulham Core Strategy (2011), Policies DM G1, DM G2, DM G4, DM G7, DM G8, DM H10 and H11 of the Development Management Local Plan (2013) and SPD Design Policy 29 of the Planning Guidance Supplementary Planning Document (2013).

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## **Delivery and Servicing Plan**

72. Prior to first occupation of the development hereby permitted, a Delivery and Servicing Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Delivery and Servicing Management Plan shall detail management of deliveries to and throughout the development, emergency access, times and frequency of deliveries and collections, vehicle movements including vehicle tracking, silent reversing methods, location of loading bays, quiet loading/unloading measures, etc. The development shall be carried out in accordance with the approved details and continued thereafter for the lifetime of the development.

Reason: To ensure that servicing and deliveries are carried out without any significant impact on the flow of traffic and the local highway network and to prevent harm to the amenities of surrounding occupiers by reason of noise disturbance, in accordance with Policies 6.11 and 7.15 of the London Plan (2016), Policy CC4 and T1 of the London Borough of Hammersmith and Fulham Core Strategy (2011) and Policies DM J1, DM H9 and DM H11 of the Development Management Local Plan (2013), and SPD Transport Policy 34 of the Planning Guidance Supplementary Planning Document (July 2013).

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## **Car Park Management Plan**

73. Prior to the occupation of the development permitted a detailed Car Parking Management Plan providing details of how the parking on the site will be implemented and demonstrating how safe arrival and departure shall be submitted to and approved in writing by the Local Planning Authority. Approved details shall be implemented prior to occupation of the development and thereafter maintained. The development shall not be operated otherwise than in accordance with the Parking Management Plan as approved. The total number of car parking spaces shall not exceed 190 spaces.

Reason: To ensure appropriate levels, mix and location of parking is achieved and that management arrangements are in place to control its allocation and use and that the development carried out does not exceed the cumulative maximum approved and to ensure the quantum of floor space keeps within the parameters assessed pursuant to the EIA in relation to the development in accordance with Policies 5.2, 5.18, 5.19, 5.21, 6.3, 7.14 and 7.15 of the London Plan (2016), Policies CC1, CC4 and T1 of the London Borough of Hammersmith and Fulham Core Strategy (2011), Policies DM H1, DM H2, DM H5, DM H7, DM H8, DM H9, DM H10, DM H11, DM J1 and DM J6 and SPD Transport Policies of the London Borough of Hammersmith and Fulham Planning Guidance Supplementary Planning Document (2013).

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## **Blue Badge Parking**

74. The development hereby approved shall not be occupied prior to the total basement level designated 23 blue badge parking spaces being marked out on site and made available for disabled users. These spaces shall be permanently retained thereafter solely for this use.

Reason: To ensure the satisfactory provision and retention of disabled car parking facilities, in accordance with Policy 6.13 and 7.2 of the London Plan (2016) and Policies DM J2 and DM J4 of the Development Management Local Plan (July 2013) and SPD Transport Policy 10 of the Planning Guidance Supplementary Planning Document (July 2013).

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## **Electric Charging Points**

75. The development hereby approved shall not be occupied before details of the installation of the electric vehicle charger points within the basement car parking areas, including location and type of active electric vehicle charger points, have been submitted to and approved in writing by the Council, and the electric vehicle charger points have been installed in accordance with the proposed details. 20% of the total number of car parking spaces provided on site shall be active electric vehicle charging points; a further 20% of the total number of car parking spaces provided on site shall be passive. The use of the electric vehicle charger points will be regularly monitored via the Travel Plan(s) and if required a further 20% passive provision will be made available. The approved electric vehicle charger points shall be retained in working order for the lifetime of the development.

Reason: To encourage sustainable travel in accordance with Policies 5.8 and 6.13 of the London Plan (2016), Policies CC1 and T1 of the London Borough of Hammersmith and Fulham Core Strategy (2011), Policy DM J2 of the London Borough of Hammersmith and Fulham Development Management Local Plan (2013), SPD Transport Policies 3 and 5 of the London Borough of Hammersmith and Fulham Planning Guidance Supplementary Planning Document (2013).

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## **Stage 3 Safety Audit**

76. Prior to the occupation of the development hereby approved a Road Safety Audit shall be carried out for the vehicular access arrangements serving the development, including the Wansdown Place/Fulham Road junction. Detailed design drawings shall be submitted to the Local Planning Authority for approval and any measures recommended in the audit that are agreed with the Local Planning Authority shall be carried out to the satisfaction of the Local Planning Authority.

Reason: To ensure that the development does not compromise highway safety or the safety of pedestrians on the footway, in accordance with Policy 6.3, 6.10, 7.2 of the London Plan (2016), Policy T1 of the London Borough of Hammersmith and Fulham Core Strategy (2011) and Policy DM J2 of the Development Management Local Plan (2013).

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## **Historic Plaque**

77. Prior to the occupation of the development hereby approved, details of a local history plaque to be erected on the site shall be submitted to and approved in writing by the Local Planning Authority, and the plaque shall be erected in accordance with the approved details. Thereafter, the plaque shall be retained in accordance with approved details.

Reason: In order to safeguard the special architectural or historic interest of the building, in accordance with Policy BE1 of the London Borough of Hammersmith and Fulham Core Strategy (2011) and Policy DM G7 of the Development Management Local Plan (2013).

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## **Taxi Management Plan**

78. Prior to the occupation of the development permitted a detailed Taxi Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Taxi management plan is required to provide details of arrangements for both licensed black cabs and private hire vehicles including arrangements for drop off and collection on match days and also on non-match days as well as any physical measures provided for taxis. The plan will need to detail any control measures that will be implemented, how these will be monitored and managed and what further measures could be implemented. The plan will also need to discuss the enforcement approach to these vehicles and how any negative impacts of these modes can be mitigated against.

It is expected that the Taxi Management Plan will be used to assist both the Match Day and Non-Match Day Travel Plans, as well as assisting the Stadium Management Plan.

Approved details shall be implemented prior to occupation of the development and thereafter maintained. The development shall not be operated otherwise than in accordance with the Taxi Management Plan as approved.

Reason: To ensure that taxi management arrangements are in place to control its allocation and use in accordance with Policies 5.2, 5.18, 5.19, 5.21, 6.3, 7.14 and 7.15 of the London Plan (2016), Policies CC1, CC4 and T1 of the London Borough of Hammersmith and Fulham Core Strategy (2011), Policies DM H1, DM H2, DM H5, DM H7, DM H8, DM H9, DM H10, DM H11, DM J1 and DM J6 and SPD Transport Policies of the London Borough of Hammersmith and Fulham Planning Guidance Supplementary Planning Document (2013).

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## **Diesel Generators**

79. Prior to the operation of the diesel generator units details that demonstrate all the diesel fuelled generators and their abatement technologies installed comply with a

minimum NOx emissions standard of 190mg/Nm<sup>3</sup> (at 5% O<sub>2</sub>) must be submitted and approved in writing by the Local Planning Authority. During the operation of the generators there must be no persistent visible emission. Where any combustion plant does not meet the relevant standard it should not be operated without the fitting of suitable NOx abatement equipment or technology. Evidence of installation shall be required where secondary abatement is required to meet the NOx Emission standard 190mg/Nm<sup>3</sup>. The submitted details must include the results of NOx emissions testing of the diesel fuelled generator units by an accredited laboratory and where secondary abatement is used to meet that NOx emissions standard of 190mg/Nm<sup>3</sup> it is met within 5 minutes of the generator commencing operation. The maintenance and cleaning of the systems shall be undertaken regularly in accordance with manufacturer specifications. The diesel fuelled generators shall only be used when there is a sustained interruption in the mains power supply to the site, and the testing of these diesel generators shall not exceed a maximum of 12 hours per calendar year.

Reason: To comply with the requirements of the National Planning Policy Framework, Policy 7.14 of the London Plan (2016), Policies CC1 and CC4 of the London Borough of Hammersmith and Fulham Core Strategy (2011) CC4 and Policy DM H8 of the Development Management Local Plan (2013).

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## **E: STADIUM OPERATIONAL CONDITIONS (Compliance)**

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### **Hours of Operation**

#### **Stadium Operations**

80. In respect of the Stadium use hereby approved and notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 2005 (or any order revoking and re-enacting that Order with or without modification), the stadium bowl comprising the pitch and spectator terraced seats shall not be used for events other than for:

- (a) The home matches of one professional football club for the playing of Association Football;
- (b) The playing of competitive and friendly domestic, European, or international Association Football matches;
- (c) Events within Use Class D2 for children and for educational establishments and excluding live music concerts;
- (d) Up to 12 events each calendar year additional to the above within Class D2 and subject to the number of spectators not exceeding 2,500 at each event;

- (e) Up to 6 events each calendar year within Class D2 additional to the above but excluding televised sporting events and subject to the prior written approval of the Local Planning Authority in each case and provided the events so not take place on Sundays.

Reason: In granting this permission, the Council has had regard to the particular circumstances of the case. The use of the site for any other purpose could raise materially different planning considerations and give rise to disruption of the local environment and amenity of the locality in accordance with Policies BE1 and T1 of the London Borough of Hammersmith and Fulham Core Strategy (2011) and Policy DM H11 and DM J1 of the Development Management Local Plan (2013).

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### **Hours of Use on Match (Football) Days**

81. On match days no customers/members of the public shall be admitted between the hours of 0000 and 0700 hours on Monday to Saturday and 0000 and 0930 hours on Sundays, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To protect the surrounding residential properties in the locality from noise pollution in accordance with Policy 7.15 of the London Plan (2016) and Policies DM H9 and H11 of the Development Management Local Plan (2013).

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### **Use of internal Stadium Facilities on Non-Match (Non-Football) Days**

82. On non-match days, the internal facilities in the East, North, West and South Stands, shall only be used by the following number of patrons in total at any one time:

- (a) Shall not exceed 2,500 patrons between 0900 hours to 2000 hours;
- (b) Shall not exceed 2,000 patrons between 2000 hours to 0200 hours (except for the 6 occasions per calendar year as outlined in Condition 80(e) when the number of patrons shall not exceed 2,500; and
- (c) The number of patrons present in the East, North, West and South Stands during these periods shall be recorded and those records shall be made available on request by the Local Planning Authority.

Reason: To minimise disruption of the local environment and protect the amenities of the locality Policy 7.15 of the London Plan (2016) and Policies DM H9 and H11 of the Development Management Local Plan (2013).

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### **A3 Unit**

83. The restaurant/café use (Class A3) hereby permitted shall not be operated before 0700 or after 2400 hours on any day of the week.

Reason: In order to ensure that the proposed development does not prejudice the amenities of the surrounding residential properties from noise pollution in accordance with policies Policy 7.15 of the London Plan (2016) and Policies DM H9 and H11 of the Development Management Local Plan (2013).

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### **The Shop (Megastore) and Museum**

84. The shop (Megastore) and Museum hereby permitted shall not be operated before 0700 or after 2200 hours on Monday to Saturday or before 0930 or after 2200 hours on Sundays.

Reason: In order to ensure that the development does not prejudice the amenities of the surrounding residential properties from noise pollution in accordance with policies Policy 7.15 of the London Plan (2016) and Policies DM H9 and H11 of the Development Management Local Plan (2013).

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### **Use of Decking Platforms**

85. The North and East Decking Platforms hereby approved as shown as hatched areas shown on drawing SBS-HDM-DR-A-1-1641-P4 shall be closed to the general public on non-match days except for the operational access/egress to/from the basement servicing/parking areas unless otherwise agreed in writing with the Local Planning Authority. Such access shall be controlled via a manned entry barrier located at the western end of the North Decking Platform.

Reason: In order to ensure that the proposed development does not prejudice the amenities of the surrounding residential properties from noise pollution in accordance with policies Policy 7.15 of the London Plan (2016) and Policies DM H9 and H11 of the Development Management Local Plan (2013).

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## **RECOMMENDED REASONS FOR APPROVAL**

The reasons for this grant of planning permission or other planning related decision are as follows:

- 1) Principle of Development: The redevelopment of the existing Stamford Bridge Grounds, with an increased capacity football stadium and ancillary uses, would continue the economic, cultural and social benefits and is supported in land use terms. London Plan Policy 2.1 advocates the Mayor's commitment to ensuring that London retains and extends its global role, Policy 3.16 supports the protection and enhancement of social infrastructure, Policy 3.19 supports the increase or enhance of the provision of sports and recreational facilities and Policy 4.6 the continued success of London's diverse range of arts, cultural, professional sporting and entertainment enterprises and their associated cultural, social and economic benefits. Core Strategy Policy CF1 supports the continued presence of the major public sports venues such as football in the borough, subject to the local impact of the venues being managed without added detrimental to residents. Policies DM D1 and DM D2 of the Development Management Local Plan supports the enhancement of community uses and continued presence of sports venues Emerging Draft Local Plan policy CF4 confirms the direction of policy provision for such uses and actively promotes the continued presence of football clubs in the borough. As such the principle of the redevelopment of the site is considered to be acceptable and in accordance with London Plan Policies 2.1, 3.16 and 3.19, Core Strategy Policy CF1 and DMLP Policies DM D1 and DM D2 and emerging Draft Local Plan Policy DM C4.
- 2) Housing: The development would result in the demolition and permanent loss from the application site of 38 dwellings equivalent to approximately 4,000m<sup>2</sup>. Given that there is no scope for the reprovision of this floorspace within the development is considered that securing provisions to ensure that the applicant re-provides the lost residential floorspace elsewhere within the borough by way of a s106 obligation is acceptable in this instance. On this basis the proposed development will not result in a net loss of residential floorspace. The provision of a commuted £3.75 million affordable housing financial contribution secured within the s106 is acceptable in these circumstances which represents the equivalent to 40% affordable housing of the reprovided 38 units and this commuted payment would be ring-fenced for the provision of additional affordable dwellings within the borough. The affordable housing contribution in lieu of on-site delivery in a future residential development would support the Council's Housing Initiatives in accordance with the Borough's Housing Strategy. In the context of the individual circumstances of the site and the planning and regeneration benefits arising it is considered that in this regard the proposal is considered to be in accordance with Policies 3.9, 3.11, 3.12 and 3.14 of the London Plan, LBHF Core Strategy Policies FRA1, H1, H2 and H4, Policy DM A1 of the LBHF DMLP and Emerging Draft Local Plan Policies HO1, HO2 and HO3.
- 3) Local Economy and Employment: It is considered that the loss of the existing employment uses on the site is justified in the circumstances. The loss of the two hotels is not considered to result in the loss of strategically important hotel capacity as required by Policy 4.5 of the London Plan and several of the existing secondary uses would be re-provided as part of the new stadium use with the stadium providing

an enhanced hospitality component on several levels, through the provision of new and improved facilities together with cafes, restaurants, and bars. Press areas, kitchens, staff areas and toilets and back of house areas would also be provided. The enlarged football stadium means current range of non – footballing uses cannot be accommodated back on the site and as such the site is no longer considered suitable for a wide range of non football uses and it is considered that elsewhere in the borough there are similar uses to meet local need. The proposed development would continue to provide significant employment opportunities both in the borough and London generally, whilst the temporary loss of 807 FTE jobs would be mitigated by the estimated 1,034 construction jobs and the increase of 122 FTE jobs once the development is complete and operational. The additional stadium visitors both on match and non match days would have a positive economic effect on local businesses, particularly in the Fulham Town Centre, while the impacts of the loss of an operational stadium during the construction period has been offset by way of local procurement and business resilience initiatives secured through the s106 agreement. The loss of the commercial floorspace in these circumstances is not contrary to the development plan as a whole whilst the net increase in employment in the operational stadium accords with policy requirements with no material considerations which indicate why planning permission should be withheld. The employment and training initiatives the new stadium has the potential to bring significant benefits to the local area while a local procurement initiative will be entered into by way of the legal agreement provide support for businesses. Further, additional stadium visitors both on match and non match days would have a positive economic effect on local businesses, particularly in the Fulham Town Centre. The development is therefore in accordance with Policies 4.1, 4.2, 4.4, 4.5 and 4.12 of the London Plan, LBHF Core Strategy Strategic Policy B and Policy LE1, DMLP Policy DM B1 and Emerging Draft Local Plan Policies E1, E2 and E4 and Emerging Draft Local Plan Policy E4.

4) Design and Heritage The proposed development would be a high quality development which would make a positive contribution to the character and appearance of the local area. The form of the proposed stadium has been influenced by its immediate surroundings and builds upon the historic context of previous stadia on the site while the resulting design is a high quality piece of design and a unique architectural solution. The development has the landmark qualities of a significant sporting venue with a clear identity and would declutter and unify the site. The proposed design and layout is considered to address its setting appropriately and its relationship with surrounding heritage assets including Brompton Cemetery and the listed buildings and structures within it, as well as those elsewhere in the vicinity of the site, will not be demonstrably harmed. The proposed development is therefore considered acceptable in accordance with the development plan as a whole including the National Planning Policy Framework, Policies 7.1, 7.2, 7.3, 7.4, 7.5, 7.6 and 7.8 of the London Plan requiring high quality inclusive development providing safe and secure environments which respond to their setting and are of high architectural quality with high quality public realm, and Policies BE1 and FRA1 of the LBHF Core Strategy requiring a high quality urban environment and Policies G1 and G7 of the LBHF DMLP requiring development not to harm the character or appearance of conservation areas, the protection of listed buildings and a high standard of design .



5) Residential Amenity and Impact on Neighbouring Properties: The proposed development is considered to have an acceptable impact upon the amenities and living conditions within surrounding properties in respect of daylight, sunlight, over-shadowing, overlooking/privacy, noise, and vibration impacts. Although there are recorded incidences whereby the impacts exceed the BRE technical guide for daylight and sunlight, there are very few overall transgressions and the extent of level changes are moderate at worst. Significantly, daylight impacts are mitigated by existing interventions within the locality of the windows affected and the proposals would not lead to the provision of unacceptable living conditions within dwellings. With regards to noise and privacy impacts, the proposals are considered to be acceptable on the basis that planning conditions are secured to limit the additional impacts to arise out of the development, including those during construction and demolition phases. On balance, the proposed development has been designed with due regard for the principles of good neighbourliness and will minimise the additional noise/privacy impacts subject to conditions, in accordance with London Plan Policies 7.1, 7.6 and 7.7, Core Strategy (2011) Policies BE1 and CC4, Development Management Local Plan (2013) Policies DM G1, DM G2, DM A9 and DM H9 and the Council's SPD (2013) Housing Policy 8.

6) Highways: The development has submitted a number of supporting documents including Transport Assessment, Transport Assessment Addendum, the Outline Construction Logistics Plan, and the Environmental Statement, in order to provide information on the existing highways arrangements and how the new development will impact on them. These documents along with the section 106 legal agreement and the planning conditions imposed, have shown how the predicted impacts on the existing highway network will be mitigated. The proposed development is therefore considered acceptable in accordance with policies 6.1, 6.3, 6.9, 6.10, 6.11, 6.13, of the London Plan, Policy T1 of the LBHF Core Strategy which seeks to improve transportation provision and accessibility and Policies DM J1, DM J2, DM J5 and DM J6 of the DMLP together with the transport policies of the Council's Planning Guidance SPD

7) Inclusive Access: The proposed development is considered to achieve a quality of design that is suitable and inclusive for all persons and subject to appropriate conditions conforms with both the London Plan and local plan policies requirements and is therefore in accordance with Policy 7.2 of the London Plan, Policies DM A4, DM G1 and DM J4 of the together with SPD Design Policies 1 and 8 and Transport Policies 9 and 22.

8) Sustainability: A BREEAM UK New Construction pre-assessment has been completed which shows that a "Very Good" rating is to be targeted as a minimum with a further assessment being required by condition in order to ensure the commitment to deliver additional measures that could result in and "Excellent" rating being achieved. The energy efficiency measures and CHP unit are calculated to reduce CO2 emissions by 225 tonnes, equivalent to 12%, and the Energy Strategy makes a commitment to meet the shortfall by making a payment in lieu which will be used to support the installation of low and zero carbon measures in the borough. The required payment of £779,110 will be secured via the 106 Agreement. A further Energy Assessment is secured by condition in order to deliver future improvements where achievable. The proposed development therefore accords with policies 5.1,

5.2, 5.3, 5.6, 5.7, 5.8, 5.9, 5.11, 5.12, 5.13, 5.14, 5.15 and 7.19 of the London Plan requiring development to meet minimum CO2 reduction targets, to meet the highest standards of sustainable design and to be energy efficient, Policies CC1 and CC2 of the Core Strategy (2011) which promote sustainable design, adaptation to climate change and carbon emissions reductions, Policies DM H1 and H2 of the LBHF DMLP and Sustainability Policy 25 requires major planning applications to provide details of how use of resources will be minimised during construction and Policy 29 requires submission of a detailed energy assessment.

9) Flood Risk: A Flood Risk Assessment (FRA) has been submitted and has considered risks of flooding to the site and adequate preventative measures have been identified. Calculations supplied with the FRA show that for a range of storm events, the proposed new development and the planned SuDS measures are expected to reduce run-off rates by 99%. This is in line with the London Plan and Local Plan requirements in terms of surface water management and represents a significant improvement for the site. Conditions are imposed requiring further details of the proposed surface and foul water drainage with SuDs and attenuation details to be submitted. The development would therefore be acceptable in accordance with Policies 5.11, 5.13, 5.14 and 5.15 of the London Plan, policy requiring flood risk assessment and development to mitigate flood risk, Policies CC1 and CC2 of the LBHF Core Strategy which requires development to minimise future flood risk and Policy DM H3 of the LBHF DMLP together with SPS Sustainability Policies 1 and 2.

10) Land Contamination: The application proposes that the site would be remediated to an appropriate level and the development is considered to be in accordance with relevant national, regional, and local contaminated land policies which seek to manage the development of land to minimise the potential harm of contaminated sites and where appropriate, ensuring that mitigation measures are put in place. The proposed development therefore accords with Policy 5.21 of the London Plan, Policy CC4 of the LBHF Core Strategy and LBHF DMLP Policy DM H7.

11) Air Quality: There will be an impact on local air quality as a result of additional vehicle emissions directly and indirectly from the development however, mitigation will be secured via a Low Emission Strategy condition. During construction and demolition a Air Quality Dust Management Plan is required by condition which will mitigate the air quality impacts of this phase of the development. The CHP, Gas Boilers and Emergency diesel generators on site will be have an air quality impact, however these can be suitably mitigated by siting and design and by the use of appropriate NOx emissions abatement technology to ensure all the CHP, Gas boilers and Emergency Diesel Generators in the energy centre all plant comply with the strictest emission standards possible for the type of plant proposed; all of which are secured by way of condition. The proposed development therefore accords with London Plan Policy 7.14, LBHF Core Strategy Policy CC4 and LBHF DMLP Policy DM H8

12) Archaeology: The site is unlikely to have surviving archaeological remains but is located close to an Archaeological Priority Area and any impact of the development on any buried heritage assets could be successfully mitigated by a suitable programme of archaeological investigation. A condition will secure the

implementation of a programme of archaeological work by way of a watching brief throughout relevant construction times. The proposed development therefore accords with Policy 7.8 of the London Plan, Strategic Policy BE1 of the LBHF Core Strategy and Policy G7 of the LBHF DMLP.

13) Ecology: The proposal would have a significant impact on the SINCs identified, however the existing value of these habitats is limited to the functionality of the habitats as a wildlife corridor and not the value of plant or animal species present and can be appropriately mitigated and compensated both through the measures identified by the applicant within the submission and a detailed Ecology Strategy secured by legal agreement. As such the proposal is considered to be in accordance with the NPPF, London Policies 5.11 and 7.19, Core Strategy Policy OS1, DMLP Policies DM E1, DM E3 and DM E4 and the Council's Planning Guidance Supplementary Planning Document.

14) Open Space The LBHF Core Strategy designates the site as open space. The application site will continue to be used as an outdoor sporting facility and so the proposed development is in accordance with planning policy supporting the retention and enhancement of open space. The proposal is therefore in accordance with London Plan Policy 7.18, Core Strategy Policy OS 1 and DMLP Policy DM E1 together with Emerging Draft Local Plan Policy OS2 and there are no material considerations which indicate why planning permission should be withheld.

15) Social, Leisure, Recreation and Sporting Initiatives To support the delivery of the Chelsea Foundation community support programme, there will be enhancements and improvements to existing leisure, recreation and sporting facilities in the borough. This is considered appropriate and in accordance with Policies 3.1 and 3.19 of the London Plan Policy CF1 of the LBHF Core Strategy Emerging Draft Local Plan Policy CF1 Policy DM D2 of the LBHF DMLP supporting the enhancement of leisure, recreation and sport facilities.

16) Community Initiatives The design of the stadium is such that it's not possible to provide a community use on the site. Chelsea Football Club will therefore make a contribution to new and/or enhanced uses in the locality to be secured via a legal agreement. In this regard officers consider that the proposal is in accordance with Policy 3.1 of the London Plan, Policy CF1 of the Core Strategy, Policy DM D1 of the Development Management Local Plan and Emerging Draft Local Plan Policy CF2.

17) Secure by Design: The Stadium Management Plan would provide satisfactory information for the Council to ensure appropriate security/match day operational measures are implemented, monitored, and improved where necessary. The Council's Licensing Officer advises that the design and construction of the stadium has been designed to comply with the current requirements of the Guide to Safety at Sports Grounds (Green Guide), the relevant building regulations, codes of practice and British Standards which will enable the Stadium to apply for a safety certificate under the provisions of the Safety of Sports Grounds Act 1975 as amended by the Fire Safety and Safety of Places of Sport Act 1987. In addition, subject to the detailed stadium design being secure by design compliant and the acceptable submission of the SMP, the proposed development would ensure that appropriate measures are incorporated and provided for to minimise incidences of crime and

disorder, in accordance with Policy BE1 of the Core Strategy (2011), Policy DM G1 of the Development Management Local Plan (2013) and Policy 7.3 of the London Plan (2016).

18) Planning Obligations: The application proposes that its impacts are mitigated by way of a comprehensive package of planning obligations to fund improvements that are necessary as a consequence of the increased use arising from the development. A range of such contributions and provision of health, transport, employment and community facilities are proposed. The proposed development would therefore mitigate external impacts and would accord with Policy 8.2 of the London Plan which requires the Mayor to take account of planning obligations in decision making.

19) Environmental Impact Assessment: The Environmental Statement, the subsequent Environmental Statement Addendum and the submitted further information to the Environmental Statement and their various technical assessments together with the consultation responses received from statutory consultees and other stakeholders and parties, enable the Council to determine this application with knowledge of the likely significant environmental impacts of the proposed development.

20) Objections: Whilst a large number of issues have been raised by objectors to the scheme it is considered, for the reasons explained in the detailed analysis, that planning permission should be granted for the scheme subject to appropriate safeguards to ensure that necessary controls and mitigation measures are established. This decision is taken on the basis of the proposed controls, mitigation measures and delivery commitments contained in the draft conditions and Heads of Terms for the Section 106 Agreement set out in this committee report, which are considered to provide an adequate framework of control to ensure as far as reasonably practicable that the public benefits of the scheme will be realised in accordance with relevant planning policies whilst providing the mitigation measures and environmental improvements needed to address the likely significant adverse impacts of the development.

Having regard to these relevant policies of the statutory development plan and all other material considerations including all environmental information put forward under the EIA process, officers consider that subject to completion of the section 106 agreement prior to the grant of permission and the imposition of conditions, the development will accord with Council planning policy objectives and those of the Mayor of London.

The application is considered to comply generally and taken as a whole with the relevant policies of the London Plan, the Core Strategy and Development Management Local Plan of Hammersmith and Fulham Council and there are no other material considerations which the officers consider would override the grant of planning permission in accordance with the development plan.

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

### **All Background Papers held by Andrew Marshall (Ext: 3340):**

Application form received: **6 November 2015**

**Policy Documents:** The London Plan 2016;  
LBHF - Core Strategy 2011;  
LBHF - (Development Management) Local Plan 2013; and  
Planning Guidance Supplementary Planning Document 2013  
National Planning Policy Framework (NPPF) 2012

### **OFFICERS' REPORT**

#### **1.1.0 BACKGROUND**

##### **Notification of Decision and Referral of the Application**

1.1.1 The application is accompanied by an Environmental Statement. The council has sent the Environmental Statement to the Secretary of State, as well as subsequent additional environmental information received (see regulation 16, 22 and 24 in the table at paragraph 3.13 of the report) together with the planning application documents. Where an Environmental Impact Assessment application is determined by the local planning authority, the authority shall in writing inform the Secretary of State of the decision.

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

1.1.3 The Mayor of London formally considered the proposal on 15 January 2016 and issued a Stage 1 report. The contents of this report have been considered by both the applicant and the Council and there have been discussions with the officers of the GLA and TfL to ensure that their concerns and comments have been properly addressed as far as is reasonably practicable.

1.1.4 The application would be referred to the Mayor of London prior to the issue of any decision notice. The Mayor has a period of 14 days from the date of notification to consider the Council's resolution before issuing a decision.

##### **Development Site in Context**

1.1.5 The application site occupies an area of approximately 6.2 hectares (over 15 acres) and lies in the south-east corner of the borough (Parsons Green & Walham Ward). The site is located entirely within the administrative area of Hammersmith and Fulham (LBHF). The borough boundary with the Royal Borough of Kensington and Chelsea (RBKC) adjoins the eastern edge of the site. The top of

the railway cutting on the east side of the West London/Southern Mainline railway line forms the administrative boundary.

1.1.6 The existing topography varies. The site is relatively flat. Ranges between 2.6 m above Ordnance Datum (AOD) in the north east corner of the site to approximately 3.6 m AOD in the south west corner. There are however very distinct ground level changes inside the boundaries of the application site with the inclusion of two railway corridors. One is located on the north boundary with the District Line from Fulham Broadway Station. The other is on east boundary with the West London/Southern Mainline railway line and boundary between LBHF and RBKC.

1.1.7 Stamford Bridge football stadium occupies most of the site. The site also includes other associated buildings, uses and a basement car park. Stamford Bridge is the home ground of Chelsea Football Club. The ground is named in association with the bridge crossing (Stamford Bridge) over the railway lines on Fulham Road. Chelsea FC currently plays in the English Premier League and is one of three professional football clubs located in the borough (together with Fulham FC and Queens Park Rangers FC). The match day spectator capacity of the current stadium is approximately 41,600 seats. It is estimated that approximately 2.4 million people visit the site on an annual basis, 1.2 million on match days and a further 1.2 million on non-match days.

**Stamford Bridge Grounds (the redline boundary of the application site)**

1.1.8 Whereas the stadium is the largest structure on the site, there are numerous (some connected) buildings located to the north or south. The remainder of the site comprises circulation/concourse space used by spectators/visitors and ground level car parking/servicing areas on non-match days. The application site extends beyond the existing stadium ground boundaries by 8,200 metres. The additional land is located to the east and north-west of the site and comprises Network Rail/London Underground railway corridors and a service road to the west in Wansdown Place. In summary, the following buildings/land uses are present in the proposed application site:

USES	SUMMARY
All-seater football stadium (Stamford Bridge).	The home ground of Chelsea FC for the last 112 years. Now one of the oldest major football stadium venues in continuous use in the world. The club is operated by Chelsea FC plc and, functions as a subsidiary of Fordstam Ltd (the applicant). The Chelsea Pitch Owners own the freehold of Stamford Bridge (the turnstiles, the pitch, and the Chelsea FC name). A wide range of uses are provided in the stadium on both match and non-match days.
"Chelsea Village" & other related buildings at the southern end of the site.	A complex of different buildings/uses enclose the stadium's South Stand. The uses provided include: - <u>Village Court</u> : 38 private apartments in a single residential block.

	<ul style="list-style-type: none"> <li>- <u>Two hotels</u>: The 4-star Copthorne Hotel (connected to stadium) and the 4-star deluxe Millennium Hotel (a standalone hotel on the Stamford Gate forecourt). In total, the hotels provide 281 guest rooms, ancillary restaurants, cafe, and event space.</li> <li>- <u>A music venue</u>: 'Under the Bridge' (East Stand).</li> <li>- <u>The Club Shop</u>: 'Megastore' (South Stand). There are a further two smaller merchandise shops provided on the site (Stamford Gate House and within the Health Club and Museum building).</li> <li>- <u>The club's administrative offices</u>: (attached to the rear of the South Stand).</li> </ul>
Health Cub and Museum	<p>A two storey detached building located in the north east corner of the site, to the rear of the North (Matthew Harding) Stand. The building adjoins the site boundary with Brompton Park Crescent (a private residential estate), the underground line and the West London Line/ Southern mainline. The building contains:</p> <ul style="list-style-type: none"> <li>- Chelsea Health Club and Spa (a health and fitness complex).</li> <li>- The Club Museum and,</li> <li>- A small club shop.</li> </ul>
Car parking/servicing and deliveries	<p>In total, 290 car parking spaces currently on the site (229 parking spaces in an underground car park and 61 surface level parking spaces). Access/egress to the basement car park is connected beneath the Millennium Hotel.</p> <p>Car parking is available for public use on non-match days yet limited on match days. No surface car parking is permitted on match days, to accommodate spectators and outside broadcasting trucks. In the same way, no underground parking is available for general admissions spectators on match days. Basement parking is restricted to approximately 20 spaces for players, officials, and guests.</p> <p>Vehicular access for servicing and deliveries is via the Stamford Gate or the Britannia Gate entrances.</p>
Circulation & concourse areas	Primarily a macadam surface treatment around the perimeter of the stadium and buildings shared with

	ground level parking. Block paving at Britannia and Stamford Gate entrances.
Network Rail Southern Mainline Railway land	Railway land located to the east of the stadium, including embankments, comprising the West London Line/Network Rail Southern mainline corridor which runs in a shallow cutting. This area of land extends between the section of railway from the southern end of Brompton Cemetery to the existing parapet wall on Stamford Bridge (north side of Fulham Road).
Transport for London (TfL) District Line land	London Underground land to the north-west of the existing stadium. Comprises the London Underground (District Line) corridor and an overbridge (Bridge D98), currently used by residents of the Sir Oswald Stoll Foundation as allotments.
Land in Wansdown Place	A part private access road off Fulham Road. Currently serves the Fulham Broadway Retail Centre. Provides spectator access to Fulham Broadway Station (match-days only) via crowd control stairs and a secondary entrance for pupils at the London Oratory School (non-match days).

### Stamford Bridge: existing football stadium

1.1.9 The current match day capacity of Stamford Bridge stadium is 41,629, which currently makes it the eighth largest stadium in English football's top-flight. The average attendance during the 2014/2015 football season was 41,546 (approximately 99.8% capacity). Seats for competitive matches have been regularly sold out since 2003. The ticket allocation/profile of the spectators regularly attending a football match consist of mostly general admission (season ticket holders and club members), followed by hospitality and visiting supporters. The existing stadium's spectator profile/ticket allocation breakdown is as follows:

Existing Profile/Ticket Classification	Capacity
General Admission: Season Ticket Holders	25,626
General Admission: Members	8,000
Hospitality	4,600
Visiting Supporters	3,000
Disabled+Carers	254
Media+Players	120
<b>TOTAL</b>	<b>41,600</b>

1.1.10 The existing stadium has four stands that surround the pitch. Each stand is designed with unconnected internal concourse areas. All the stands were built at different phases. The East Stand is the oldest. It is a three-tiered, cantilevered



concrete stand with a steel truss forming the roof stand, constructed in the early 1970's. The East Stand contains the players tunnel, dugouts, dressing rooms, conference room, a press centre and commentary box. The North, South and West Stands were developed almost twenty years later. Built in phases, each stand is of a modern style with frontages comprising a mix of brick, blockwork, metal panelling, and tinted glazing. The South and West Stands include the main hospitality areas. The South Stand is the smallest and is enclosed by the Copthorne Hotel, the Village Court apartment building and ancillary club offices. These buildings block views of the stadium from parts of Fulham Road. The current spectator capacity for each stand is as follows:

<b>Existing Stadium Stands</b>	<b>Spectator Capacity</b>
West Stand	13,388
East Stand	10,889
North "Matthew Harding" Stand	10,770
South "Shed End" Stand	6,582
<b>TOTAL</b>	<b>41,629</b>

1.1.11 The existing stadium and grounds cover an area of some 47,400 sqm approximately 65% of the current site area, with some 16,700 sqm of publically accessible space (35% of the site area).

1.1.12 The stadium and the associated offices have a total floor space of 57,630 sqm (GIA). The hotels, residential, museum, health club and spa, music venue, shops, restaurants, and cafes, increase the existing floor space to 84,855 sqm (GIA).

1.1.13 The height of the stadium varies between the different stands. The buildings attached to the South Stand are the tallest on the site. The maximum height on the site is the Copthorne Hotel at 45m. The stadium is ranges 38 m – 49 m (west); 38 m (east) 25 m (north) and 25m – 40m (South).

1.1.14 Stamford Bridge hosts a range of football association matches, including Premier League and domestic cup games. European football which includes Champions League or Europa League matches and international friendlies have also been played in recent times. Currently each Premier League club plays a minimum of 19 home games within a football season (August to May). The overall number of home games played increases, depending on how far each football club proceeds in both domestic and/or European competitions. In recent years, Chelsea play on average 30 homes games a season which equates to approximately 1.25 million match day spectators attending the stadium on an annual basis.

### **Existing stadium non-match day uses**

1.1.15 Besides the football use, Stamford Bridge is a major business and visitor attraction, hosting many ancillary match day and non-match day usages. Approximately 1.2 million people visit the site annually on non-match days. The usage includes museum and stadium tours, business meetings, corporate functions and conferences in the stadium, hotel accommodation with ancillary restaurants and cafes, retail - club shops, the music venue, health club/spa and the club's

administrative offices. The inside of the stadium is fitted out with a wide range of multi-purpose function and meeting rooms, tailored to provide a space for conferences, and business or social functions on non-match days.

1.1.16 The ancillary non-match uses/floor space provided on the site are as follows:

<b>Uses</b>	<b>Floor space</b>
Two hotels totalling 281 guestrooms	14,500 sqm
Three restaurants space	600 sqm
Museum	820 sqm
Retail	700 sqm
Health Club	3,000 sqm
Residential apartment block (Chelsea Village Court) with 38 dwellings	4,000 sqm
Ancillary office space	1,500 sqm
Underground live music venue	800 sqm
Ticket office	100 sqm
Surface ancillary parking spaces (includes space for outside broadcast trucks);	1,500 sqm
290 parking spaces (229 in a secured underground car park)	-

### **Pedestrian/Vehicular access points**

1.1.17 The stadium grounds are physically constrained by the immediate environment, hemmed in by the adjoining railway lines to the east and the north, the historic perimeter 'Shed' boundary wall to the south which separates the stadium grounds from the residential/studio uses on the Fulham Road frontage and a boundary wall to the west to the Sir Oswald Stoll Mansions. The surrounding railway lines and boundaries conditions with neighbouring properties therefore define the shape of the site.

1.1.18 The stadium grounds are currently accessible only from Fulham Road via four historic entrances. The main entrance ("Stamford Gate") is situated in the south-east corner of the site, not quite opposite Holmead Road and close to the borough boundary and railway bridge. This entrance serves the stadium's South and East Stands, including the entrance for 'away' supporters and the two hotels, restaurants, offices, residential apartment block and basement car park. There is a small (pedestrian only) entrance (Perry's Passage) located next to Walsingham Mansions and Stamford Bridge. This gate entrance has steps down from the bridge into the stadium grounds and is operative only post-match days. The second main entrance ("Britannia Gate") is in the south west corner of the site, next to the Sir Oswald Stoll Foundation and opposite Britannia Road. The Britannia Gate is the closest entrance to Fulham Broadway Station and serves spectators primarily to the North and West Stands, plus visitors to the Megastore and museum. Both the Stamford and Britannia entrances have temporary security control measures currently in place. The third main entrance ("Bovril Gate") is located between Stamford Gate and the Britannia Gate entrances, opposite Maxwell Road. This is a narrow pedestrian entrance which borders Bovril Court and Chelsea Studios. This

entrance serves the South Stand and is primarily used on match days. Vehicle access is limited to the Stamford and Britannia entrances.

### **Fulham Road – Temporary Road Closure**

1.1.19 On match-days, a temporary road closure is put in place on Fulham Road between Fulham Broadway/Harwood Road and Hortensia Road. The road closure is operative during and for a period before and after each home game. In total Fulham Road is closed to general traffic for approximately four hours in total (some 60-90 minutes before kick-off and between 30 - 60 minutes after the match). Pedestrian priority is permitted for this period on Fulham Road for spectator use coming to the stadium or departure after matches and is also operational as a security measure. During the road closure, bus routes and other vehicles which normally run along Fulham Road are re-routed for this period along King's Road.

### **The Surrounding Area**

1.1.20 This is a brownfield site within an urban area context. Buildings of varying heights surround the site, typically ranging from between two and seven storeys. Except for the small commercial uses on Fulham Road and Brompton Cemetery the surrounding area is predominantly residential in character. Commercial uses become more pronounced closer to Fulham Town Centre to the west of the site.

1.1.21 The application site is located on the north side of Fulham Road. The existing stadium is set back from the Fulham Road frontage, behind the southern perimeter wall and to some extent is hidden by other non-football uses within the grounds and a line of residential properties/studios fronting the main road.

1.1.22 To the north and east, the two railway lines and open cuttings immediately bound the area. High boundary walls or fences largely border the remainder of the site. A 3 m brick wall (west) and fencing (north) encloses the Sir Oswald Stoll Foundation. The remnants of the 7 m high "Shed Boundary Wall" run along the southern perimeter.

1.1.23 The railway lines of the London Underground District Line and grounds of Brompton Park Crescent bound to the north of the site. Beyond the tracks of the District Line is the London Oratory School, the rear garden of Lily House (a detached private residence) and Brompton Park Crescent, a private residential estate. All the properties are accessible off Seagrave Road.

1.1.24 The east boundary is formed by the Southern Mainline/West London line and the administrative borough boundary with RBKC. To the east of the borough boundary is Brompton Cemetery (an extensive area of listed public open space), the residential houses and gardens of properties collectively known as "The Billings" and a mansion block (Hereford House) which fronts Fulham Road.

1.1.25 The Sir Oswald Stoll Foundation buildings form the west boundary. This is a residential estate with four storey mansion blocks containing 157 residential units and a medical facility. The Stoll was formed and is still focuses primarily on providing housing and medical facilities for ex-service and disabled personnel.

Occupation has been extended to include other categories in recent years. A linear, four storey block of one and two bedroom flats face the existing West Stand. Beyond the Stoll buildings is the Fulham Broadway Shopping Centre, a retail mall, and the main entrance to Fulham Broadway Underground station on the ground level with restaurants, a multiplex cinema, a health, and fitness club on the upper levels. The centre is serviced via Wansdown Place. Fulham Broadway station is 100 metres from the Britannia Gate and 400 metres from the Stamford Gate.

1.1.26 From Fulham Broadway, the southern boundary runs west to east from the Britannia Gate to the Stamford Gate. The existing stadium is set back from the Fulham Road frontage and separated from the neighbouring residential and commercial properties by the original and remaining section of the former (“Shed End”) boundary wall. Small enclaves of low scale residential properties are located on the Fulham Road frontage. These include Hilary Close (a private cul de sac which serves a small gated residential development), West London Studios (a 1960’s, 6-storey residential block), Bovril Court (part 3-storey, part 4-storey), Chelsea Studios (a collection of low studio buildings and villas within a walled development, set around courtyards and gardens) and La Reserve Hotel (3-storey). Walsingham Mansions and the adjacent Stamford Gate House (5-storey), a modern apartment block feature denote the eastern end of the Stamford Gate entrance and back onto the site. To the south of Fulham Road up to Kings Road, the area is predominantly residential in character, comprising mostly of Victorian terraced housing fronting streets within the Moore Park Conservation Area.

1.1.27 There are two small commercial frontages on Fulham Road opposite the main entrances to the site. These include shops, cafes, restaurants, bars, and public houses, accessible to spectators on match days. Active commercial frontages extend westwards into the Fulham Broadway area (Fulham Town Centre), Kings Road/New Kings Road to the south and to the east into RBKC. Shops, restaurants, pubs, and bars frequented by spectators on match days are located on North End Road, Wandsworth Bridge Road, Lillie Road and as far and wide as West Brompton, Parsons Green, South and West Kensington and Earl’s Court.

1.1.28 Fulham Road provides the sole access to the site. Fulham Road forms part of the borough’s Strategic Road Network (SRN) and connects with the wider road network to the east and west. Similar designated roads are Kings Road to the south, Dawes Road/North End Road to the west and Lillie Road to the north. While the borough is the Highway Authority for Fulham Road, Transport for London (TfL) is the Traffic Authority and has a duty under the Traffic Management Act 2004 to ensure that any development does not have an adverse impact on the SRN. The closest section of the Transport for London Road Network (TLRN) is Finborough Road (A3220), located some 400 metres to the east of the site in RBKC. Both Finborough Road and the (A4) Brompton Road provide further connections toward central and outer London. To the west, Fulham Road leads to Putney Bridge which provides access to the (south circular (A205) and the A3), both south of the River Thames.

1.1.29 Due to size of the site, the Public Transport Access Level (PTAL) varies and ranges between 2 and 6a (excellent) on a scale of 1 to 6b, where 6b is the most

accessible. The site is considered to be well served by public transport and provides good connections to central and other parts of London.

1.1.30 There are nine different stations within a 1.8 km radius of the site. Fulham Broadway Station is the closest underground station (100m to the south west or 5 minutes' walk from the Britannia Gate entrance). This station has operated alongside the football stadium for over 100 years. The underground station is connected to the District Line (Wimbledon branch). The entrance to the station is located inside the mall of the Fulham Broadway Retail Centre. The station has a separate pair of dedicated crowd control staircases which emerge at street level in Wansdown Place. The staircases were built in 2002 and are used only on match days to route spectators directly from the station platforms to Fulham Road. On non-match days, Wansdown Place is a service road and provides vehicular access to the mall's basement car park. Wansdown Place is also used as a pedestrian route by pupils from the London Oratory School to the underground station.

1.1.31 The other underground stations close to the site include West Brompton Station (District Line/overground station) 750m north and Parsons Green Station (District Line) 1km to east of the site. Earls Court Station (District and Piccadilly Line) is 1.2 km north of the site. Both Parsons Green and West Brompton stations are located on either side of Fulham Broadway station and on the Wimbledon Branch - District Line. Both stations are 15-20 minutes walking distance from the site. West Brompton lies on Lillie Road/Old Brompton Road and is 1.5 km to the north, located close to Earls Court Station. Earls Court is approximately 1.6 km from the site and is a major interchange for the Underground services and served by the District and Piccadilly lines. Earls Court station is within 25 minutes walking distance. Chelsea Harbour/Imperial Station is an overground station and is located approximately 1.4 km south of the site. Together with West Brompton Station the stations are served by London Overground (West London Line) and, on the Willesden Junction to Clapham Junction Branch and the Southern services from Milton Keynes and Watford Junction to South Croydon.

1.1.32 There are several bus routes within proximity of the site. In total there are ten bus routes (nos. 11, 14, 22, 28, 221, 295, 391, 414, 424 and C3), with bus stops all within an acceptable walking distance of the site. Bus routes (nos. 14, 414 and 211) stop on Fulham Road directly outside the site.

1.1.33 On site car parking is provided both at basement and grade level. Parking spaces are used primarily on non-match days by the hotels, functions conferences, restaurants, residential units, and offices on the site. The basement car park is also used locally for visitor parking. There is only limited on site car parking permitted on match days. The basement car park is closed to the public, several hours ahead/after the football match.

1.1.34 Cycle parking is found on and surrounding the site. These include cycle hire stations and designated cycle parking stands on Fulham Road and New King's Road. The site is connected to the London Cycle Network (LCN). At present on site cycle parking is limited with approximately 30 bicycle spaces.

1.1.35 Match day coach parking for visiting spectators is provided off site on Imperial Road. Coaches park temporarily on the west bound bus lane. Further overflow coach parking is permitted on Bagley's Lane.

## Conservation Areas

1.1.36 Most of the site falls outside of a conservation area. However, the Billings and Brompton Cutting Conservation Area runs alongside to the eastern edge of the site and small sections of both the Moore Park and the Walham Green Conservation Areas are within the application site. The Billings and Brompton Cutting Conservation Area relates to current railway land located next to the existing stadium and includes embankments, trees, and vegetation. The northern boundary of the Moore Park Conservation Area extends into the site's Fulham Road frontage, alongside the Stamford Gate entrance and the east boundary of the Britannia Gate entrance. This conservation area also includes part of the application site in Wandsdown Place. The Walham Green Conservation Areas also extends westwards over part of the London Underground cutting. Includes the existing crowd control staircase which serve Fulham Broadway Station and disused bridge used as a garden by residents in the Stoll Foundation.

1.1.37 The site is bounded or close to several other Conservation Areas. In addition to the three conservation areas in LBHF mentioned above, both the Billings and the Brompton Cemetery Conservation Areas located in the RBKC are a material consideration. The stadium buildings are visible from several the conservation areas and public vantage points, including gaps between buildings on the Fulham Road frontage, the Billings and from Brompton Cemetery. A summary of five Conservation Areas affected by the development are listed in the table below:

Conservation Area	Description
<b>The Billings and Brompton Cutting Conservation Area</b> (East) LBHF	Located in LBHF. Designated in 2002, following the transfer to LBHF of part of the Billings Conservation Area in RBKC in 1979. The character profile of the Billings and Brompton Cutting Conservation Area was approved in 2004. The character profile states: "The reason for its adoption by LBHF was to control any development of the railway cutting, which forms an important setting to the adjoining Billings Conservation Area and Brompton Cemetery Conservation Area, both within the Royal Borough of Kensington & Chelsea". The conservation area is also a Site of Importance for Nature Conservation (SINC).
<b>Moore Park Conservation Area</b> (South and West) LBHF	Located immediately to the south of the site. Includes residential and commercial properties fronting Fulham Road, the Moore Park estate to the south, the Sir Oswald Stoll Foundation and Fulham Broadway Centre to the west of the site. Designated in 1989.

<b>Walham Green Conservation Area</b> (West) LBHF	Adjoins the Moore Park and Walham Grove Conservation Areas. Incorporates the historic village centre of Walham Green and includes part of the Fulham Broadway Centre, Samuel Lewis Trust dwellings and the southern tip of Fulham Town Centre, including Vanston and Jerdan Place. Designated in 1980 and extended in March 1991.
<b>The Billings Conservation Area</b> (East) RBKC	Situated adjacent to the Billings and Brompton Cutting Conservation Area and separated from the south eastern part of the stadium grounds by the West London railway line. Consist of small Victorian houses originally bounded by a canal. Designated by RBKC in 1979.
<b>Brompton Cemetery Conservation Area</b> (East and North-East) RBKC	Adjoins the Billings Conservation Area and the Billings and Brompton Cutting Conservation Area. Lies across the railway cutting from the northern part of the stadium grounds and incorporates the cemetery. The existing stadium is seen from the south western side of the cemetery. Designated by RBKC in 1985.

## Heritage Assets

1.1.38 No buildings on the site are statutorily or locally listed. Brompton Cemetery, located in the RBKC is 35m to the east of the site and is an important local, cultural and heritage asset. The Cemetery was built in 1840 and is a Conservation Area. The Cemetery is owned and managed by the Royal Parks and is registered as Grade I Listed on the Historic Register of Historic Parks and Gardens and is a Grade I site of Nature Conservation Importance in the Royal Borough. The Cemetery contains many Grade II and Grade II\* listed buildings and structures (mostly tombs).

1.1.39 There are two Listed Buildings and five Buildings of Merit (BoMs) in LBHF close to the site. The listed buildings are Fulham Town Hall (Grade II\*) and the former Fulham Broadway Station entrance and ticket hall (Grade II). The BoMs include Chelsea Studios, the Sir Oswald Stoll Foundation buildings, nos. 525-531 (odd) and nos. 422 to 438 (even) Fulham Road.

## Other Policy designations

1.1.40 The site lies in one of the Strategic Views of London, as defined in the London View Management Framework (London Plan Strategic View 9A.1). The site is situated within the protected viewing corridor of King Henry VIII's Mound in Richmond Park to St. Paul's Cathedral.

1.1.41 There are no statutory designated ecological sites within 1 km of the site. There are however three designated non-statutory nature conservation sites within or close to the site. These cover parts of the District Line corridor to the north (District line north of Fulham Broadway SINC) and the Southern Mainline corridor to the east (West London line south of Earl's Court). A wider designation covers both

SINCs. Both sites are rail-side habitats designated as areas of Grade I Borough-Wide Importance. Open space designation also covers the existing football pitch.

1.1.42 The site lies within an area classified by the Environment Agency as Flood Zone 3 (700m north of the River Thames) and within a bi-borough wide designated Air Quality Management Area (AQMA). The site lies 250m west of the boundary of the Walham Green Archaeological Priority Area and 200m to the west of Fulham Town Centre.

## **Trees**

1.1.43 Most trees within the application site affected by the proposed development are outside the existing stadium grounds, along the two railway cuttings or within the grounds of neighbouring properties. There is only one tree (a London Plane) within the stadium grounds, located at the Stamford Gate entrance.

## **Planning History**

1.1.44 Planning records for Stamford Bridge show the application site has undergone several changes in the last 100 years.

1.1.45 The football club was founded in 1905 and is one of the oldest major football stadium venue in continuous use in the world. Stamford Bridge has been in existence for 140 years and was originally used as athletic grounds. Since 1905, the design and form of the football stadium on the site has undergone significant change. There have been three different stadia versions. These have included major renovation works undertaken in early 1970's and between 1990-2001. The current all-seater stadium was completed for the start of the 2001-2002 football season.

1.1.46 The most intensive period of works on the site have taken place in the last 40 years. In 1988, the football stadium was very different to the current stadium. With a capacity of some 43,500 spectators, the stadium had 20,000 seats and a large standing capacity. At this point in time, both the make-up of the club and the design and form of the stadium and its grounds were beginning to experience the biggest transformation yet since the post war period. The works which followed were triggered in part by the Lord Justice Taylor Report in 1990, following the Hillsborough disaster. The inquiry report required the redesign of football stadiums in the UK to meet new safety standards. The report required the removal of standing spectators and the requirement for the introduction of all seater stadia by the 1994/95 season.

1.1.47 In 1989, plans to redevelop the site were instigated with the grant of outline permission. Works started following a public inquiry and the grant of other planning permissions. The works undertaken were carried out in phases whilst the football club continued to play at Stamford Bridge. In November 1999, following another public inquiry, the Planning Inspectorate allowed several appeals. These plans included the final parts of the existing stadium and involved the redevelopment of the current West Stand which was completed for the start of the 2001-02 season. Other recent developments on the site included the construction of two hotels, a residential apartment block, a health club, an underground car park plus use of the



stadium for ancillary restaurants, conference and banqueting facilities, a music venue, club shops, plus ancillary offices.

1.1.48 A summary of the site's history is set out in more detail in the table below.

<b>SUMMARY OF CLUB'S PLANNING HISTORY</b>	
1877	Stamford Bridge first opened as an athletics ground used by the London Athletic Club.
1905	<p>Chelsea Football Club was established. Chelsea have played their home games at Stamford Bridge ever since.</p> <p>The first series of renovation works at Stamford Bridge were carried out. A purpose built football stadium was constructed in the form of a vast open bowl, surrounding an athletics track, and playing pitch. Raised banks were built up on three sides, providing uncovered terracing, formed with the spoil brought from the excavation works from the building of the Piccadilly London Underground Line. Stadium included a single covered stand on the east side for 5,000 spectators, designed by Scottish architect Archibald Leitch, who also designed the existing listed Stevenage Road Stand at Craven Cottage (Fulham FC). The spectator capacity at the time was around 85,000.</p>
1920 - 1922	<p>In the 1920s, the stadium was used as the venue for three FA Cup football finals, with crowds of approximately 80,000 spectators.</p> <p>The football stadium and associated dog track hosted several other sporting events between 1933 and 1968 which included greyhound racing, speedway, baseball, cricket, and rugby.</p>
1930	The southern terrace was partially covered by a roofed structure, known as the 'Shed End' and the 'Shed Wall' was erected along the rear of the southern terracing.
1939 - 1940	The first section of a North Stand was built, located on the north-east corner of the terracing. A two-tiered stand extended the number of covered seats alongside the East Stand. Further intended stadia work on the site was however cut short with the outbreak of the Second World War. The North Stand stood for 36 years and was eventually demolished in 1975. Reverted to open terracing. The north terracing was not replaced until the entire stadium was renovated in 1990s, with the completion of the current North Stand (the Matthew Harding Stand) in 1993. For Champions League matches, the North Stand operates at a slightly reduced capacity, due to the additional requirements of TV outside-broadcast vehicles parked close to the rear of this stand.

	<p>The former Chelsea and Fulham Railway Station 'Fulham Extension Line' is located south of Stamford Bridge on the present day Southern Mainline Line/West London Line. The station was closed in 1940 at the beginning of the Second World War. Parts of the former station platform remain in situ. Imperial Wharf Station opened in 2009 is situated on the same line some 600 m to the south.</p>
1965	<p>A covered, two-tier West Stand was built to replace the open terracing which had stood for six decades. The former West Stand featured the earliest version of hospitality boxes, as well as the concrete lower tier seating which became known as 'The Benches'. The West Stand was closed in 1997 and was replaced with the current three tier West Stand, opened to the public in 2001.</p>
1971	<p>Redevelopment of the whole of Stamford Bridge was planned with a new football stadium at a capacity of 60,000 spectators. The new stadium, designed by architects Darbourne and Drake was supposed to have four concrete structure stands, built closer to the pitch (minus the former dog track), each with a three-tiered cantilevered stand and all the spectators under cover. However, only the first phase (the present East Stand) was completed and opened to the public in 1974. The remaining three sides and unusable parts of the track around the pitch remained for almost twenty years. This scheme was beset with difficulties and contributed to the financial problems experienced by the club during the late 1970s and 1980s. The cost of the construction of the East Stand almost bankrupted the club. The owners of the club at the time sold the ground to property developers to pay off vast debts and Chelsea lost ownership of part of the freehold.</p> <p>The East Stand has undergone significant modernisation since the 1970s but remains structurally the same. The East Stand houses the players tunnel, dugouts, dressing rooms, conference room, press centre, AV facilities and commentary box.</p>
1982	<p>The former chairman of the Club bought back the rights of the club and eventually obtain ownership of the stadium when the property developers themselves went bankrupt, reuniting the stadium freehold with the club in 1992. In June 2003, Chelsea was sold to the current owner Roman Abramovich.</p> <p>The Stamford Bridge freehold (the pitch and naming rights) is owned by the Chelsea Pitch Owners, a non-profit organisation where Chelsea fans are the major shareholders. This trust was formed by the previous chairman in the 1980s to ensure a stable future for the stadium and to prevent the site being sold to developers.</p>
1989	<p>Outline planning permission was granted for a mixed use redevelopment scheme on the site by the Secretary of State following a Public Inquiry. The proposal involved the retention of the football ground, with the demolition of the outdated South and West Stands, leaving only the East</p>

	<p>Stand. The football stadium, with an intended capacity of 40,000 spectators (including standing terraces for 16,000) included many other land uses on its periphery. The additional uses included housing, a hotel, offices, a sports leisure centre, ancillary parking and a direct pedestrian link between the stadium and Fulham Broadway Station.</p> <p>The outline permission was subject to a condition that no part of the new West Stand could be brought into use until the consented pedestrian access to Fulham Broadway Station was completed. In time development commenced on the site without the link being provided.</p> <p>Reserved matters relating to siting, design and external appearance of the buildings were subsequently submitted and approved by the Council. However, the 1990 the 'Taylor Report' following the Hillsborough stadium disaster had a major impact on the completion of this scheme.</p>
1993	<p>Reappraisal of the 1989 development was carried out which led to a series of changes. These included the construction of an underground car park beneath the main entrance forecourt area by the Stamford Gate entrance, the erection of a five storey residential block (Stamford Gate House) adjacent to Walsingham Mansions plus changes to the consented hotel, new residential accommodation and ancillary offices backing onto the new South Stand.</p> <p>Construction works commenced on the site with the building out of the existing two-tier North Stand (the Matthew Harding Stand). This all seater stand was completed in January 1994. A wrap around joining the North Stand with the west side was added shortly afterwards.</p> <p>In 1993 Chelsea Village was created as a holding company and obtained an option to purchase the stadium site in whole or parts over a 20-year lease period and raised finances for development on the site.</p>
1994-1995	<p>The new South Stand (Shed End) was next to be constructed. Originally the South Stand had comprised a vast bank of open terracing held by a high concrete perimeter wall (Shed Wall) and a tiny roof affectionately known by home supporters as "The Shed". The Shed was subsequently demolished to make way for the new stand.</p> <p>Planning permission was granted in 1995 for the construction of a new two-tier stand, a 160-bedroom hotel, private residential apartments, restaurants, conferences and banqueting facilities, ancillary offices, a club shop (Megastore) backing onto the South Stand (all formally known as Chelsea Village), an underground car park within the forecourt area inside Stamford Gate and erection of a five storey building, involving the demolition of buildings on Fulham Road. A large part of the original Shed Wall was retained with alterations to the Bovril Gate entrance.</p> <p>The current South Stand or "Shed End" opened to spectators in 1997.</p>

<p>1997-1998</p>	<p>The next phase to follow was the demolition of the former 1960s West Stand.</p> <p>Amendments were brought forward to the original 1989 permission to comply with safety issues caused by the deterioration of the former West Stand and an enlargement of the pitch to meet Premier League standards. Former proposals for residential flats and associated parking by the West Stand and Britannia Gate no longer proceeded. A reduced capacity was designed to the South Stand. To make up the shortfall in capacity, the West Stand was redesigned and increased in its capacity. Enlargement of the West Stand led to a reduction in the gap which had existed between the original West Stand and the Sir Oswald Stoll Foundation buildings.</p> <p>Two applications were submitted for the West Stand. One for the construction of just the lower tier which started in 1997 and one for the whole stand. The applications were controversial and planning permission was granted in November 1999, following a Public Inquiry. The Planning Inspectorate considered ten appeals in total. Nine of the appeals were allowed and included the construction of the current West Stand but subject to various conditions. The West Stand was completed in time for the start of the 2001-2002 season and marked the completion of the current all seater stadium.</p> <p>The current West Stand seats 13,500 spectators, making it the biggest stand in the stadium. Behind the seating are six floors of ancillary accommodation providing hospitality facilities. Together with three tiers of seating, the West Stand houses a row of executive boxes and hospitality areas that stretch the length of the stand, located between the lower and middle and middle and upper tiers. The West Stand also includes a range of match day clubrooms and suites, which are also used on non-match days for meetings, seminars and conferences and dinner functions. On the ground floor of the West Stand there is a large concourse area, known as the 'Great Hall' and is used for non-match day functions.</p>
<p>1997</p>	<p>Planning permission was submitted for a second hotel in place of an office complex and revisions to the underground car park in the forecourt area inside Stamford Gate. Permission was also granted for a nightclub in the basement of the south stand in place of a clubroom.</p>
<p>1999</p>	<p>Amongst the applications allowed on appeal was the proposal for the construction of a six storey hotel (131 bedrooms); development of the West Stand, including a range of facilities for conference, banqueting and exhibition purposes and ancillary uses; the construction of the West Stand without compliance with the condition concerning the pedestrian link to Fulham Broadway Underground Station; and the construction of a sports and leisure centre with museum in the north-east corner of the site, behind the North Stand.</p>

	<p>One of the applications allowed on appeal included the construction of a railway station on the West London Line, with platforms, ticket office, waiting rooms, ancillary spaces and a pedestrian footbridge across the railway and link to Fulham Road.</p> <p>The Council approved renewal of the 1999 permission in June 2004 (Application ref: 2004/00741/FUL). This permission was not implemented and has lapsed.</p>
2000-2001	<p>A series of Section 73 applications were submitted to the Council to vary or remove conditions attached to the Inspector's 1999 decisions which limited the use of:</p> <ul style="list-style-type: none"> <li>- the Court Hotel - 131-bedroom hotel (Application ref: 2000/01708/P) approved (committee) 25.10.2000</li> <li>- the Sports and Leisure Centre and Museum adjacent to the north-east corner of the site (Application ref: 2000/01709/P) approved (delegated) 04.05.2001 and,</li> <li>- the development of the West Stand (Application ref: 2000/01710/P) approved (committee) 25.01.2001.</li> </ul>

## 1.2 DETAILS OF THE DEVELOPMENT

1.2.1 The application seeks detailed planning permission for a comprehensive redevelopment of the site for a new football stadium for Chelsea FC.

1.2.2 All the existing buildings and structures currently within the grounds, including the football stadium would be demolished. The existing hotels, health club, live music venue and ancillary offices located on the site would not be replaced as part of the proposed development. Similarly, the existing 38 private residential apartments would not be retained. The residential floor space lost would be re-provided by the applicant off site elsewhere within the borough. The historic perimeter walls bounding the site to the south and the west would be retained.

1.2.3 The proposed construction works involve widespread excavation and earthworks across the site. Approximately 320,000 m<sup>3</sup> of material would be removed from the site to an approximate depth of 7m AOD to facilitate the development. The proposed excavation and construction works would result in the lowering of the new stadium below the current levels with three basement levels primarily for parking, servicing, water harvesting, attenuation tanks and plant. The level of the new stadium pitch would be lowered by some 4m below the existing playing surface.

### **New Football Stadium - Class D2 (assembly and leisure)**

1.2.4 A new all seater football stadium with enlarged publicly accessible space is proposed on the application site. The form and design of the new stadium would optimise space both internally and externally, to enable an increase of the spectator capacity up to 60,000. Other inter-related uses and parking would support the new stadium. The uses would include a club megastore, a museum, ticket office, ancillary food and drink kiosks, hospitality and function facilities and a separate restaurant/café use. As with the existing stadium, the proposed stadium would also

host a variety of non-sporting events, attracting a significant number of additional visitors to the site on non-match days. A Combined Heat and Power (CHP) plant and new vehicle/cycle parking and delivery/servicing arrangements are proposed. The development would involve the enlargement of the publicly accessible space around the stadium perimeter for pedestrian access/egress on match days to ease circulation. This would involve the formation of a new concourse area and changes in the treatment and form of new hard and soft landscaping and boundary treatments. The proposed spectator concourses would enable full circulation around the site on match days with a direct pedestrian link to the crowd control staircases serving Fulham Broadway Underground Station.

1.2.5 The expansion of the existing stadium to increase spectator capacity within the current boundaries of the site was an option originally investigated by the applicant. This was not considered feasible due to the existing physical constraints of the site and immediate surroundings, notably the siting of the adjacent railway lines.

1.2.6 In its place, the applicant has sought to extend outwards beyond the existing site boundaries as part of a comprehensive redevelopment of a larger site and lower the new stadium into the ground to minimise the massing/height and impact on the skyline and neighbouring properties. The proposal involves extensive excavation and earthworks to form three basement levels below ground and a further six levels above ground. The proposed stadium would have a larger footprint but within the grounds there would be greater circulation space for spectators with a direct line to Fulham Broadway Underground Station. The increase of the site area by 8,200 sqm is realised by the inclusion of the adjacent railway cuttings and the construction of two raft structures over the live railway lines to form decking platforms. The proposed external circulation spaces on the site would consist of the construction of structures to form a decking platform over the District Line to the north of the site (the 'north decking platform') and over the Southern mainline railway (West London Line) to the east of the site (the 'east decking platform'). The proposal seeks to integrate the extra space above the tracks by capping the existing open cuttings with decking platforms, used primarily by spectators to gain access to the Stadium. The decking platform over the District Line would provide vehicular access/egress to the basement levels from Wansdown Place. The decking platform would become part of the publicly accessible space on the site and provide circulation around the stadium when in use on match days. In addition, a new and larger external concourse area 'South Terrace' is proposed at the front of the stadium accessible from Fulham Road. This space would be accessible to both spectators and visitors on match and non-match days. The proposed concourse works would result in significant alterations to the public realm off Fulham Road. This would include changes to the stadium's entrances, hard and soft landscaping works, new boundary treatments and associated infrastructure works.

1.2.7 The proposed stadium would take the form of a three tier bowl arena and would continue to be used for association football. Internally the proposed stadium would continue to provide corporate hospitality facilities for both match day and non-match-day events, consisting of lounges, hospitality boxes, meeting rooms, restaurants, and bars.

1.2.8 The proposed development would consist of the following operations/uses:

- Construction of a replacement (new) football stadium (Class D2) for use by Chelsea Football Club (CFC) on both match and non-match days, with ancillary related uses, consisting of a megastore, club museum, kiosks, and corporate facilities, together with a standalone restaurant/café use adjacent to a concourse area.
- Three new levels below ground level, providing 190 car parking spaces with 12% of the spaces allocated to blue Badge car parking (23 spaces). In total, 20% of the spaces would be provided with electric charging facilities and a further 20% with passive provision. In total, 427 secure and sheltered cycle parking spaces are proposed in the basement levels solely for staff use.
- Construction of structures to form a decking platform to the north-west of the site, extending over part of the District Line (between Fulham Broadway Station and Brompton Crescent), to provide enlarge external circulation space, pedestrian access/egress from Fulham Broadway Station and vehicular access/egress from Wansdown Place.
- Construction of structures to form a decking platform to the east of the site, over part of the Southern Mainline railway (West London Line), to support the new East Stand, to provide enlarge external circulation space and 160 sqm (Class A3) commercial floor space beneath part of the platform. Pedestrian access would be from Fulham Road from Stamford Bridge and involve lowering the northern parapet wall of the bridge to grade level. The platform would extend for a length of 280m up to and adjacent the southern section of Brompton Cemetery.
- Enlarge circulation area around the new stadium (approximately 5,000 sqm), with associated hard and soft landscaping including a publicly accessible concourse area at the southern end of the site.

1.2.9 At the heart of the proposed development is a new state-of-the-art football stadium, designed with a seating capacity for 60,000 spectators. The new stadium would increase the existing capacity by almost 18,400 seats. Unlike the current stadium which was built up incrementally over different stages of time, the new stadium would consist of a single coherent structure, with a distinctive shaped design. The shape and form of the proposed stadium draws heavily from the original 1905 football stadium footprint. The form and final design of the proposed stadium has evolved over a long period of pre-application discussions between the applicant's development team and Council officers. This is covered in more detail in the design section (section 4) of this report. The design and form of the stadium's mass and height are designed to respond to the proximity of the surrounding properties. The new stadium would be sited roughly in the same position as the existing stadium, on a north/south axis. The shoulder height of the new stadium building has been designed to rise and fall, with rising peaks on the points of the façade to highlight each of the main entrances and the egress points to Fulham Road. The playing surface or pitch would be a similar yet a slightly larger footprint to the existing.

1.2.10 As with the layout of the present stadium grounds, the proposed configuration would enable full circulation around the outside of the site on match-days. The proposed increase in the stadium capacity would also result in an enlargement of publicly accessible space. Approximately 64% of the site would be covered by building, leaving some 2 hectares devoted to the stadium grounds. This enlarges the area of publicly accessible space and increases the circulation around the site. The landscaping proposed is predominantly hard surface with paving and lighting together with soft landscaping.

### **Pedestrian and Vehicular access/egress**

1.2.11 The stadium grounds would continue to be served by the existing four entrances from Fulham Road. In addition, two further entrances would provide new pedestrian links as part of the new stadium proposals and improve connectivity and circulation to and within the site. A new access point is proposed in the form of a decking platform over the District Line which would connect with the existing underground passenger staircases serving the two platforms at Fulham Broadway Station. The other new entrance would be from Fulham Road, directly from Stamford Bridge, serving the proposed new East Stand decking platform. Parking and servicing arrangements would also change and be delivered directly to the new basement levels. New vehicular access/egress arrangements would be provided from Fulham Road via Wansdown Place and a 6m wide two-way ramp access to the basement levels.

1.2.12 A prominent publicly accessible concourse area of approximately 3,300 sqm ('South Terrace') is proposed to the south of the stadium, accessible from the Fulham Road frontage. This area would be the largest publicly accessible area on the site. The space would mark the existing main (Stamford Gate) entrance with a larger publicly accessible space for both spectators on both match and visitors or general member of the public on non-match days. The east side of the plaza would include an arcade space beneath the proposed east platform that would extend from Stamford Bridge through to the ground floor of the stadium and provide a restaurant/cafe use and the entrance to the new club museum. On non-match days, pedestrian movement within the stadium grounds would be reduced and controlled in comparison with match days. Access would be limited to the existing two main entrances from Fulham Road: The Britannia Entrance and Stamford Bridge Entrance. Gates are proposed to block off both decking platforms, to control access on non-match days.

### **Stadium Layout**

1.2.13 Internally the proposed stadium bowl would follow the characteristics of a typical three tier stand form. The stadium would be arranged into the current four stand sections: East Stand, Shed End (South), West Stand and Matthew Harding Stand (North), each with dedicated entrances and when compared with the existing, with improved spectator internal circulation between the stands. However, unlike any other conventional stadium design, the exterior form of the proposed stadium would take the form of an irregular, polygonal shape, lowered into the ground to reduce the building's massing and height. In total the stadium would include six levels above ground (tiers and concourses) plus three basement levels. The asymmetrical shape



would also be distinctive since the shoulder line would vary in height around the perimeter of the proposed stadium, moving up or down, relative to the context of the height and proximity of the immediate surrounding properties and area. The shoulder line would be most discernible at the point of each of the main entrances to the stadium, marking legibility in an otherwise relatively uniform façade treatment.

### **Entrances/Internal Circulation**

1.2.14 The new stadium building would have nine spectator admission entrances, comprising five general admission and four hospitality entrances. The spectator entrances would be evenly distributed around the perimeter of the new stadium and enter at grade level via the concourse or platform spaces. Each entrance would be designed with a distinctive identity and some would retain the existing names used in the current stadium. Two of the entrances, located in the west and south east corners of the new stadium would be designed as open halls, with 5-storey height brick vaulted lobbies curved out of the mass of the stadium volume. General admission spectators would pass between the outer brick piers from the public concourse areas into an open covered space. The main hall entrance proposed in the East Stand would be designated primarily for hospitality admissions and is designed with an enclosed atrium in the form of a four storey tall vaulted lobby. At the ground floor level, the stadium would comprise of general admission entrances and spectator concourse areas. The internal concourse would wrap around the perimeter of the bowl and be level with the top of the Lower Tier. A similar arrangement currently exists in the East Stand. This arrangement would permit accessible circulation inside the stadium and direct access to the lowest tier of seats in the four stands. The design and form of the ground floor concourse space has been designed to be an integral part of the interface between the internal bowl layout for spectators and the external open space surrounding the stadium. In the East Stand, the main entrance would enter the stadium at Level 1 and provide spectators with a direct access route from Fulham Road via the proposed east decking platform. This walkway would primarily serve hospitality areas/spectators located in the East Stand on match days.

1.2.15 All the entrances to the stadium would be assigned per ticket classification and spectator type. The entrances would therefore segregate 'home' supporters from 'away' supporters. The 'away' supporters would be seated in the south west section of the South Stand and enter from the existing Bovril Gate entrance via a dedicated concourse. Separate staircases would segregate the 'away' team supporters from the 'home' supporters and would have use of part of the lower/middle/upper tiers and concourses subject to number of away supporters expected. Turnstiles for all the spectators would be provided at the perimeter of the stadium building or within the hall space of the entrances. All general admission spectators (including season ticket/members and other club or local tickets entries would enter the stadium at grade level and onto tiers via stairs. Lifts would reach all levels for people with disabilities. Hospitality areas would be in the East and West Stand via grade level turnstiles and escalators. Media seating for press, television and radio commentators would have a designated space in the lower tier.

### **General Spectator Facilities and Seating**

1.2.16 Spectators' amenities including kiosks, dining areas and sanitary facilities would be provided off the inner part of the concourse levels, whilst back of house facilities such as kitchens and first aid rooms would be positioned towards the external façade side. Spectators' seating has been optimized within the proposed stadium design and is describe to be compact however, sightlines and comfort would be significantly improved in comparison with the existing seating arrangements. The bowl shape and roof form is designed to create an intimate and atmospheric stadium with an enhanced visual experience and protect all the spectators from inclement weather. The design of the stadium is also intended to retain and reduce both noise and stadium lighting spilling.

### The Pitch

1.2.17 The new pitch would be placed in its current position but would be set approximately 4m below the current pitch level. The pitch dimensions have been set to meet the FIFA standard requirements with a run off area surrounding the pitch.

### Spectator Capacity

1.2.18 The proposed new stadium would provide a capacity for 60,000 spectators, an increase of just over 18,000 compared to the existing stadium. The applicant sets out in the supporting information that the stadium's seating capacity would be increased to generate match day revenues from football, so the club can continue to challenge at the highest levels of both the national and European competitions. Chelsea were ranked 4th in Europe out of 456 clubs, however there are currently 85 other stadia larger than Stamford Bridge in Europe, 17 in the UK and 5 in London. The Club has a large fan base spread around the world. The Club confirms that their supporter base is drawn mainly from neighbouring London Boroughs but also spreads widely around London, the south east of England and the Uk. The club also has a strong fan base outside the UK. The Club has a cap of approximately 26,000 Season Ticket holders and a Club Membership currently standing at over 95,000. A comparison of the existing/proposed breakdowns of the stadium's seating is set out in the table below:

<b>Profile / Ticket Classification</b>	<b>Existing</b>	<b>Proposed</b>	<b>Net Change</b>
General Admission (Season Ticket/Members/Club 2020/Local 2020)	33,626	47,000	+13,374
Hospitality	4,600	9,200	+4,600
Visiting Supporters	3,000	3,000	0
Disabled and Carers	254	520	+266
Media and Players	120	280	+160
<b>Total</b>	<b>41,600</b>	<b>60,000</b>	<b>+18,400</b>

1.2.19 Seating would be designed in a compact arrangement and completely enclosed by the roof structure, intended to provide both a visual and aural atmosphere and designed to retain both spectator noise and stadium light spillage.

## **Disabled Access/Wheelchair seats**

1.2.20 The proposed stadium is design to be fully disabled compliant. All the entrances to the stadium would be provided with assisted use and wheelchair accessible turnstiles. A total provision of 250 wheelchair accessible seats together with seating for a further 250 accompanying fans would be provided inside the stadium. The positions would be distributed around the stadium within the different stands and seating capacities and all the positions would aim to have uninterrupted sightlines. This provision includes 25 wheelchair positions in the away section. All the internal concourses would be step free and fully accessible and include lifts for people with disabilities. Services including refreshment and sanitary facilities would be wheelchair accessible and placed in strategic and convenient locations. Externally accessible solutions have been design on the concourse areas except for concourse stairs in the north east corner of the stadium grounds. Gradients within the grounds would include level rest areas and bench seating would be provided at the main entrance.

1.2.21 There would be a provision of 23 Blue Badge parking spaces on the site out of a total of 190 spaces. This is a provision of 12% to the total on-site car parking capacity proposed on the site. The parking spaces would be available on both match and non-match days and would be available for registered spectators as well as hospitality guest and media employees. Car parking for disabled staff would also be provided and managed by the estate management team when required. Existing arrangements for setting down points outside the stadium grounds would continue to operate and the Club would aid these supporters with stewards.

## **Exterior Treatment – Elevations**

1.2.22 Externally, the design of the stadium would not follow the standard rectangular box design, typical of many existing football stadiums in the UK. A bold design reflects the applicant's aspiration to create an iconic building on the site which responds to local surroundings and context. A series of vertically clad brick piers (or buttresses) define the proposed exterior façade of the new stadium. The piers rise from the base of the building up to the shoulder line and upwards to the roof ring. The vertical brick piers vary in height and produce an inconsistent shoulder line around the perimeter face of the building. On the shoulder line, the brick piers would be angled and continue upwards and convert to form steel roof beams which support the inner roof structure. In total, 264 vertical brick piers placed in the form of a radial grid are planned around the façade of the stadium building. The proposed piers incorporate a carving (set back) at the base. Responding to comments received, the carvings have undergone changes in the revised submission to make them appear less prominent. The purpose of the carving is both structural and for aesthetic purposes. The piers are design to act as structural elements supporting the circular ring above the pitch. Steel trusses extend inwards and downwards from the circular ring beam to form a rectangular roof aperture above the pitch. The stadium design has been revised in the amended submission with an adjustment to the stadium façade. The amendments in the north east corner (opposite Brompton Park Crescent), south east corner (opposite the Billings) and west corner (opposite the Britannia Gate entrance) result in an overall small reduction to the footprint and massing of the building.

1.2.23 The size of the brick piers would alternate along the façade of the stadium building and be equally divided into two size categories: 132 larger “Primary” piers and 132 smaller “Secondary” piers. Between the brick piers, the façade treatment would be varied, depending on the nature of spectator amenity provided. A series of vertical metal staffs abstracted in the shape of croziers, as shown on the club badge would mark spaces and be set between the piers to provide uniformity. In some cases, the croziers would form a metal screen open to the elements, whilst in others depending on the surrounding conditions and services would be backed by a combination of clear or translucent glazed façade infills. In some locations, the croziers would be omitted and demarcate the location of the stadium’s main entrances. At this stage, no external advertisements (panels or lettering) attached to the stadium or elsewhere on the site are shown. Any such advertising would be controlled through conditions attached to any planning approval.

### **Exterior Treatment – Roof**

1.2.24 The exterior brick piers would upwards into the roof form and serve as a continuous transition in the form of steel framed roof cantilevers which connect to a circular steel ring above the pitch. Steel beams would also extend inwards and downwards in the form of steel roof trusses to support the circular outer steel ring and pick up the rectangular roof aperture over the pitch. Internally the spaces between the buttresses supporting the circular ring beam would be open to allow sunlight and daylight to pass through reducing the visual impression of the stadium massing. The exterior of the proposed roof form would however consist of solid infill sections between the piers. A small adjustment has been made to the roof design. The amendments result in a negligible change to the form and shape of the exterior of the building yet maximises its performance and improves views for spectators in the top rows of the upper tier of both the East and West Stands.

### **Exterior Treatment – Hard Landscaping**

1.2.25 Open publicly accessible space would wrap around the stadium building, connecting points across all the proposed entrances. The open space is designed permit spectator flows entering and the leaving the stadium and materials are designed to complement the stadium building and offer a place of visual interest for residents and visitors on non-match days. The application proposes a scheme of high quality hard landscaping which is reflected in the details submitted. A simple palette is proposed. Natural stone paving would be the primary surface treatment and a paving pattern on the concourse areas and decking platforms would be developed to integrate with the pavement along Fulham Road. The east decking platform would be laid with small natural stone pavers in a linear pattern. Seating, bollards, lighting, and other furniture elements would be incorporated and laid out having regard to effective crowd controls and safe match day operations for spectators, visitors on non-match days and residents. No public art is identified as part of the development. However, this would be incorporated as part of the final detailed hard landscaping works.

### **Height**

1.2.26 The height and massing of the stands and roof of the proposed stadium are designed to create an intimate and atmospheric effect however also intended to keep the roofline as low as possible. The stadium bowl would comprise four stands, each six levels (containing lower, middle, and upper tiers and 3 concourse levels). The proposed stadium would have a maximum building height of 46.12m AOD in height, 200m in width, 230m in length. The three levels of basement beneath the stadium would contain the car parking, plant, servicing, administrative facilities, staff reception, media space, hospitality, and entrances. Services distributed in the basement have been re-evaluated in the revised submission and the overall amount of space required to service the stadium has been reduced by approximately 27,250 m<sup>3</sup>.

### Proposed Development Floor space

1.2.27 The proposed football stadium footprint would be 38,676 sqm.

1.2.28 The two existing hotels on the site together with the live music venue, the health club and residential units would not be provided as part of the proposed development. The proposed new football stadium (including offices, club shop and museum) would have a floor space of 152,898 sqm, an increase of 95,268 sqm (GIA) above the existing stadium floor space. The total proposed floor space figure of the new stadium building includes the internal accommodation on all the floor levels, the seating bowl tiers and the provision of the megastore/club shop and museum. A separated restaurant/café use proposed on the site would increase the total floor space to 153,058 sqm (GIA), an increase of 68,203 sqm (GIA) above the overall total floor space existing on the site.

### Existing and Proposed Floor space

Use	Existing (GIA sqm.)	Proposed (GIA sqm.)	Change (GIA sqm.)
Football Stadium (incl. offices)	57,630	152,898	+95,268
Club Shop + Museum	2,840	(incl. in football stadium)	-2,840
Health Club + Spa	4,240	0	-4,240
Residential	4,005	0	-4,005
Hotels	14,465	0	-14,465
Restaurants + Cafes	790	160	-630
Live Music Venue	885	0	-885
<b>TOTAL</b>	<b>84,855</b>	<b>153,058</b>	<b>+68,203</b>

1.2.29 Several existing ancillary uses would be re-provided as part of the new stadium use. These uses include the re-provision of a megastore/club shop and museum (2,935 sqm GIA) and ancillary food and drink kiosks inside the stadium concourses (4,378 sqm GIA). The proposed stadium would provide an enlarge

hospitality component on several levels, through the provision of new facilities (lounges, boxes, meeting rooms), together with cafes, restaurants, and bars. Press areas, kitchens, staff areas and toilets and back of house areas would also be provided. The proposed megastore would be open on both match and non-match days and conditions would control the opening hours.

1..2.30 The proposed development includes 160 sqm commercial floor space beneath the east decking platform for a new restaurant/café (Class A3) use. This small commercial would be open to members of the public seven days a week. Together with the club shop and museum this use is primarily designed to animate the space on the South Terrace would provide a level of activity on non-match days. Conditions would control opening hours on any approval as well as details of servicing and delivery.

### **Non-match day uses**

1.2.31 The site would continue to operate non-match day events as in the existing situation, within the proposed hospitality areas and seating bowl boxes of the new stadium. This would include events such as conferences, business meetings and other corporate functions, including third party event hire, and the possibility for community uses. Currently, the stadium operates a wide range of non-match day conferences and events, attracting up to 2,500 visitors over one day. There are approximately 1,000 events held annually, with up to a maximum of 8,500 people accommodated at any one time (at multiple events) within the stadium building. It is envisaged that a broadly similar pattern of use would be accommodated in the hospitality areas of the new stadium. However, due to the type of facilities proposed, events would be more focussed on meetings and conferences, attracting less visitors per event rather than major exhibition type events. The large trade exhibitions events currently held in the 'Great Hall' in the ground floor of the West Stand on non-match days are unlikely to take place, as no equivalent space is designed in the new stadium layout.

1.2.32 There are currently approximately 1,000 visitors on a non-match day attending stadium tours and visiting the club museum and megastore. A new club shop (megastore) along with a museum are proposed within the stadium and would be open to members of the public on non-match days. The club have estimated a small uplift in the number of stadium tours and visitors to the museum with the completion of a new stadium building.

### **Parking and Servicing**

1.2.33 The existing stadium grounds provide a total car parking provision of 290 spaces, including 229 basement parking spaces located beneath Stamford Gate House and the Millennium Hotel. The existing parking at grade level and the basement car park is closed on match days.

1.2.34 The proposed development would provide a new basement car park beneath the footprint of the new stadium. Vehicular access to the car parking area would be provided from Wansdown Place, via a segregated 6m wide, two-way 1:10 ramp positioned on the southern section of the north decking platform. The

access/egress point would be located opposite the existing servicing area and basement car park entrance to the Fulham Broadway Centre. Security measures (control barriers or equivalent) would be provided at the top of the ramp, to control vehicular entry to permitted vehicles only and would be staffed on match and non-match days. On match days it is proposed the entrance to the basement would be closed at a set time prior to the match. A Stadium Management Plan operated by the Club is proposed to control the entrance and exit of vehicles in the basement area. On-site parking for general admission spectators would be limited to Blue Badge Holders. Vehicle movement in the basement area would be accommodated by a 6m wide perimeter ring road beneath the footprint of the proposed stadium.

1.2.35 On site car parking provision would be reduced to 190 car parking spaces. All the car parking spaces would be provided in Basement Level -2. In total 23 parking spaces (approximately 12%) would be accessible for blue badge holders on both match and non-match days. At present there are only 8 blue badge car spaces provided in the existing basement car park for visitor parking. Parking spaces for blue badge holders for spectators would be allocated in advance of match days as access to the basement car park would be managed ahead of games and closures would be put in place prior to and during matches. On-site parking for general admission spectators would be limited to Blue Badge Holders. On-site parking for general admission spectators would be limited to Blue Badge Holders. The remainder of the parking spaces provided would be controlled and limited to operation staff, players, media, officials, hospitality and first aid vehicles. Coach parking for both teams would also be provided for within the stadium basement car park.

1.2.36 In total 427 cycle parking spaces would be provided for staff (both permanent and match day staff) within secure cycle stores located in the basement levels. On non-match days the basement cycle parking spaces would be made available to staff and visitors and be accessible via the ramp access from Wansdown Place. Access to the cycle parking spaces would be controlled. No on site cycle parking is provided for spectators on match days primarily for security reasons. Opportunities for the provision of alternative spectator cycle parking spaces off site near the proposed development has been discussed with the applicant is considered in more detail in section 4 of the report.

1.2.37 Vehicular access for servicing/deliveries and broadcasting vehicles would be via Wansdown Place onto the north decking platform. A Delivery and Service Plan would control all servicing and deliveries and these are scheduled to take place on non-match days or on the morning of a match day. Servicing would be undertaken within basement level -2. The servicing area would be split between three sub-terrain service yards, each accommodating two 10m rigid vehicles and a 3m raised loading dock. Vehicle access via Wansdown Place and the ramp for large vehicles, including outside broadcasting vehicles on match days would be managed to ensure safe movement up and down the ramp. On non-match days, Light Good Vehicles (LGV's) would be able to access the stadium concourse/podium level via Fulham Road if required.

1.2.38 A waste strategy including a Waste Management Plan are provided with the proposed development. Waste would be stored in two dedicated waste

management areas in the basement, each with two waste compactors. Waste would be collected at scheduled times on non-match days. Details of waste management are covered later in this report. Emergency vehicles can access the site from several locations depending on the nature and location of the emergency. In total 8 parking spaces would be providing adjacent to pitch entrance in the basement parking area for first aid vehicles.

1.2.39 As with the current situation, no spectator coach parking is proposed on the site. Coaches would continue to drop off spectators and park during a match on Imperial Road and would then park on the Fulham Road just prior to the pick up at the end of a match. The exact details of the existing or any future off site location for coach parking would be secured through the S.106 agreement as part of the Stadium Management Plan and is covered in more detail later in this report. The stadium basement area is designed to provide direct coach access for the team coaches. The coaches would remain on site for pick up at the end of the match.

1.2.40 At present there are no taxi ranks on the site or near the stadium or formal arrangements for taxi and private hire vehicle pick up/drop off points on match days and no provision is made within the development proposals. This would be monitored and appropriate mitigation would be installed if needed.

### **Decking Platforms**

1.2.41 Additional access/egress and external circulation space linked to the new stadium is proposed with the formation of the two decking platforms. The decking platforms would provide extra match day circulation space within the site and deliver greater connectivity/increase public access to and across the site, including a new direct link to Fulham Broadway Station. The two deck platforms would be open to spectators and the public on match days, with only limited and controlled access on non-match days. On non-match days, the use of the platforms would be regulated both in access and times. The platforms would only be used for access for visitors attending organised stadium events, such as tours, access to conferences, private events, and meetings. The remainder of the site would continue to be open to the public on both match days and non-match days as existing. The applicant has stated that to maximise the use of spaces on the site, the local community could benefit from the proposed development on non-match days. The applicant has suggested that the London Oratory School could potentially benefit from the use of the north decking platform on non-match days for recreational purposes. No such arrangement is however included formally within the planning application and would be subject of a separate planning submission.

1.2.42 At present there is no direct spectator access/egress arrangements to and from Fulham Broadway Station. Existing match day operations post a football match require spectators to access the station via Wandsworth Place. The proposed north decking platform over the District Line railway would provide queuing space at the end of the match for spectators leaving the site and using Fulham Broadway Station. Spectator would leave the site via the existing match day entrance/exit steps leading from the east and westbound platforms at Fulham Broadway Station. In comparison with the current situation, spectators using Fulham Broadway Station would not need to access the stadium via Fulham Road/Wandsworth Place. The southern span of



the north decking platform would include a vehicle ramp to provide a dedicated vehicle entrance into the stadium basement. Therefore, vehicle ingress and egress including servicing would no longer be limited to Fulham Road. The north decking platform has been taken in by 0.5 m adjacent to Lillie Bridge House and Brompton Park Crescent.

1.2.43 The east decking platform over the Southern Mainline railway extends northwards from Stamford Bridge up to the northern boundary of the site. The deck structure would provide stadium egress (and emergency vehicle only) access to the stadium and is also designed to support part of the proposed East Stand via a series of columns. The northern parapet wall of railway bridge would be removed to allow access. In response to comments received during the first round of consultation, the east decking platform has been reconfigured in the revised design to provide a greater separation distance from neighbouring residential properties in the Billings whilst meeting the stadium's egress requirements. The width of this part of the platform has been reduced by up to a maximum of 7 m from the residential properties in the Billings and lowered in height by 0.75m. A revealed space of approximately 380 sqm between the edge of the deck and the neighbouring residential properties would be filled with soft landscaping.

1.2.44 The edge of the decking platforms would be constructed in parapet walls designed to respond to the various site conditions. Planting would be included where possible as part of the boundary treatment. A softening of the edges is proposed to provide landscaped views from the adjacent sites and Brompton Cemetery and serve as a barrier between the site and neighbouring properties.

1.2.45 The four existing entrances to the site off Fulham Road (Britannia Entrance, Stamford Gate Entrance, Bovril Gate, and the steps adjacent to Stamford Bridge) would continue to provide pedestrian spectator access into the grounds with additional pedestrian spectator access and egress proposed from the new north and east decking platforms.

### **Soft Landscaping**

1.2.46 The applicant has submitted an arboriculture report and proposed landscaping details in support of the planning application. The report includes a detailed tree survey and arboriculture impact assessment which identifies the likely direct and indirect impacts of the proposed development.

1.2.47 The proposal identifies the removal of 59 trees and four tree groups. The proposed east decking platform over the Southern Mainline would require the removal of 28 trees and three tree groups. Trees in this area are predominantly classified as category C (20 individual trees and three tree groups) and 8 category B trees which includes the London Plane within the existing stadium grounds.

1.2.48 The extent of soft landscaping and vegetation proposed on the site is limited due to the physical constraints and the operational and egress requirements to provide clear areas for safe crowd movement and queuing in the circulation spaces surrounding the stadium. The landscaping proposals have been revised since the original submission. Additional soft landscaping in the form of tree and

shrub planting is proposed and the site edge conditions have been redefined to soften the external areas around the stadium. The amended scheme has increased the soft landscaping on the site up to a total of 2,500 sqm. This figure excludes the pitch area inside the stadium.

1.2.49 The proposed soft landscaping on the site is now concentrated in three main areas: The South Terrace, the East Decking Platform between the Billings and the walkway and the Britannia Gate. The number of trees proposed in the site have increased from only two in the original proposal, up to 67 trees, in the form of feature or perimeter tree planting. A planted area between the Billings and the east decking platform would be filled with a combination of trees, shrubs and flora with climbing plants covering the wall. The area would provide an area for roosting, feeding and nesting habitats. A large planted mound is proposed in the centre of the South Terrace to accommodate feature trees plus informal seating and resting place. Perimeter planting would also include evergreen climbing plants to green boundary walls and fences. The green walls would extend around the eastern perimeter in the form of tall fences to provide screening of neighbouring properties and to limit views towards Brompton Cemetery. Existing planting on the 'Shed End' wall would be protected and retained. Green roofs are proposed as part of the development's sustainability technologies and would also contribute towards greening of the development. Green roofs would be installed on some of the ancillary service buildings, including the main kiosk building in north-east corner of the site and designed to maximise habitats and feeding opportunities for insects and birds.

1.2.50 An Ecological Management Plan has been prepared with the application which sets out the design of the soft landscaping and identifies management and monitoring proposals to ensure the quality of the proposals and implemented and maintained following the construction of the stadium.

## **Lighting**

1.2.51 Lighting is a very important element of the proposal. A lighting assessment is submitted with the application. The football pitch would be illuminated with LED fittings that focus lighting onto the pitch. The assessment states the beam efficiency would be 50% greater than the existing facilities. Other interior and exterior lighting of the building would also be designed and located to ensure glare and glow is minimised and would be designed to adjust to suit the various building usage requirements. External lighting to the public realm and access routes is proposed to provide safe movement and egress of crowds on match days. Lighting would be positioned and designed to face inwards towards the stadium and limit back spill to neighbouring properties.

## **Combined Heat and Power (CHP) Plant**

1.2.52 A CHP plant is proposed on the site to provide heating and hot water on the site. The decentralised heat generating plant area would be housed in the north east corner of the site in a single storey building at grade level.

## **Stages of proposed development**

1.2.53 Indicative details relating to the proposed demolition and construction works are set out in the ES. An Outline Construction Logistic Plan (OCLP) has also been prepared and submitted. This document sets out preliminary information about the anticipated stages, an overview of the potential demolition and construction programme and key issues relating to the phases, including vehicle access and how this would be managed and organised. The OCLP has been revised following comments received during the first consultation.

1.2.54 The OCLP sets out the proposed construction works are intended to be carried out in four key phases, to minimise disruption and the period the football club would be required to temporarily vacate the site. The first stage undertaken would involve the demolition of the existing ancillary buildings adjacent to the stadium, including the health club, hotels, and apartment block. Enabling works which include the construction of the two decking platforms over the rail and underground lines adjacent to the site would also commence. It is anticipated that these works would take place during the club's last season in the existing stadium. During the initial stages football would therefore continue to be played at Stamford Bridge on a temporary basis once the development has commenced. Safety measures and licences would need to be agreed in advance to maintain safe spectator access on match days.

1.2.55 Once the club vacate Stamford Bridge and decant to a temporary site, the second phase consisting of the stadium demolition and excavation works begins. Demolition of the existing stadium structure and the site reduced to a new level would be carried out and involve extensive excavation works on site and the disposal of a large volume of material off site. The excavation works would reduce the depth of the site by some 7m below AOD, followed by piling works. The third stage involves the construction of the stadium and roof structure. Precast concrete construction would bring the new stadium up to ground level. The superstructure of the stadium above ground level would be largely built of steel and clad in brickwork. Finally, fitting out, external works, landscaping, and commissioning work, including the laying and preparation of the pitch would follow to complete the construction of the replacement stadium.

1.2.56 Disruption to the operation of both the District Line and railway lines would be mitigated by utilising planned London Underground Limited (LUL) and Network Rail (NR) possession and engineering hours that would need to be agreed and utilised for the construction of the two decking platforms and associated infrastructure. The possession dates would be agreed in advanced and take place over a series of weekends, operating outside normal construction times. Additionally, engineering hours (also used by LUL and NR for their routine maintenance works) would be required for building operation and would take place outside normal working times.

1.2.57 Indicative construction details provided anticipate the proposed development is programmed to fit within 4 football seasons, with the construction

period of the new stadium anticipated to consist three seasons. The Club have made inquiries about decanting to a few stadiums including Wembley, home to the English Football Association Team, for at least three seasons. The prospective programme has slipped and the club is proposed to move to another stadium for the start of the 2018/19 campaign and have the new-look Stamford Bridge ready for the next year of the 2021/2022 season. A more detailed phasing plan and Demolition and Construction Logistic Plan would form part of the conditions attached to any approval.

## **Operations**

1.2.58 The proposed stadium would continue to be used to host association football matches between CFC and opposing teams. The football season in England runs from August to May each year. Home games take place almost once a week, mid-week or during the weekends, alternating between the Premier League and other major domestic and European cup competitions. The proposed stadium would only host football and would not be used for other major sporting events or music concerts. A condition restricting the use of the stadium to football matches can be added to any approval. The stadium would therefore only be used by Chelsea FC and on non-match days' events within the new stadium would continue to be used for events such as conferences and functions as with the current stadium

### **1.3.0 Supporting Documents including amendments**

1.3.1 The applicant has submitted amendments to the proposed development following the submission of the original planning application in November 2015. Some new documents have been submitted to form the revised submission and include a Construction Environmental Management Plan, an Ecological Management Plan, and a Lighting Assessment. Only the Statement of Community Involvement; Transport Assessment - Delivery and Service Plan, Framework Stadium Management Plan and Waste Management Plan have remained unchanged.

1.3.2 The following enclosed documents support the revised planning application:

- Planning application forms and detailed (revised) drawings;
- Planning Statement (November 2015) and Planning Statement Addendum (July 2016);
- Design and Access Statement (November 2015) and Design and Access Statement Addendum (July 2016);
- Statement of Community Involvement (November 2015);
- Revised Energy Statement (July 2016);
- Revised Sustainability Statement (July 2016);
- Revised Flood Risk Assessment & Foul Water Strategy (July 2016);
- Revised Arboricultural Report (July 2016);
- Construction Environmental Management Plan (July 2016);
- Ecological Management Plan (July 2016);
- Lighting Assessment (July 2016);

- Transport Assessment (November 2015) - including Delivery and Service Plan and Framework Stadium Management Plan; Transport Assessment Addendum (July 2016) - including Revised Match and Non Match Day Travel Plans;
- Framework Stadium Management Plan;
- Revised Outline Construction & Logistics Plan (June 2016);
- Waste Management Plan (November 2015);
- Revised Environmental Statement comprising: Part 1: Non-Technical Summary (Rev. 2 dated July 2016); Part 2: Main Report (Rev. 1 dated July 2016); Part 3: Technical Appendices (dated July 2016) and WSP/Parsons Brinckerhoff letter dated 31st August 2016 as an addendum to Section 11: Air Quality of the Revised Environmental Statement.

## **2.0 PUBLICITY AND CONSULTATIONS**

### **2.1 PRE-APPLICATION CONSULTATIONS AND COMMUNITY INVOLVEMENT**

2.1.1 The Statement of Community Involvement (SOCI) submitted in support of the current planning application summarises the pre-application engagement undertaken on behalf of the applicant for its plans to expand the spectator capacity at Stamford Bridge stadium. Various methods of consultation were used to “fit the situation and purpose, through exhibitions, surveys, questionnaires, presentations and discussions with stakeholders both in groups and individually. There has been a strategy to provide information as it becomes available, ensuring participation and engagement through the consultation.”

2.1.2 The SOCI states that “in order to ascertain the views of key stakeholders including neighbours, the applicant took the following actions:

- Stage 1 – Held individual meetings with key stakeholders on both the neighbourhood improvements and the proposed redevelopment of the site.
- Stage 2 – Held two public exhibitions at the football club grounds
- Provided a freepost address and email address for the use of residents to submit comments.

2.1.3 The applicant states that the SOCI and public consultation programme were undertaken using the principles set out the LBHF Statement of Community Involvement (adopted in 2013 and updated in 2015) which states that “Applicants for all major schemes are expected to engage with the community before submitting a planning application”.

2.1.4 The submitted SOCI states that the aims of the consultation and engagement process were:

- To be inclusive and accessible
- To raise awareness of the proposed development and planning application
- To clearly communicate the feedback from the community to the design team.

2.1.5 The SOCI goes on to state that throughout the development of the masterplan “there has been a commitment to public consultation and the proposals contained within the planning application have taken into consideration the views of neighbour”.

2.1.6 The consultation process began in May 2014 with the preparation of an initial masterplan that would be used to engage with a broad constituency of stakeholders as well as key local groups. This consultation continued throughout 2014, informing the next stage of the project.

2.1.7 Stadium Architects Herzog de Meuron were hired to design the redeveloped stadium. The stadium plans were widely presented in 2015 in individual meetings to both the same stakeholder groups who had been consulted in 2014 as well as additional neighbours, so that all groups such as residents’ associations and amenity groups were consulted individually, on more than one occasion in most cases.

2.1.8 Two public exhibitions were held in 2015 (early and late summer) repeating the intent of the first consultation stage, with a significant amount of feedback being sought and received. The first exhibition took place over 3 days from 30 June 2015. The exhibition was held in press room in the East Stand at Stamford Bridge Stadium and 20,418 addresses were invited by post to attend; 1,691 people attended.

2.1.9 The SOCI states that, at the consultation, guests were presented with feedback forms and given facilities to site and provide as much detailed feedback as possible. Over the consultation 1,175 feedback form were returned and a further total of 78 emails were received with comments. The SOCI states that “92% of the people who gave written feedback strongly support or like the ideas about the proposal to expand the stadium.” Of those LBHF residents who expressed concerns, the main issues were: increased on-street car parking stress; increase in visitors, affecting footfall and traffic; impact from construction and demolition; community and neighbourhood benefits needed as a result of development. In the case of RBKC residents the SOCI states that the main concerns were: access to parking on match days; increase in visitors to the area.

2.1.10 The second exhibition took place over three days again from 1 September 2015. This exhibition was held in the Great Hall within the West Stand at Stamford Bridge Stadium. The purpose of the second exhibition was to provide the results of the public consultation and to show how the design development of the proposed scheme had responded to the feedback received, as well as inviting the opportunity for further comment from stakeholders. 20,418 addresses were invited and 1,574 people attended. 27 emails were received providing feedback on the proposals, and the SOCI summarises these as very positive, stating that many “drew similarities from the first batch of feedback received in July”.

2.1.11 Overall, the SOCI states that “there was very positive feedback on all areas of the proposals, starting with the principal itself of the expansion of the stadium’s capacity. Beyond this there was positivity towards the proposed design of

the scheme, in particular the aspect of the construction of the pedestrian rafts for ease of access, as well as the consideration towards neighbouring areas and the historic nature of the site. Comments were made by some neighbouring residents regarding a potential increase in parking, the potential increase in footfall to the area and the construction period, all of which were noted and addressed positively in the responding iteration of the scheme.”

2.1.12 During 2015, in particular before and after the first public consultation exhibition, and extensive series of presentations were held with all groups already consulted in 2014 in Stage 1, with additional meetings held with representative parties and individuals of the neighbouring residential gated estates, together with residents’ associations meetings, as well as local interest groups such as historic societies; there has also been continuing engagement with the bodies responsible for and involved with the main cultural community asset Brompton Cemetery.

2.1.13 The SOCI states that “the applicant will continue discussions and engagement with residents during and after the period of the planning application maintaining neighbourly relations.”

2.1.14 In preparation of the planning submission, the applicant consulted the following key stakeholders:

- LB Hammersmith and Fulham
- Royal Borough of Kensington and Chelsea
- Greater London Authority
- Transport for London
- Historic England
- Royal Parks & Friends of Brompton Cemetery
- London Underground and Network Rail
- Environment Agency and Thames Water

## 2.2 PLANNING APPLICATION PUBLICITY AND CONSULTATIONS

2.2.1 In addition to the above, the current planning application has been the subject of separate publicity and consultations by the Council as local planning authority, in accordance with statutory requirements.

### **Initial Public Consultation (December 2015 - January 2016)**

2.2.2 The original application was advertised by means of a press advert (3 December 2015) and 8 site notices, displayed at various locations on Fulham Road adjoining or close to the application site. In addition, approximately 4,600 individual notification letters were sent to the occupiers of properties in Hammersmith and Fulham (H&F) on and around the application site. A further 3,756 notification letters were sent out by RBKC to residents in their own borough. A total of some 8,356 notification letters were therefore sent to properties in H&F and RBKC notifying them of the planning application.

2.2.3 The planning application was advertised on the LBHF website, and all of the submitted drawings/information were made available through the website. A

hard copy of the Environmental Statement (ES) and the application documents/drawings were also made available for inspection at Hammersmith Town Hall.

2.2.4 The application was referred to the Mayor of London (at Stage I), under the provisions of the Mayor of London Order (2008), on 1 December 2015. A copy of the application and supporting information was sent the same day to the Secretary of State, under the provisions of Schedule 16 of the EIA Regulations (2011).

2.2.5 In addition to the National Planning Casework Unit, Greater London Authority (GLA) and Transport for London (TfL), a number of other statutory bodies and non-statutory amenity, interest and residents' groups have also been consulted/notified of the application. These include: English Heritage; English Heritage (archaeology); the Environment Agency, Thames Water; Natural England; Sport England; The Garden Trust; Royal Borough of Kensington & Chelsea; Greg Hands MP; The Royal Parks; Health & Safety Executive; London Underground Ltd; Network Rail; London Fire and Emergency Planning Authority; The Premier League; The Football Association (FA); Chelsea Pitch Owners; Metropolitan Police – Secure by Design Officer; Hammersmith & Fulham Disability Forum Planning Group; London Playing Field; Fulham Society; Hammersmith & Fulham Historic Buildings Group; Friends of Brompton Cemetery; Brompton Park Residents Association; Albion House Residents Association; Barclay Road Residents Association; Britannia Road Residents Association; Friends of Chelsea Studios; Harbledown Residents Association; Hilary Close Residents Association; King Edward Mansions Residents Association; Residents of Moore Park Area Association; Sir Oswald Stoll Mansions Residents Association; Stocken Tenants Action Group; Samuel Lewis Trust Residents Action Group; Vanston Place Tenants Association; West London Studios Residents Association; Walham Grove Residents Association; Walham Green Court Residents Association and West London Line Group. The proposals have also been the subject of presentations to the Design Review Panel (DRP).

### **Second Consultation (September- October 2016)**

2.2.6 Subsequent to the above consultations the application was revised. The revisions included amendments and changes to both the planning application material and a revised Environmental Statement (ES). The revised application was the subject of a second round of consultations in September/October 2016. This second consultation reflected the procedures and scope of the original consultation in December 2015/January 2016, as outlined above. In this case individual notification letters were also sent to any other persons or organisations that had made representations on the original proposals.

### **Summary of Representations Received in Response**

2.2.7 A total of 13,018 representations have been received in response to the above consultations/publicity. 319 of these object or are comments from consultees to the proposed development, and 12,699 are in support (12,463 of which are in the form of individual signed postcards from Chelsea supporters that state “I



support the current planning application for the expansion of Stamford Bridge Stadium” and were received during the first round of consultation).

2.2.8 12,916 of these representations (including the 12,463 individual postcards in support) date from the time of the first round of consultation (December 2015/January 2016). 102 date from the time of the second consultation (September/October 2016).

2.2.9 Of the 513 representations received (not including the 12,463 postcards or consultee comments) 234 are from or on behalf of LBHF residents/groups (160 objections; 74 in support) and 139 are from or on behalf of residents/groups in RBKC (115 objections; 24 in support). A further 74 are from other London boroughs, 68 from the remainder of the UK and 6 from countries outside the UK.

2.2.10 Of the 12,463 individual postcards in support of the proposals, 3,533 are from postcodes in London boroughs; 6,449 are from postcodes in the UK (not including London) and the remaining 2,481 are from countries outside the UK.

2.2.11 254 of the 3,533 postcards with London postcodes are from LBHF addresses, and 152 are from RBKC. 169 of the 254 postcards from LBHF residents are from SW6 postcodes; 30 from W6; 26 from W14; and 20 from W12. The small remainder are from W3, W10 and SW10 postcodes.

2.2.12 The contents of these representations are summarised below.

#### REPRESENTATIONS FROM HAMMERSMITH & FULHAM RESIDENTS & GROUPS/ORGANISATIONS:

2.2.13 488 representations have been received from or on behalf of LBHF residents and businesses (including 254 individual postcards in support). 328 of these representations are in support of the proposals (including the 254 individual postcards) and 160 are objections.

2.2.14 439 of the 488 representations were received in response to the original consultation exercise; a further 49 representations were received in response to the re-consultation exercise on the revised proposals.

#### **Summary of representations from LBHF residents in support of the proposed development (328 representations):**

2.2.15 254 Individual signed postcards that read ““I support the current planning application for the expansion of Stamford Bridge Stadium”.

2.2.16 In addition, a further 74 individual representations have been from or on behalf of LBHF residents (first and second consultation), supporting the proposals on the following grounds:

### First Consultation (67 representations)

- Better access to and from stadium.
- Improvement in design quality and visual amenity.
- Refresh Fulham with additional benefits to surrounding businesses.
- Economic benefit to the local area.
- Improvement/ enhancement of the whole area.
- Improvement pedestrian and public transport arrangements.
- Alleviate current disruption by managing crowd flow.
- Enhanced built environment.
- Improved local infrastructure.
- Bringing skilled and unskilled job opportunities during construction and operation.
- Keeping jobs within the Borough.
- Maintenance of a historic site.
- Iconic proposal creating globally recognised identity.
- Improved movement around the stadium/ through access.
- Should consider scope for further capacity/future expansion beyond 60,000 seats.
- Increased amenity in terms of multiple additional uses across the site.

### Second Consultation (7 representations)

- Improve local economy
- Create vibrant borough

### **Summary of representations from LBHF residents objecting to the proposed development (160 representations):**

2.2.17 160 individual representations have been received from LBHF residents (first and second consultation) objecting to the development on the following grounds:

#### First Consultation (118 representations)

##### Stadium Design and Form:

- Overdevelopment of small site (153,623 sqm proposed in comparison with a development which currently occupies 57,630 sqm).
- Proposed development over the railway tracks is unacceptable.
- Out of scale/context and overbearing.
- Unsympathetic to surrounding residential nature.
- Adverse impact on local residential amenity through height and bulk.
- Irregular massing.
- Monolithic structure. More suited to Olympic Park setting.
- Not innovative enough in design.

- An incongruous design which will dominate the residential neighbourhood.
- Will visually dominate the Fulham skyline.
- Design and appearance is heavy and out of character.
- Repetitive nature of the brick piers and vertical metal suggest an unrelieved façade that is 'prison like'.
- South Terrace will be limited in terms of use and its reintegration with the neighbourhood.
- Will detract views of St Pauls Cathedral from King Henry VIII's Mound (Richmond).
- Rising shoulder height at entrances will adversely impact neighbouring properties.
- Lack of greenery will impact Brompton Park Crescent.

#### Impact on surrounding Conservation Areas:

- Encroaches on Billings and Brompton Cutting Conservation Area.
- Detrimental impact on the environment and adjoining Billings Conservation Area (RBKC).
- Adverse impacts on heritage assets near the site.
- Development does not reflect local heritage.
- Detracts from the Moore Park Conservation Area character.
- Exclusion of Chelsea Studios from Heritage Asset Assessment.
- Does not conserve or enhance the character and appearance of the Fulham Regeneration Area or adjoining conservation areas.

#### Environmental Impacts and Biodiversity:

- Adverse biodiversity impacts because of the loss of the SINC's.
- Destruction of existing wildlife corridors along the railway lines, resulting in harm to species.
- Effect of subsidence from proposed excavation works, stability of boundary walls and flood risk.
- No soft landscaping proposed to soften or absorb CO2 emissions.
- Design does not address climate change and will increase CO2/climate footprint. Should do more to promote more sustainable practices through solar panels, electric cars etc.
- Air quality risks to nearby sensitive development (children) from dust during demolition and construction works.

#### Stadium Capacity:

- Existing capacity is already enough. Is there necessity for proposed increase?

- Negative impact on neighbourhood from more spectators within a confined space, creating a bottleneck.
- Development leads to a 50% increase in spectator capacity. Will result in an increase in noise, traffic, congestion, and strain.
- Proposal should avert road closures and provide expansion of public transport to reduce impact on residents.
- Access arrangements to the underground stations and facilities/roads, shops cafes will be impossible for residents.
- Existing amenities inadequate to accommodate increased traffic/crowds.
- Development will require a larger clean up and more police. Development will take resources away from other areas and will be costly to manage.
- The facility has limited value or benefit to the local community.
- Most of the extra capacity will go to executive boxes and not ordinary fans/locals.
- Majority of the supporters do not live within the borough.
- Development should restrict use of stadium to only CFC home matches.

#### Traffic or Highways:

- Road closures already in place and the closure of the underground on match days cause enormous disruption.
- Road closures prevent access/egress to garages/properties for residents.
- Will add to traffic in an already congested area.
- Development requires extensive review of traffic management arrangements throughout the surrounding area.
- Traffic flows in supporting documentation only provides a skewed perception of reality & misstated number of matches (29 in the 2014/15 season not 27).
- Lack of on-site parking will exacerbate street parking where there are no controls in place. Will lead to reduction of parking spaces for residents.
- Poor street parking results in loss of visibility for road users and pedestrians.
- Abuse of disabled parking bays/badges on match days.
- More effective match day parking restrictions should be introduced and enforced (like arrangements enforced for Fulham FC matches).
- Existing public transport infrastructure will be unable to handle increase capacity.
- Overcrowding in surrounding area will result in lack of safety/security for residents.
- Inconvenience caused by diverted bus routes.
- Removal of bus stop by Chelsea Studios (Fulham Road) would be a loss to the community.
- Adverse effect of increase traffic on emergency/health services, including Chelsea & Westminster Hospital.
- More lorries and service vehicles will cause disruption.

- The club should do more to promote car sharing.
- A controlled access route is requested for residents use in Brompton Park Crescent from the northern walkway.
- Scheme only targets 2 points out of 10 for BREEAM.

#### Noise, Pollution & Disturbance:

- Increase noise levels from additional fans.
- Stadium and additional walkways now much closer to residents and therefore will result in greater noise impacts.
- Design will focus noise due to the shape.
- Additional on-site facilities will increase noise during the day/ late into the night.
- Residents avoid bars/restaurants on match days.
- Will cause chaos, noise pollution and inconvenience to residents and businesses.
- Adverse impact of too many football clubs in the borough.
- Noise associated with food van generators.
- Existing problems with rubbish and urinating in surrounding residential streets.
- Additional pollution and increase carbon footprint from 60,000 people.
- Increase light pollution at night from proposed stadium and outside of match day from other commercial facilities.

#### Residential Amenity:

- Residents are prohibited from carrying out everyday activities on fixture dates.
- Proposal will fundamentally change the character of the neighbourhood.
- Loss of amenity and peace/quiet within the home.
- Unpleasant atmosphere and feeling of being unsafe. Already experience racism, drunken and abusive behaviour.
- Smell of food vans is offensive.
- Loss of light and overshadowing.
- Loss of sky views/right to light and feeling of enclosure.
- Overlooking and loss of privacy (Chelsea Studios, Brompton Cemetery)
- Solar glare from glazing.
- Negative affect on peace and quiet.
- Emergency access and egress especially along Southern Shed Wall boundary will be impacted.
- Safety implications on and around site from additional attendees.

#### Construction Works:

- Demolition/construction works for at least 4 years will be hugely disruptive on local transport, residents, and businesses.

- Damage to neighbouring properties during construction/demolition.
- Adverse effects on peoples' health.
- Increased mobility issues for residents during construction works.
- Noise, vibration, hours of operation, dust/dirt impacts will be intolerable.
- Request cleaning windows and repairs to adjoining properties up to the conclusion of works.
- Increase traffic from additional vehicle movements, equipment and supplies using the construction site during peak times.
- Additional heavy vehicles in the area.
- Compounding effect of other major developments – Chelsea Harbour, Imperial Road, Lots Road, Earls Court, Thames Super Sewer, Cross Rail 2.
- Safety and increase lighting in the surrounding area during the construction phase.

#### Public Consultation:

- Consultation process carried out by the club was inadequate for such a huge development. Not carried out in a comprehensive fashion.
- The consultation process did not involve residents and was attended mostly by club supporters.
- Little information provided in the media about the proposals.
- The Council has not consulted extensively enough.
- An extension of time to the consultation period should be given, as notification letters sent out by the Council coincided with the Christmas/New Year holiday period.

#### Other matters:

- Council has a housing target to provide 1,031 new homes yet the development will result in the loss of 38 existing residential properties on the site. Replacement on an unnamed site which would probably still come forward as residential development regardless.
- Results in loss of housing and short term housing.
- Loss of jobs on the site in hospitality, tourism, leisure.
- Existing on site residents are being forced to sell and move.
- Some local businesses are impacted during match days.
- Closure of the grounds during construction will result in loss of business that rely on spectators.
- Regret loss of health club. Existing overcrowding in other local health fitness facilities.
- Ruin value of properties within the area.
- Compensation sought through reduction in council taxes.
- Compensation sought from club for additional sound proofing of houses (before construction) near the site.

- Compensation to residents for local improvements, resident parking, and traffic exclusion zones.
- Discounted season tickets should be provided for residents affected.

## Second Consultation (42 representations)

2.2.18 In the main the objection raised reflect those made during the first consultation:

- Increased noise and pollution (construction and operation works).
- Increase traffic.
- Public transport capacity and impacts on usability of public transport
- Parking stress and visitor parking in resident's streets.
- Poor behaviour of fans + safety of residents.
- Disruption to local businesses/ lack of footfall.
- Loss of light to residents from height/size of stadium.
- Impacts on biodiversity, lack of trees/ landscaping.
- Bulk and massing intrudes on neighbouring houses.
- Overlooking and loss of privacy.
- Light pollution from stadium.
- Loss of nature conservation area and lack of mitigation measures.
- Impact on air quality.
- Noise and vibration during construction (damage from vibration etc.).
- Accumulated impacts from other construction projects in close vicinity.

## **Other representations received from or on behalf of LBHF residents, groups and organisations**

2.2.19 Greg Hands MP (3 representations, on behalf of his constituents in LBHF and RBKC):

9 January 2016:

- Generally supportive of the club's intent to remain at Stamford Bridge and in the constituency. Refer to meeting with senior representatives at CFC on 22 June 2015 and assurances given to MP by the club to make every effort to work with residents and stakeholders throughout the proposed redevelopment.
- Reference to 1998-99 public inquiry. This time the proposed development is for the whole stadium rather than incremental builds and the potential impact this might have during the construction period and the longer-term impact of the operations of a new stadium.

#### Impact on residential properties:

- Contacted by constituents. Includes residents of The Billings (Billing Road, Billing Street, Billing Place, and Stamford Cottages). Concern about the impact the proposed redevelopment might have on the amenities of residents, including 'Rights to Light' and the proposed decking platform over part of the District Line and part of the West London Line.
- Other residents in the immediate vicinity of the ground, in both boroughs, likely to have similar concerns.
- Borough must be satisfied that residents' concerns have been considered before making a decision on this planning application.

#### Impact on transport and local parking:

- Frequently contacted by constituents' concern about traffic problems associated with CFC, especially on match days, but also in relation to celebratory parades and other one-off events, whether it be to do with congestion or with parking.
- Imperative that Borough be satisfied with any proposals that CFC might have regarding the mitigation of transport and parking problems both during and after the redevelopment.
- The prospect of an increase in ground capacity from 42,000 to 60,000, and its impact on public and private transport, and on local parking amenities will need to be considered very carefully by the Council.

#### Impact on the policing of matches:

- Grateful for the hard work carry out by the Metropolitan Police Service in both boroughs in relation to football matches at Stamford Bridge. Borough should determine the impact an increase capacity at Stamford Bridge might have on policing when considering this planning application.

#### Impact on other local stakeholders and cultural amenities:

- Assurance given that club to work with local stakeholders such as the Friends of Brompton Cemetery, English Heritage, Royal Parks, the London Oratory School, and Stoll.
- Borough must engage with these and other local stakeholders to be satisfied that their concerns have been taken into consideration.

#### Conclusions:

- The Borough must consider the number of development projects proposed for Chelsea and Fulham over the coming years – including the Thames Tideway Tunnel and Crossrail 2 –and cumulative concerns.



9 February 2016:

- Reiterates constituents' concerns over the possible impact of the proposed development. Reference to representations received from local constituents in Fulham and Chelsea and highlights the following objections received.
- Focal point of opposition from The Billings (RBKC) is about the impact of proposed raised walkway over the Billings and Brompton Cutting Conservation Area in LBHF.
- Supports concerns expressed relating to how the impact on the Billings and Brompton Cutting Conservation Area Character Profile is addressed and the impact on the setting of both The Billings and Brompton Cemetery Conservation Areas with RBKC.
- The environmental impacts of the proposed walkway and enclosed railway on The Billings in terms of outlook, air pollution and noise.
- The impact of the proposed walkway on Brompton Cemetery and the conservation area and the concerns expressed by Friends of Brompton Cemetery relating to the proximity of the walkway and proximity of the proposed kiosk.
- Residents' concerns in Hilary Close (H&F) over possible impact of the proposals in terms of loss of light and privacy as well as increase in noise.
- Representations made by Councillor Frances Stainton relating to properties in Chelsea Studios are the home of working artists who require light for their work
- Impact of the development on local businesses, transport and local parking as well as other concerns including possible problems of access for emergency vehicles and workers and emergency evacuation of visitors; crowding and safety issues at Fulham Broadway Station and cancellation of the proposed pedestrian access to West Brompton Station.
- Residents claim to have received no documentation about the proposed development and question the timing of the Council's consultation over Christmas and New Year period.

21 November 2016:

- Supportive of the Chelsea Football Club remaining in its historic location and reiterates points made in January and February regarding concerns. Further reference is made to the importance of stakeholder awareness and engagement beyond the wards immediate vicinity and the mitigation of possible impacts of construction on local infrastructure.

2.2.20 Councillor Frances Stainton

February 2016

- Councillor Stainton has been a Chelsea Studios resident for 25 years, is a CFC supporter and supportive of the club's desire to stay on the site. Recognizes the work done by the club in the local community. Local businesses also benefit from the presence of the club in the area.

Councillor Stainton however states the proposal will impact on many residents. Highlights issues that should be resolved/mitigated. These relate to the stadium's proximity, impact on daylight, evacuation safety measures and congestion. In more detail the following comments are provided that:

- Effective measures required to deal with light invasion from stadium and associated corporate/entertainment uses.
- Impact on North Lights to existing artist studios. This feature is not covered in the BRE guidelines and needs attention.
- Proposed stadium form would result in a huge unbroken structure to the south, with no gaps to permit light passage.
- Narrow pathway left between the South Stand and the Shed Wall. Assurances sought on crowd safety and emergency evacuation of fans with greater capacity.
- Suggest repositioning stadium footprint northwards to diminish oppressive/cramp space for residents in the Billings, Chelsea Studios, West London Studios and Hilary Close.
- Recommends dropping stadium down further below ground level to improve surrounding light and outlook to neighbouring properties.
- Refers to congestion at neighbouring underground stations and intersection at Earl's Court. Welcomes idea for Cross Rail 2 Station at Imperial Wharf and a direct pedestrian route underground at West Brompton by decking over the rest of the railway line.
- Recognises widespread concerns raised relating to on street parking.
- Clarification sought on whether longer Fulham Road closures are needed.
- Review of on street parking zones inevitable.
- Conditions requested precluding other entertainment or revenue raising uses at the stadium.
- Conditions necessary to control working hours.
- Request cleaning windows in surrounding areas to address effects of demolition/construction works.
- Request provision of an off road loading/drop off bay in Bovril Gate for residents, for use on non-match days.
- Ensure measures provided to protect/benefit amenity of the Stoll Foundation and Walham Court residents.

## 2.2.21 Fulham Society (2 representations)

29 January 2016:

- The proposed new stadium itself is a remarkable and interesting building which would be wonderful in a suitable location. However, the stadium sits uneasily and is almost threatening in very tight, low-rise, domestic scale urban site.
- Effects on immediate neighbours will be overwhelming and facades to the Fulham Road are not inviting.
- Will block out morning sunlight to the Oswald Stoll Foundation. Residents greatly concerned about both this and the noise at match times emanating from the proposed Fulham Broadway station walkway.
- Effect on Billings & Brompton Embankment Conservation Area will be disastrous. This conservation area offers a historical reminder of the importance of the former canal trade in London and is of natural and ecological significance. The conservation area will be annihilated and feel strongly that this conservation area should not be built over because of its historical significance. An archaeological investigation should be prepared.
- Development results in the loss of many saplings and self-seeded large bushes etc. which give a natural green wall to hide the railway.
- The proposed walkway over the conservation area will bring the stadium close to the end houses in the Billings and completely prevent light from reaching Stamford Cottages.
- The stadium should be set back from the edge of the railway and a sturdy walkway provided suspended from the building to deliver pedestrian access around the building which could take emergency vehicles if necessary. Pedestrian access already provided around the building underneath the buttresses.
- The view north from the SW corner of the cemetery will be dominated by the proposed stadium. The full height of the roof will be visible. Given the closeness of the walkway to the cemetery wall, the building will loom over much of the western part of the cemetery along the catacomb western wall. Burials still take place in this part of the cemetery.
- Bulk of the proposed stadium will be seen from Brompton Park Crescent, but number of large trees on the site will help to break up the view.
- Unhappy about removal of north parapet wall on Stamford Bridge (Fulham Road) and the opening of the bridge as part of the forecourt to the development. Leaves Walsingham Court and Stamford Gate alone in the middle of a wide open space. To have a bridge with a wall on the south side and no wall on the other side is visual and historic nonsense.
- The main entrances should be more defined, so that you can see from the Fulham Road.

- Question access arrangements provision of surface parking and servicing arrangements.
- Proposed walkway over the railway directly from Fulham Broadway station seem a positive idea, but sorry to lose the green view from the present station along the railway line to the bridge.
- Also concerned over public open space used for private uses and overcrowding transport and increased traffic.

9<sup>th</sup> October 2016:

- Fulham Society acknowledge importance of the stadium to the local community and economy and understand club's need for enlargement.
- Overall consider the club have taken notice of many concerns and overall content with the solutions proposed.
- Note that there will be increase in traffic. However, acknowledge there is encouragement of use of public and active transport.
- Design of new stadium considered remarkable and interesting which would be wonderful in a more suitable location. Consider club is taking the impact and size of stadium seriously and doing their best to mitigate the problems involved. Therefore, satisfied to see the plans develop further through cooperation with the local area and residents.
- Improvement on original design. Amendments to the buttresses on the building and changes to the roof an improvement on the original design and will lighten impact on the skyline when viewed from Brompton Cemetery.
- Stress importance of the signage design over the main entrances of the stadium.
- New design for part of the Billings & Brompton Conservation area and West London Line green corridor appear to be an improvement and positive. Provides open and green space to the Billings cottages.
- Mitigation on Oswald Stoll Foundation are positive and welcomes possible use of the north deck by the London Oratory School.

2.2.22 Hammersmith & Fulham Historic Buildings Group (2 representations)

15 April 2016:

- Concern about the number of trees and general vegetation cleared to construct the decking over the railway lines.
- Further details of proposed landscaping should be provided. Several areas within the grounds could benefit from new tree planting, to soften the impact of the stadium whilst not detract from its arresting design.
- Request assurances vast paved areas would be sustainably drained.

- The metal croziers between the buttresses are heavy and overbearing due to the gauge of metal used. A lighter gauge would be less oppressive and contrast more effectively with the brickwork.
- A great number of bricks will need to be deployed. Therefore, paramount importance that sufficient stock of bricks can be sourced to guarantee a uniform finish. Also important that potential weathering problems to the brickwork are addressed. Request to see brick panel samples prior to approval and details of the brick be conditioned. The approved sample brick panel should remain on site throughout the construction period.
- Fulham Broadway deck should be for the wider community use at other times outside match days.
- The height of the wall alongside the deck walkway should be of sufficient height to prevent visual trespass between the grounds and Brompton Cemetery.
- Potential impact on parts of the Brompton Cemetery and surrounding Conservation areas. Tree planting in the Cemetery should be provided at the earliest opportunity, subject to the agreement with the Royal Parks, could assist in mitigating the impact.

10 November 2016:

- Please to see increased areas of planting; still concern about impact on parts of the Brompton cemetery and surrounding conservation areas. Tree planting in the Cemetery could mitigate the impact; and welcome adjustments to stadium design but would like to see a less oppressive response to croziers. Request condition relating to brick sample panels and details of croziers

2.2.23 Alpha Planning Ltd. (on behalf of, but separate to the representations received from the occupiers of 1-7 Hilary Close, SW6) (2 representations)

8 January 2016:

- Submits that the development contrary to the development plan on several grounds.
- Questions adequacy of the supporting documents. Highlights necessity for a Regulation 22 (2011 EIA Regulations).
- Not possible to analyse the existing floor space figures from the plans submitted and unable to compare the existing with the proposed scheme.
- Additional drawings required for assessment of individual impacts on neighbouring residential properties in Hilary Close.
- Clarity sought on components of the proposed floor space.
- Further clarification sought on the 'needs case'. Majority of the additional space provided caters for the corporate clientele. Request alternative scenarios be provided to increase provision of general admission seats for

young and local people at expense of the hospitality spectators. Considers this would take up less space and reduce width and height of the proposed stadium.

- Emphasis on match day revenue exaggerated and 'need' for larger hospitality is misplaced. The Environment Statement (ES) and Design & Access Statement set out income generated from match day attendance only represents 22% of the club's revenue. Television rights and sponsorship are by far the largest component of revenue.
- Need for a larger pitch does not appear to have been justified. Would allow the club to host additional matches to those that currently take place which have not been assessed in the ES.
- Design of proposed stadium considered to be inappropriate. Represents a large monolithic structure, with a homogenous design, soaring brick piers and excessive bulk. Gives the building a brutal appearance.
- Bulk and mass will dominate views both close on the entrances to the public space and from further afield such as Brompton Cemetery.
- Development will not preserve or enhance the setting of the conservation areas that surround it, nor preserve or enhance the setting of the designated and non-designated heritage assets in the locality.
- A separate Heritage Statement has not been submitted (though covered by Planning Statement, D&A Statement and Chapter 8 of the ES).
- Billings and Brompton Cutting CA will be totally covered therefore no longer fulfilling its purpose. ES records this as a major adverse impact.
- Considers the impact on Brompton Cemetery as major/moderate impact instead of minor adverse.
- Development considered contrary to policies 7.6 and 7.8 (London Plan), policy BE1 (Core Strategy) and policies DM G1 and DM G7 (DMLP).
- Proposed development will be closer to the Shed Wall and boundary with properties in Hilary Close. Furthermore, instead of there being a variety of heights (with closest point of the stadium less than two storeys in height and not visible from within Hilary Close) the proposal would be 17 metres in height within the 7.5 metres Shed Wall. Height of roof rising a further 17 metres will dominate views.
- Will result in development being overbearing and out of scale with residential properties in Hilary Close due to height, bulk, and mass.
- Will adversely affect through loss of daylight, sunlight and overshadowing of residential properties in Hilary Close.
- Unclear how various elements of internal space within the stadium will be used, nor the treatment of the facades behind the brick piers with potential overlooking and views into houses and gardens in Hilary Close and other properties in the area.
- Development considered contrary to policy 7.14 (London Plan), policy CC4 (Core Strategy) and policy DM H8 (DMLP).

- Noise associated with proposed development would adversely affect the local amenities of neighbouring occupiers during both the construction and operational phases.
- Noisiest works will be associated with piling and demolition. No separate acoustic report provided and ES indicates more information will be necessary as detailed design evolves. Not enough confidence if the full environmental effects of the development in terms of noise and disturbance for residents has been satisfactorily assessed or adverse impacts suitably mitigated.
- Proposed piling anticipated to be significant. Areas within which piling is proposed not shown, nor number or method of piling. Impacts of noise and vibration from piling does not appear to be satisfactorily addressed in ES.
- ES indicates that the piling over the railway lines is scheduled to take place during the daytime however rafting work undertaken during the night is considered unacceptable.
- ES records that noise from rafting will be 30dB higher than the existing external noise levels and will have a significant effect upon surrounding residents.
- A 45% increase in capacity will have significant potential for noise and disturbance to the adjoining residential properties.
- Not clear how new stadium and roof will perform both in terms of attenuating crowd noise.
- Inappropriate information provided at this stage regarding the public address system. Must address this effect and appropriate measures to mitigate.
- Development considered contrary to policy 7.15 (London Plan), policy CC4 (Core Strategy) and policy DM H9 (DMLP).
- Details of the volume of excavation (and associated lorry movements) must be provided at this stage.
- Figures provided for vehicle movements considered to be underestimated.
- Submission of a detailed Construction and Logistics Plan (CLP) post planning permission is not acceptable for a development of this scale and construction project of this duration.
- Impacts on air quality are not specified yet. Sensitivities are high with proximity of residential properties and risks from dust soiling and to human health during the construction phase are high.
- Mitigation measures proposed are the bare minimum. Will not result in the impacts being 'negligible' and 'not significant' as stated in ES.
- Demolition and construction phases will result in significant numbers of vehicles on the road. Borough designated as an Air Quality Management Area (AQMA) and site already has exceedances with N02 and PM10s, particularly associated with traffic congestion, in breach with EU targets.
- Development contrary to policy 5.3 (London Plan), policy CC4 (Core Strategy) and policy DM H2 (DMLP).

- Ground water flooding to adjoining properties associated with extent of proposed excavation works. Council should review the Preliminary Groundwater Risk and Mitigation Assessment.
- Unclear in ES how additional hard surface areas are to be provided, calculated, and considered in relation to SuDs.
- Development results in loss of two green corridors for nature conservation (SINC's) which provide important linkages to larger areas of ecological importance.
- Proposal states 37 trees and five tree groups will be lost.
- No replacement planting provided. Only limiting planting to small areas of green roof. Trees outside the site will suffer from proposed excavation works.
- Development contrary to policy 7.8 and 7.21 (London Plan), policy OS1 (Core Strategy) and policy DM E3 and E4 (DMLP).
- Clarification of the impact of the additional traffic associated with spectators who choose not to use public transport.
- Increase capacity, together with greater restrictions placed on road closures and potential for additional matches at the stadium will exacerbate the existing parking situation.
- Development contrary policy DM D2 and J1 (DMLP).
- No proposal for replacement housing is provided. Therefore, not possible to determine fully the social, economic, and environmental impacts of the suggested replacement dwellings.
- Application not accompanied by a draft S106 Agreement. So little weight can be added to aspiration that an alternative site will be re-provided elsewhere in the borough.
- Development contrary policy 3.3 (London Plan) and DM A1 (DMLP).
- Environmental Statement very subjective, downplays the significant adverse environmental impacts and places positive spin on other matters.
- Lack of adequate assessment of volumes of traffic associated with construction and in terms of materials removed from the site (demolition and excavation).
- Justification for large areas of corporate entertaining and greater areas associated with hospitality has not been made.

13 October 2016:

- Amendments to the proposed development do not address the concerns raised on 8 January 2016. Objections previously raised in respect to overdevelopment; scale and bulk; design; heritage assets; construction works; landscaping and ecology, need case and loss of housing still stand.

2.2.24 Peter Brett Associates (on behalf of the Sir Oswald Stoll Foundation):



- Confirm representations currently do not represent an objection but is an expression of concern. In addition, the following point is made: “Stoll supports the significant investment proposed at Stamford Bridge. However, given that the application is made for full planning permission and it includes substantial excavation, a complicated and phased demolition and construction process extending up to four years, with work expected to commence in Autumn 2016, Stoll is concerned about the lack of detail provided in the application, particularly relating to the demolition and construction stages of the development, and its potential impacts on residents at Stoll Mansions”.
- Following specific areas of concern have been expressed:
  - Impact of the footprint and height of the proposed stadium and deck;
  - ground levels outside the stadium;
  - limited capacity within the site for storage of material, site accommodation etc.;
  - impact of works programme and noise disturbance; impact on match days associated with use of new walkway along northern boundary with the Stoll;
  - air quality mitigation measures are limited; and
  - noise levels associated with works and use of the stadium and potential loss of daylight to residents living along the eastern boundary of the Stoll Mansion site.

2.2.25 Sir Oswald Stoll Foundation:

- In response to the second consultation the Stoll Foundation confirmed their support for the current planning application proposals.

2.2.26 Norton Rose Fulbright LLP (on behalf of the owners of the Fulham Broadway Shopping Centre):

Object on the following grounds:

- Impact on Fulham Road during construction works on pedestrians and shoppers.
- Potential conflict between construction traffic and vehicles servicing the shopping centre or using the underground car park. Likely to have significant effect on the trading performance of shopping centre and general vitality and viability of Fulham Town Centre
- Insufficient detailed assessment of construction traffic provided to understand effects of the proposed 3-4-year construction programme.
- Socio economic impact assessment in the ES lacks an accurate quantitative analysis on the impact of trading performance within the shopping centre and elsewhere in Fulham Town Centre, in terms of temporary effects during the construction phase/relocation of the football club and impact from new stadium uses.

- Greater consideration required to consider proposed access and egress arrangements at the new stadium and implications for the trading performance of Shopping Centre and Fulham Town Centre. Concern expressed that supporters will be channelled to/from Underground Station with little interaction with retail and businesses in the town centre.

2.2.27 CBRE Planning (on behalf of the owners of the Fulham Broadway Shopping Centre):

- Confirm that the additional information submitted by the applicant is sufficient to address the queries/concerns regarding Fulham Broadway Underground Station access and the operation of the proposed northern raft; access arrangements to the stadium and car parking arrangements.
- However, still raise matters relating to the following points:
  - Servicing arrangements and potential for conflict between the shopping centre servicing and that of the stadium, given that the current servicing to the stadium is not via Wansdown Place. Would welcome further discussion and consultation in respect to the final Delivery and Servicing Management Plan.
  - Satisfied that the construction of this northern raft will not affect the operation of Fulham Broadway Shopping Centre. However still concern about the amount of construction traffic that will be using surrounding roads. Would like to see further information on the potential congestion caused by construction vehicles, specifically on Fulham Broadway, and measures to help mitigate this. Wish to be consulted on the detailed CLP, to ensure the construction phase will not have a detrimental impact on the amenity of the shopping centre.
  - Satisfied with measures proposed to assist local businesses during construction works, but concern about impact of the improved food and drink provision in the stadium on the shopping centre. Would like to see a quantitative assessment of the likely impacts.

2.2.28 Directors of the Italian Village Foundry Ltd. (freeholder of a significant part of Chelsea Studios):

Object on the following grounds:

- Question type of brick façade treatment. Should match London stock.
- Light pollution emanating from openings within the stadium.
- Impact on existing boundary window openings adjacent to the Bovril Gate exit. Potential disturbance from construction vehicles.
- Loss of daylight from increased height and proximity of new stadium.
- Overlooking/loss of privacy to neighbouring occupiers from proximity of pedestrian walkway above the Bovril Gate entrance.

- Impact on services from excavation works at Bovril Gate, and ramp access leading down into the new stadium.
- Impact of proposed wall constructed against existing retaining wall and windows.
- Disruption and dust from demolition/construction works during proposed four-year period and loss of enjoyment/usage of properties and gardens.
- Questions mitigation measures to protect gardens/greenery.
- Increased stadium capacity will lead to far greater disruption of daily lives during match days and make exit/entry challenging for residents.
- Restrictions should be put in place to ensure the stadium is not used for other purposes other than CFC home matches.
- Livelihoods of several local artist and other residents in Chelsea Studios will be impacted during demolition/construction works. Will add to cleaning and maintenance cost for residents.
- Present rental/sale values of properties will be negatively impacted during the demolition/construction period. Compensation arrangements should be provided for residents for any economic losses.
- Greater insurance premiums anticipated due to proximity of a larger stadium.

2.2.29 West London Studios Management Ltd. (West London Studios):

- Proposed access route to Fulham Broadway Station was conceded under previous redevelopment works. Current proposals should provide route and not be reduced in any way.
- Development obscures more north skyline than the current stadium and Millennium Hotel. Shoulder height of the proposed stadium increases above 'Shed' wall opposite West London Studios.
- Proposed brick too dark in comparison to the existing development.
- Would welcome further measures to reduce sky loss and lighten appearance of the stadium.
- Under the previous redevelopment proposals of Stamford Bridge club held regular meetings with residents, organisations, and representatives. A condition should be imposed if permission is granted.

2.2.30 The Lord Roberts Management Group (act on behalf of 21 houses in Moore Park Road/Waterford Road with garages accessed from Waterford Road):

- Will consider a legal challenge to the already unacceptable level of disruption afforded to residents, especially as there was no road closure in the mid 80's or a barrier in Waterford Road when properties were bought.
- Initially given a key when Fulham Road is closed to access garages but now completely shut off. Residents maybe more supportive if the barrier could be

raised on match days when Fulham Road is closed to allow access to garages.

- Residents run gamut of the masses of people and have seen mounted police charge violent mobs in Waterford Road.
- Suffer disruption from activities associated with local pubs.

#### 2.2.31 The London Oratory School:

Governing body happy to support proposals subject to the following conditions:

- School request to be consulted in respect to works on the north platform and school boundary wall due to proximity of school and classrooms. Excessive noise during lesson times must be avoided. High boundary fence requested to minimise dirt and noise pollution.
- Request prevention of excessive noise during school's public examination season in May and June due to proximity of examination rooms to boundary wall.
- Use of Wansdown Place for traffic during construction and operational works. Access road used by most of the pupils to enter and leave the school (at least 800 in both the morning and afternoon). School must know the safety of its pupils and staff on this road will be catered for.
- Applicant has informally offered the school the use of north raft on non-match days during the school day but no formal or written offer provided. To support the proposal, the Governing Body asks that this is conditional of planning permission.

#### 2.2.32 Turley Planning (on behalf of the occupiers of Lily Bridge House, 202 Seagrave Road)(2 representations)

27 January 2016:

Welcome the redevelopment proposal and the quality of the design of the proposed stadium. However, unless significant changes are made to the proposed development the following objections will stand:

- Height, scale, and massing: Significantly larger and closer, creating unneighbourly relationship. Further exacerbated by choice of dark brick work (SPD Design Policy 46). Height and footprint significantly more than existing stadium and closer to the property. Separation distance reduced from 61 to 40 metres. Request north-east corner of the building be set back in line with the existing footprint.
- Proposed Fulham Broadway approach should be removed, due to noise and management issues and impact on neighbouring residents in this property and the Stoll Mansions (DM Policy H9, SPD Amenity Policy 7 and 24). Would expect to see a draft queuing management plan submitted as part of the application.

- Alternative option or a more contained approach with route reduced to half the width and supported by a planting buffer to the north and/or colonnade arrangement are suggested. Request a cross section of the proposed boundary to better understand relationship between deck and neighbouring property.
- Overlooking and loss of privacy from raised walkway within 10 metres of bedroom windows (SPD Housing Policy 8).
- Light pollution from stadium and proposed external lighting on proposed walkway (Core Strategy Policy CC4).
- Request details and position of ventilation vents to the District line beneath the proposed north deck.
- Loss of nature conservation on site of Borough Importance Grade I and no alternative mitigation measures proposed (Core Strategy policies DM E3 and OS1). Area provides an important habitat and visual amenity to residents.
- Noise and disturbance from construction works to proposed decking and adverse impact of night-time working. (Policy DM H9 and SPD Amenity Policy 24).
- Request daylight/sunlight re-assessment with consideration to extended ground floor of the property now situated closer to the proposed development.

7 October 2016:

- Insufficient consideration has been given to limit the impact of the Fulham Broadway platform on neighbouring properties including Lily Bridge House.
- Setback of the walkway from boundary by 0.5m considered insignificant.
- Transport Assessment doesn't provide clarity on proposed queueing on the platform and underestimates the users and queueing times. Needs more robust modelling and interrogation.
- Alternative mitigation options (landscaped/green wall, acoustic buffer) should be prepared and agreed during the planning application stage to shorten the queueing area.
- A queuing management plan should be submitted for consideration at planning application stage.
- Overlooking and loss of privacy from the development. An acoustic sound barrier in form of public art should be incorporated on platform to protect privacy.
- Loss of amenity from the light pollution has not been addressed. Absence of detail relating to lighting on platform.
- Proposed landscaping works will not mitigate loss of important habitat and visual amenity associate with the existing nature conservation area.
- Proposed extended night time working during demolition and construction works will result in significant noise and disturbance and loss of residential amenity. Would expect further consultations with residents affected.

2.2.33 Mishcon de Reya (on behalf of the occupiers of Lily Bridge House, 202 Seagrave Road SW6) (2 representations)

18 August 2016:

- First letter draws attentions to the representations made by and on behalf of their client (owners of Lily Bridge House, 202 Seagrave Road) in relation to and among other matters, the proposed decked walkway, height, scale, massing, and queuing arrangements. In the absence of substantial alterations, submit that the planning application should be refused.

7 October 2016:

This representation is supplemental to the 2<sup>nd</sup> letter submitted by Turleys and relates primarily to a review of the supporting Environmental Statement. In summary this letter states the following:

- Proposed stadium capacity is not fully explained, justified, or tested in the ES and does not test alternative number of seating capacities.
- The desire for a 60,000 capacity is not a result of balance of physical constraints, revenue generation and environmental impacts but a commercial desire for parity in stadium size.
- Reduced impact on the West London Line SINC is welcomed, but no similar exercise has been carried out to benefit the District Line SINC. There are many opportunities to avoid some of the impacts with a reduction to the size of the podium.
- Alteration to pillars and increased landscaping is welcomed, but at the expense of the increase at the western corner of the stadium. This is outlined as a pinch point and used to rebuff request for reduction in the size of the deck.
- Surface Water: Surface water modelling does not identify the way rail lines are drained or to where. The lines are open and permeable ground adjacent (SINCs) and proposed to be decked with an impermeable surface. Therefore, the assumption the impermeable surface remains the same is incorrect.
- Ecology: The possibility of retaining some of the SINC corridor by reducing the deck should be reconsidered. There is no exploration of the effect of a reduced width deck.
- Driver Numbers: The Transport Assessment contains discrepancies and suggest larger number of cars not used after matches. Anomalies also identified for the Motorcycle/moped numbers departing than arriving. This directly impacts on analysis and flow onto tube and bus capacity, air quality and noise impacts.
- Queue Dispersal: Unrealistic queue dispersal times listed as consider trains will be empty. Benefits of queueing time cannot be achieved unless the

existing non-match related traffic is low and the 2021 underground upgrade takes place.

- Bus Passengers: No analysis of existing bus capacity. Dismisses any increase in numbers as negligible. Impacts identified are not founded on robust evidence.
- Underground Network: Construction of the deck will significantly adversely impact residents through noise, visual amenity, sense of enclosure, impermeable site coverage and loss of SINC. No alternative to the size and extent of the deck has been explored or justified.
- Pedestrian Flow: Unrealistic fan behaviour modelled. Question how access to Fulham Broadway from Fulham Road be prevented, as will wish to reduce wait time where possible.
- Construction movements: Expected more detailed construction and demolition traffic management information be provided at this stage Question ability to deal with frequent movements and turns into the site.
- Air Quality: a reduction in trip generation from reduced car parking is inaccurate and misleading. Instead of using the GLA figure for average trip generation more specific site information should be used. The assumption that traffic is split evenly between the four directions is not robust and means the 100 vehicle threshold is not exceeded. It remains unclear the extent to which air quality issues outside of the borough have also been addressed. A 1km radius is defined however parking is assumed to be up to 2miles from the stadium. No cumulative impact on increased trips (considering Earls Court) has been assessed. ES fails to assess air quality impacts and is inconsistent based on the traffic analysis.
- Noise: impact of night time construction will be considerable. Further detail on phasing, timing of demolition and build out and plant requirements must be provided to allow sufficient assessment of noise impacts on surrounding sensitive receptors. Mitigation measures proposed cannot be considered sufficient with no definitive programme. There is no reference to night time operation over the District Line and constraints on the construction programme and timescales from this.
- Crowd Noise: Noise outside the stadium has been considered. Impact will be long-term and may result in adverse impacts on nearby properties. Furthermore, use of the deck by the London Oratory School will add to noise levels. Details of the extent of deck use and hours of operation should be provided to allow the opportunity for further representations.
- Daylight/Sunlight: An assessment that looks at shadows cast throughout the whole year should also be undertaken, as the impacts could be more extensive than concluded.
- Cumulative impacts: the ES fails to properly assess cumulative impacts. Obvious routes for HGVs and unacceptable minor roads will push construction vehicles down certain routes. The Northern and Western routes

pass Earls Court development, so different construction routing is not sustainable. Noise and air quality impacts throughout the combined construction life of these developments should be considered.

2.2.34 Mills and Reeve LLP (for Wood Trustees Limited: The Management Trustee of Brompton Park Crescent)

Object to the proposals on the following grounds:

- Long term adverse effect in terms of crowd noise and disturbance generated from the use of the decking platform particularly by spectators on match days and especially on evening matches.
- Adverse effect on residential amenity in terms of loss of privacy, overlooking and light pollution.
- Loss of green buffer between Stamford Bridge and Brompton Park Crescent.

2.2.35 Samuel Lewis Trust (SLT), Vanston Place, SW6

4 proforma letters received, objecting to the development on the following grounds:

- Regular anti-social behaviour on or close to the estate before and after a match. Issues reported to Southern Housing Group (SHG), ward councillors and Greg Hands MP.
- Proposal should include solutions to address likely increase in anti-social behaviour with increase number of spectators. Should support SHG with estate CCTV.
- Development will result in an increase in noise, traffic, and pollution.
- Experience current issues with non-resident parking on the estate. This tends to increase on match days.
- Realistic travel plans required to protect SLT from spectators parking on the estate.
- Introduce mitigation measures such as tree planting and landscaping in the local area to provide relief from increase pollution.
- Demolition and construction works. Expect controls be put in place to control working times and measures to reduce pollution and recycling of materials.
- Request compensation under the Community Infrastructure Levy.

2.2.36 Walham Grove Resident's Association

Object on the following grounds:

- Walham Grove already located close to the major Earl's Court development. Will endure further demolition and construction of a massive structure in the area. Going to take years to complete and will 'pin-in' residents.
- On street parking already at saturation point with existing stadium. Therefore, inconceivable to add an extra 20,000 spectators.



- Noise pollution associated with proximity of the stadium.

2.2.37 Dp9 Limited (on behalf of Capital & Counties Properties PLC)(2 representations)

January 2016:

- State that they will undertake a detailed technical review of the application documents but express concern regarding the lack of details submitted of the demolition/construction stage. State the planning application is very high level and broad-brush in this respect. No information provided on construction logistics or construction vehicle numbers and only a basic summary of excavation and associated traffic assumptions is included. More detail is required for a robust assessment to be achieved prior to any determination being made.

24 November 2016:

Acknowledge that demolition/construction information and management plans will be provided by way of conditions, but consider that further clarification is required before a planning decision is made:

- Confirmation of the volume of anticipated excavated material and associated vehicle number.
- Evidence of the type of material to be excavated be provided or for ground investigation to be undertaken to accurately to determine the material to be excavated.
- Clarify where in the planning application the construction vehicles arising from ancillary uses have been assessed.
- Transparency concerning the major bulk quantities of materials, which tend to relate to concrete volumes only, as concerns that formwork and steel bar reinforcement HGV movements have not been considered.

2.2.38 CMS Cameron McKenna LLP (on behalf of Centre Court Limited)

- Act on behalf of an occupier of a flat in Chelsea Village Court with a long leasehold interest. Submit that the applicant has served the incorrect notice on their client, and that the planning application is therefore not made in the required form and is invalid. (Officer Comments: The applicant provided the Local Planning Authority with details of the ownership of the application site and these were included with the planning application. The applicant indicated they signed and served notices under Certificate B and confirm that appropriate notices were served on any owners. Furthermore, the Local Planning Authority contacted the applicant again for clarification on this matter and in reply, the following response was provided:

*“Effective notice has been given to the owner of Flat 13 in accordance with the requirements of Article 13 of the DMPO. Notice of the planning application was sent to Centre Court Ltd at the company address stated on the Land Registry official copies. This is an address in the British Virgin Islands. We have recently checked the Land Registry and that address remains the one listed in the official copies.*

*If the owning company’s address has changed the onus is on the owner to inform the Land Registry so that the official copies can be updated. The owner of Flat 13 has since provided a correspondence address, but has not stated that it is the new registered address. There was no way of the applicant knowing at the time of the submission of the application that any notices or correspondence should be sent to that correspondence address”.*

## REPRESENTATIONS FROM RBKC RESIDENTS & GROUPS/ORGANISATIONS:

### **Summary of representations from RBKC residents in support of the proposed development (176 representations):**

2.2.39 152 Individual signed postcards that read “I support the current planning application for the expansion of Stamford Bridge Stadium”.

2.2.40 In addition, a further 24 individual representations have been from or on behalf of LBHF residents (first and second consultation), supporting the proposals on the following grounds:

#### First Consultation (21 representations)

- Enhance the neighbourhood
- Brings economic revenue to the community and London
- Stunning design of a unique structure that will leave a lasting legacy
- Ease transport impacts
- Reduce congestion on match days
- Decking to reduce noise pollution from rail
- Aesthetically improve the surrounding area

#### Second Consultation (3 representations)

- Integrate facilities with community

### **Summary of representations from RBKC residents objecting to the proposed development (115 representations):**

2.2.41 115 individual representations have been received from RBKC residents (first and second consultation) objecting to the development on the following grounds.

#### First Consultation (103 representations)

## Stadium Design and Form

- High density and gross overdevelopment of the site.
- Alternative strategies for expansion plans should be explained/examine.
- Debatable if site is suitable for size of proposed stadium.
- Inefficient use of land. Spectators will amass on the proposed decks on the eastern and southern boundaries.
- Poor architecture. No thought and unsympathetic to historic surroundings.
- Results in a much taller building closer to residential properties.
- Design is too heavy, clumsy, overbearing and out of scale.
- Overpowering and prominent in views from both boroughs.
- Repetitive buttress design looks too institutional.
- A retro-1970s design, out of keeping with the area.
- Lack of open space provision provided.
- Design, scale and proximity would affect the character and dominates views from Brompton Cemetery and Chelsea.
- Scale at odds with small scale surroundings in The Billings.
- Height of the walkway on the eastern boundary exceeds Network Rail's minimum requirements. Walkway should be lowered/redesigned.
- Proposed eastern boundary walkway is an eyesore. Will destroy visual historic character, ambience, and the charm of adjoining conservation areas.
- Should consider a tunnel for spectators alongside the eastern boundary instead of an elevated walkway

## Impact on surrounding Conservation Areas

- The National Planning Policy Framework sets great store in protecting and improving Heritage Assets; Local Planning Authority should do likewise.
- Concern expressed to limited weight given to the objections from residents in RBKC.
- The proposed stadium and walkway on the eastern boundary would completely cover a conservation railway cutting. Will encroach/build over and destroy forever the Billings and Brompton Cutting Conservation Area.
- Significantly results in adverse changes to the setting and character of the conservation area and the harm/total loss of a historic asset.
- Conservation area forms part of West London Line Green Corridor and part of a Nature Conservation Area of Grade I borough-wide important. Will result in a loss of green screen and open space nature conservation, likely to have knock adverse knock on effects.
- Scale and bulk is out of keeping with the design and character of the Billings Conservation Area.

- Proposal fails to comply with the purpose of the conservation area, due to the loss of open space, nature/ecological significance (removal of the 'green screen' between railway and Billings).
- Loss of visual and local amenity through loss of green space.
- Existing railings alongside the Billings boundary should be protected as special architectural and historic interest.
- Negative impact on Brompton Cemetery; designated Grade I on the English Heritage Register of Parks and Gardens, Listed Buildings, and Site of Nature Conservation Importance.
- Proposed stadium and walkway would visually dominate the area and detract from character of the surrounding conservation areas.
- Proximity of development will have a negative impact on the character of the Billings.
- Loss of wildlife natural habitat.
- Will significantly destroy and compromise a Site of Importance for Nature Conservation (SINCs). No space provided for replanting or the mitigation of ecological importance.
- Results in removal of 37 trees (28 of which are along the eastern railway line).
- Object to any proposal to relocate the conservation area open space. Would contravene the Mayor's Biodiversity strategy.
- Billings Cottages are linked to the cutting/railway line. Its removal would denounce the history of these buildings.
- Proposed walkway on eastern boundary should be situated on the Fulham side of the railway tracks to maintain the separating function of the railway.
- The height of the walkway on the eastern boundary should be reduced as far as possible.
- Walkway should include roofing to direct noise back towards the ground.
- Will set a dangerous precedent for other conservation areas if planning permission is granted. Would devalue the importance of conservation.

#### Increase in Stadium Capacity

- Area unable to cope with the existing capacity. Increase to 60,000 spectators is too much.
- Existing stadium capacity has a negative impact on the neighbourhood areas which are already at breaking point.
- Increase capacity will deteriorate noise, congestion, litter and increase general disruption in the area.
- Question the need/arguments put forward to extend capacity of the existing stadium.
- Will fundamentally change the character of the neighbourhood.
- More people will be drawn into the area on match days and on non-match days to the shop and museum.

- The character of bars and restaurants in the local area will change significantly for the worse.
- Serious safety and security issues will arise if required to evacuate a 60,000 crowd into a compact residential area.
- Question the economic viability and the cost to develop the new stadium and whether this outweighs the adverse impact on heritage assets and residential amenity.
- Inner city stadiums are now outdated. Stadium should move to modern out of town, in settings with proper infrastructure.
- Proposal is a private commercial project (to increase revenue). Should not override conservation area policy concerns, has no benefit to locals, and disruption/environmental concerns outweigh benefits for the club.

### Traffic or Highways

- Area already gridlock on match days due to greater congestion.
- Hortensia Road is a rat-run and has become dangerous due to road closures and increase on street parking.
- Current lack of on street parking available on match days.
- Lack of information provided by club about traffic flows, congestion, and policing on match days.
- Increase of VIP chauffeured cars will result in greater local congestion.
- Adverse cumulative impact on public transport services due to other new developments in the area.
- Question if public transport handle capacity at peak times.
- Transport Assessment indicates a reduction in pedestrian numbers accessing Fulham Road. However, no evaluation of impact from east entry provided.
- Will lead to longer road closures on match days.
- Impact on emergency services, local services (local hospitals).
- CFC website advertises parking in the hospital car park
- LBHF currently provide some match day parking restrictions in surrounding area but RBKC do not. This discrepancy means drivers will park in the streets of RBKC with free car parking available on Sundays.
- Alternative coach parking spaces should be provided to stop parking on Imperial Road.
- Removal of the hotels on the site will only encourage more car use.
- CFC should pay for additional traffic wardens in the surrounding streets to prevent dangerous and illegal parking.
- Residents are blocked in by illegally parked vehicles.
- Increase risk of road traffic accidents on match days due to careless parking at the junction of streets.
- Question facilities provided for disabled visitor parking on match days and drop off facilities.

- Secure cycle parking for visitors and safe motorbike parking should be provided.
- Substantial proportion of the spectators do not travel by underground.
- No analysis provided on capacities of Earls Court and West Brompton stations on match days.
- Former Stamford Bridge railway station should be reopened.
- Public transport diversions and road closures will be worsened.
- Fear over safety from proposed vehicular access arrangements on Wansdown Place.

### Residential Amenity in terms of Noise, Pollution & Disturbance

- Existing high levels of pollution/litter in surrounding roads and area generally on match days.
- Residents feel unsafe on match days.
- Increase capacity will add to potential security risks.
- Strict enforcement necessary to deal with any breach of planning conditions or working hours.
- Attention required about the siting/position of the air conditioning units; ensuing noise and vibration complaints will undoubtedly be created.
- Not enough detail provided on the impact of the development on the amenity of the residents in the Billings.
- Existing stadium 45 m away from the Billings and current noise and nuisance just about bearable. New design puts the development only 5 metres from residential properties.
- Would destroy the intimacy, tranquillity, ambiance, and spirit of the Billings.
- Noise and disturbance levels are particularly audible on match days. Noise levels should not exceed current levels.
- Noise pollution from supporters on the walkway, proposed restaurant, increase hospitality areas, new public open spaces, extract, and plant machinery will be brought closer to neighbouring residential properties.
- Increase noise levels travelling across Brompton Cemetery.
- Use of the walkways on non-match days. No information provided to date how this will be controlled.
- Creation of commercial floor space outside the stadium footprint will increase noise and light pollution/ smells.
- Railway lines will only be partially enclosed because of ventilation and smoke egress requirements. Openings opposite the Billings would increase levels of air pollution.
- Noise from trains currently dispersed. Proposed boxing with openings will concentrate noise directly onto dwellings in the Billings and Hereford House.
- Loss of light, overshadowing, loss of privacy and outlook to surrounding residential properties, including those in the Billings.

- Walkway would be positioned significantly above the street levels in the Billings Conservation Area; and decrease the amenity afforded to the surrounding houses.
- Overshadowing of neighbouring properties.
- Raised walkway and stadium block out light, open aspect, loss of sky views.
- Rights of Light' to neighbouring homes.
- Loss of security.
- Intensifies light pollution.
- Insufficient detail provided on external lighting on the walkway (height and levels of illumination); would increase light pollution to neighbouring properties.
- Proposed 1.8 m privacy screen on walkway not high or detailed enough to provide privacy, security or prevent litter or dangerous objections being hurled over to surrounding properties and cemetery.
- Proposed landscaped walls are shown as undisclosed tall fences with no height measurements; do not represent a good enough solution to replace biodiversity and replacement for 37 existing trees.
- Use of walkway by up to 8,000 spectators on match days and more visitors and tours on non-match days will lead to greater noise and disturbance.
- Request planning condition be imposed to minimise use of the walkways, to reduce noise and disturbance levels.
- Insufficient detail provided to date on details, location, and numbers of proposed plant machinery.
- Sinking stadium below ground would affect stability and foundations of nearby existing buildings.
- Would affect water table and be detrimental to existing nearby buildings with basements.
- Antisocial behaviour currently experienced by residents in surrounding streets, and in Brompton Cemetery.
- Anti-social behaviour associated with the club does not enhance community safety or improve quality of life.
- Air Quality does not conform to the Mayor's Air Quality for London documents.
- Strict working times should be imposed and enforced to prevent working outside the Council's guidelines.
- Times of working operations should be restricted to suit residents.
- Stadium use should be restricted to football games only; no concerts, conferences etc.
- A community room should be made available inside the stadium for local groups.
- A better system of alerting residents of match times is needed.
- Match days on Sundays should be avoided for the sake of residential amenity.

## Construction Works

- Demolition/construction works will cause significant local disruption for at least 4 years.
- No consideration given to the livelihood of residents and businesses due to scale of works proposed.
- Residents will particularly suffer adverse effects during the demolition and construction phases.
- Will cause noise pollution and inconvenience for many years during the construction works.
- Traffic plan is unsatisfactory in terms of noise, dust and heavy vehicles anticipated during the building works.
- Construction works will affect the stability of the properties within the Billings due to vibration impacts from the proposed piling works.
- Area already has a large development in progress at Earl's Court; cannot sustain a second large scale development at the same time in the area. This development should be planned when the Earls Court development is more advanced.
- Development should be delayed until infrastructure projects such as the Gas works, Thames Tideway, and Counters Creek sewer relief and possibly Crossrail 2 are completed, as all will involve adverse transport issues.
- Don't need another large private construction project in the area.

## Consultation

- Club failed to invite adequate number of residents to their exhibitions.
- The results from the consultation carried out by the club were inadequate; represent only a small percentage of both residents/businesses in both boroughs.
- A more detailed analysis of local opinion is needed before the plans are given the go ahead.
- Submission of planning application deliberately time to ensure residents had little time to digest volume of documents.
- Insufficient time given for the public consultation as held during the Christmas and New Year period.

## Other Matters

- Loss of employment on the site caused by the closure of hotels and restaurants.
- Health club on the site should be retained.
- Existing development of the stadium grounds built in the 1990's is all very new and in perfectly fine condition.



- Secure design/planning assurances and financial investment as part of the regeneration into various physical improvements in the Billings Conservation Area.
- Lack of information and drawings regarding details of the proposed walkway and relationship with the Billings. Height of the walkway not clear from existing drawings submitted.
- Rafting over rail facilities involves massive ongoing insurance cost; what happens if the club go insolvent at any time in the future?
- Local businesses will suffer economically for at least 3 years during temporary loss of the stadium use.
- Compensation should be provided to residents to fund local improvements, including sound proofing.
- Development would devalue house prices.
- The club should have relocated to Battersea Power Station.
- Club still associated with racist and anti-social behaviour.

#### Second Consultation (12 representations)

- Noise disturbance from PA system.
- Reduce property prices.
- Residential amenity – privacy, overlooking.
- Ecological impacts on green corridor.
- Noise and vibration impacts.
- Overshadowing and daylight access, right to light issues
- Damage to the character of the area.
- Traffic increase and parking.
- Pollution and litter.
- Revisions have not resulted in any significant changes.
- The scheme does not deliver any new homes, sporting/educational facilities.
- Destruction of significant park of designated conservation area, green space corridor and SINC.
- Loss of full time employment of hotels and health club and loss of supply chain. It is not clear where full time employment will originate from in LBHF.
- Lack of justification that development is vital for economic stability and growth.
- No substantial mitigation of ecological or biodiversity uplift to LBHF.
- Other designs can achieve the capacity without the loss of the vital green space (refer to German engineering article).
- Impacts on amenity, increase overbearing specifically on 1&2 Stamford Cottages.
- Arboriculture study erroneous, fails to identify many trees (7). Not considered a minor adverse impact but a significant impact on the SINC's.
- Sites for new tree planting are said to be limited, however the design should be altered to reduce the loss of over 60 trees.

- There is no mention of amphibians in any reports. The integrity of the wildlife corridor will not be maintained.

### **Other representations received from or on behalf of RBKC residents, groups and organisations**

2.2.42 Smith Jenkins Planning Consultants (on behalf of residents at Billing Place, Billing Street, Billing Road and Stamford Cottages, SW10)(2 representations)

8 February 2016:

Object to the proposed stadium development and the new decking platform to the east of the stadium on the following grounds:

- Deck platform should be omitted or moved considerably further away from the Billings to overcome significant detrimental harm to residential amenity.
- Proposed deck platform removes the existing segregation and the physical buffer which currently exists between stadium and residential properties.
- The area is currently 'protected' and segregated from existing disruption. Proximity and elevated position of the proposed deck platform will have an adverse effect upon the amenities of the residents, in terms of noise pollution, disturbance, and movement.
- Overlooking issues into neighbouring properties and gardens given proximity and volume of pedestrian traffic on deck platform.
- Overshadowing and overbearing impact of the proposed deck platform.
- Presence of deck platform so close to properties will affect their safety and security; and give rise to opportunities for crime.
- Position and proximity of deck platform will give rise to a significant increase noise and disturbance.
- Open areas beneath the rafting will give rise to noise and pollution and lead to undesirable concrete finish opposite residential properties.
- Operation of lighting and CCTV on the decking platform, particularly on match days will have an adverse effect on the residents.
- Proposed decking platform will have a detrimental impact on the character and appearance of the Billings, the Billings and Brompton Cutting and the Brompton Cemetery Conservation Areas.
- Noise pollution associated with proximity of proposed stadium in comparison with the existing situation and increase capacity.
- Light spillage from flood lighting of the proposed stadium given increased size, closer position and level of illumination indicated in images.
- Overbearing impact of proposed stadium given height and closer position of proposed stadium.

- Development contrary to the provisions of the NPPF, policies 7.5, 7.6 and 7.7 (London Plan), policies BE1, CF1, CC4 (Core Strategy) and policies DM G1, DM G2, DM D2, DM H9, DM H10 (DMLP).
- Existing trees on railway cutting have an amenity benefit to residents, have a screening and softening impact which contribute to the character and appearance of the conservation area and provide noise attenuation.
- Removal of 28 trees and 3 tree groups. Mitigation of trees in Brompton Cemetery will not benefit to the residents.
- Reference to previous walkway proposals (1995/00014/OUT and 1998/01893/OUT).
- Adverse effects from piling on the foundations of the properties in the Billings and catacombs in Brompton Cemetery. Resident currently feel vibrations from the railway lines.
- Potential effects to the water table from excavation works. Railway line built over an old canal and previous works in the area have already resulted in flooding of the basements of the properties.
- Development contrary to the provisions of the NPPF, policies 7.21 (London Plan), policy DM E4 (DMLP).

7 October 2016

Acknowledge improvements in the revised proposals but still object to the development on the following grounds:

- Only the removal of the walkway or a much more substantial setback that does not cross the railway would mitigate impact of the raised decking platform.
- Residents' privacy and security will be compromised from raised decking platform. Revised proposal does provide opportunities for some planted visual screening but this would be better achieved if the cutting was retained and more trees were planted to eliminate overlooking and provide noise mitigation.
- Concerns about the bulk and massing of the stadium have not been overcome in the amended proposals. Amendment proposed is a negligible concession.
- Biggest proportion of seating is concentrated in the south east corner of the proposed stadium opposite residents and Billings Conservation Area. Stadium should be redesigned so that extra capacity is not in areas of greatest sensitivity.
- Amendments only go a small way to addressing impact on the Billings and Brompton Cutting Conservation Area. The wider public benefit does not outweigh the substantial harm that is acknowledged and inappropriate reasons to disregard it are given. Also inappropriate to cite the enhancement of public views as positive.

- General lack of recognition and assessment of the numbers of people and crowds likely to use the walkways.
- Encroachment of stadium and decking into the Billings and Brompton Cutting Conservation Area will result in the loss of an ecological network and the amended proposals will leave a small gap that is likely to be too small to fulfil this purpose.
- Insufficient information to allay concerns in respect to noise and vibration on the southern walkway despite client providing acoustic evidence on the original proposals. Despite setback the walkway remains too close to properties particularly in Billings Place to eliminate noise disruption.
- Match day baseline assessment considers only the duration of the match and a 15 minute 'shoulder period' either side when period is for a longer period as acknowledged in the submitted Travel Plan. Retention of supporters will mean an extended period of noise for residents.
- Clarification is sought on use of walkway on match and non-match days and opening times and should be conditioned.
- The impact of walkway in terms of privacy and amenity would not be offset by any improvement in noise from either the new stadium or the railway.
- Residents particularly concerned about construction noise and length of time of works. Proposed mitigation measures of secondary glazing, air conditioning or rehousing would cause inconvenience and has not been discussed with residents.
- Insufficient information provided in respect to the potential light impacts from concourse lighting, specifically the southern walkway. Evidence regarding light spill from non-flooding sources is minimal and the precise measures and how this will be controlled should be demonstrated.
- Question how landscape buffer proposed would be managed. Proposal states this would be subject to a leasehold arrangement between Chelsea FC and Network Rail and access and enjoyment of the area would be restricted to residents of the Billings through subletting or other legal mechanism. The upkeep of the space should remain responsibility of Chelsea FC and formally agreed as a S106 obligation.
- Landscape area would be susceptible to litter and other material from spectators and therefore seek a contribution or commitment to street clearance outside the stadium complex.
- Commitment sought for investment in wider public realm of the Billings and surrounding area to demonstrate 'good neighbourliness' and mitigate impacts of the proposed scheme.

#### 2.2.43 KP Acoustics Ltd (on behalf of residents in the Billings, SW20)

A noise impact assessment was undertaken on behalf of residents in the Billings in respect to the original submission. The survey measured existing background noise levels of the surroundings. Monitoring was undertaken adjacent to 1 and 2 Stamford

Cottages, between 5-7 February 2016. The assessment includes noise mapping assumptions based on the survey work undertaken and proposed measurements. Conclusions indicate an increase in noise levels with the proposed development associated with train and crowd noise which can be mitigated with modification to the siting and design of the proposed raised decking platform.

2.2.44 RBKC Ward Cllrs: C. Williams, M.T. Rossi, and D. Nicholls (Redcliffe Ward)

Object on the following grounds:

- Support the objections made by residents of the Billings.
- Bulk of stadium will tower over the properties dated from mid-19th century.
- Does not take account of or include a proper evaluation of the impact of the character of the conservation area.
- Impact on the privacy of the residents should be reduced. At a minimum the walkway should not be allowed to extend further east than the railway lines themselves.
- Suggest investigating moving walkway to the proposed South Terrace or egressing fans through tunnels beneath the stadium structure where the new museum and hospitality areas are proposed.
- East side of concrete box enclosing railway line will have openings; thus directing noise to the Billings. Noise from freight trains at night is a problem. Impact should be assessed and alternatives found. Relocating walkway westwards would permit noise to dissipate upwards rather than solely eastwards towards the Billings and allow for noise screen with retention of existing and planting of new trees and vegetation.
- There should be no night time construction works affecting the Billings, in accordance with policy in the borough.
- Proper evaluation necessary on the possible effects on ground stability and the foundation of the nearby existing buildings and effects on the water table, particularly those with basements.
- Although design approach is appropriate, greater height of the stadium will unacceptably increase the impact on Brompton Cemetery and its listed monuments.
- Risk of damage to the Grade II\* arcades and catacombs from excavation and pilling works. Must be assessed by a full hydrogeological study.

2.2.45 Earls Court Society

Object on the following grounds:

- To the proposed 50% increase in ground capacity and additional adverse impacts upon Earl's Court and the surrounding areas.

- Should not proceed without first strengthening the present provision of rail, underground and facilities on match days.
- Trains on the West London Line services should be lengthened to ten carriages on London Overground and eight (preferably twelve) carriages on the Thames Link trains; and the stadium should not re-open until a Crossrail 2 station is provided and fully operational around the junction of King's Road and Lots Road.

#### 2.2.46 Friends of Brompton Cemetery (2 representations)

27 January 2016:

Generally, welcome the proposals which much improves the stadium area. FoBC however have several concerns and objections summarised below:

- Severe impact on skyline from the south part of the cemetery. Important part of cemetery with nearby Chapel as centre of activity.
- Detrimental impact on Grade 1 Listed Conservation Area due to increase height combined with proximity to the cemetery wall.
- Proposed walkway must not provide access to the cemetery wall in terms of walking, climbing or throwing things due to proximity and only permit discrete views.
- Question if walkway wall will be visible from ground level in the cemetery.
- Noise disturbance to the cemetery from proximity of the walkway and stadium.
- Assurances requested that the stadium will only be used for football and not for other events such as concerts.
- Assurances requested that input into the style and boundary finish of the walkway wall will be permitted.
- Proposed walkway at odds with the Billings and Brompton Cutting Conservation Area.
- Detrimental effects on the Cemetery during the demolition and construction phase.

7 October 2016:

- FoBC repeated their previous comments set out in the letter dated 27 January 2016.

#### 2.2.47 Cremorne Residents' Association of Lots Village

Object on the following grounds:

- Planning Statement seeks to discount the impacts felt in the surrounding neighbourhood and wider road network.

- Wrong to argue that anticipated increase in traffic on local roads is not sufficient to require an Air Quality Assessment.
- Problems of local road closures pushes traffic congestion, noise, and pollution problems from the vicinity of the stadium out of Fulham with effects on RBKC.
- Doubling the current hospitality would mean more taxi and chauffeur or owner driven cars, causing more congestion and pollution both before and after matches. Should be prevented by conditions.
- The number of non-match events and visitors are expected to increase significantly because of the increased capacity and ability to host additional visitors. Must be controlled by conditions.
- Deficiencies in assertions made in the Transport Assessment relating to traffic impacts. The development should seek to reduce travel by car as set out in London and local plan policies. Question why match day road closures should remain the same if the proposed rafting is designed to reduce the number of spectators exiting onto the Fulham Road.
- Transport Assessment analysis of baseline conditions regarding on street parking availability and utilisation based only on two match days and to non-match days in April/May 2015 is not considered sufficient. This survey analysis is considered too small and fails to recognise the parking pressures in streets against those experienced in an entire ward.
- Transport Assessment shows there are substantial number of cars used at present particularly on Sunday matches and will result in a significant increase. The forecast generation trips have been desensitized with assumptions and proposed mitigation relating to 'attraction and retention' measures.
- Insufficient on-site parking provided to cope with the additional demand to travel by car which shall only be accommodated at the expense of residents.
- The club takes currently little care to alert all residents and businesses on a regular basis about the dates of upcoming matches during the season, particularly those that take place on Sundays due to free parking.
- Travel information should be signalled many days before a home match as far as Sloane Square to the east and Putney Bridge to the west. Diversionary routes should be agreed and signed by the Highways Authorities and cost should be borne by the club.
- Nothing in the Transport Assessment which promises genuine pledges to alleviate the pressure on the road network in Chelsea and on parking provision in Lots Village.
- Area already has some of the most polluted boroughs in London requiring urgent action to mitigate the health impacts being recorded with a new Air Quality and Climate Change Action Plan being pursued to include measures to restrain further growth in traffic.

- Should defer significant construction projects like the development given until essential infrastructure has been completed considering the cumulative impact of major developments projected.
- Negative impact on local businesses are not fully recognised in context with increased congestion, pollution with the economic wellbeing depending on not driving valuable customers away.

**Summary of representations from residents of other London boroughs in support of the proposed development (3,192 representations):**

2.2.48 3,127 Individual signed postcards that read “I support the current planning application for the expansion of Stamford Bridge Stadium”.

2.2.49 In addition, a further 65 individual representations have been from or on behalf of LBHF residents (first and second consultation), supporting the proposals on the following grounds:

First Consultation (56 representations)

- Opportunity to increase capacity for future upgrades and possibility of buying out properties on Fulham Road?
- Great architecture, impressive design
- Bring economic activity to the area
- Beneficial long term community contribution
- Alleviate congestion around match times
- Bring additional business to the area
- Create a landmark
- Aesthetic improvement and improve amenities throughout the area
- Create jobs and improve transport
- Improved access to stadium
- Infrastructure improvement and upgrades

Second Consultation (9 representations)

- Improvements to street, approaches, townscape, landscape, accessibility, the environment and transport connections.
- High quality architecture
- Employment generation

**Summary of representations from residents of other London boroughs objecting to the proposed development (9 representations):**

- Design and appearance looks ugly and quite out of character with the surrounding area.
- Disruption caused to area on match days is diabolical. No consideration given to residents or visitors.



- Traffic in the area is already bad at the best of times and parking in the area is becoming more difficult.
- Will make to the job of emergency vehicles even harder and will require more policing at the tax payer and local council's expense.
- Ugly design; looks hideous and out of place.
- Lack of landscaping.
- Green up boundary with Brompton Park Crescent.
- Too much traffic and increase noise levels.
- Disruption during demolition and construction period.
- Spectators take up already limited number of on street parking.
- Unmanageable crowd volumes.
- Closure of underground station.
- Further disruption to the surrounding neighbourhood.
- Too much antisocial behaviour.
- Limited space provided for new access to Fulham Broadway Station and how to control flows of crowds of people leaving the Britannia Gate.
- Club makes no effort for their spectators to respect the community.
- Disruption caused to residents during victory celebrations.
- Paying fans do not agree with the 'bribery' options of giving locals discount and letting children in free when others must pay and pay over inflated car parking charges in the area when visitors contribute to the local economy.
- Internally, thought should be given to how the design will impact on the playing surface, improve sight lines, limit unrestricted views, prevent TV screens blocking views, ensure seats are big enough with sufficient leg space and provide decent rise between rows of seats, ensure all seating is covered when it rains and guarantee the club shop and museum below ground meet all fire and accessibility standards.

**Summary of representations from UK residents (not incl. London) in support of the proposed development (6,516 representations):**

2.2.50            6,449 Individual signed postcards that read ““I support the current planning application for the expansion of Stamford Bridge Stadium””.

2.2.51            In addition, a further 67 individual representations have been from or on behalf of LBHF residents (first and second consultation), supporting the proposals on the following grounds:

**First Consultation (55 representations)**

- Proposed access to lessen impact on surrounding residents
- Support local businesses and employment
- New design to compliment surrounds
- Added facilities

- Propose a Stamford Bridge Stop to reduce impacts on Imperial Wharf and West Brompton Stations
- Attract tourism
- Regeneration of grounds and uplift whole area aesthetically
- Iconic London Landmark of world class architecture
- Improved access for disabled users

#### Second Consultation (12 representations)

- Better people flow on entry and exit
- Attract money and local business
- Local employment opportunities
- Vibrant borough
- Improved environmental efficiency
- Improve disability access and inclusion for all

#### **Summary of representations from UK residents (not incl. London) objecting to the proposed development (3 representations):**

##### First Consultation (1 representation)

- Poor design
- Traffic congestion and parking issues
- Disruption to residents and businesses

##### Second Consultation (2 Representations)

Noise, dust and traffic problems  
Reduction in privacy and natural light  
Increased noise pollution

#### **Summary of representations from residents outside the UK in support of the proposed development (2,487 representations):**

2.2.52 2,481 Individual signed postcards that read “I support the current planning application for the expansion of Stamford Bridge Stadium”.

2.2.53 In addition, a further 6 individual representations have been from or on behalf of LBHF residents (first and second consultation), supporting the proposals on the following grounds

##### First Consultation (6 representations)

- Excellent design

## Summary of representations from statutory bodies

2.2.54 National Planning Casework Unit (Secretary of State) (dated 16 December 2016)

Acknowledge receipt of the Council's consultation letter and confirm they do not wish to raise an objection to this application.

2.2.55 Greater London Authority (GLA) (dated 15 January 2016)

The Mayor of London's Stage 1 response sets out the proposal is generally acceptable in strategic planning terms however, does not yet fully comply with the London Plan. In summary, the following response was provided:

- The Mayor supports the principles of the development. Considers the expansion of the stadium and enhancement of the sporting facilities in accordance with the London Plan, as the proposal would increase the amount of jobs, contribute to London's global status, and provide a world class sporting facility that delivers economic benefits.
- The design of the new stadium is also supported. The scale of the development would not impact on the London View Management Framework (LVMF) views and the scheme proposes an appropriate accessible and inclusive environment.
- Some heritage harm is caused but would be outweighed by the planning benefits of the scheme.
- The proposal falls short of the targets in the London Plan for energy and biodiversity matters. Further analysis and information is required before the proposal can be considered acceptable.
- Key transport issues still must be addressed, requiring additional information and revision. These points relate to the impact on Earl's Court Station, mitigation measures, additional survey information, construction logistics, trip generation, reduction in on site car parking, parking demand and management, cycle parking and taxi management.

2.2.56 Transport for London (TfL) - Borough Planning (2 representations)

18 December 2015

TfL's initial response is summarised in the GLA Stage 1 response. In summary, TfL raised several points of clarification which should be addressed before the application is determined. These matters relate to:

- Additional assessment on the impacts to Earl's Court station. Devise a package of mitigation measures to address identified issues at Earl's Court.
- Review the assessment of line capacity on London Underground.
- Carry out initial modelling/assessment of construction transport impacts.

- Provide additional information on trip generation by players, officials, and media.
- Identify package of mitigation (including caps/controls) to minimise impacts on the highway network during construction.
- Reduce on site car parking and include a higher level of Blue Badge parking provision.
- Submit a draft Site Car Park Management Plan as part of the Stadium Management Plan.
- Confirm total non-match day cycle parking spaces (including for visitors) and proposals to accommodate 600 cycle parking spaces for spectators on a match day.
- Commit to expanding cycle hire capacity to meet increased demand.
- More information (including surveys) on weekday parking demand/supply.
- Commit to review off site car parking and to fund Controlled Parking Zone (CPZ) reviews.
- Develop and submit a Taxi Management Plan and include proposals for a formal taxi rank.
- Provide modal shift measures to reduce match day parking pressures. Include more ambitious targets to reduce the proportion of trips made by car drivers and taxis.

#### 6 October 2016:

- Parking: Omission of the trips generated by non-spectators from the on non-match related trip generation has been addressed. On-site car parking levels requested has been explained and the increase in wheelchair bays is supported. 10% electric vehicles and 10% passive provision should be secured through the planning permission.
- Off-site parking: Surveys undertaken and presented are satisfactory. TfL satisfied there is spare capacity to accommodate the forecasted additional parking demand generated by the development. A Travel Plan should be conditioned to encourage alternatives mode of transport other than cars. Parking control review to be secured through S106 agreement.
- Cycle Parking: Condition should secure details for on-site staff cycle parking.
- Off-site cycle parking requirements for spectators should continue to be monitored, and a contribution towards the expansion of cycle hire stations met through S106 agreement.
- Taxis: A legal agreement should secure a taxi management plan.
- Buses: From a capacity perspective no case for increasing bus capacity based on the information provided.
- London Underground: Further modelling regarding Earls Court Station is being undertaken however will not change any mitigation measures proposed. The line capacity methodology has now been explained and is satisfactory.

- Highways: Highlighted impacts from construction traffic considering cumulative impacts from other major developments and infrastructure projects in the area. The following plans would be required as part of a S106 or through conditions; Local Area Management Plan, construction workplace travel plan, delivery and servicing plan, Construction logistics plan, Match day and Non-match day travel plan.
- Non-match day events must be detailed through either S106 or conditioned.
- Separate approval for the proposed decking is required which is subject to asset protection and commercial property interests.

#### 2.2.57 Transport for London (TfL) - Commercial Development

TfL's property team have been in discussion with the applicant regarding the impact of the proposal on operation of the District Line and Fulham Broadway infrastructure. Request a condition be attached seeking approval of all design and construction works, to ensure safe and efficient operations. Add in its capacity as a landowner, a commercial agreement would need to be reached in respect of the proposed deck over the District Line.

#### 2.2.58 Royal Borough of Kensington and Chelsea

The Royal Borough object to the proposal for the following reasons:

- Development fails to demonstrate it would not have an unacceptable impact upon the operation of Earl's Court underground station.
- In the absence of a S106 obligation to secure an appropriate payment for a review of on-street parking controls, and further payment for implementation of changes to on-street parking controls if necessary in the Royal Borough, the application does not mitigate the impact of the proposals on on-street parking pressure within the Royal Borough.
- Fails to demonstrate how the demolition and construction phases of the development would not have an adverse impact on this Borough's highways. Information submitted fails to adequately consider the cumulative impact of traffic movements during these phases and the impact on the junction of Fulham Road and Finsborough Road (A3220) which is relied upon by all site traffic.
- Insufficient number of cycle parking spaces provided. Likely to lead to an increase in informal cycle parking within the Royal Borough's streets, resulting in unwelcome street clutter.
- Proximity of the raised walkway to the Stamford Cottage properties would cause a significant increase in the sense of enclosure and have an unacceptable and harmful impact on the living conditions of occupiers of those properties.
- Would cause a partial loss of, and harm to, this Borough's Grade 1 Sites of Nature Conservation Importance due to the development over the railway

embankment and its proximity to Brompton Cemetery. The development does not provide appropriate mitigation for this harm and the submitted bat surveys are inadequate to fully assess the ecological impact of the development.

- Would result in a significant loss of sunlight and daylight to properties in Stamford Cottages and would cause an unacceptable reduction in the living conditions of those properties.
- Does not include an air quality neutral assessment for transport emissions as is required by the Mayor's Sustainable Design and Construction SPG (2014). It is not possible to determine whether the development would be air quality neutral for transport emissions and if it were not neutral, the mitigation required to offset this is not determined. As such the development could undermine efforts to control the impact of development on air quality in this Borough.
- Would harm the setting and views from the Billings Conservation Area and Brompton Cemetery Conservation Area because of the scale and proximity of the proposed development.

#### 2.2.59 Historic England (2 representations)

In summary, Historic England have made the following comments:

8 January 2016:

- Consider the design of the new stadium can complement the setting of Brompton Cemetery to a greater degree than the present stadium, due to its uniformity and on the understanding that the new stadium is no higher than the existing.
- Works to public realm, particularly adjacent to the cemetery should enhance its setting. New views from the raised platform over the railway lines should be provided.
- Request local planning authority and RBKC seek benefits for enhancement works to Brompton Cemetery if permission is granted.

4 November 2016:

Confirm the amendments address issues raised in previous letter. Content for the local planning authority to determine the planning application.

#### 2.2.60 Historic England (Greater London Archaeological Advisory Service)

No objection raised. Likely to be low potential for archaeological deposits in situ within the site and not considered likely to cause harm to buried archaeological assets as to justify refusal of planning permission.

Recommend:

- A condition requiring a two-stage process of archaeological investigation, comprising: evaluation to clarify the nature and extent of surviving remains, followed if necessary, by a full investigation.
- A condition is also recommended requesting a full historic building record be created before commencement on the site, including a full photographic survey, based on the heritage significance of the existing stadium in the history of British Football.

#### 2.2.61 The Garden Trust (TGT) (dated 7 December 2016)

The Garden Trust (TGT) objects to the application on the following grounds:

- The detrimental impact of a taller and larger stadium does not give sufficient consideration to the setting and significance of the Grade I listed Brompton Cemetery.
- The stadium will have an undue dominance and increase noise, vibration and light spill on the Cemetery.
- Will result in a detrimental effect from the construction vehicles, combined with the piling construction required for the East decking platform.
- Request a detailed condition report be undertaken on the Western Catacombs and circular arcade in the southern section of the cemetery and sensitive restoration of these structures be included as part of the application.
- Lack of details of the interface between the walkway and catacombs.
- Remain concerned on the planting proposed on the eastern boundary and potential screening value and degree the screening will diminish noise on match days.

#### 2.2.62 Natural England (2 representations)

Standard advice given that the proposal is unlikely to result in significant impacts on designated sites; and for the LPA to determine whether the application is consistent with national or local policies on biodiversity and landscape; and to consult their own ecologists.

#### 2.2.63 Sport England

The site forms part of, or constitutes, a playing field. Sport England has therefore, considered the application in light of the NPPF and its playing fields policy. The aim of this policy is to ensure that there is an adequate supply of quality pitches to satisfy the current and estimated future demand for pitch sports within the area. The policy seeks to protect all parts of the playing field from development and not just those which are laid out as pitches. The proposal is to provide additional spectator seating to an existing football ground. This being the case, Sport England does not wish to raise an objection to this application.

#### 2.2.64 Environment Agency (2 representations)

No objection raised to this application. However, the Environment Agency state breach modelling shows that certain areas of the site would be at risk of flooding if defences were to be breached or overtopped > 2100. Therefore, the Environment Agency recommend the production of a Flood Evacuation Management Plan based on a possible flood breach of the site, so unrestricted access will be provided from the basement to the ground floor level for pedestrians.

#### 2.2.65 Thames Water (2 representations)

9 February 2016:

- Unable to determine the waste water infrastructure needs of this application and request a Grampian Style condition be applied.
- Recommended that the applicant ensures storm flows are attenuated or regulated into the receiving public network through on or off site storage.
- No piling until a piling method statement has been submitted.
- The existing water supply and wastewater infrastructure is identified as having insufficient capacity and conditions are recommended.
- The developer to provide proposed points of connection to the Thames water network, foul and surface water drainage strategy as under the London Plan Policy 5.13 Sustainable Drainage hierarchy.

28 September 2016:

- Incorporate protection to the property by installing a non-return valve or other suitable devices to avoid backflow
- Installation of a properly maintained fat trap on all catering, in line with best practice
- Minimise groundwater discharges into public sewer. A groundwater risk management permit is required for any discharge
- Proper provision for drainage to ground water courses or suitable sewer
- Informatives and conditions were provided regarding waste, surface water drainage and piling activities.

#### 2.2.66 Health and Safety Executive (2 representations)

The proposed development is not situated within the consultation distance of a major hazard site or major accident hazard pipeline. HSE have indicated that at present they do not need to be consulted on any development on the site.

### **Representations from non-statutory bodies and community consultees**

#### 2.2.67 Network Rail (4 representations)



The letter of 16 February 2016 supplements initial standardised consultation response received on 22 December 2015 and outlined concerns over the proposal. A further email was received on the 6 October noting further concerns. Network Rail has since (25 November 2016) retracted objective comments to the scheme.

#### 2.2.68 London Underground

London Underground state their comments are incorporated within the wider response prepared by Transport for London.

#### 2.2.69 London Fire and Planning Authority

Have been consulted on this application and have not provided a response.

#### 2.2.70 Royal Parks (13 December 2016)

Objection to the proposal on the following grounds:

- Visual Impact: the assessment is dismissive of the impacts of increased size, shape, and form on the Grade 1 listed landscape. The scale will have a negative impact on the historic cemetery.
- Light and Shade: assume considerate adverse effects of light and shade within the cemetery, especially upon the chapel buildings and southern section.
- Bio-diversity and Wildlife habitat: will adversely affect the importance of the heritage landscape asset and surrounding urban environment in terms of habitat loss and biodiversity.
- Western Catacombs and Heritage boundary interface: construction works over the railway will have a significantly adverse effect upon the cemetery boundary wall.
- Proximity of stadium walkway: the boundary wall of the stadium is within 1m of the cemetery heritage wall at its closest point which is too close. A distance of 2m or greater to ensure no-one attempts to climb onto the wall. The design of the wall is unsympathetic and aesthetically unacceptable when viewed in conjunction with the boundary wall of the cemetery.
- Alternative events: no major events should be staged at the proposed new stadium

#### 2.2.71 Metropolitan Police (Designing out Crime Officer)

Extensive consultation between the relevant stakeholders relating to secure by design and security measures. The detailed comments received are summarised below:

- The site will need to be a fully compliant in Secure by Design and meet the Counter Terrorist Security Advisors specifications.
- In terms of a security risk assessment, the internal security elements are not clearly defined and will be sought to ascertain how certain areas are to be

used operationally, clarification /definition of space from public/to semi-public/semi-public/too private and access/circulation around the site, 24hr/per day, about the different uses on both match days/non-match days of the site in terms of what will be open and when.

- Further clarification is sought on much of the internal space (regarding the conference/hospitality areas) use and management practices yet undefined.
- The CTSA has suggested that deployable vehicle mitigation is considered off-site during match times to protect the crowd from vehicle assault. It is expected suitable vehicle mitigation be installed at the developments perimeter.
- Additional CCTV on Wansdown Place and the link to platform and main tube concourse entrance should be provided.
- Other concerns raised include: site closure out of hours; building shell security to allow non-football event access which may involve limiting access to some external spaces around the stadium; zoning of both external spaces and internal facilities for multiple events on site; and match day issues including turnstile, gate speeds, removal of steps on inner concourse and warnings of potential trip hazards externally.

#### 2.2.72 Hammersmith and Fulham Disability Forum Planning Group (2 representations)

In response to the original submission, the H&F Disability Forum outlined the following comments:

- Reference in supporting information about informal consultation on access for disabled people with Level Playing Field (LPF) and with the Chelsea Disability Liaison Officer. The H&F Disability Forum indicate that consultation with Chelsea Disabled Supporters Association (CDSA) was not mentioned.
- LPF has carried out access audits for clubs and post feedback on experiences of disabled fans. Main concerns expressed by existing fans are the current poor sightlines and lack of elevated seating for wheelchair users; and availability of on street parking for blue badge holders in neighbouring streets.
- Accept that provision will be made for many more disabled people in the new stadium but need assurances that the new stadium will meet the needs of all disabled people, whether they are fans, staff, visitors, or media people. The Disability Forum recommends the applicant formally consults on the proposals with both LPF and CDSA, with reports shared with the Council.
- Recommend a S106 clause/condition that requires the club to establish an Access Group (to include LPF/CDSA as well as others) to review stadium proposals and an Inclusive Access Management Plan (IAMP) to ensure stadium and Chelsea Football Club meet the needs of disabled people during the lifetime of the stadium.

- Concerned about steps inside the stadium on the main concourse at Ground Floor Level. No adjacent step free ramp or lift provided to avoid these steps.

2.2.73 The Disability Forum sought clarification on the following matters:

- Concern step free access from Fulham Broadway tube station to stadium is via Fulham Road because the main pedestrian route on match days from the station has steps. Applicant should clarify if the longer pedestrian route via Fulham Road is acceptable to disabled fans.
- Travel plans for able bodied fans provided but little information on how disabled fans including wheelchair users currently get to the stadium. Recommend a travel plan for the 500 disabled fans with information on availability of blue badge parking at the stadium, in surrounding streets or off street parking for home and away fans; drop off points for accessible transport as well as public transport and what mitigation measures will be provided to accommodate the anticipated increase in disabled fans.
- 19 Blue badge parking bays is inadequate considering restricted on street parking for blue badge holders locally and not all parking bays in the proposed basement are adjacent to a lift.
- Welcome the principle of distributing wheelchair seating and easy access seating in all areas of the stadium which also enables disabled fans to sit with their peers and family members. Seek assurance that enough space is available with full sightlines and elevated seating where required to accommodate 250 wheelchair fans and 250 disabled fans who need easy access and the correct number of seats are provided for both home and away disabled fans.
- Seek clarification for providing one wheelchair accessible turnstile at each of the 5 entrances to the stadium.
- Recommend male and female accessible toilets as well as easy access toilets (with grab rails and wider doors) and not unisex toilets.
- Does not recommend that Changing Places toilets double up as baby changing facilities on hygiene and infection grounds. These are expensive toilets and may not be cost effective to provide them as baby changing facilities at each bank of toilets.
- No lift provided to Level 4 North Stand but lift access is provided to Level 4 East Stand and how this impact on disabled fans.
- Question if one lift per core for away fans is sufficient for anticipated numbers of wheelchair fans and disabled fans.
- Require assurances the development will legible to meet the needs of disabled people including blind and partially sighted people.
- Ask if the Southern Mainline decking platform provides step free access for disabled people.
- Clarification sought whether 30m maximum travel distance for emergency evacuation from spectator seat to point of safety and 8-minute maximum time

for spectators to reach a place of safety also applies to wheelchair users and disabled fans who may need to use refuges. Need information on how this has been modelled on disabled fans and the location and distribution of both refuges and Fire Core lobbies.

- Clarify if step free access, wheelchair seating, easy access seating and accessible toilets provided to all the hospitality areas.
- Clarify of wheelchair seating, easy access seating and accessible toilets is provided in media areas.
- Ensure a variety of seating with back and arm rests is provided to enable people in publicly accessible open space.

In response to the second consultation the Disability Forum have stated they are pleased some of their original comments have been addressed but concern some of their suggestions have not been taken on board.

#### 2.2.74 Level Playing Field (2 representations)

In summary, LPF supports the borough's Disability Forum Planning Group's recommendations for a S106 clause/condition requiring the club to establish an Access Group (to include LPF and Chelsea Disabled Supporters Association (CDSA) and others). The LPF also set out the following comments:

- Travel Plan should demonstrate public transport facilities for disabled people and consider blue badge parking arrangements.
- Number of accessible parking spaces should be a minimum of 6% (ADM) or 10% (Sport England). Number proposed will not meet the demand for the provision of 500 disabled spectators and there is very limited on street parking near the ground.
- Sufficient and appropriate rest points within the concourse and around the outside of the stadium should be provided.
- All main entrance doors should be automated (PIR or push pad operated).
- Hospitality Areas should be fully accessible with access to stands to enable wheelchair users to sit alongside fellow guest.
- Uninterrupted sightlines for wheelchair users seeking C values for each wheelchair location.
- Equal number of Easy Access and Amenity seats be provided.
- Accessible toilets be provided at a recommended ratio of one facility per 15 wheelchair use spaces and located within 40m travel distance.
- Baby Change facilities should not be in Accessible Toilets but in designated Baby Change Rooms.
- A Changing Places Facility be provided.
- All refreshment concessions should be fully accessible (lowered counters, forward facing tills and hearing induction loops).
- Access and circulation for disable persons including lifts, stairs and escalators has been considered in all areas.

- Emergency egress from all elevated areas is addressed including fire safe evacuation lifts, sufficient Refuge Areas, and emergency lighting.
- Signage and Wayfinding be made clear, consistent, and accessible. Encourage designers to use universal pictogram signs where possible.
- The Media and Press areas be fully accessible.
- Facilities be provided for Audio Descriptive Commentary for blind and partially sighted spectators.

#### 2.2.75 The Premier League

The Premier League supports the planning application, outlining Chelsea FC's history, success on and off the pitch, current demands for tickets and facilities, and its commitment to investment. Overall the Premier League consider the development will improve competitiveness, improve standards for fans and generate further increase in economic and social benefits. The Premier League supports the stadium design and the club's community programme.

#### 2.2.76 The London Parks & Garden Trust

Both the Garden Trust (TGT) and the London Parks and Gardens Trust (LPGT) made no comments on the original application as they understood the submission was being responded to by Historic England. State that the TGT have not been consulted in respect to the revised application.

The LPGT have following comments in response to the second consultation:

- The boundary wall of the Grade I registered Brompton Cemetery adjoins the decked walkway and will be affected due to the increased height of the decked walkway parapets, the unresolved details of it and the lack of details over the effects of vibrations on the boundary structure and catacombs.
- LPGT remain concerned of the detrimental effect of the view from the Cemetery and thus its setting, with the increased mass of the stadium and the design revisions which increase stadium height.
- To ensure satisfactory outcomes on the above issues conditions should be placed on the consent. These include dialogue with The Royal Parks/Friends of Brompton Cemetery over the detail of the stadium boundaries and walkway and their interface with the cemetery and western catacombs structure. Also the impact of views should be mitigated within the cemetery. Any harm caused to this heritage asset should be compensated through adequate repair and additional refurbishment.

#### 2.2.77 LBHF Design Review Panel

The application was presented to the LBHF Design Review Panel on 2 March 2016. The following observations and recommendations made by the Panel are summarised below:

- The Panel congratulated the 'Project Team' on their design. Have produced a singular high-quality design solution from a difficult brief and a complex site. The overall permeability of the scheme conveying a lightness of touch for a building of substantial scale.
- The Panel found the proposal a worthy architectural solution which meets the brief and fits its context. In this respect the Panel considered the scheme should be applauded.
- The developing architectural language of the facades and the clarity of the form as it translates from pitch to external perimeter is to be commended. The Panel are keen to see the developing detail reinforce the integrity of the diagram and the lightness of its touch.
- The Panel are concerned about the legibility of the entrances into the stadium, and are keen for the team to improve and finesse the balance between the definition of the perimeter envelope and the need for clearly signalling points of entry. The idea that the entrances are delivered as an integral part of the structural language adds to the integrity of the building, which should avoid the need for signage or other devices to aid navigation. Entrances should be user friendly and intuitive making visitors feel comfortable and welcoming, especially for those who are not familiar with the site.
- The entrances should be seen clearly from a distance, particularly the Fulham Road entrance, which also needs a subtle hierarchy to enable it to read as a 'front door'.
- Having understood the structural concept for the stadium, comprising radial buttresses that support the steel roof in a balanced and elegant composition. Concern was expressed regarding the suggested undermining of several the brick buttresses by carving away their bases to increase the space available for circulation. It was felt that the integrity of the buttresses is a key feature of the developing language of the building and cannot therefore be undermined in a way that goes against the overall structural logic
- The detailed design development of the scheme should ensure that it addresses weathering over time, with appropriate and robust details developed to avoid potential problems of surface water runoff staining to the inclined upper surfaces of the brickwork buttresses. This building needs to age gracefully. This is an expensive building and inevitable pressures on costs should not affect the material quality or the high standard of detailing proposed
- The Panel understands that there will be further design development to refine the sensitive relationship of the proposed elevated deck with The Billings Conservation Area. The scheme has begun to explore this boundary but further detailed design development is needed to address the varying conditions along its length. There may also be an opportunity to recognise the heritage of the railway in the hard landscape, in the form of a 'memory' of what is beneath

- The 'Project Team' are urged to future proof the proposals, looking at a wider masterplan that embraces existing buildings in the south east corner including Stamford Gate and Walsingham Mansions which dilute the plan in their current form, together with the resolution of the approach from the Bridge to the south east
- The Panel recognise that great efforts had been made to ensure that the volume and the increased scale of stadium sits comfortably in its context. It will be important that the public realm/spaces around the stadium also have a similarly creative resolution where the configuration of hard and soft landscaping could reinforce the presence of the stadium and the legibility of its approaches by reaching out into the surrounding context to the boundaries of the site
- The Panel thought that the form was elegant and coherent, but grappled with the idea of whether the secondary structure should be structural. If merely infill/decoration, it could demean the integrity of the whole. It was generally concluded that the whole is greater than the parts and that it was important to retain the object quality of the piece, suggesting that care is needed in the execution and detail. The configuration and apparent density of the roof in views from the cemetery are a key consideration balancing visual permeability with the need to define the overall form, neither too heavy or permeable
- The north link to Fulham Broadway station which will be closed on non-match days could become an underutilised space in a significant part of the surrounding community. The Panel request that alternate uses, be considered for the 'North Link Amenity' when not in use on match days, reinforcing links and engagement with the wider community
- The Panel appreciate the rigour of the buttresses and the design of infill's and wish to ensure that the options proposed are programmed to successfully address the very important issue of privacy and overlooking especially to its sensitive neighbours such as the residents who are near and the listed Brompton Cemetery
- The Panel conclude by thanking and congratulating the Presenting team for a carefully considered and sensitive project and encourage them to ensure that it fulfils its potential.

### **3.0 ENVIRONMENTAL IMPACT ASSESSMENT**

3.1 The Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2011 (as amended 2015) require projects of a certain scale to be assessed to establish whether they would have any significant effect on the environment. The proposed development is an EIA development and therefore requires an Environmental Impact Assessment (EIA). An EIA has been undertaken and the results of this assessment are presented in an Environmental Statement (ES) that accompanied the submission of the planning application. The original ES has since been superseded by a revised ES (July 2016).

3.2 The purpose of the revised ES is to describe any likely significant environmental effects of the proposed development. It allows determining authorities and the public to understand the nature of the proposed development, the likely environmental impacts and the measures proposed to eliminate, reduce, or mitigate any significant adverse effects on the environment. The revised ES describes the likely environmental impacts of the proposed development during the demolition and construction phase, and on completion and occupation of the proposed development.

3.3 The adequacy of the material presented in the revised ES is a matter of judgement for the local planning authority. In judging the adequacy of the material submitted, a local planning authority is required to act rationally and to have regard to the context within which the application is made.

3.4 In this case, officers and the Council's appointed consultants assessed the adequacy of the material presented in the original ES. Gaps were identified and the applicant was formally advised of the matters that needed to be addressed and the additional information that would be required (letter dated 27 June 2016). This resulted in the submission of a revised ES in July 2016. The Council publicised/consulted on the revised ES in September – October 2016.

3.5 The revised ES is considered fit for purpose and a document upon which the Council can properly consider the environmental information and assess the environmental impacts. The revised ES comprises the following:

- Volume 1: Non-Technical Summary (NTS)
- Volume 2: Environmental Statement Main Report
- Volume 3: Technical Appendices
- WSP | Parsons Brinckerhoff letter to the Council dated 31st August 2016 as an addendum to Section 11: Air Quality of the Revised Environmental Statement

3.6 The Non-Technical Summary (NTS) is presented as a separate document. The NTS provides a short summary of the proposed development and the potential positive and negative findings of the revised ES in non-technical language.

3.7 The Main Report (the main body of the revised ES) describes and assesses the likely significant impacts for a range of topic areas. A specialist assessment has been undertaken for each of the key environmental topic areas. It provides a detailed account of the results of the environmental investigations, likely impacts arising and the proposed mitigation measures. Each chapter of the revised ES follows a common structure and format. The revised ES concludes with a cumulative impact assessment of the development proposals together with other relevant committed schemes in the surrounding area.

3.8 Each topic area in the Main Report is assigned a separate chapter. In the revised ES the following chapters are included:

- Chapter 0: Summary of the changes in the revised ES
- Chapter 1: Introduction to the revised ES



- Chapter 2: Alternatives considered and Design Evolution
- Chapter 3: Scheme Description
- Chapter 4: Approach and Method of the EIA
- Chapter 5: Geology, Soils, and Contaminated Land
- Chapter 6: Surface Water
- Chapter 7: Flood Risk
- Chapter 8: Archaeology and Cultural Heritage
- Chapter 9: Ecology, Biodiversity, and Nature Conservation
- Chapter 10: Townscape and Visual
- Chapter 11: Air Quality
- Chapter 12: Noise and Vibration
- Chapter 13: Traffic and Transport
- Chapter 14: Socio-Economics
- Chapter 15: Daylight, Sunlight, and Overshadowing
- Chapter 16: Wind Microclimate
- Chapter 17: Cumulative Impacts

3.9 Volume 3 of the revised ES comprises a set of technical appendices for each chapter of the Main Report, and is provided as reference to each of the topic areas in the Main Report.

3.10 The revised ES sets out to predict the likely impacts of the development from the site preparation stage to final use and occupation, and takes account of mitigation measures which have been identified to either reduce or remove any potential adverse impacts. Various methodologies are used to determine the potential for likely significant environmental effects resulting from the demolition/construction works and the operation of the development. The assessment in the revised ES is based over a four-year programme and considers the current (baseline conditions) against the completion of the development.

3.11 To ensure there is consistency in the approach the revised ES uses the following terminology to define the likely significance of potential environmental effects for each topic area:

- Beneficial –cover advantageous or positive impacts.
- Negligible – imperceptible impacts.
- No impact – no impact identified.
- Adverse – detrimental or negative impacts.

3.12 Where Adverse or Beneficial impacts have been identified these have been assessed against the following scale:

- Minor;
- Moderate; and
- Major.

3.13 As this application is an EIA development and an ES has been submitted, the Council is under a number of statutory duties when determining the application. These are set out in the table below.

<u>Regulation</u>	<u>Requirement</u>	<u>Where considered in the report</u>
3	<p>The authority shall not grant planning permission unless they have first taken the environmental information into consideration, and they shall state in their decision that they have done so.</p> <p>“Environmental information” comprises (i) the environmental statement and further information and any other information, (ii) any representations made by any other person about the environmental effects of the development</p>	<p>(i) A summary of the findings of the environmental statement is set out in paragraphs (insert paragraphs) and the officers’ assessment of each topic is considered in section 6 of the report;</p> <p>(ii) All the representations, which include those about the environmental effects are set out and summarised in Section 2 of the report. The issues that are raised therein are considered in Section 4 of the report when dealing with the relevant topic. If permission is granted, the decision notice must state that the environmental information has been considered.</p>
16	<p>(1) copies of the environmental statement and application documents must be sent to the Secretary of State;</p> <p>(2) A copy of the environmental statement must be sent to consultation bodies which have not received a copy direct from the applicant and inform them that they may make representations;</p> <p>(3) where the council is aware of any person who is or is likely to be affected by, or has an interest in, the application, who is unlikely to become aware of it by means of site notice or by local advertisement, to send a notice to such person giving details (under reg. 14(2)) to enable the application to be viewed and representations to be made.</p>	<p>(1) The National Planning Casework team; Department of Communities and Local Government were consulted on both occasions.</p> <p>(2) Statutory consultees have been sent copies;</p> <p>(3) The Council is not aware of any such person. As part of the planning application public consultation was carried out on two occasions. Letters were sent to 4,600 occupiers in the borough surrounding the site and a further 3,750 letters were sent by RBKC to occupiers in the Royal Borough.</p>

22	(1) Additional information has been received by the council and so the council must publish in a local newspaper a notice giving details of the application, the information and how the information can be obtained, viewed, and commented on. (2) Copies must be sent to the Secretary of State.	(1) Notices were published in the Hammersmith Chronicle on 03/12/2015 and 13/09/2016. (2) Copies of additional information were sent to the National Planning Casework team.
23	A copy of the scoping opinion, environmental statement and any other information must be placed on the register and made available for public inspection.	Copies of the relevant documents can be viewed on the Council's website.
24	On determination of the application, the authority shall: (a) inform the Secretary of State of the decision; (b) inform the public of the decision by local advertisement (newspaper and council website); (c) make available for public inspection on the register a statement containing (i) the content of the decision and any conditions; (ii) the main reasons and considerations on which the decision is based including, if relevant, information about the participation of the public; (iii) a description, where necessary of the main measures to avoid, reduce and, if possible, offset the major adverse effects of the development; and (iv) information regarding the right to challenge the validity of the decision and the procedure for doing so.	These steps will be carried out when the determination is made, which in the case of the grant of planning permission will be after the S.106 agreement has been completed. The requirements listed will be set out in this report.

### Summary of the Revised Environmental Statement

3.14 The following is a factual summary of the revised ES. An assessment of the potential environmental effects of the proposed development of the topic areas against development plan policy will be considered in more detail in the planning considerations section (Section 4) of this report.

3.15 The revised ES starts with a non-technical assessment of 'project need', 'alternatives considered' and 'scheme evolution' for the suitability of the proposed

development. The revised ES explains that if the site was left in its current state and the stadium in its present condition, the Club will be unable to match spectator demand, remain competitive or bring about significant improvements to the operations and the design of the stadium. The revised ES states the existing stadium has many deficiencies in comparison with more modern stadia. It provides inadequate food/catering provision and media facilities, poor sightlines and shelter for seats and poor accessibility for spectators with mobility difficulties. The opportunity to improve the setting of the stadium within the surrounding landscape would be lost. The revised ES explains that the existing stadium draws in a significant number of visitors on match and non-match days which contribute to the local and wider London economy. The revised ES however states that the existing stadium is consistently sold out on match days and can no longer cater for all those who want to watch a game, particularly the young and local supporters. The revised ES sets out the Club's desire to connect further with the local community, by offering the chance to purchase match tickets allocated to the neighbourhood.

3.16 The applicant sets out the club's desire for the stadium to remain at its historic site. An assessment of potential alternative sites to deliver a larger capacity stadium away from Stamford Bridge was carried out by the applicant and is summarised. Two options for an alternative new stadium site were explored: (1) in the Earl's Court and West Kensington Opportunity Area (LBHF) and (2) on the south side of the River Thames at Battersea Power Station (L.B. Wandsworth). The revised ES states that neither site was considered feasible, given the housing focussed regeneration policies identified for both sites at local and London Plan level. The revised ES concludes that the expansion of the stadium on the site to enlarge the capacity, enhance facilities and improve the movement of spectators is considered the most favourable option. The revised ES summarises the alternative designs considered during the preparation of the application. Several constraints are highlighted, including the protected view corridor from King Henry VIII's Mound in Richmond Park to St. Paul's Cathedral, the impact of daylight/sunlight and overshadowing to nearby properties, and the relationship of the site to adjoining conservation areas, heritage assets and ecological sites. The revised ES sets out the evolution of the design process, explains how changes to the architecture, massing and volume have been incorporated into the current proposals, and includes a summary of the proposed development, the anticipated construction period, and the proposed stadium operations.

### **Geology, Soils, and Contaminated Land**

3.17 Chapter 5 of the revised ES considers the potential risks of contamination from the proposed development, on the soil and groundwater at the site and surrounding area and the potential subsequent effects on sensitive receptors such as construction workers, future site users and controlled waters (groundwater and surface water). The assessment considers the potential effects during the demolition, construction and operational phases of the proposed development, the need for mitigation measures and any monitoring required during demolition and construction phases and residual effects associated with the construction and operational phases.

3.18 A Phase 1 environmental desk top study, also known as a Preliminary Risk Assessment (PRA) has been undertaken and considers the potential environmental

risk associated with the existing ground conditions and contamination of the site and neighbouring land uses. From the desk study, a Conceptual Site Model (CSM) of ground conditions and contamination has been formulated. Currently plant rooms are in each of the four stands of the stadium, both hotels and in the leisure centre. The site also has diesel powered back-up generators, hydraulic tanks (for passenger lifts) and air conditioning units. An electrical substation is in the east stand. No evidence obtained to date to suggest there is contamination present on the site however, until a more detailed ground investigation is undertaken the potential for contamination to be present cannot be ruled out. Overall the revised ES considers the site to be of moderate environmental sensitivity, in view of surrounding and adjacent residential properties, nearby surface water features and the underlying groundwater beneath the site which is classified as a Secondary Aquifer.

3.19 Due to the geological and hydro geological conditions and the surrounding land uses, the overall setting of the site is assessed in the revised ES to be of low environmental sensitivity. The following baseline conditions have been identified:

- The lack of significant surface water receptors near the site. The River Thames is located approximately 700 m to the south and east of the site. There are no surface or groundwater extraction points within 500 m of the site;
- The site and the surrounding land remained largely undeveloped until 1876 when the site was developed as an athletics stadium and has been in continued sporting use since, undergone similar redevelopment phases together with the site's location close to an area of mainly residential land uses.

3.20 The assessment considers the only likely significant effects of the development on ground conditions and contamination at the site relate to:

- The effects from previous made ground. Activities such as piling could allow contaminants to spread into previously uncontaminated areas, including the underlying aquifers.
- There is the potential for an increase in potentially contaminated water entering soils and rock due to removal of hardstanding areas during the construction phase.
- Unexploded ordnance (bombs etc.) could be exposed.

3.21 The potential for harm to occur if the soils are found to be contaminated are set out:

- Could have effects on site users during the operation of the new stadium through direct exposure to soil or groundwater.
- Contaminants getting into the water supply pipes, inhalation of gases (such as methane) from rotting waste or vapours.
- Contaminants getting into other water bodies such as the River Thames.
- Contaminants damaging the foundations of the new buildings.

3.22 Proposed mitigation measures for the demolition and construction phases are set out in the revised ES and include:

- Use of appropriate personal protection equipment (PPE) and washing facilities by workers.
- Education through training of the potential contamination that could be present on site and appropriate handling techniques.
- Dust suppression measures (e.g. damping down of dust).
- Wheel washing facilities to minimise the potential for dust or contaminated mud to get onto local roads.

3.23 The revised ES anticipates no significant or hazardous contamination of existing geology, soil, and groundwater. Further detailed site investigations will however be required to determine and manage the level of contamination. This would include gas monitoring and sampling. A remediation strategy would be developed and implemented if any contamination is identified on the site to prevent any long term risks during operations of the proposed development. Following the implementation of appropriate mitigation, the potential effects are therefore considered to be negligible at most and not significant.

### **Surface Water**

3.24 Chapter 6 deals with an assessment undertaken in relation to surface water, including water quality and water resources during both the construction and operation phases. Both the Environment Agency and Thames Water were consulted. A review of the baseline conditions in terms of water resources has been undertaken to evaluate the existing features of the site and surrounding area. The study area used for the assessment of the effects on the surface water environment was taken to be 1.5 km from the site boundary. There are no other significant surface water bodies within or adjacent to the site. The River Thames is located approximately 700 m south of the site. The historical stream 'Counter's Creek' is located on the site between the existing stadium and Brompton Cemetery. This has been culverted and now operating as a sewer with an open section near Chelsea Harbour at Chelsea Creek. The site comprises London Clay bedrock and superficial deposits of Kempton Park Gravel (containing sand and gravel).

3.25 The potential for contamination of surface water runoff from demolition, construction or operational activities is summarised. Demolition and construction activities that could give rise to the potential for run-off to be contaminated with hydrocarbons, suspended solids and construction materials include:

- The operation of construction vehicles;
- General construction / demolition activities, the on-site prefabrication of certain elements such as the new bridge over the train lines, and the storage of associated fuels and chemicals; and
- The siting and operation of site construction compound.
- Through the incorporation of mitigation measures that form part of standard good site practice guidelines, the revised ES considers the overall effect on the water environment during the demolition and construction phase to be negligible.

3.26 Surface water run-off from the site currently combines drains into a series of gully's and land drainage channels which connect with the existing foul sewer network. Thames Water records identify a combined sewer running in a westerly direction below Fulham Road. Increasing the capacity of the existing stadium and associated facilities would increase the foul water levels. The Flood Risk Assessment accompanying the application states that the existing sewer network can accommodate the anticipated foul water levels.

3.27 In terms of proposed surface water drainage during the operation of the proposed development, the use of green/brown roofs on ancillary buildings and permeable landscaping materials would provide attenuation of rainwater and other rainwater harvesting features would be incorporated within the design of the roofs of the structures which will provide a small reduction in the volume of surface water run-off and provide another source of water therefore reducing the water demand of the development in terms of provision of water for toilet flushing and pitch irrigation. Measures to promote the re-use and / or recycling of water to reduce overall water demand will therefore be considered for integration into development. The stadium will meet BREEAM 'Very Good' standards. Water efficiency measures will be installed, consistent with the BREEAM rating, best practice, and applicable Building Regulations, and could include measures such as water efficient sanitary fixings and appliances and grey water recycling systems.

3.28 The drainage system requires water storage at key locations within the development. Opportunities for SuDS on site are limited due to the nature of the site. It is envisaged in the revised ES that this storage will primarily consist of underground storage located beneath the stadium building.

3.29 The increased capacity of the stadium building will increase the demand on the potable water supplies on match days and non-match day events. The revised ES acknowledges that the existing water distribution network can be used to supply water to the development without reinforcement. Wastewater production is closely linked to water consumption and the mitigation measures proposed to reduce water demand will also be effective in reducing the pressure on foul sewerage infrastructure because of the development. The revised ES states that Thames Water confirmed that the anticipated foul flows generated from the proposed development could be accommodated in the public system without the requirement for offsite improvement works.

3.30 Following the implementation of mitigation measures, and with an appropriate drainage strategy in place within the development the revised ES anticipates any long term effect due to operation to be negligible.

## **Flood Risk**

3.31 Chapter 7 deals with the risk of flooding from the proposed development. The Environment Agency mapping indicates that the site lies within Flood Zone 3, which is at high risk of flooding. The revised ES however confirms that the site is in an area that benefits from flood defences in the form of tidal flood defences and the Thames Barrier. The Environment Agency breach modelling of the site predicts there is a risk of the site being impacted post 2100 and only the southern part impinged on. The

depth of groundwater close to the site is shown to be approximately 30 m. A Preliminary Groundwater Risk and Mitigation Assessment is included within a supporting standalone Flood Risk Assessment (FRA), in response to the risk from groundwater flooding associated with the development and construction of the basements. The FRA has assessed the risk of flooding on the site and surrounding areas and outlines proposed mitigation measures to ensure sustainable and safe development of the site. It concludes that the risks from flooding to the site or neighbouring properties is negligible.

3.32 A Surface Water Drainage Strategy (included in the FRA) has been produced which considers the potential impact of climate change and ensure water is discharge appropriately into the Thames Water sewer. The strategy demonstrates that the drainage network at the site will be designed to accommodate run off during all events. Use of SuDs to attenuate flows has been considered and includes the provision of underground storage tanks in the basement and rainwater harvesting will reduce flood risk within and off site. Consideration has been given to the potential for the proposed development to increase flood risk off site.

3.33 The revised ES states as the development is of a commercial nature, it is a suitable location for a redevelopment of the stadium if applying the sequential risk-based approach. It is therefore deemed the development is compliant with the principles of the NPPF. The site is to be predominantly hard landscaped. Mitigation within the design of the proposed development therefore includes rain water harvesting to ensure water is recycled during period of high rainfall, used to irrigate the pitch, or provide water for toilet flushing. This will keep flood risks to a minimum. Measure would also be included to manage groundwater that could lead to groundwater flooding. Consideration has also been given in the ES to the potential of increased flood risk.

3.34 Due to the implementation of mitigation the impacts to water resources, drainage and flood risk from the demolition and construction works associated with the development are considered in the revised ES to be negligible. The revised ES also considers that the completed development will have a negligible impact on water resources, drainage, and flood risk. Further the sustainable water management measures are beneficial to the local drainage network. The assessment indicates that providing the recommended methodologies are adopted during design and construction, the proposed development will have no significant impact on watercourses within the site in relation to the flow regime and water quality. Following the implementation of the above mitigation measures, and with an appropriate drainage strategy in place within the development, the revised ES anticipates any long term effect from flooding on or off site due to operation to be negligible or minor.

### **Archaeology and Cultural Heritage**

3.35 An assessment of the archaeology and cultural heritage impacts of the proposed development has been undertaken in the revised ES.

3.36 The site does not lie within a local authority designated Archaeological Priority Area but is close to the Walham Green Archaeological Priority Area. A desk based



assessment was carried out to determine the archaeological potential of the site. The archaeological potential of the site was discussed with the Greater London Archaeological Advisory Service (GLASS) which advises the borough. Because of the past historic use of the site as a football stadium and numerous redevelopment works undertaken within the grounds during the last 100+ years, it is considered there is likely to be a low potential for previously unrecorded archaeological deposits remaining on the site. In terms of the heritage significance of the current stadium, the building is not listed. The revised ES however acknowledges a full historic record in line with Historic England's standards would be carried out prior to any works commencing on the site. The overall effects are therefore considered to be negligible. During construction, the decking platforms required to support the walkways have the potential to have a direct effect on the archaeological significance of the Billings and Brompton Cutting Conservation Area.

3.37 The revised ES states that the proposed development might affect built heritage. The study area defined in the revised ES is a 600 m zone from the site boundary. In total 103 heritage assets are recorded within the study area, including 36 heritage assets on the Greater London Historic Record (GLHER) and 8 additional sites recorded from the Historic England Archive (HEA).

3.38 There are 59 designated heritage assets within the study area which include 47 listed buildings, 5 Buildings of Merit (BoM's), 2 Archaeological Priority Areas (including the Walham Green Archaeological Priority Area), 5 Conservation Areas. There are no World Heritage sites, Schedule Monuments, or Registered Battlefields within the study area. Brompton Cemetery is designated as Grade I on the Register of Historic Parks and Gardens. The Cemetery is a conservation area and has 28 of the 47 designated listed buildings (most which are tombs). The site lies immediately to the west of the former course of the Counter's Creek, a historic tributary of the River Thames.

3.39 Potential temporary effects are outlined in the revised ES associated with demolition and construction stages. Impacts to heritage assets from operational activities are also highlighted in the revised ES. However, these are considered unlikely to be significant. The revised ES sets out a range of protection measures would be put in place during demolition works and the construction of the new stadium to ensure that historic assets including the surviving historical concrete Shed Wall are kept safe. The potential impact of vibration from piling and other construction activity required for the construction of the decking platform adjacent to the catacombs and wall of Brompton Cemetery are also highlighted and would be designed to minimise potential damage. The overall effects are therefore defined to be minor but with mitigation in place it is considered this would reduce to a negligible effect.

3.40 The construction of the new stadium and concourse does have the potential to affect the setting of surrounding cultural heritage assets including the Sir Oswald Stoll Foundation buildings and Brompton Cemetery. Furthermore, the revised ES identifies that the Billings and Brompton Cutting Conservation Area will be subject to a long term major adverse effect because of the construction of the decking platform over the current open cutting and railway on the eastern boundary. This is because the development will cover completely the asset and removing the open space. It is

proposed that an information plaque be produced and displayed in a publicly accessible location close to the location of the Billings and Brompton Cutting Conservation Area. Once completed and operational the revised ES states the proposed development is likely to have a minor adverse but not significant effect on the Moore Park Conservation Area, Billing Conservation Area, and Brompton Cemetery Registered Park and Garden and a negligible effect on the Walham Green and Brompton Cemetery Conservation Area.

## **Ecology, Biodiversity, and Nature Conservation**

3.41 The revised ES evaluates the current ecological value of the site and assesses the potential impacts on ecology, biodiversity and nature conservation on the surrounding area arising from the proposed development. The existing ecological baseline has been identified using a range of sources including habitat and bat surveys. The revised ES confirms that there are no International or National sites designated for nature conservation within 1 km of the site. In addition, there are no protected areas for bats identified within 10 km of the site. The revised ES identifies ten locally designated Sites of Importance for Nature Conservation (SINC's) within 1 km of the site. Two are directly affected by the proposed decking platforms to the north and east of the new stadium (1) the District Line North SINC, from Fulham Broadway and (2) the West London Line SINC, south of Earl's Court. Both form part of a wider SINC known as 'West London Line in Brompton'. They are further classified as Sites of Borough Importance for Nature Conservation (SBINC). The Brompton Cemetery SINC also has the potential to be affected due to its proximity to the site.

3.42 The revised ES assessment considers the potential impact on a number of habitats and habitat surveys have been carried out for the identified wildlife corridors, areas of grassland and the allotment used by The Oswald Stoll Foundation, on the bridge over the District Line Bridge (D98), next to Fulham Broadway Station. An extended Phase 1 habitat survey (including an assessment of trees and built structures for bat roosts) of the existing stadium, Network Rail land and land including Brompton Cemetery was carried out in August and September 2015, prior to the submission of the planning application. An extended Phase 1 habitat survey of London Underground (LU) land was carried out in mid-September 2015. The original ES reveals that survey work of the District Line was limited at the time due to access not being possible from London Underground and the survey work undertaken was carried out from edges of the site adjacent to the District Line. Once track-side access was obtained a more detailed survey was carried out at the beginning of December 2015 and the results were included in the revised ES.

3.43 The revised ES considers none of the habitats surveyed are of high botanical or habitat value and no native plant species of national importance have been identified as being present. No native species of conservation significance are present within the habitats. Most the plant species are common within Greater London, and can be found on disturbed ground, such as railway embankments and sidings and other habitats found in LBHF. The neutral grassland present is a priority habitat and is considered by the revised ES to be of local value. No protected species or any habitats of suitability for protect species that could result in any significant constraint over the development were identified in the ES.

3.44 The bat survey work found it unlikely bats are roosting in any of the buildings or trees on the site. The revised ES however identify areas immediately adjacent to the site do have potential to be used for foraging and commuting purposes for low numbers of bats. Semi mature and mature trees and structures within or adjacent to the site, including adjacent walls and bridges were assessed for their suitability for roosting. The revised ES confirms surveys of both the eastern railway line and District Line, including inspection of the underside of the bridges revealed no evidence of bats or potential roosting spots. A survey of the catacombs within Brompton Cemetery for winter hibernation roost could not be fully undertaken at the time of original submission and therefore registered as a slight adverse effect. A survey of the inside of the catacombs was carried out in December 2015 and summarised in the revised ES. No signs of bats were found and use of the corridors identified limiting foraging. The overall effect on bats is therefore considered negligible due to the low levels of activity recorded.

3.45 Reptiles are considered unlikely to be present within the site. The revised ES however noted that reptiles could potentially use the green corridor that links suitable habitat to the north to the site. The revised ES considers the site and habitats around the site also have limited use by ground nesting birds and no evidence was found of badger activity or invertebrates.

3.46 The revised ES sets out that demolition and construction works would lead to a direct loss of habitat within three locally designated SINC's. In the case of the District Line North SINC, it calculates the loss of 0.65 ha of the 1.03 SINC (approximately 63%) of dense scrub, grassland, and occasional trees. On the West London Line SINC, there would be a loss of 0.9 ha of the 2.44 ha SINC comprising dense scrub, occasional trees, and grassland. This represents a loss of 39% of the SINC. As the two SINC's are part of a larger overarching SINC, it is estimated the loss in this case would be 26% and would result a moderate to large effect. Habitat types lost within the site would include 37 trees and 5 tree clumps. The revised ES adds that the main value of this habitat is mainly in the provision of food and nesting habitats for bird species.

3.47 Potential alternative habitat has been identified on site to compensate for the loss of the SINC habitat. Space on site is however limited. On site compensation for the loss of the SINC habitats has increased since the original application. The revised proposals include the provision of 2,500 m<sup>2</sup> of soft landscaping with the proposed development. This includes the planting of 67 trees. Planting is also envisaged on the perimeters and ancillary buildings would be installed with green roofs. Details of landscaping strategy and an Ecological Management Plan are included with the submission. Roosting opportunities for both bats and birds in the form of boxes would also be provided. To compensate for all the area loss, the revised ES states it will be necessary to provide new habitat or habitat improvements off site through a mitigation strategy. Potential sites including land owned by the borough is identified in the revised ES for off-site habitat creation or enhancement. If this is secured, then the overall effects will only be minor. Without off site replacement habitats, the effects from habitat loss within the District Line is moderate/large adverse (significant) and the effects of habitat loss on the West London Line is considered to moderate adverse and significant.

3.48 The chapter explains that there may be indirect effects on the common bird species and possibly bats in, moving through, and feeding on the site, during the construction phase and the operations of the new stadium (lighting and increased match day noise). The revised ES sets out that potential effects associated with construction activities can be reduced through safe and responsible working practices, including minimising noise and light using acoustic barriers and the frequency and duration of operations of the new stadium would be no greater than the existing. Therefore, on both accounts the effects are defined as minor negative or negligible and therefore not significant.

### **Townscape and Visual Effects**

3.49 A Townscape and Visual Impact Assessment (TVIA) is included in the revised ES, defined as all land within 1 km radius of the application site. Townscape effects consider changes to the physical, character and quality of the townscape in the surrounding area and how people experiences this. Visual effects include consideration of changes in views and response to changes in the appearance of the surrounding setting. The TVIA has been an ongoing process during the development of the design of the proposed new stadium, particularly in terms of how the design fits in with the surrounding townscape and key views in the surrounding area. This also includes consideration of the protected view in the London View Management Framework (LVMF) between St. Paul's Cathedral and King Henry VIII's Mound in Richmond Park. Both cumulative and residual effects have also been taken into consideration.

3.50 In total 36 Townscape Visual Areas or viewpoints (TVAs) are included for assessment, covering 23 Townscape Character Areas (TCAs) across both boroughs of LBHF and RBKC. In total 17 Visually Verified Montages (VVMs) were produced. The revised ES explains that during demolition and construction works, significant temporary major adverse effects would be likely from four sensitive areas around the site (Brompton Cemetery, Stamford Bridge, Moore Park, and The Billings) but this would disappear upon the completion of the development and would not be significant and result in minor to moderate or major beneficial significant effects.

### **Air Quality**

3.51 The revised ES provides an assessment of the likely significant effects on air quality from demolition and construction activities including dust generation, road traffic during the demolition and construction phase, and the operational phase of the proposed development including any emissions associated with the proposed energy centre. Current local air quality conditions have been determined based on collected data in addition to the use of data from local air quality monitoring stations. Demolition and construction activities have the potential to generate dust emissions. The implementation of appropriate mitigation measures during the demolition and construction phase is defined to have a temporary, negligible to minor adverse effect.

3.52 LBHF has declared the entire Borough as an Air Quality Management Area (AQMA) due to predicted exceedances of the objectives for both nitrogen dioxide

(NO<sub>2</sub>) and dust or particulate matters (PM<sub>10</sub>). The air quality assessment in the revised ES therefore focuses on these two pollutants. The revised ES considers the effects of dust and PM<sub>10</sub> generated during the demolition and construction phases on nearby human sensitive receptors (properties and amenity open space), emissions from traffic routes associated with the demolition and construction of the development and the air quality implications of the completed development when in operation.

3.53 The potential for air quality impacts in relation to exhaust emissions from non-road machinery and construction vehicles is assessed and the extent could be minimised through a commitment to only use the latest high standards for vehicles. With regards to the construction dust, the movement of soils and rubble during demolition and construction activities is anticipated to lead to the generation of airborne dust and particulate matter. Dust emissions will need to be carefully controlled beyond the site boundary with inhabited buildings located within a few metres of potential dust generating activities. Mitigation Measures set out in the revised ES include A Construction Environmental Management Plan (CEMP) to be prepared and agreed with the borough prior to the commencement of any on-site works. The plans will include details of proposed dust monitoring during demolition and construction works. Construction vehicle emissions would be minimised through the use of catalytic converters and the regular maintenance of vehicle engines. Through the implementation of appropriate mitigation and best practice measures, it is however considered that the effect on air quality from the demolition and construction phase of the proposed development which is temporary can be controlled. The impact summarised to be negligible to minor adverse effect.

3.54 The potential sources of emissions during operations of the proposed development which impact on air quality are highlighted as the road traffic effects with vehicles accessing the site and the proposed energy centre. This is particularly highlighted on match days. Road traffic emissions have the potential to increase NO<sub>2</sub> and PM<sub>10</sub> concentrations along roads near the site and boiler emissions have potential for increase in PM<sub>10</sub> concentrations.

3.55 Mitigation would be incorporated through the selection of an ultra-low emitting Nox boiler system and a reduction on the number of on-site car parking spaces compared to the existing site. It is therefore considered that the effect on local air quality during the operational phase would be negligible and not significant.

## **Noise and Vibration**

3.56 The revised ES assesses the likely potential impacts in respect to noise and vibration from the demolition, construction, and operation stages of the proposed development that are likely to affect properties surrounding the site. The revised ES has assessed the existing noise levels within and surrounding the site and the noise and vibration impacts associated with the development and provides a list of the sensitive receptors close to the development which have been assessed. Noise and vibration surveys were carried out before the submission of the application to quantify the existing baseline conditions. A general demolition/construction vibration assessment has been carried out for the residential receptors close to the site. In addition, a vibration assessment has been carried out for Brompton Cemetery due to

the current structural integrity of the catacombs on the western edge of the cemetery. More detailed noise prediction work will be undertaken to identify occupiers where the noise level may exceed the trigger levels presented in British Standard 5228 criteria.

3.57 It is recognised in the revised ES that surrounding occupiers will experience adverse noise impact and disturbance during periods of the demolition and construction phase. The revised ES however states the disruption will be localised and works will be temporary. The revised ES recommends reducing noise and vibration levels at source where possible. For the demolition and construction phases, the revised ES recommends the use of equipment to minimise noise and vibration effects where feasible, erection of hoardings, acoustic barriers or localised screening of plant and implementation of noise monitoring. Mitigation measures will be provided in a Construction Environmental Management Plan (CEMP) and on site, good practice procedures will be followed. The mitigation measures would be detailed and agreed at a later stage and submitted to the local planning authority for approval.

3.58 The revised ES acknowledges that construction works outside the normal working hours will be necessary. These relate to night time construction works undertaken between 23:00 to 07:00 hours. These will have a short term major significant effect. The requirement for night time construction works has arisen due to the proposed construction works associated with the decking on the District Line and the West London Line to construct the east and north raft platforms. It is the policy of LUL/TfL and Network Rail not to allow works which pose risk to operational trains. These works must therefore be carried out at night or during planned closures of the tracks to minimise the impact on the operation of the lines. The applicant has engaged in extensive discussions with the operators to try and minimise the requirement for night time works using planned track closures. These discussions will continue prior to and throughout the construction phases of the development. Construction methods will also be adopted to minimise night time construction noise, for example in the form of the piling proposed to construct the decking over the railway lines. Most the piling work associated with the decking will be undertaken during the daytime. The revised ES sets out mitigation measures will be introduced to address both moderate and adverse impacts from noise. Such measures would include acoustic hoardings, secondary window glazing, or temporary relocation, including the offer of hotel accommodation if necessary.

3.59 The revised ES states that the demolition and construction vibration effects are anticipated to be negligible to major adverse effects on the residential areas surrounding the site. The effects of vibration on the catacombs adjacent to the western boundary of Brompton Cemetery during construction would be minimised through the implementation of measures. These include a monitoring strategy setting out the identification of vibration limits and 'action levels' to control vibration.

3.60 In terms of construction traffic any increase in noise due to construction traffic is predicted in the revised ES to have a medium-term negligible effect on most roads surrounding the proposed development for all construction years. Daily traffic forecasts and worst case construction traffic flows have been added to the baseline traffic flows to predict road traffic noise.

3.61 Assessing the noise and vibration effects likely to be arising from the operation stages, the proposed development has considered match day noise from crowds both within and outside the stadium, road traffic noise, service plant, public address system and railway noise.

3.62 On match days, the revised ES states there is likely to be a major adverse effect because of crowds entering/leaving the stadium. The likely impact on the north decking platform has been highlighted in terms of the impact of spectators entering/leaving from Fulham Broadway Station. To mitigate the noise impact on match days, the proposed mitigation is to provide secondary window glazing or consider a temporary or permanent noise barrier along the edge of the platform. Inside the stadium it is anticipated the noise level generated will have a minor adverse to moderate beneficial effect on nearby receptors because of the design of the stadium and that football matches will only take place approximately 30 times per season. In respect to road traffic noise related to match days, the impact will vary depending on a day or night kick off. This will change between a negligible/minor adverse effects during the day on most surrounding roads and minor and major negative effect on some roads in the evening. Again the revised ES states this effect will be temporary when home matches occur, approximately 30 times a season. Although plant details and location have not been finalised at this stage, all would be designed to meet British Standards BS 4142 and therefore will have a negligible effect. Similarly, it is considered that the PA system which includes match day announcements and music entertainment can be designed so that it will have a negligible effect on nearby residential receptors. The installation of the decking platforms would enclose the railway lines except for ventilation and smoke egress outlets and is therefore considered to have a minor/major beneficial effect once the works are completed resulting from reduced railway noise levels.

### **Transport and Traffic**

3.63 This chapter considers the likely significant effects of the proposed development on vehicle movements, pedestrians, and cyclist due to changes on the surrounding highway network and public transport. The chapter has been informed by the Transport Assessment (TA) and Transport Assessment Addendum and the Framework Stadium (Match day) Travel Plan, submitted in support of the planning application.

3.64 The revised ES assesses the following key issues:

- Accessibility of the site and interaction with surrounding highway and transport networks.
- Identification of the multi-use transport methods generated by the development at peak periods for Saturday, Sunday, and Weekday matches.
- Distribution of trips generated by the development on the surrounding transport networks.
- Effect on pedestrian and cycle infrastructure and local public transport services.
- Mitigation measures/management strategies to minimise potential impacts on the surrounding transport network including car park infrastructure.

3.65 The revised ES describes that during the demolition and construction works there is potential for temporary disruption to pedestrian, cycle, and vehicular traffic, including public transport users' due to an increase in demolition and construction traffic. Consideration has also been given in an Outline Construction Logistics Plan submitted in support of the planning application on the likely number and size of vehicles, the programme of works and the routes to and from the site.

3.66 The revised ES acknowledges the operation of the proposed development on match days will generate additional traffic movements on the surrounding transport network. Mitigation is proposed to reduce the impact of the operation of the proposed development on match days and non-match days through travel planning and improvements to the match day station entrance to Fulham Broadway Underground Station. These are set out in the Framework Stadium (Match day) Travel Plan and Non-match day Travel Plan; Framework Delivery & Service Plan and a Stadium Management Plan submitted in support of the planning application.

3.67 The revised ES states the operation of the proposed development is likely to have a minor beneficial effect because of the improvements to the station entrance, as it will lead to fewer pedestrians entering and exiting the station via Fulham Road on match days. The proposed development is also assessed to have a negligible effect on both bus services and cycle networks. A minor adverse effect is identified on the London Underground network, particularly the District Line service from Fulham Broadway Station. The revised ES however states this effect is of a short duration and home games are infrequent (approximately 30 matches a year). Therefore, any effect will not be significant. Similarly, the revised ES states the impact of traffic on the surrounding roads will experience a reduction in traffic flows on match days as a result of traffic strategically rerouting around the area when the match is taking place.

3.68 On non-match days a wide range of conference and business events are currently held within the stadium and grounds. Events currently vary between small meetings to larger scale exhibitor's events attracting up to 2,500 visitors over one day. These large events are infrequent and occur about one or two times a year. The most typical events are conferences with around 50 people attending and these are held in the hospitality suites. There are approximately 1,000 of these events held each year. It is proposed to continue and expand the quantity of conferences, business meetings and corporate functions held in the new stadium by approximately 10%. The average number of people attending these facilities on a non-match day would increase to around 655 per day from 600. There are currently approximately 1,000 daily visitors to the site on a non-match day who attend stadium tours, visit the Club Museum and the Megastore. The club are estimating an increase in visitors to stadium and museum tours and the Megastore on completion of the proposed development. There are however several existing on site facilities which attract visitors on non-match days which will not be provided as part of the proposed development. These include the two hotels, health club/spa, restaurants, and music venue. Therefore, the overall number of daily visitors on non-match days is likely to be the similar as the existing numbers. The effect of the proposed development on non-match day trip generation is identified as negligible.



## **Socio-Economics**

3.69 The assessment in this chapter considers the likely socio economic effects during demolition and construction and the operation phase of the proposed development on the existing employees or residents on the site, neighbouring residents and local businesses that could be affected, the social infrastructure and the sub-regional economy.

3.70 Based on the estimated construction value, the revised ES claims there will be a moderate beneficial effect on residents and the sub-regional economy during the demolition and construction phase. There will however be an overall reduction in jobs on the site with the loss of existing hotels and health spa resulting in a minor adverse effect on residents and the sub-regional economy. There will also be a short term impact with the loss of CFC personnel during the construction phase, although this will be temporary and short term with some staff being relocated to an alternative location.

3.71 These losses include 141 jobs within the first year of construction and then a complete temporary loss of jobs on the site whilst the stadium is redeveloped. The revised ES states that the club will relocate personnel to a comparable London location and aim to maintain those employees at the temporary site. The revised ES stresses that the loss of employment will be temporary and relative to the redevelopment of the new stadium and therefore, there would be a small negative effect. Furthermore, the revised ES acknowledges the permanent loss of hotel, health club and music venue related jobs on the site, as none of the existing facilities would be provided within the new stadium. The revised ES however considers that the effects will be minor and not damaging to the local economy or community as there are other similar facilities within the local area. Likewise, the revised ES is committed to agreeing arrangements for the provision of the housing lost and therefore, the effects are considered minor and not significant.

3.72 The revised ES examines the effects of spending in the local area and adds this would be temporary compared to the increased spending long term that would be generated in the local area because of the increase capacity of the new stadium. Whilst considered to be a significant effect, this would be only short term.

## **Daylight, Sunlight, and Overshadowing**

3.73 The likely impact of the development on daylight, sunlight and overshadowing to surrounding properties and open spaces has been assessed in both the original and revised ES compared to the existing conditions. The revised ES considers the potential daylight and/or sunlight impacts to windows of habitable rooms within surrounding properties and the overshadowing to any relevant surrounding amenity spaces once the development is completed and occupied. The effects during construction works have also been assessed and considered to be minimal and short term. In total 34 existing sensitive locations surrounding the site were considered. To assess the daylight and sunlight effects on the surroundings, 3d computer modelling and simulation was used.

3.74 A temporary minor beneficial/negligible daylight/sunlight effect is identified during the demolition of the existing stadium but would change during the construction period. The effect because of its transient nature would be negligible.

3.75 The assessment indicates a predominantly negligible (not significant) effect to most of the sensitive receptors, with only a small number of minor or moderate effects identified because of loss of daylight. Three properties (1 and 2, 3 and 9 Stamford Cottages) are identified with a moderate (significant) adverse effect for loss of daylight. These effects are however considered consistent and acceptable given the location of the site within an urban inner city environment.

3.76 For sunlight, no significant effects on properties were identified with the effects ranging between negligible or minor. The overshadowing analysis shows effects to be negligible on amenity spaces, except for one location, where it is predicated to be minor (not significant) effect. The planning considerations section of this report will have a more comprehensive analysis of the findings.

3.77 The effects of light spill based on the design of the proposed development including the façade of the stadium building and concourse areas has been carried out. Overall the lighting strategy identifies an improvement in comparison with the existing stadium, given the design of the new stadium is more enclosed reducing potential for light spillage and glare on match nights.

### **Wind Microclimate**

3.78 The likely effects of the proposed development and around the site on the local wind microclimate have been assessed in the revised ES, against best practice criteria for pedestrian comfort and safety using the Lawson Comfort criteria. Wind microclimate is defined as the wind flow experienced by pedestrians and the subsequent influence it has on their activities. It is concerned primarily with wind characteristics at pedestrian level. Modelling has assessed three models (Baseline scenario: existing conditions; proposed development scenario and the cumulative scenario. The revised ES considers the wind flow experienced by pedestrians and their comfort and the influences it has on their activities during the different stages. No significant effects are identified during the demolition or construction phases as the site would not be open to the public and would be of a temporary nature. Once operational, it is considered the wind environment would not change significantly from the existing conditions and thus the effects of the development would be negligible and not significant.

### **Cumulative Effects**

3.79 The revised ES examines the cumulative effects covered in the revised ES associated with the development itself and arising from other projects in the area. For each of the topic areas the revised ES has assessed both the intra-project effects and inter-project effects. In terms of the likely intra-project effects, the revised ES considers that the cumulative effects associated with the demolition and construction phases will vary and be restricted to short periods of time due to the nature of the work. The magnitude of the effects will vary depending on the stage of the activity. The effect is therefore likely to range between minor and moderate

following the implementation of mitigation measures. During operation of the proposed development the effects associated with match days are considered infrequent and of a temporary nature and considered to be negligible to minor adverse effect.

3.80 The cumulative inter-project impacts are both the combination of impacts arising from the development itself and the combination of the impacts of the development with other relevant developments within the area. The assessment concludes that there will be no significant effects arising from the proposed development during the demolition and construction works and operation stages apart from socio economics. Positive socio economic benefits are set out, contributing to the physical and social regeneration of surrounding areas, benefitting from the leisure and employment opportunities offered by the proposed development.

### **Residual Effects**

3.81 This chapter summarises the residual effects of each technical topic on surrounding sensitive receptors, following the implementation of mitigation measures, from the demolition, construction, and operation of the proposed development.

3.82 During the demolition and construction works, a series of residual effects are outlined in the revised ES ranging from beneficial or negligible to major adverse effects. Some of the major and moderate adverse effects highlighted in the revised ES during this stage are associated with noise/vibration related to night time construction works on the decking platforms, transportation, and traffic in terms of HGVs on the surrounding highways network and air quality and impacts on heritage assets including conservations areas. The effect on the Billings and Brompton Cutting Conservation Area within the site is highlighted and the effects on other surrounding conservations including the Billings and Brompton Cemetery conservations areas in RBKC and the Moore Park and Walham Green conservation areas in LBHF are also noted. Impacts on ecology, biodiversity and nature conservation are defined as moderate adverse (significant) effects without off site replacement habitats. For townscape and visual views, the demolition and construction works would result in a significant adverse effect from 4 of the 23 Townscape Conservation Areas however on completion of the development all significant adverse impacts would disappear.

3.83 The revised ES states these effects during the demolition and construction works will be intermittent and temporary. Mitigation measures proposed to the residual effects would limit the impact.

3.84 Once completed and occupied, the residual effects would range from major beneficial to a major adverse effect. Regarding noise and vibration match day noise from crowds within and outside the stadium, the ES predicts a minor adverse effect but these effects are considered intermittent. Similarly match day operational road traffic noise levels are predicted to result in up to a minor adverse residual effect except for Kings Road, east of Edith Grove where a major adverse effect in the one

hour before kick-off for evening matches is identified but again because of the infrequent nature and short duration of the effect it is not considered to be significant.

## **4.0 PLANNING CONSIDERATIONS**

### **4.1 Main Considerations**

4.1.1 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.

4.1.2 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).

4.1.3 The main considerations relating to the application are:

- Whether the development would accord with the relevant national, regional and local planning policies.
- The principle of the comprehensive re-development of the application site to provide a new football stadium.
- Design and conservation issues and the impact of the development in relation to neighbouring heritage assets.
- Highways and transport impacts, including car parking provision, traffic generation, effect on street parking, access points and highway safety for both vehicles and pedestrians and site servicing and waste management.
- Stadium Operations.
- The impact of the development on surrounding properties and occupiers, particularly in terms of daylight and sunlight, privacy, outlook and noise and disturbance.
- Other Environmental Considerations.
- Planning obligations

### **4.2 Policy Framework**

4.2.1 This section explains the Development Plan policies and the national planning policy. The policy where appropriate is set out in bold italics.

4.2.2 In subsequent sections of this report dealing with topic areas, there is further discussion where appropriate of all relevant planning policies and any other material considerations relevant to that topic. This is not repeated here.

#### **Development Plan**

4.2.3 In this instance, the statutory development plan comprises the following:

- The London Plan (2016), which is the 2011 London Plan consolidated with:
  - Revised early minor alterations to the London Plan published October 2013
  - Further alterations to the London Plan published March 2015
  - Housing Standards minor alterations to the London Plan published March 2016
  - Parking standards minor alterations to the London Plan published March 2016
- Hammersmith and Fulham Core Strategy (2011), and
- Hammersmith & Fulham Development Management Local Plan (2013).

4.2.4 These statutory development plans are the main policy basis for the consideration of this planning application. A number of strategic and local supplementary planning guidance and other documents are also material to the determination of the application.

4.2.5 Particular policies of the development plan are referred to under each of the topic headings below.

### **National Policy**

4.2.6 National Planning Policy Framework (NPPF) came into effect on 27 March 2012 and is a material consideration in planning decisions. The NPPF sets out national planning policies and how these are expected to be applied.

4.2.7 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.

4.2.8 The NPPF is aimed at safeguarding the environment while meeting the need for sustainable growth. It advises that the planning system should:

- a) plan for prosperity by using the planning system to build a strong, responsive and competitive economy, by ensuring that sufficient land of the right type, and in the right places, is available to allow growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;**
- b) plan for people (a social role) - use the planning system to promote strong, vibrant and healthy communities, by providing an increased supply of housing to meet the needs of present and future generations; and by creating a good quality built environment, with accessible local services that reflect the community's needs and supports its health and well-being; and**
- c) plan for places (an environmental role) - use the planning system to protect and enhance our natural, built and historic environment, to use natural resources prudently and to mitigate and adapt to climate change, including moving to a low-carbon economy. The NPPF also underlines the need for councils to work closely with communities and businesses and actively seek opportunities for sustainable growth to rebuild the economy; helping to deliver**

***the homes, jobs, and infrastructure needed for a growing population whilst protecting the environment.***

4.2.9 The NPPF sets out a presumption in favour of sustainable development. For decision-taking this means:

- ***approving development proposals that accord with the development plan without delay; and***
- ***where the development plan is absent, silent or relevant policies are out of date, granting permission unless:***
  - ***any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or***
  - ***specific policies in this Framework indicate development should be restricted.***

Relevant parts of the NPPF are referred to under each of the topic headings below.

#### **Method of assessing application**

4.2.10 The council's duty is to have regard to all material considerations and to determine the application pursuant to section 38. Officers have assessed each element of the proposal in the following manner: first, officers have assessed the proposal against the relevant policies of the development plan, then had regard to any other material considerations and have formed a view whether or not the proposal is in accordance with the relevant development plan policy and whether there are any material considerations which indicate otherwise.

#### **Emerging local policy - Proposed Submission LBHF Local Plan Document**

4.2.11 The council have recently consulted on a Proposed Submission Local Plan which sets out the vision, objectives, and detailed spatial strategy for future development in Hammersmith and Fulham for the next 15-20 years along with specific development management policies. This was the second formal public consultation stage in the production of the Local Plan (Regulation 19).

4.2.12 The document was subject to a six week period of consultation ending on the 28 October 2016. The representations received together with a summary of the main issues and a copy of the submission Local Plan will be forwarded to the Secretary of State for an independent examination scheduled for early 2017. In view of the representations received and the fact that an independent examination is still pending, it is considered the Local Plan should be given limited weight in considering and determining this application.

#### **4.3 Redevelopment of new football stadium**

## **Chelsea's need for a new stadium**

4.3.1 The architect's brief was to design an iconic 60,000 seater stadium. The following points are summarised from the applicant's supporting statement:

- The existing stadium is an established sporting venue and the Club's success on the pitch in recent years has enhanced the neighbourhood in terms of social, economic, and charitable contributions.
- The Club currently employs the equivalent of 807 full time staff. This would increase by 122.
- Demand for admission to matches outstrips the existing stadium capacity.
- Existing capacity cannot accommodate enough spectators in particular young and local supporters. The current average age of season ticket holders approaches 55 years old.
- The current ad hoc architecture of the current stadium is not considered to be in keeping with the local area and the prestige of the club.
- Issues are highlighted with the existing stadium including:
  - Poor sightlines for some seats
  - Poor approach to the stadium from the existing three main entrances and access/egress from stands
  - Antiquated amenities and inadequate food/catering provision
  - Lower tiers not protected from the weather
  - Only half the spaces required by current regulations provided for disabled person spectators
  - Poor media facilities
  - Inadequate outdoor space for broadcast vehicles, particularly for UEFA fixtures which reduces the stadium capacity by 2,000 seats
  - Inadequate logistics for deliveries on non-match days.

4.3.2 The proposal seeks to offer each of the spectators improved sightlines, better facilities and easier access including improved football related activities such as the museum and megastore.

4.3.3 In the supporting information the applicant has identified a particular need to build a larger stadium on the site, in order to maintain Chelsea's position as one of the top football clubs in the Premier League, and in Europe. In addition, the applicant wishes to develop a stadium which would offer an unrivalled visitor experience anywhere in the world.

4.3.4 In Section 2 of the applicant's supporting statement the reasons for increasing the capacity of the football stadium are set out. Broadly these are to meet spectator demand, changing football regulations and competitiveness and existing operation deficiency.

4.3.5 The applicant explains that the demand for match tickets currently surpasses the existing capacity of the stadium and is almost full for each game. The existing stadium continues to sell out at a regular basis. During the 2014/2015 Premier League season, Stamford Bridge as a percentage of its total capacity had the highest average attendance in the country at 99.7%. General admission prices have remained frozen at 2011-12 levels.

4.3.6 The applicant believes that an expanded stadium would allow more people to watch football supported by a range of new on site facilities with a continued cap on ticket prices. At present, the largest percentage profile of the spectators attending a match is made up of both season ticket holders and the club's membership scheme, followed by hospitality and visitor spectators. Season ticket holders are capped at 26,000 whilst there are currently 95,000 supporters paying a seasonal club membership subscription. This entitles club members to ballot for the purchase of 8,000 match day tickets. The membership scheme is popular and continues to rise each season however the demand can't be met with the existing capacity. The applicant considers the current limitations of the existing stadium capacity no longer cater for all the supporters who want to watch a game, particularly young and local supporters. The average age of a season ticket supporter is approaching 55 years of age which reflects the loyalty of club supporters and the applicant is keen to foster and enhance connections with the local community by providing match tickets which they could purchase.

4.3.7 Financial Regulations known as 'Financial Fair Play' (FFP) was established in both the Premier League and UEFA competitions to link professional football club expenditure with their income and prevent football clubs spending more than they earn in the pursuit of success and in doing so getting into financial problems which might threaten them with administration. FFP stipulations, measure expenditure against income from football-related activities. In effect, this has meant the operational side of football clubs is now more regulated and they can only spend what is generated from operating revenues. To comply with the financial fair play criteria three main elements of operating revenue must be considered:

- Broadcasting rights to television;
- Commercial sponsorship; and
- Stadium income (principally from match day spectator revenue)

4.3.8 Broadcasting rights are shared equally between clubs in the Premier League whereas commercial sponsorship is based on sporting success. Therefore, a major opportunity for clubs to increase their revenue is by stadium match day income. Clubs with larger stadia are generally better placed to achieve and maintain a position at the top of the English and European game through ticket revenues. Currently there are 85 other stadia larger than Stamford Bridge in Europe, 17 in the UK and 5 in London. For these reasons, the club considers that to maintain and enhance its success on the pitch a larger stadium is necessary.

4.3.9 Chelsea FC looked at ways of increasing capacity and explored alternative sites. Earls Court and Battersea Power Station were assessed, but both were ruled out on policy grounds as the inclusion of a football ground was found not



to be consistent with housing regeneration objectives identified for those areas. The proposals were then focussed on redeveloping the ground on the existing site.

4.3.10 The proposal would see the capacity of the football stadium on the site increase from 41,600 to 60,000 spectators. In the supporting statements, the applicant sets out that the club's aspiration for continued football success is the reason for the enhancement of their existing facilities through the redevelopment of the stadium.

4.3.11 The application sets out the club's desire and commitment to remaining located in the borough and its long historical association with the site. It's clear that at present there is no alternative site within the vicinity of Stamford Bridge that would allow a development of the scale proposed to take place in policy terms. The application also explains that there exists an opportunity for the proposed development to increase local employment from the construction and operational phases.

### **Principle of new football stadium – planning policy**

4.3.12 There is no define site designation/policy within the London Plan or local plan for the application site. There are however several policies relating to sports development, community facilities and general leisure/tourism which are relevant to this application.

4.3.13 London Plan policy 2.1 advocates the Mayor's commitment to ensuring that London retains and extends its global role. The redevelopment of a major football stadium would accord with the principle of this policy. Policy 3.16 supports the protection and enhancement of social infrastructure and states **facilities should be accessible to all sections of the community (including disabled and older people) and be located within easy reach by walking, cycling and public transport**. Policy 3.19 "Sport Facilities" supports the increase or enhance of the provision of sports and recreational facilities and to tackle inequalities of access to sport and physical activity in London, particularly amongst groups/areas with low level of participation.

4.3.14 London Plan policy 4.6 states **The Mayor will and boroughs and other stakeholders should support the continued success of London's diverse range of arts, cultural, professional sporting and entertainment enterprises and the cultural, social and economic benefits that they offer to its residents, workers and visitors**

4.3.15 At a local level, Core Strategy policy CF1 seeks to retain and improve arts, culture and entertainment (ACE) facilities and would not normally allow a change of use to other purposes. The policy seeks to protect existing premises that remain satisfactory for these purposes. Policy CF1 supports the continued presence of the major public sports venues such as football in the borough, subject to the local impact of the venues being managed without added detrimental to residents.

4.3.16 Policy DM D1 and DM D2 in Development Management Local Plan (DMLP), supports the enhancement of community uses and continued presence of

sports venues and requires proposals for new and expanded venues to be supported by evidence of how impacts such as noise, traffic, parking and opening hours have been assessed, minimised and mitigated.

4.3.17 Emerging Draft Local Plan policy CF4 confirms the direction of policy provision for such uses. The policy actively promotes the continued presence of football clubs in the borough and states ***that in considering any redevelopment proposal for all or part of an existing football ground, the Council will require the provision of suitable facilities to enable the continuation of professional football.*** Paragraph 7.146 of the policy acknowledges the contribution professional football clubs provide to the local community, stating that ***the council wishes to retain professional football in the borough, because it provides a major source of entertainment and contributes to the life of the community.***

4.3.18 In principle, the redevelopment of this site for a football stadium is supported in general land use terms, subject to other material considerations. Historically the application site has been a sporting venue for 140 years, and it has been the home of Chelsea Football Club since it was founded in 1905 (111 years). The site currently comprises an all-seater football stadium with a capacity of just under 42,000 spectators. As well as being the home of a Premier League football club and a visitor attraction, the stadium and its grounds is a business venue with hotels and conference facilities. The site is therefore a contributor to London's global status and economy, attracting visitors from across London, Europe and the world, with approximately 2.4 million visitors on an annual basis.

4.3.19 The proposal would retain the presence of a landmark football stadium in the borough. The proposed development would provide a 60,000 seater stadium to be used by Chelsea Football Club for both league and national cup matches together with possible European matches such as the Champions League. Other football events would be permitted to be held in the stadium including international football matches.

4.3.20 The football club as well as being a major business in the borough is also a visitor attraction and makes a positive contribution to London's worldwide status. A redeveloped stadium on the site would continue the economic, cultural and social benefits in accordance with London Plan policy. The Council also supports the retention of the existing three professional football clubs in the borough on account they provide a major source of entertainment and contribute to the life of the community. The continued use and enhancement of the application site as a professional sports venue is supported and in this regard the proposal is not considered contrary to the development plan.

#### **4.4 Other proposed uses**

##### **Museum, Retail and Food and Drink**

4.4.1 The stadium currently has a club shop, a museum, a live music venue, restaurants and cafes. The total floorspace of these uses is approximately 3,500 sqm. As part of the redeveloped stadium several of the existing ancillary and secondary uses will be provided. These include 4,378 sqm of ancillary food and drink

kiosks inside the stadium concourses, the re-provision of club shop and museum with a combined floorspace of 2,935 sqm and the proposed development also includes a 160 sqm restaurant/café beneath the east decking platform open to the public seven days a week.

4.4.2 The application site is not in a designated town centre but is within close proximity to the boundary of Fulham Town Centre. In assessing the acceptability of the proposed uses regard is had to the National Planning Policy Framework the London Plan and LBHF Core Strategy and Development Management Local Plan policies.

4.4.3 NPPF paragraphs 24, 26 and 27 are considered relevant and state ***Local planning authorities should apply a sequential test to planning applications for main town centre uses that are not in an existing centre and are not in accordance with an up-to-date Local Plan. They should require applications for main town centre uses to be located in town centres, then in edge of centre locations and only if suitable sites are not available should out of centre sites be considered.***

***When assessing applications for retail, leisure and office development outside of town centres, which are not in accordance with an up-to-date Local Plan, local planning authorities should require an impact assessment if the development is over a proportionate, locally set floorspace threshold (if there is no locally set threshold, the default threshold is 2,500 sqm).***

***Where an application fails to satisfy the sequential test or is likely to have significant adverse impact on one or more of the above factors, it should be refused.***

***The London Plan policy 4.7 states that the scale of retail, commercial and leisure development should be related to the size, role and function of the centre and its catchment. Retail development should be focused on site within centres, or if no in centre sites are available, on sites on the edge of centres that are, or can be, well integrated within the existing centre and public transport.*** This policy also states that out of centre development should be resisted.

4.4.4 LBHF Core Strategy Strategic Policy C sets out the hierarchy of town and local centres. Fulham is designated a Major Centre and North End Road (West Kensington) is allocated as a Key Local Centre. The policy also states ***The priority for Fulham town centre is to regenerate the northern end of the centre which is run down and in need of significant new investment by the provision of more and improved shopping.***

4.4.5 LBHF DMLP policy DM C5 seeks outside town centres, key local centres, neighbourhood parades and satellite parades to retain shops and other local services to meet local needs. LBHF DMLP policy relates to managing the impact of food, drink and entertainment uses.

4.4.6 Emerging Draft Local Plan policy TLC1 relates to town centre uses and the council will ensure that new developments for town centre uses are appropriately

located, are of an acceptable scale, and do not negatively impact on the existing hierarchy.

4.4.7 Excluding the ancillary food and drink kiosks which are within the stadium and will only be in use on match days, there is slight fall of approx. 4,000 sqm in the amount of museum/retail/food and drink floorspace from 3,500 to 3,095 sqm. In these circumstances officers consider that the proposed development will not have a damaging impact on other retail centres and in this regard the proposal is not considered contrary to the development plan as a whole and that there are no material considerations which indicate why planning permission should be withheld.

## 4.5 Residential policy issues

### Loss of residential floorspace

4.5.1 The redevelopment of the football stadium results in the demolition and permanent loss from the application site of 38 dwellings in the residential apartment block of Chelsea Village Court. The residential floorspace lost is approximately 4,000m<sup>2</sup>.

4.5.2 The NPPF seeks to boost significantly the supply of housing. The London Plan recognises the pressing need for more homes in London to promote opportunity and provide a real choice for all Londoners in ways that meet their needs at a price they can afford. Policy 3.14 relates to existing housing and states:

***A) The Mayor will, and boroughs and other stakeholders should, support the maintenance and enhancement of the condition and quality of London's existing homes.***

#### ***Planning decisions and LDF preparation***

***B) Loss of housing, including affordable housing, should be resisted unless the housing is replaced at existing or higher densities with at least equivalent floorspace.***

***C) This policy includes the loss of hostels, staff accommodation and shared accommodation that meet an identified housing need, unless the existing floorspace is satisfactorily re-provided to an equivalent or better standard. The loss of housing to short-term provision (lettings less than 90 days) should also be resisted.***

***D) Boroughs should promote efficient use of the existing stock by reducing the number of vacant, unfit and unsatisfactory dwellings, including through setting and monitoring targets for bringing properties back into use. In particular, boroughs should prioritise long-term empty homes, derelict empty homes and listed buildings to be brought back into residential use.***

4.5.3 There are several borough wide housing policies within the LBHF Core Strategy to ensure that development both within and outside the regeneration areas contribute to meeting the Council's strategic objective to ***Increase the supply and choice of high quality housing and ensure that the new housing meets local needs and aspirations, particularly the need for affordable home ownership and for homes for families.***

4.5.4 The proposed redevelopment would see the loss of 38 residential dwellings that currently exist on site. To achieve the council's housing target of 1,031 additional dwellings per annum, it is important that as well as the provision of new housing there should be no net loss of existing housing. Policy H1 looks to exceed the London Plan target of 615 additional dwellings and policy H4 seeks to increase the supply and choice of high quality residential accommodation. To achieve the Council's housing target of an additional 615 dwellings per year it is important that as well as the provision of new housing there should be no net loss of existing housing stock through change of use or redevelopment for other uses.

4.5.5 Policy DM A1 of the LBHF Development Management Local Plan (DMLP) states ***The Council will seek to exceed. The London Plan housing target by.....***

***3. Resisting proposals which would result in a net loss of permanent residential accommodation as a result of redevelopment or change of use without replacement (measured by floorspace), including short stay accommodation.***

4.5.6 Emerging Draft Local Plan policies HO1 and HO2 seek ***to retain existing residential accommodation and to resist proposals which would result in a net loss of permanent residential accommodation as a result of redevelopment or change of use without replacement (measured by floorspace),***

4.5.7 There is no scope to re-provide the residential floorspace on site as part of the new stadium. The applicants will have to re-provide the housing off site elsewhere in the Borough. The s106 will contain provisions to ensure that the applicant re-provides the lost residential floorspace. On this basis the proposed development will not result in a net loss of residential floorspace and in this regard the proposal is considered to be in accordance with Policy 3.14 of the London Plan and Policy DM A1 of the LBHF DMLP and that there are no material considerations which indicate why planning permission should be withheld.

## **Affordable Housing**

4.5.8 Affordable housing will normally be a part of any future new build residential scheme. The NPPF seeks to deliver ***a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities.***

4.5.9 Policy 3.9 of the London Plan seeks to achieve mixed and balanced communities, advising that a more balanced mix of tenures should be sought in all parts of London, particularly in some neighbourhoods where social renting predominates.

4.5.10 Policy 3.11 of the London Plan requires boroughs to ***seek to ensure that 60 per cent of the affordable housing provided is social housing and 40 per cent is intermediate housing.*** The second part of the policy 3.11 relates to the establishment of Borough level affordable housing targets through LDF preparation

that takes account of a range of considerations that include strategic and local circumstances.

4.5.11 ***The London Plan does not specifically prescribe a percentage target for affordable housing on individual schemes, but rather seeks to Maximise affordable housing provision seeking an average of at least 13,200 more affordable homes per year, with a London-wide objective of 60% social housing and 40% intermediate and a priority for family homes (Policy 3.12).***

4.5.12 This would equate to approximately 40% of the total number of units required under the housing targets set out in the London Plan. This essentially affords Local Authorities greater flexibility in how they secure affordable housing units.

4.5.13 Policy 3.12 of the London Plan sets out the requirement for negotiating the ***maximum reasonable amount of affordable housing*** and part B advises that ***'negotiations on sites should take account of their individual circumstances including development viability, the availability of public subsidy, the implications of phased development including provisions for reappraising the viability of schemes prior to implementation ('contingent obligation'), and other scheme requirements'***.

4.5.14 Borough-wide Policy H2 of the LBHF Core Strategy states ***Housing development should help achieve more mixed and balanced communities and reduce social and economic polarisation by improving the mix of affordable housing in the borough for those that cannot afford market housing***

4.5.15 The policy sets a target for 40% of additional dwellings to be affordable, with a preference for all additional affordable housing to be intermediate housing and affordable rented housing unless a small proportion of social rented housing is necessary for the regeneration of council or housing association estates. Consideration will be given to:

- site size and site constraints;
- financial viability, having regard to the individual circumstances of the site, the availability of public subsidy and the need to encourage rather than restrain residential development; and
- the affordability and profile of local housing; the scope for achieving a more mixed and balanced community in the borough, or in an area where there are existing concentrations of social rented housing.

4.5.16 Emerging Draft Local Plan policy HO3 relates to affordable housing and seeks to increase the supply and improve the mix of affordable housing to help achieve more sustainable communities in the borough.

4.5.17 There will be an affordable housing commuted payment of £3.75 million which would be ring-fenced for the provision of additional affordable dwellings within the borough. The affordable housing contribution would support the Council's Housing Initiatives in accordance with the Borough's Housing Strategy. Housing

officers have confirmed that the commuted payment sum will go towards the provision of approximately 15 additional affordable homes within the Borough which is 40% of a 38-unit residential scheme. The financial contribution will be secured via obligations in the s.106. Officers conclude that affordable housing financial contribution is acceptable in these circumstances in accordance with policy 3.14 London Plan and LBHF Core Strategy policies and the amount equivalent to 40% affordable housing represents the maximum reasonable amount that can be viably delivered in accordance with London Plan Policy 3.12 and LBHF Core Strategy policy H2.

## 4.6 Loss of Commercial Floorspace

4.6.1 Several non-residential uses secondary to the long established primary use of a football stadium will be lost because of the redevelopment. These uses were established on the site in the mid-1990s as part of the Chelsea Village development undertaken by the previous owner. These are:

- Two hotels totalling 281 guest rooms (total floorspace circa. 14,500 sqm)
- Three restaurants (total floorspace circa. 600 sqm)
- Health club (floorspace circa. 3,000 sqm)
- Live music venue (floorspace circa 800 sqm)
- Office space (floorspace circa 1,500 sqm)
- Retail (floorspace circa. 700 sqm)
- Museum (floorspace circa 820sqm)

### Loss of Hotel Use

4.6.2 The application proposes the loss of two hotels on site, the Millennium and the Copthorne hotels, with approximately 14,500 sqm of existing hotel floorspace between them. London Plan Policy 4.5 states that ***developments should not result in the loss of strategically important hotel capacity***. Strategically important hotel capacity depends on local circumstances, but typically comprises 15,000 m<sup>2</sup> outside Central London areas. Neither of the hotels is considered to constitute 'strategic important hotel capacity' as defined in the London Plan and are not therefore protected by Policy 4.5. There are no strategic or borough concerns relating to the loss of the hotel uses on the site.

### Loss of other secondary uses

4.6.3 Policies 4.2 and 4.4 of the London Plan and LBHF Core Strategy Strategic Policy B, and borough wide policy LE1 are of relevance and comprise the appropriate provisions of the development plan in relation to employment uses and their loss from the application site.

4.6.4 In respect of employment uses, the Core Strategy policies follow on from those policies in the London Plan. The current policy framework in the development plan seeks to encourage the retention of valuable, appropriately

located employment property, whilst releasing surplus, inappropriately located property to provide for housing or mixed use.

4.6.5 Strategic Policy B seeks to support the local economy by .....***the protection of existing employment land where there is significant existing employment. However, unused, or underused employment land may be permitted to change use to residential or mixed use if there is no clear benefit to the economy in continued employment use.***

4.6.6 More clarification on this is included in Borough wide policy LE1. It seeks to ensure ***that accommodation is available for all sizes of business including small and medium sized enterprises by....retaining premises capable of providing continued accommodation for local services of significant employment, unless***

- (i) continued use would adversely impact on residential areas;***
- (ii) an alternative use would give a demonstrably greater benefit that could not be provided on another site;***
- (iii) it can be satisfactorily demonstrated that the property is no longer required for employment purposes; and***
- (iv) an alternative use would enable support for essential public services and is otherwise acceptable.***

4.6.7 Policy DM B1 of the LBHF DMLP states ***The council will support proposals ...the retention and intensification of existing employment uses in accordance with the locational policies in Core Strategy Strategic Policy B and borough wide policy LE1.***

***Where the loss of employment use is proposed in line with borough wide policy LE1 (sub para.3) the council will have regard to:***

- the suitability of the site or premises for continued employment use with or without adaptation;***
- evidence of unsuccessful marketing;***
- the need to avoid adverse impact on established clusters of employment use; and***
- the need to ensure a sufficient stock of premises and sites to meet local need for a range of types of employment uses in appropriate locations.***

4.6.8 Emerging Draft Local Plan policy E1 support ***the retention and intensification of existing employment uses.*** Emerging Draft Local Plan policy E2 states ***The council will require the retention of land and premises capable of providing continued accommodation for employment or local services.***

4.6.9 Several of the existing secondary uses would be re-provided as part of the new stadium use. These uses include the re-provision of a megastore/club shop and museum (2,935 sqm GIA) and ancillary food and drink kiosks inside the stadium concourses (4,378 sqm GIA). The proposed development also includes 160 sqm.



commercial floor space beneath the east decking platform for a new restaurant/café (Class A3) use open to the public seven days a week.

4.6.10 The proposed stadium would provide an enhanced hospitality component on several levels, through the provision of new and improved facilities (lounges, boxes, meeting rooms), together with cafes, restaurants, and bars. Press areas, kitchens, staff areas and toilets and back of house areas would also be provided.

4.6.11 The net loss of the remaining commercial floorspace resulting from the development is approximately 5,700 sqm primarily comprising 4,240 sqm of health club and spa floorspace. The enlarged football stadium means current range of non – footballing uses cannot be accommodated back on the site and as such the site is no longer considered suitable for a wide range of non-football uses. Further it is considered that elsewhere in the borough there are similar uses to meet local need. Officers consider that the loss of the commercial floorspace in these circumstances is not contrary to the development plan as a whole and that there are no material considerations which indicate why planning permission should be withheld.

#### **4.7 Open Space Considerations**

4.7.1 Policy 7.18 of the London Plan states ***The loss of protected open spaces must be resisted unless equivalent or better quality provision is made within the local catchment area.*** The LBHF Core Strategy designates the site as open space.

4.7.2 Policy OS 1 of the LBHF Core Strategy seeks to protect and enhance parks and open spaces. Policy DM E1 of the LBHF DMLP states ***the Council will seek to reduce open space deficiency by refusing development on public open space and other green open space of borough wide importance.***

4.7.3 Emerging Draft Local Plan policy OS2 relates to open space and reiterates the current DMLP policy.

4.7.4 The Stamford Bridge pitch is designated within the Core Strategy as an Open Space (OS40). The application site will continue to be used as an outdoor sporting facility and so the proposed development is in accordance with planning policy supporting the retention and enhancement of open space. In this regard officers therefore consider that there are no material considerations which indicate why planning permission should be withheld.

#### **4.8 Community Initiatives**

4.8.1 Hammersmith and Fulham has a wide range of community initiatives, services and uses, provided by the public, private, and voluntary sectors. These are located across the borough in numerous buildings and spaces of varying quality. Although these community activities are a valuable resource they often do not work in a joined up and focused way to meet the needs of vulnerable households. Paragraph 17 of the National Policy Planning Framework sets out a core planning principle that planning should '***take account of and support local strategies to***

***improve health, social and cultural well being for all and deliver sufficient community and cultural services to meet local needs.'***

4.8.2 Policy 3.1 of the London Plan relates to ensuring equal life chances for all and states:

***Strategic***

***A) The Mayor is committed to ensuring equal life chances for all Londoners. Meeting the needs and expanding opportunities for all Londoners – and where appropriate, addressing the barriers to meeting the needs of particular groups and communities – is key to tackling the huge issue of inequality across London.***

***Planning decisions***

***B) Development proposals should protect and enhance facilities and services that meet the needs of particular groups and communities. Proposals involving loss of these facilities without adequate justification or provision for replacement should be resisted.***

4.8.3 Policy CF1 of the LBHF Core Strategy - Supporting Community Facilities and Services states:

***The council will work with its strategic partners to provide borough wide high quality accessible and inclusive facilities and services for the community by... improving the range of leisure, recreation, sports, arts, and cultural facilities by...protecting existing premises that remain satisfactory for these purposes; supporting reprovision of facilities for existing users in outworn premises where opportunities arise; seeking new facilities; enhancing sport, leisure and cultural provision for schools and public use in suitable local parks, including Linford Christie Stadium and Wormwood Scrubs; requiring developments that increase the demand for community facilities and services to make contributions towards, or provide for, new or improved facilities.***

4.8.4 Policy DM D1 of the Development Management Local Plan relates to the Enhancement of Community services is also considered relevant and states ***...The provision of new or expanded community uses should be provided as part of the necessary supporting social infrastructure for significant new housing and other development proposals. Where it is not appropriate to provide community uses on site or in total as part of a development scheme, a contribution to new and/or enhanced uses in the locality will be sought.***

4.8.5 Emerging Draft Local Plan policy CF 2 relates to the enhancement and retention of community uses and seeks ***the provision of new or expanded community uses should be provided as part of the necessary supporting social infrastructure for significant new housing and other development proposals.***

4.8.6 The redevelopment of the stadium is a significant development proposal and the design of the stadium is such that it's not possible to reprovide a community use on the site as part of the proposed development. Chelsea football

club will therefore in accordance with planning policy aimed at the enhancement of community services make a contribution to new and/or enhanced community initiatives, services and uses in the locality. The contribution will be used to maximise benefits for the local community, building on existing initiatives, creating new opportunities and will be secured via a legal agreement. In this regard officers consider that the proposal is not contrary to the development plan as a whole and that there are no material considerations which indicate why planning permission should be withheld.

#### **4.9 Social, Leisure, Recreation, and Sporting Initiatives**

4.9.1 Accessible leisure, recreation, and sporting facilities contribute greatly to the quality of life of all members of the community and help to foster social well-being amongst the community. Paragraph 73 of the National Planning Policy Framework states ***opportunities for sport and recreation can make an important contribution to the health and well-being of local communities.***

London Plan policy 3.19 states ***The Mayor's Sports Legacy Plan aims to increase participation in, and tackle inequality of access to, sport and physical activity in London particularly amongst groups/areas with low levels of participation.***

***Planning decisions***

***B Development proposals that increase or enhance the provision of sports and recreation facilities will be supported.***

4.9.2 Policy CF1 of the Core strategy is considered relevant and policy DM D2 of the LBHF DMLP specifically relates to the Enhancement of Arts, Culture, Entertainment, Leisure, Recreation and Sport Uses and states ***The council will support the enhancement of arts, culture, entertainment, leisure, recreation and sport uses by:***

- ***requiring provision of new facilities as part of major development proposals, where appropriate and viable;***

4.9.3 Emerging Draft Local Plan Policy CF1 seeks to improve the range of leisure, recreation, sports, arts, cultural and entertainment facilities.

4.9.4 High quality leisure, recreation, sports facilities are very important to local residents and workers, not only for enjoyment but because of their contribution to improving health, particularly children's health. In addition, such facilities can provide diversionary activities and help reduce anti-social behaviour and crime.

4.9.5 To support the delivery of the community initiatives the Council will look at opportunities to deliver enhancements and improvements to existing leisure, recreation, and sporting facilities in the borough. This is considered appropriate and in accordance with planning policy supporting the enhancement of leisure, recreation, and sport facilities. In this regard officers therefore consider that there are no material considerations which indicate why planning permission should be withheld.

## 4.10 Economic Considerations

### Employment

4.10.1 A key consideration within the NPPF is the desire to secure economic growth in order to create jobs and prosperity along with securing the wellbeing of communities.

4.10.2 London Plan policy 4.1 relates to London's economy and states ***The Mayor will work with partners to: promote and enable the continued development of a strong, sustainable, and increasingly diverse economy across all parts of London, ensuring the availability of sufficient and suitable workspaces in terms of type, size, and cost, supporting infrastructure and suitable environments for larger employers and small and medium sized enterprises, including the voluntary and community sectors.***

4.10.3 Core Strategy Policy LE1 relates to the local economy and employment and supports existing and new initiatives that encourage local employment, skills development and training opportunities.

4.10.4 Emerging Draft Local Plan policies E1 and E2 relate to the provision of a range of employment uses and the retention of land and premises capable of providing accommodation for employment or local services.

4.10.5 The site is a fully operational football stadium employing a workforce for stadium operations as well as ancillary uses. There are four employers operating on-site Chelsea football club, MHC Services (including MC Management), Levy Restaurants UK, and ISS security. All catering and waiting staff are managed and employed by Levy Restaurants for both match and non-match days. The staff also includes waiting staff for "Under The Bridge" and the restaurants on-site. There are 55 contractors currently employed at the Chelsea Health Club, this includes gym, studio and class instructors who are not solely employed by the health club but instead act in a self-employed manner.

4.10.6 The site currently employs 403 full time employees and 2,281 casual/part-time staff. Due to the nature of activities at the stadium these employees are not all full-time members of staff with many employees working only on match days or for events. The ES considers that the part time jobs are equivalent to 404 FTE jobs. Combining the actual full time employees with the estimated FTE jobs suggests an existing on site FTE workforce of 807 jobs.

4.10.7 The proposed development would continue to provide significant employment opportunities both in the borough and London generally, in accordance with London Plan policy 4.1 and Core Strategy policy LE1. The ES sets out the benefits of the proposal in terms of its ability to create direct and indirect jobs from both the construction phase and from the operation of the stadium following completion. The ES acknowledges a change in the breakdown of the different employment uses on the site with the loss of some of the existing uses in the proposal.

4.10.8 The ES estimates the demolition and construction phases of the development would result in the temporary loss of 807 full time equivalent jobs. The applicant states that approximately 10% of the existing employees are residents in the borough with the majority living in other London boroughs.

4.10.9 The applicant indicates that the construction phase would employ approximately 1,034 full time equivalent construction jobs over a four-year period, a net increase during this phase of 227 jobs. The applicant has indicated that they are committed to using local labour and contractors where possible through a local procurement and employment policy and set a target of approximately 25% be filled by residents of the area. This will be formalised within the s106 agreement which will require the applicant to encourage and facilitate access to employment for local people.

4.10.10 The total on-site full time employment at the completed stadium is estimated to reduce by 31 jobs. This is largely related to the discontinuation of on-site hotel and leisure club facilities as part of the development. In contrast, and linked to the increased scale and operations of the planned stadium the total on-site part time employment is estimated to increase by 1,177 jobs. Converting the part time jobs to a FTE and combining these with the loss of full time jobs results in a combined increase in jobs by 122. The number of jobs is consistent with both the London Plan and LBHF Core Strategy policies and officers therefore consider that there are no material considerations which indicate why planning permission should be withheld

## **Training**

4.10.11 Policy 4.12 of the London Plan and Policy LE1 of the LBHF Core Strategy both require strategic development proposals to support local employment, skills development and training initiatives.

4.10.12 Policy DM B3 of the LBHF DMLP states the council will seek appropriate employment and training initiatives for local people of all abilities in the construction of major developments and in larger employment generating developments, including visitor accommodation and facilities when these are completed.

4.10.13 Emerging Draft Local Plan policy E4 relates to Local Employment, Training and Skills Development Initiatives and requires the provision of appropriate employment and training initiatives.

4.10.14 To ensure that local people can access employment during construction, the Council is keen to set in place mechanisms that produce tangible benefits to local residents which will be secured in the s106 agreement. It is therefore considered that arising from employment and training initiatives the new stadium has the potential to bring significant benefits to the local area. In this regard officers consider that the proposal is not contrary to the development plan as a whole and that there are no material considerations which indicate why planning permission should be withheld.

## **Local Procurement**

4.10.15 As well as providing employment opportunities for local residents, development on the scale envisaged will create opportunities for local businesses to compete for contracts both during and after construction. Policy 4.12 of the London Plan and Policy LE1 of the LBHF Core Strategy both require strategic development proposals to support local employment, skills development and training initiatives.

4.10.16 The s106 agreement will require the developer to enter into a procurement initiative. The trigger for the establishment of this initiative would be early in order to set up the scheme across the borough and provide support for businesses to be contract ready, satisfying Policy 4.12 of the London Plan and Policy LE1 of the LBHF Core Strategy. Officers therefore consider that there are no material considerations which indicate why planning permission should be withheld

## **Fulham Town Centre**

4.10.17 The existing stadium has approximately 1.25 million match day visitors per year comprising approximately 95% home fans and 5% away fans. It is estimated in the ES that the typical home fan spending per match equates to £28 and the typical away fan spending is double this amount at £56. The temporary loss of 26-28 CFC match days per annum for 3 years whilst the stadium is built means there will be a loss of match day spend but this will be offset by the spend of construction workers during the construction phase.

4.10.18 The capacity of the new stadium will be 60,000. Assuming a similar maximum number of match days per annum as present this would amount to an increase in annual match day visitors from approximately 1.25 million to 1.8 million, an increase of approximately 550,000 visitors to the local area. Resulting from the increase in match day visitor numbers at the stadium, it is assumed there will be an associated increase in spending with an estimated annual fan spend of £53.4 million per annum, approximately £16.3 million higher than the existing level.

4.10.19 In addition to the assessment of match day visitors to the stadium, consideration must also be given to the change in non-match day visitors to the site. Non-match day visitors currently equate to 1.2 million people visiting the area per annum. Visitors include those visiting the site to shop at the Chelsea football club merchandise store, to participate in guided stadium tours, tourists visiting the stadium itself, guests attending hospitality events, guests attending Chelsea Foundation events and fans attending non-premier league sporting events such as international friendly and exhibition matches. This is expected to increase by 9% annually as a result of the increased capacity and the ability to host additional visitor attractions.

4.10.20 Currently, the stadium operates a wide range of non-match day conferences and events, attracting up to 2,500 visitors over one day. There are approximately 1,000 events held annually with up to a maximum of 8,500 people accommodated at multiple events at any one time within the stadium. The new stadium would continue to host non-match day events and it's envisaged that a broadly similar pattern of use would be accommodated in the hospitality areas of the

new stadium. However, due to the type of facilities proposed, events will be more focussed on meetings and conferences, attracting less visitors per event rather than major exhibition type events. The potential for large trade exhibitions events currently held in the 'Great Hall' in the ground floor of the West Stand on non-match days are unlikely to take place, as no equivalent space is provided in the new stadium layout.

4.10.21 There are currently approximately 1,000 visitors on a non-match day attending stadium tours and visiting the club museum and megastore. A new club shop (megastore) along with the museum are proposed within the stadium and would be open to members of the public on non-match days. The club estimate an uplift in the number of stadium tours and visits to the museum.

4.10.22 On balance additional stadium visitors both on match and non-match days would have a positive economic effect on local businesses, particularly in the Fulham Town Centre. Some businesses however have grown to support the needs of the football club and the temporary closure of the stadium may have an impact on their viability. To assist business resilience a financial contribution to the setting up of a Fulham Town Centre BID (Business Improvement District) will be secured through the s106 agreement satisfying Policy 4.12 of the London Plan and Policy LE1 of the LBHF Core Strategy and Policy DM B1. Officers therefore consider that there are no material considerations which indicate why planning permission should be withheld.

## **4.11 Design and Conservation**

4.11.1 The successful integration of the site with its surroundings is key to any development on this site. The design of the stadium would need to be of high quality with new spaces and new connections as necessary ingredients to any successful development.

4.11.2 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.

4.11.3 The NPPF states that good design is a key aspect of sustainable development, and should contribute positively to making places better for people. Part 7 of the NPPF outlines the requirement for good design and sets out that development should:

- ***Function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;***
- ***Establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;***
- ***Optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public space as part of developments) and support local facilities and transport networks;***

- **Respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation;**
- **Create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and**
- **Be visually attractive as a result of good architecture and appropriate landscaping.**

4.11.4 Chapter 7 of the London Plan sets out the Mayor's policies on a range of issues regarding places and space, setting out fundamental principles for design. Policy 7.1 (Lifetime Neighbourhoods) states that **the design of new buildings and the spaces they create should help reinforce or enhance the character, legibility, permeability, and accessibility of the neighbourhood.** Policy 7.2 (An Inclusive Environment) requires all new development in London to achieve the highest standards of accessible and inclusive design. Policy 7.3 (Designing out crime) seeks to ensure that developments reduce the opportunities for criminal behaviour and contribute to a sense of security, without being overbearing or intimidating.

4.11.5 Policies 7.4 (Local character), 7.5 (Public realm) and 7.6 (Architecture) of the London Plan are all relevant and promote the high quality design of buildings and streets. Policy 7.4 states that **development should have regard to the form and function, and structure of an area, place or street and the scale, mass, and orientation of surrounding buildings** whilst Policy 7.6 states that **buildings and structures should not cause unacceptable harm to the amenity of surrounding land and buildings.** Policy 7.8 (Heritage assets and archaeology) states that **development affecting heritage assets and their setting should conserve their significance by being sympathetic to their form, scale, materials, and architectural detail.**

4.11.6 Core Strategy Policy BE1 states **that all development within the borough should create a high quality urban environment that respects and enhances its townscape context and heritage assets. There should be an approach to accessible and inclusive urban design that considers how good design, quality public realm, landscaping and land use can be integrated to help regenerate places.**

4.11.7 Chapter G (Design and Conservation) of the DMLP sets out to preserve and enhance the quality, character, and identity of the borough's natural and built environment. Policy DM G1 builds on the above mentioned policies and other design and conservation policies. It states that **new build development will be permitted if it is of a high standard of design and compatible with the scale and character of existing development and its setting.** Policy DM G7 seeks to protect, restore or enhance the quality, character, appearance and setting of the borough's heritage assets.



## **Site Context and History**

### **Location**

4.11.8 Stamford Bridge is in the south-east corner of the Borough, adjacent to the boundary with adjoining Royal Borough of Kensington and Chelsea. The existing ground is recessed back from the public realm, behind the Fulham Road frontage, and is glimpsed through gaps in the street frontage or entrances from the street to the ground. When seen, the stadium, hotel and associated buildings and structures are fragmented and appear as an unrelated and incoherent composition.

4.11.9 The Stadium is tightly bound by existing development and infrastructure. Two railway lines define its northern and eastern edges, and two historic walls align the eastern and southern boundaries. One at Brompton Cemetery, and the other known as the “Shed” wall which is the remaining wall of the former stand which was removed in the 1990s. Stoll Mansions built in 1916 for war veterans aligns the western boundary. The Mansions are on the local register of Buildings of Merit.

4.11.10 The existing ground is physically constrained by the immediate environment and the sensitivities of the adjoining residential properties and heritage assets. Pedestrian links through the surrounding neighbourhoods to the site are good, but those from public transport facilities are not so good.

### **History**

4.11.11 A sporting venue has occupied the site since 1877. Chelsea Football Club have an important historical association with the site having occupied it since they were founded in 1905.

4.11.12 Historically the use of the site is very important in the development of this part of the Borough. Much of the earliest residential development in the area to the south of the ground was laid out from the 1840s. Brompton Cemetery was established in 1840. Stamford Bridge as a sporting venue was developed relatively soon after in 1877 and set itself within the context of the development of the area at the time. The use of the site as a sporting venue pre-dates much of the development in the surrounding area. For example, the Oswald Stoll development was built 39 years after the venue was established.

### **The Existing Football Stadium**

4.11.13 As with most venues of this age, the football ground has undergone incremental renewal over its lifetime. In its current configuration, it no longer complies with modern standards in terms of poor sightlines, poor access and amenities, and poor enclosure and shelter for spectators, as well as poor operational issues such as media facilities and inadequate catering provision.

4.11.14 The current stadium consists of a series of individual spectator stands which have been developed piecemeal. A hotel and gym/health buildings have been inserted around the perimeter where space has permitted. The stadium and complex

of other buildings are both poorly related as a group, and none is of any great architectural merit. The ground and associated buildings fail to give any identity and legibility as an important sporting venue, and as a group fail to give any strong high-quality architectural character.

## **Townscape and Surrounding Context**

4.11.15 The site is defined on two edges by two railway lines. The open aspect of Brompton Cemetery lies to the north-east where the proposed stadium will be seen in the backdrop of the listed cemetery. Residential properties along Fulham Road the Billings, Brompton Park Crescent, and the Oswald Stoll development form sensitive edges. In addition, the site is surrounded by several designated heritage assets. Fulham Town centre with a more varied mix of uses and Fulham Broadway station lie to the west.

4.11.16 The street pattern remains largely unchanged from when the area was first developed. A range of building styles and heights are evident each reflecting their age. Materials are predominantly brick with stone and render.

4.11.17 In its widest terms, the context of the site includes the narrow strategic viewing corridor from King Henry's Mound in Richmond Park to St Paul's Cathedral. This sets a height constraint for any proposal.

## **Stadium Design**

### **Design Evolution**

4.11.18 The design set out to achieve several objectives. The design had to ensure that the increased capacity could be accommodated on the existing site without causing significant harm to the surrounding townscape. In doing so, the design also had to demonstrate that the current inadequacies of the existing stadium, including poor access to public transport facilities and poor approach to the ground, could be addressed in the proposed scheme. Finally, the design had to be of the highest architectural quality, positively contributing to the townscape of this part of London, and providing a cohesive design which gave a positive identity to the football club which has been located on this site for over 100 years.

4.11.19 The design has been informed by the 1905 footprint inherited by the football club. This irregular shape is now long-established and has been reinforced by successive redevelopments of the ground. The scale around the perimeter was then designed to respond to the immediate neighbours in terms of proximity, views, and light. The design of the interior bowl had to meet the client brief and achieve the 60,000 capacity. Brick has been selected as the main cladding material as a means of placing the new design as the backdrop into an area which is predominantly characterised by brick.

4.11.20 The proposed design has been developed from these initial parameters and adjusted in response to comments received. The solidity of the earlier iterations with continuous brick walls and flat facades was abandoned for a more open façade. Ideas for a solid pitched roof were explored early in the process, but were then

dropped in favour of a roof supported by circular roof beam. This made the roof lighter and more efficient. The circular ring beam at roof level will be set centrally over the pitch and will unify the steel roof trusses that radiate from it in a more dynamic manner.

4.11.21 The interior Bowl has been continuously optimized throughout the design development. The main interior bowl will comprise of four tiered-stands which is a response both to the existing form and to the traditional approach to English football grounds.

4.11.22 Significant improvements to the massing were achieved when the decision was taken to excavate the site and lower the pitch and stadium by 4m. This allowed the shoulder height on the perimeter to be reduced to improve conditions to those residential properties adjacent to the stadium.

4.11.23 The detailed design of the brickwork and the facades has also been developed and refined. Detailing between the piers has been refined with the design for metalwork filigree screen. The design for the screen has been developed from the form of the crozier as it appears on the club badge. The shape is abstracted and formed into a continuous woven pattern. The finish of the metal grille would depend on the final brick choice but currently is anticipated to be bronze or brass.

4.11.24 The perimeter of the stadium would incorporate several entrance points. There would be five for general admission and four for hospitality. Each is proposed to have its own identity to assist in wayfinding. Two entrances will open to an impressive 5-storey vaulted lobby creating a grand welcoming area for spectators. One of the hospitality entrances would lead into an enclosed four storey height atrium. All spectator amenities will be contained within a continuous concourse area which will provide the transition space between the outer facades and the internal bowl.

4.11.25 The proposed stadium adopts a contemporary sculpted form. The faceted polygon would respond to the historic footprint and enclose maximum volume possible.

4.11.26 A series of brick piers rise vertically around the perimeter, 132 main piers and 132 smaller piers connect to steel beams which then travel horizontally to support a circular steel ring beam over the pitch. The ring provides the consistent geometry linking the piers of irregular lengths which radiate from it.

4.11.27 The brick piers would give a lightness of structure and sense of openness when viewed in elevation, but would then close down to a stepped brick plane when viewed obliquely. In oblique views the brick piers would close down to reduce light spillage, but open up as the pedestrian moves towards the stadium. In this way, the proposed stadium would be a visually open structure with a townscape and civic presence. Some brick piers would be sculpted at their base to improve the sense of space around them.

4.11.28 The design has allowed the massing to respond directly to its immediate surroundings. The proposed shoulder line on the perimeter of the building

is lowered to respond adjoining residential properties in particular, Chelsea Studios and Hilary Close to the south and Oswald Stoll to the west, and is increased to mark the entrances to the ground making them visually prominent and a legible part of the design.

4.11.29 The bowl and seating arrangements have been designed to accord with the guidelines for stadium design. The dimensions of the seats are compliant with the Green Guide Edition 5 [Department for Culture Media and Sport - 2008]. Distance from the pitch equally complies with the first row of seats being some 7.2 metres from the pitch, and the lower and middle tiers generally within the optimal 90 metres; whilst the seats at the back of the upper tier are within the recommended maximum distance.

4.11.30 The geometry of the tiers is dictated by the C value which refers to the ability of a spectator to see the closest touch line over the heads of the spectators in front. The bowl also had to accommodate the needs of visiting supporters and media seating, as well as enhanced seating for disabled spectators. In addition, the bowl has been designed to include various back of house requirements e.g. kitchens and plant, and players' areas.

### **The Proposed Elevations**

4.11.31 The main architectural feature of the design is the 264 brick piers which define the façade. Primary piers at a noticeable larger dimension would be alternated with secondary brick piers to give the elevation some articulation and variation across the façade.

4.11.32 The piers would be set at 1750mm. apart and the gap between would either be open or filled with opaque, translucent, or transparent glass. The decorative metal screen would also be overlaid providing a secondary layer of visual interest. The type of façade infill treatment will be responsive to the internal arrangements as well as responding to the availability of views across this part of London and restricting views to neighbouring residential properties thereby protecting privacy.

4.11.33 Brick has been selected as the material for the piers in response to the predominant building material in the locality as well as the material which would best express a strength and scale of structure of the stadium. Whilst the selection of the precise brick will be made in the design development phase and is secured by condition, it is intended that the piers will be constructed of a single brick, with variation achieved from using rough and smooth surfaces to give texture or solidity.

4.11.34 In certain areas the base of the piers would be carved to relieve pinch points where the stadium comes closer to the boundary walls. The proposed carving would act as a base to the main shaft of the piers giving them a sense of scale and order. The ground plane to receive the piers would be defined by a change in material which would signal the transition between the interior and exterior spaces.

## **The Proposed Roof**

4.11.35 The roof consists of two main components – an inner and outer roof with the circular tension beam connecting the two.

4.11.36 The outer roof would be infilled with panels between the beams. The panels would have a stepped profile to reflect the inclined roof surface. The material would be determined at a later date, but an enamelled coloured metal or ceramic panel are the applicant's preference at this stage.

## **The Proposed Spaces**

4.11.37 There would be improved circulation space around the new stadium for the additional spectator numbers envisaged. This would be achieved by removing all of the existing outbuildings and maximising the use of the site. The site would become uncluttered by out buildings reinforcing the qualities of the proposed stadium design. It has been calculated that only 64% of the site would be covered by the stadium building. The remainder of the site would consist of improved circulation space and additional public realm. The proposed stadium would be set within an enlarged publicly accessible space.

4.11.38 The proposed South Terrace has been designed to improve the visual and physical connection to Fulham Road and the immediate neighbourhood, clearly signalling the main entrance for spectators and visitors. This space would be aligned on its eastern side by a series of amenity spaces accommodated in the arches formed in the proposed raft over the railway, including a café and entrance to the relocated museum below the proposed new raft. A small cluster of tree planting placed centrally in the space would help define the Terrace and add relief to the large expanse of paving especially on non-match days. The space would be accessible throughout the year.

4.11.39 Two new rafts are proposed which would provide better links to the stadium from Fulham Road and Fulham Broadway station. The Fulham Broadway approach would take supporters directly from the station into the circulation space around the new stadium on a match day. On arrival, supporters will have a view of the new stadium as they exit the station. Fulham Road would as a result be relieved of some pedestrian flow.

4.11.40 The proposed landscape design would use high quality familiar natural materials that would help connect the new stadium and its surrounding spaces back into the established townscape. The paving in terms of the material, bonding and pattern is intended to seamlessly join the surrounding streetscape. Once at the "forecourt" of the new stadium, the bond of the hard landscape would change to respond to the architectural concept of radiating brick piers.

4.11.41 The local environment would be enhanced by the proposed high quality landscaping, and the new stadium would be put into an appropriate landscape setting, both hard and soft, which would create a sense of place. The space would contain seating, bollards and lighting which would draw on the Councils Streetsmart guidance which would help assimilate the new ground and aid connectivity of the

new spaces with their surroundings. It is the intention that signage would be restricted to a minimum that is necessary to assist wayfinding.

4.11.42 The existing boundary perimeter walls would be retained and where necessary supplemented by new landscaped walls. Evergreen climbers are proposed which would provide screening and softening of the walls. The use of the shed wall to honour former players and past events in the club history would continue as present.

### **Design Review Panel Comments**

4.11.43 The scheme was presented to the Council's Design Review Panel in March 2016. The Panel congratulated the Project team on their design which, it was felt, had produced a singular high-quality design solution from a difficult brief and a complex site, the overall permeability of the scheme conveying a lightness of touch for a building of substantial scale. The Panel found that "the proposal is a worthy architectural solution which meets the brief and fits its context, and in this respect is to be applauded."

4.11.44 The developing architectural language of the facades and the clarity of the form as it translates from pitch to external perimeter was commended, and the panel were keen to see the developing detail reinforce the integrity of the diagram and the lightness of its touch.

4.11.45 The panel raised comments solely on matters of detail, and encouraged the design team to ensure that they are carefully considered such that the design fulfils its potential. The following elements were raised:

- The legibility of the entrances
- The design at the base of the brick piers
- The importance of long term weathering of brick detailing
- The importance of the public realm in connecting the stadium to its surroundings
- The importance of the infills between the brick piers particularly when required to address issues such as overlooking and light spillage

4.11.46 The applicants have addressed those immediate design concerns. The design of the base of the brick piers has been amended to reduce the angle of the chamfer thereby retaining a visual strength to the plinth of the piers. The precise location of the use of translucent glass has also been developed in response to overlooking and privacy issues. Other concerns raised by the panel such as the detailing of the brickwork will be developed in negotiation with the applicant via proposed conditions.

### **Heritage Assets**

4.11.47 Planning (Listed Buildings and Conservation Areas) Act 1990 sets out the principal statutory duties which must be considered in the determination of any application affecting listed buildings or conservation areas.

4.11.48 It is key to the assessment of this application that the decision making process is based on the understanding of specific duties in relation to listed buildings and Conservation Areas required by the relevant legislation, particularly the Section 16, 66 and Section 72 duties of the Planning (Listed Buildings and Conservation Areas) Act together with the requirements set out in the NPPF.

4.11.49 Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires that: ***In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.***

4.11.50 Section 72 of the above Act 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.***

4.11.51 Paragraph 132 of the NPPF states that: ***When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification. Substantial harm to or loss of a grade II listed building, park or garden should be exceptional. Substantial harm to or loss of designated heritage assets of the highest significance, notably scheduled monuments, protected wreck sites, battlefields, grade I and II\* listed buildings, grade I and II\* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.***

4.11.52 Paragraph 133 of the National Planning Policy Framework (NPPF) states that: ***Where a proposed development will lead to substantial harm to or total loss of significance of a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:***

- ***the nature of the heritage asset prevents all reasonable uses of the site; and***
- ***no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and***
- ***conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible; and***
- ***the harm or loss is outweighed by the benefit of bringing the site back into use.***

4.11.53 Paragraph 134 of the NPPF states that: ***Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.***

4.11.54 These paragraphs make a clear distinction between the approach to be taken in decision-making where the proposed development would result in 'substantial' harm and where it would result in 'less than substantial' harm.

4.11.55 Case law indicates that following the approach set out in the NPPF will normally be enough to satisfy the statutory tests. However, when carrying out the balancing exercise in paragraphs 133 and 134, it is important to recognise that the statutory provisions require the decision maker to give great weight to the desirability of preserving the heritage asset and/or its setting.

4.11.56 The Planning Practice Guidance notes which accompany the NPPF remind us that it is the degree of harm to the asset's significance rather than the scale of the development that is to be assessed.

4.11.57 Officers agreed areas for assessment with the applicants. The applicant's statement submitted with the application seeks to identify the significance of heritage assets within a study area of approx. 0.5 km surrounding the site. It identifies assets that have a connection to the proposed development area and seeks to identify the significance of the heritage asset in relation to the site.

4.11.58 In the first instance, the assessment to be made is whether the development within the setting of a heritage asset will cause harm to that asset or its setting. If no harm is caused, there is no need to undertake a balancing exercise. If harm would be caused, it is necessary to assess the magnitude of that harm before going to apply the balancing test as set out in paragraphs 133 and 134 of the NPPF as appropriate.

4.11.59 The following heritage assets were identified within the 0.5km study area for assessment:

1. 5 conservation areas:
  - Walham Green CA
  - Moore Park CA
  - The Billings CA
  - Billings & Brompton Cutting CA
  - Brompton Cemetery CA
2. 28 listed buildings, monuments, or structures within Brompton Cemetery. The Cemetery is listed Grade I on the Register of Historic Parks and Gardens, and is one of the earliest cemeteries in London.
3. 19 other Listed Buildings within study area including 3 Grade II\*:
  - Sandford Manor
  - Stanley House



- Fulham Town Hall
4. 2 Archaeological Priority Areas:
    - Walham Green
    - Sandford Manor
  5. Buildings of Merit – including those close to the stadium:
    - Chelsea Studios
    - Sir Oswald Stoll Foundation Buildings
    - 525-531 Fulham Road
    - 422-438 Fulham Road

4.11.60 The site includes the Billings and Brompton Cutting conservation area, and small parts of Walham Green conservation area and Moore Park conservation area. It is surrounded by four conservation areas which vary in character and have all been designated since 1983 when Stamford Bridge had significant presence and were designated when the stadium underwent large scale transformation in more recent years.

#### **Walham Green conservation area**

4.11.61 The Walham Green conservation area adjoins the Moore Park and Walham Grove conservation areas. It incorporates the historic village centre of Walham Green and largely retains its historic street pattern. It includes part of the Fulham Broadway Centre, Samuel Lewis Trust dwellings and the southern tip of Fulham Town centre including Vanston and Jerdan Place. It has historical significance as an example of the civic and commercial hub of a flourishing late Victorian suburb and has the character of a busy town centre and the mix of uses associated with that role.

4.11.62 The town centre would serve as the point of arrival for many supporters and visitors to the stadium. The existing stadium has minimal impact on views from this conservation area.

4.11.63 A small part of the conservation area, in its north-east corner over the District Line tracks is included within the site. This area would be decked over to provide access from the station to the stadium.

#### **Moore Park conservation area**

4.11.64 Moore Park conservation area is largely laid out terraces developed in 1850s. It includes Buildings of Merit along Fulham Road. From the conservation area, the current Stadium is glimpsed through access gates and over the Fulham Road frontage buildings.

4.11.65 The main impact to assess here is the proposed improvements to the gates and entrances to the stadium and connections to the public realm generally. The proposed improvements to the public realm are described in paragraphs ..... Views of the proposed stadium as a backdrop to the Fulham Road frontage as well as views along the streets providing axial views of the stadium will be important in

assessing whether the proposals preserve or enhance the setting of this conservation area.

4.11.66 Two small areas along the northern boundary of the conservation area are included within the site boundary. Both areas provide access to the existing ground from Fulham Road at Stamford Gate and the Britannia Gate entrance. This would remain the case in the proposed scheme. The proposed hard landscaping described in paragraphs 4.11.40 and 4.11.41 above would ensure an enhancement to this aspect of the conservation area.

### **The Billings conservation area**

4.11.67 The Billings conservation area, within RBKC, is an attractive group of cottages built 1846. The cottages were originally bounded by Counters Creek which was culverted in 1863 for West London Railway Co. The railway cutting now provides the barrier between the cottages and the stadium.

4.11.68 The Billings area is believed to have gotten its name from the creek known since 1437 as Billings Well Dyce, which formed the parish boundary. Between 1824 and August 1828 Lord Kensington's Canal, which was a tidal navigation one hundred feet wide, was constructed from the present Olympia site to the Thames at Chelsea Creek, along the line of the ditch or stream then known as Counter's Creek.

4.11.69 It was sold to the West London Railway Company in 1846, which continued to run it on a more successful basis until it was partly filled in to enable the railway to extend across the Thames in 1860-62.

4.11.70 At present the Millennium Hotel and Copthorne Hotel within the existing grounds appear in the axial views along the streets. These buildings will be removed in the scheme and replaced by the new stadium design set further back than the current buildings. However, the route of the railway would be decked over to provide spectator access along the eastern side for the stadium. The impact of the proposed stadium and new structure and its design on the setting of the conservation area needs to be assessed.

### **Billings and Brompton Cutting conservation area**

4.11.71 The Billings & Brompton Cutting conservation area was designated on 2 July 2002 as part of a transfer to the LB Hammersmith & Fulham of part of a conservation area originally designated by the Royal Borough of Kensington & Chelsea in March 1979. Originally a creek, then a canal, the primary use of the site is now associated to the operational railway, in the form of an overgrown cutting.

4.11.72 The Billings & Brompton Cutting Conservation Area is railway land made up of a long narrow strip of railway cutting which contains no development. Its character assessment can be defined as a landscaped railway cutting and area of nature & ecological significance, which forms a green screen between the busy railway line to the west and the attractive small scale Mid-19th Century residential development to the east.

4.11.73 It formed a logical boundary to the Billings conservation area and the primary reason for its adoption by LBHF was simply to continue to control any development of the railway cutting, which forms an important setting to the adjoining Billings conservation area and the southern part of the Brompton Cemetery conservation area, both within the Royal Borough of Kensington & Chelsea. Views into the conservation area are limited. The west side of the railway cutting is currently dominated by the modern Stamford Bridge Football Stadium and Chelsea Village development.

4.11.74 The conservation area is also defined as part of the West London Line Green Corridor and is part of a Nature Conservation Area of Grade I borough-wide importance. Although the area is not large or significant enough to be designated as Metropolitan Open Land it is nevertheless an important part of the structure of open space in the borough, providing a break in the built up area and assisting biodiversity. Even though the area is not publicly accessible, it contributes to local and visual amenity.

4.11.75 Planning permission was renewed by the Council on 23 June 2004, for a new rail halt with platform and waiting room associated with Chelsea Football Club on the central part of the conservation area, and linked to the west by a foot bridge and lifts over the tracks.

4.11.76 The rail land containing the conservation area is surrounded by high metal fencing along its boundary with Chelsea Football Club, and is obscured from general view from Fulham Road by the bridge parapet and from within Brompton Cemetery by the parapet wall of the catacombs, which line this part of the boundary. As a result, there are only restricted views into the conservation area at ground level. Part of it can be glimpsed through the railings along its boundary with Stamford Cottages. However, high-level views into the conservation area are available at a variety of points including the upper floor rooms of the Chelsea Village buildings, Walsingham Mansions, and Brompton Park Crescent, from the roof of the catacombs in Brompton Cemetery and from buses or other tall vehicles passing over the Stamford Bridge on Fulham Road.

4.11.77 The conservation area contains several mature trees of value to its landscape quality which have self-seeded over a number of years. None of these are currently the subject of Tree Preservation Orders.

4.11.78 In the proposed scheme, the conservation area would be altered in character with the addition of a raised deck to form part of the external concourse as well as structural support for the new east stand. In addition to its role of providing a setting for the Billings conservation area, the corridor has been identified as a Nature Conservation Area. The applicant's surveys revealed the following habitat types:

- Dense scrub – including bramble ivy common nettle and buddleia
- Moderate potential to support common species of wildlife
- Scattered trees – sycamore, Norway maple, cherry, elder and hazel.
- No trees had higher than low to negligible potential to support roosting bats.

- Grassland
- Boundary walls with the western catacombs of the cemetery and Fulham Road Bridge considered to have high potential to support hibernating but negligible potential to support roosting bats.

4.11.79 The proposals would need to be justified against the policy requirements laid out in the NPPF and the Boroughs local plan. In addition, the proposed development would need to be considered in relation to its impact not only on the environment of this conservation area, but also the adjoining Billings Conservation Area within RBKC.

### **Brompton Cemetery conservation area**

4.11.80 The Brompton Cemetery conservation area adjoins the Billings and the Billings and Brompton Cutting conservation areas. It lies across the railway cutting from the northern part of the stadium grounds and incorporates the cemetery. The existing stadium is visible from the south western corner of the cemetery.

4.11.81 Brompton Cemetery is arguably the most significant asset in the surrounding townscape. It is a Grade 1 Listed Park and Garden. The existing stadium can be seen from the cemetery to various degrees. Where visible, it appears as an incoherent design with much of the back-of-house additions to the facades. The current stadium in some views detracts from the setting of the cemetery where it forms a backdrop. The proposed stadium is set closer to the cemetery and therefore where seen would have a more immediate impact. However, the stadium would only be visible from glimpsed views from the locations identified in the south-west corner of the cemetery.

### **Impact on Heritage Assets**

4.11.82 As summarised above, the NPPF requires local authorities to conserve heritage assets in a manner appropriate to their significance. The more important the asset, the greater the weight that should be given to its conservation. National Policy does not preclude development of heritage assets or development which may affect them or their setting, but aims to put in place the requirement for a considered analysis of when and where this may be acceptable.

4.11.83 The conservation areas, both within and surrounding the site, would be impacted upon both directly and indirectly. For those heritage assets surrounding the site, this is assessed in more detail in the following Townscape Assessment in terms of the impact on views. Those heritage assets further from the site would be subject to low or no impacts resulting from the proposed development. The townscape assessment therefore confines itself to impact studies on the surrounding heritage assets.

### **Townscape Assessment - Visual Impact Analysis**

#### **Protected View**

4.11.84 The primary constraint in terms of visual impact analysis is the protected view corridor in the London View Management Framework.

4.11.85 The protected vista of St Pauls Cathedral from King Henrys Mound in Richmond Park has a narrow view corridor which passes across the site. It is a view which is framed by trees in the Park and focussed tightly on the dome of St Pauls. The distance is some 15.6km. One of the existing blue roof trusses of the current stadium currently appears in the view.

4.11.86 The radial form of the roof trusses in the new design would be visible in the foreground to St Pauls but would not exceed the threshold plane of the viewing corridor. The proposed height will sit 5.18 metres below the stipulated height. St Pauls would remain central to, and the focus of the view. The development would therefore comply with London Plan policies and the London View Management Framework.

### **Townscape View Studies**

4.11.87 A series of Viewpoints where the new stadium could potentially have an impact were agreed with both LBHF and RBKC. A 1km radius from the ground was set and views within this zone were identified. It is recognised that the stadium may appear on the skyline outside of this zone, but any impacts are likely to be less significant.

4.11.88 The views were selected in order to assess the impact on the setting of the surrounding heritage assets and general townscape.

### **Views from streets and spaces to the north of the stadium**

4.11.89 Assessment includes impact on the following heritage assets:

- Walham Green conservation area

4.11.90 These viewpoints vary in character from the high pedestrian usage along Lillie Bridge to the residential spaces in Brompton Park and Samuel Lewis Trust Dwellings. The existing ground is visible in most of the views. In the more distant views the new stadium would be obscured from view by the Lillie Square development currently under construction which will dominate the foreground. In views closer to the site, the upper part of the roof will be visible with the roof trusses sloping away from the view. The views would be impacted by additional mass, but the unified design would result in a more consistent backdrop.

4.11.91 The impact of the proposal in these views would be low. No harm would be caused by the proposals to the Walham Green conservation area. The character and appearance of the Walham Green conservation area would be preserved.

### **Views from Fulham Road**

4.11.92 Assessment includes impact on the following heritage assets:

- Walham Green conservation area
- Moore Park conservation area
- Sir Oswald Stoll Foundation buildings
- 422 – 438 Fulham Road
- Chelsea Studios
- Fulham Town Hall

4.11.93 These viewpoints represent the journey along Fulham Road and the glimpsed views of the stadium between the frontage buildings on the north side of Fulham Road. From the western most viewpoint, opposite Fulham Broadway station entrance, the new stadium has minimal impact. It is at the junction with Waterford Road where the new stadium would become apparent. Here, it would be seen over the parapet to the frontage building, a Building of Merit on the Sir Oswald Stoll Foundation site. The Building of Merit remains the key focus in this view and is unchallenged by the impact of the new stadium.

4.11.94 At Britannia Road, the gap in the frontage widens for one of the primary entrances to the new stadium. It is one where the architectural character of the new stadium can be fully appreciated, and where the full elevation of brick piers and tapering radial roof trusses would be most evident.

4.11.95 More common views from Fulham Road are represented by the viewpoint at Hilary Close where the stadium would be glimpsed between Fulham Road frontage buildings including those designated as Buildings of Merit. In these views only parts of the façade would be evident, but with the proposed design would afford a neutral backdrop.

4.11.96 Many of these glimpsed views would benefit from the removal of the outbuildings of limited architectural value but of significant scale themselves, and the associated fragmented backdrop to the frontage.

4.11.97 This series of views culminates in a key view at the main entrance to the stadium where the view is primarily experienced by supporters on match days. The architectural character of the elevations and the detailing would be apparent and the proposed high quality landscaping to the terrace and its links to Fulham Road would be most apparent.

4.11.98 The impact in these views would be low to medium, and in some instances, due to the removal of the various outbuildings currently on the site, and the architectural quality of the proposed design, the setting would be improved by the proposed scheme. The impact of the proposed development on the setting of the surrounding heritage assets would be low to medium. There would be no significant adverse effects on the character and appearance of the conservation areas assessed in these views. There would be no harm to the setting of the listed Fulham Town Hall.

## **Views from streets south of Fulham Road**

4.11.99 Assessment includes impact on the following heritage assets:

- Moore Park conservation area
- 422-438 Fulham Road

4.11.100 This series of views are from the streets south of Fulham Road in the Moore Park conservation area, and the Kings Road railway bridge. It is within mid-distance views such as this group that the new stadium would have greater impact on its surroundings. It would appear as the backdrop to the foreground properties on Fulham Road. In several views, the new stadium would occupy a greater portion of the skyline, but the linear nature of the views in that they are focussed along streets means that only limited parts of the elevation are seen in each view. Due to the form of the stadium, and the proximity of the foreground buildings fronting Fulham Road, the views of the stadium tend to be limited to the sloping roof trusses angled away from the viewpoint. The consistent design would provide a more unified backdrop enabling the foreground buildings to have a stronger presence in the views. In some of the views, the presence of mature trees would filter, and in some cases obscure views towards the new stadium.

4.11.101 The impact on these views would be low to medium, and in some instances the setting would be improved by the proposed design. The impact of the proposed development on the setting of the surrounding heritage assets would be low to medium. There would be no significant adverse effects on the character and appearance of the Moore Park conservation area assessed in these views.

## **Views from Brompton Cemetery**

4.11.102 Assessment of impact on the following heritage assets:

- Brompton Cemetery conservation area
- Billings and Brompton Cuttings conservation area
- Listed buildings, monuments, and structures in Brompton Cemetery

4.11.103 The views from Brompton Cemetery are arguably the most sensitive in terms of impacts on heritage assets. The stadium lies close to the listed Cemetery, separated only by the railway line. Throughout the long history of a sports stadium on the site, there would have been an impact on the cemetery. The issue to be assessed here is whether the visual impacts of the new stadium are detrimental to the setting of the cemetery.

4.11.104 Nine viewpoints from within the listed Brompton Cemetery were identified which included likely impacts on the experience of recreational users of the footpaths, as well as key “set-piece” views of the Chapel and along central axis. The Cemetery has many mature and semi mature trees and shrubs along its boundaries through which the existing ground and associated structures are visible in glimpsed views. The main north-south axial view to the chapel remains largely unaffected. However, in some localised views confined to the south-west corner of the Cemetery, the proposed stadium would have a greater impact and occupy a larger

amount of the skyline than the current stadium. This would be largely due to the footprint moving closer to the site boundary. The impacts are offset to some degree by the unified design approach to the elevations of the proposed new stadium giving a more unified and consistent backdrop to the view, which would replace the incremental nature of the current design of the ground.

4.11.105 In such views the selection of materials, in terms of colours and tonality of the brick as well as the metal trusses to the roof, will be important. With the careful selection of materials, it is considered that the stadium would appear as a neutral backdrop, and buildings such as the Chapel would remain distinct in views in the Cemetery and its importance would not be challenged by the new design.

4.11.106 The impacts on these views would be low to medium with some adverse effects due to the stadium footprint moving closer to the site boundary. The impact of the proposed development on the setting of the surrounding heritage assets, including the listed buildings and structures in the Cemetery, would be low to medium. Overall, the proposed development would not significantly harm the character and appearance of the Brompton Cemetery conservation area, or the setting of the listed buildings, monuments and structures within it.

### **Views from the Billings Conservation Area**

4.11.107 Assessment of impact on the following heritage assets:

- Billings conservation area
- Billings and Brompton Cuttings conservation area

4.11.108 The Billings conservation area in the Royal Borough of Kensington and Chelsea borders the site. The two principal impacts to consider are the impact of the stadium itself and the impact of the proposed decking over the railway to provide access to the ground. The views to the new stadium are focussed along the east-west streets; Billing Place and Billing Street. Both views are channelled by the domestic scaled and unified streetscape of the conservation area towards the stadium. Currently the views are dominated by the flank wall of the hotel which is of a significantly grander scale. The proposals would remove the immediacy of the bulk of the hotel and the new stadium would appear in views along Billing Place. It is considered that the proposed design would bring an improved architectural composition and due to the faceted alignment and sloping roof form would have the effect of moving the bulk away from the views.

4.11.109 However, the foreground to these views currently composed of the gap provided by the railway cutting would be infilled with the new deck over the railway. The boundary of the conservation area would be defined by the proposed green wall and new landscaped strip. There would be a change to the setting of the conservation area associated with the proposed decked walkway. It is considered that the proposed decked walkway would cause some harm to the setting of the conservation area. The proposed walkway is necessary to achieve safe and efficient access and egress from the stadium. It is considered that any harm to the setting of the conservation area caused by the proposed walkway platform would be less than substantial harm and that the public benefits outweigh any such harm. The proposed



development would not significantly harm the character and appearance of the Billings conservation area. However, the proposed walkway would cause substantial harm to the Billings and Brompton Cuttings conservation area.

### **Views from RBKC**

4.11.110 These views are from the surrounding streets in the adjoining Royal Borough of Kensington and Chelsea. The viewpoints were selected by RBKC. In the majority of views, the proposed stadium would have no impact. From Viewpoint 27 from Hollywood Road within the Boltons conservation area, a limited area of the roof trusses would be visible over the roofs of the properties at the end of the view. The impact on the Boltons conservation area would be low. The proposed development would not cause harm to this conservation area.

### **View from Eel Brook Common**

4.11.111 This view is from Eel Brook Common, not within a conservation area but a significant open space, one of the largest in the neighbourhood, which extends northwards from Kings Road towards Fulham Broadway. The view tested suggests that the new stadium is unlikely to be visible from the open space.

### **Townscape Assessment – Summary**

4.11.112 Officers conclude that there will be no significant adverse effect where the proposed development is considered to cause substantial harm on any of the surrounding heritage assets with the exception of the Billings and Brompton Cutting conservation area. The impact on this conservation area is assessed below in paragraphs 4.11.115 to 4.11.121. It is inevitable that any development seeking to increase the capacity of the stadium would have some impact on the surrounding heritage assets, as the site is almost entirely encircled by conservation areas. Where the proposed stadium would have a greater presence than the existing ground, the greater impact is offset to some degree by the significantly improved design and the more consistent backdrop it would provide to those views. Furthermore, any low to medium adverse impact the proposal may have in individual views, is considered to be significantly outweighed by the public benefits that the proposal would bring, in terms of the economic, social, and cultural benefits that the new stadium would bring to the local community as well as a stadium of high quality design that would contribute significantly to this part of London and maintain the key contribution that the sporting venue has made to the sense of place for over a hundred years.

### **Impact on Moore Park conservation area and Walham Green conservation area**

4.11.113 Small areas on the perimeter of both conservation areas lie within the application site. In the Moore Park conservation area, the area affected at the Stamford Gate entrance would remain open and provide access to the new ground. Its appearance would be improved with the high quality materials forming an improved connection to the existing public realm on Fulham Road. With regard to the Walham Green conservation area, the proposals involve a short section of decking over the existing District Line railway tracks. Whilst the proposals in both cases, would alter the appearance of the conservation area, it is considered that the

proposed changes would not cause harm to the character or appearance [and therefore their significance] of the conservation areas.

4.11.114 In summary, it is considered that the proposed development would cause either no harm or less than substantial harm to all heritage assets except for the Billings and Brompton conservation area.

#### **Impact on the Billings and Brompton Cutting conservation area**

4.11.115 In considering the impact on the Billings and Brompton Cutting conservation area, officers have been mindful of the relative significance of the conservation area as a whole and the reasons the conservation area was adopted by LB Hammersmith and Fulham. It originally formed a logical boundary to both the Billings conservation area and Brompton cemetery conservation area where they adjoined the administrative boundary that was then in operation. It formed a buffer between the railway lines and the adjoining residential enclave and the open Cemetery land.

4.11.116 Its primary function is as a transport corridor and operational land, and this is likely to remain the case. This primary function would remain unaltered by the proposals. The proposal would however enclose part of the cutting with a structure to provide access for supporters to the east side of the stadium. Officers have explored alternative solutions with the applicants, but have concluded that in order to achieve an enlarged footprint necessary for the new stadium, and to avoid harm to the surrounding townscape, and the strategic viewing corridor to St Pauls Cathedral, an extension over the railway cutting is the only possible design response. It would involve the loss of open landscaped cutting for approximately 300 metres, and around 75% of the length of the conservation area. The applicants have submitted a landscape and ecological assessment of the conservation area highlighting that there are no individual features of particular merit. However, its significance as a linear area of planted open land forming a green screen between the railway line and the residential enclave in the Billings would be substantially altered. It is considered that the proposal would lead to substantial harm to the significance of this heritage asset.

4.11.117 The applicants have, during the design development process, revised the design to withdraw the elevated walkway as far as technically possible from the boundary of the Billings estate and propose mitigation measures in terms of an enhanced appearance to the parapet wall. Officers consider that whilst this revision is welcome in terms of reducing the impact on the Billings conservation area, the proposal would still lead to substantial harm to the significance of the Billings and Brompton Cutting conservation area.

4.11.118 Where there is substantial harm, it should be given considerable weight in the planning decision process and there is a strong presumption against the grant of planning permission. The NPPF recognises that a balance needs to be struck between the preservation of the significance of a heritage asset and delivering public benefit.

4.11.119 Paragraph 133 of the National Planning Policy Framework (NPPF) states that:

***Where a proposed development will lead to substantial harm to or total loss of significance of a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:***

- ***the nature of the heritage asset prevents all reasonable uses of the site; and***
- ***no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and***
- ***conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible; and***
- ***the harm or loss is outweighed by the benefit of bringing the site back into use.***

4.11.120 In this case, it is the first part of Paragraph 133 that applies to the proposed development. The criteria in the second part do not apply. The judgement to be made is whether the substantial harm caused by the proposed development to the Billings and Brompton Cemetery conservation area is necessary to achieve substantial public benefits that outweigh that harm.

4.11.121 As outlined above in paragraphs 4.11.116 to 4.11.118, the substantial harm to the significance of the Billings and Brompton Cutting conservation area is considered necessary to achieve the substantial public benefits that the proposed development would bring. The substantial public benefits of the proposed development are described elsewhere in this report and are summarised in the section 6.0 (paragraphs 6.13 – 6.19). The applicants have also noted in support of their submission that:

- The revised proposals retain part of the existing railway cutting [approximately 380m<sup>2</sup>], creating the opportunity for additional tree and shrub planting, which will serve to retain part of the existing character and function of the conservation area as an undeveloped and open area.
- Although the proposed development will involve decking over a large part of the railway cutting, the essential purpose of the conservation area as open space will be preserved above the platform. The proposed development will ensure this area will continue as an open and undeveloped setting to the adjoining conservation areas.
- At present, public views into the conservation area are extremely limited and virtually non-existent a ground level. The new decking platform will present opportunities for new vantage points for views across Brompton Cemetery allowing visitors to appreciate the heritage asset.

- Whilst the historic significance of the heritage asset as a transport network [initially as a canal and subsequently a railway] will be hidden for several hundred metres, this significance is not permanently lost. To the north of the application site, the remainder of the asset will remain visible.
- The principle of development within this location has previously been established through the granting of planning permission for the construction of a railway station to include platforms, ticket office, waiting rooms and pedestrian footbridge link. This planning permission was renewed in June 2004. The conservation area was adopted in 2002.

## Conclusions

4.11.122 The proposed design has met the demands of a potentially difficult brief of achieving a 60,000 seat stadium on this complex and sensitive site. The form of the proposed stadium has been influenced by its immediate surroundings, and builds upon the historic context of previous stadia on the site. The resulting design is a high quality piece of design and a unique architectural solution. It would have the landmark qualities of a significant sporting venue with a clear identity and would declutter and unify the site.

4.11.123 The design has been developed to respond to the sensitivities of its surroundings and in particular the setting of the surrounding heritage assets. A detailed townscape assessment of views has been carried out and the form of the building has been adjusted to minimise any impacts a building of substantial scale may have. Views from the surrounding townscape would be largely confined to glimpsed views, where the new stadium would appear as a backdrop to the principal foreground views. In summary, it is concluded that there will be no significant adverse effects as a result of the proposed development on any of the identified heritage assets, with the exception of the Billings and Brompton conservation area.

4.11.124 The impact of the proposed walkway structure on the Billings and Brompton Cutting conservation area has been assessed. It is concluded that the proposals would cause substantial harm to the conservation area, but in applying the balancing test set out in paragraph 133 of the NPPF, this harm is outweighed by the substantial public benefits the scheme would bring.

4.11.125 Officers have assessed the impact of the proposal on the heritage assets and consider that it is compliant with Section 66 and section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

4.11.126 The proposed development is therefore considered acceptable in accordance with the development plan as a whole including the National Planning Policy Framework, Policies 7.1, 7.2, 7.3, 7.4, 7.5, 7.6 and 7.8 of the London Plan requiring high quality inclusive development providing safe and secure environments which respond to their setting and are of high architectural quality with high quality public realm, Policies BE1 and FRA1 of the LBHF Core Strategy requiring a high quality urban environment and Policies G1 and G7 of the LBHF DMLP requiring development not to harm the character or appearance of conservation areas, the protection of listed buildings and a high standard of design.

## **4.12 Highways and Transport**

### **Introduction**

4.12.1 The proposed site is enclosed to the east by the western London railway line, to the north by the district line and to the south by the A304 Fulham Road. Due to the size of the site, it currently has a public transport accessibility level (PTAL) ranging from 2-6a (low-excellent), however the existing entrances are in areas of good-high access with and as such the site is considered to have good levels of access to public transport at present.

4.12.2 Fulham Road is designated a London Distributor Road by the local highway authority, indicating that it a key link between the strategic route network.

4.12.3 The site is currently located about 100m from Fulham Broadway underground station, which is serviced by the Wimbledon branch of the District Line. There are currently ten bus routes serving the area around the site: 11, 14, 22, 28, 211, 295, 391, 414, 424, and C3, with the following routes also operating night buses N11, N28 and N31. There are three other underground stations within 1 mile of the site, Earls Court, Parsons Green and West Brompton which can be considered to be within a reasonable walking distance to the site. West Brompton station is 750m from the site and is serviced by the west London line and the Wimbledon branch of the District Line. Parsons Green station is about 1000m from the site and is serviced by the Wimbledon branch of the District Line. Earls Court station is 1200m from the site and is used by some spectators, it offers access to the Piccadilly line as well as other branches of the District Line. There are currently four mayor's cycle hire scheme locations within 500m of the site with a total of 70 cycle docking spaces. Within 500m of the site there are approximately 150 public cycle stands, offering about 300 bicycle parking spaces.

4.12.4 This section of the report comprises the Highways and Transport assessment. It will be in several parts and will consider both match day and non-match day arrangements. The section will begin by assessing the current and predicted modal splits, before looking at the impacts on each of the main types of transport mode. The assessment will then consider the match day staff, delivery and servicing and non-match day arrangements. The demolition and construction phases of the development are also detailed and assessed, looking at the logistics and highway impact. The section will finish by highlighting the mitigations proposed and summarizing the transport section.

4.12.5 The current capacity of the stadium is 41,600. The applicant has stated 36,626 are general supporters and away fans. There are currently 4600 supporters who are hospitality ticket holders and 374 other supporters who are other types of ticket holders. The arrival and departure patterns of the general supporters and away fans are quite different to the hospitality and other supporter groups due to the additional activities offered to the latter within the site. As such, for the purpose of travel behaviour the supporters can be considered in two groups, general ticket holders and hospitality ticket holders.

4.12.6 The proposed capacity of 60,000 will result in an increase of 18400 supporters, meaning. There will be a total 9200 hospitality tickets within the new development, with most of the remainder being general ticket holders. There are also 280 media members and 3000 away fan proposed. As with the present arrangement the arrival and departure profiles of these two groups will be quite different. The table below compares the existing and proposed capacity.

**Table 4.1**

<b>Profile / Ticket Classification</b>	<b>Existing</b>	<b>Proposed</b>	<b>Net Change</b>
General Admission	33626	47000	13,374
Hospitality Guests	4600	9200	4600
Disabled / Carers	254	520	266
Media	120	280	160
GA Visiting Supporters	3000	3000	0
Total	41600	60000	18400

### **Relevant Policy**

4.12.7 The transport impact of the development has been assessed in the context of the following policy documents:

- The London Plan 2016
- LBHF Core Strategy 2011
- LBHF Development Management Local Plan 2013
- The National Planning Policy Framework
- LBHF Supplementary Planning Document

4.12.8 The NPPF requires ***developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised, and development should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people.***

4.12.9 Policies 6.1, 6.3, 6.9, 6.10, 6.11, 6.12 and 6.13 of The London Plan set ***out the intention to encourage consideration of transport implications as a fundamental element of sustainable transport, supporting development patterns that reduce the need to travel or that locate development with high trip generation in proximity of public transport services.*** The policies also provide guidance for the establishment of maximum car parking standards and cycle standards.

4.12.10 Core Strategy Policy T1 'Transport' supports The London Plan and ***seeks to improve transportation within the borough, by working with strategic partners and relating the size of development proposals to public transport accessibility and highway capacity.***

- 4.12.11 DMLP Policy DM J1 “Transport Assessment and Travel Plans” and SPD Transport Policy 2 states ***that all development proposals will be assessed for their contribution to traffic generation.***
- 4.12.12 DMLP Policy DM J2 and SPD Transport Policy 3 and 5 set out vehicle parking standards, which brings them in line with London Plan standards and the circumstances when they need not be met.
- 4.12.13 DMLP Policy DM J5 ‘increasing the opportunities for cycling and walking’ and Table 5 and SPD Transport Policy 12 seek to ensure that satisfactory cycle spaces are provided for all developments.
- 4.12.14 DMLP Policy DM J6 ‘Borough road network – hierarchy of roads’ and SPD Transport Policy 19 ‘Borough road network’
- 4.12.15 SPD Transport Policy 1 ‘Transport Assessments’
- 4.12.16 SPD Transport Policy 2 ‘Travel plans’
- 4.12.17 SPD Transport Policy 9 ‘Blue Badge Parking’
- 4.12.18 SPD Transport Policy 12 ‘Cycling and Walking’
- 4.12.19 SPD Transport Policy 13 ‘Cycling Environment Review Scheme’
- 4.12.20 SPD Transport Policy 14 ‘Mayor’s Cycle Hire Scheme’
- 4.12.21 SPD Transport Policy 16 ‘Walking’ and SPD Transport Policy 17 ‘Pedestrian Environment Review System’
- 4.12.22 SPD Transport Policy 22 ‘Access for all’ and SPD Transport Policy 23 ‘Moving around a development’
- 4.12.23 SPD Transport Policy 28 ‘Reducing the impact of new development on the Highway’
- 4.12.24 SPD Transport Policy 29 ‘Streetscape’
- 4.12.25 SPD Transport Policy 34 ‘Servicing’
- 4.12.26 Emerging Draft Local Plan policy T2 relates to transport assessments and travel plans and states ***“All development proposals will be assessed for their contribution to traffic generation and their impact on congestion, particularly on bus routes and on the primary route network”***
- 4.12.27 Emerging Draft Local Plan policies T3, T4, T5 and T7 relate to opportunities for cycling and walking, vehicle parking standards, blue badge holders parking and construction and demolition logistics.

### **Present Match Day Model Split**

4.12.28 At present between 65% and 72% of all supporters arrive by public transport or sustainable travel modes, with the percentages varying between weekday and weekend matches. The supporters can be separate in to two distinct groups, general ticket holders and those with hospitality tickets who are likely to dwell on the site for a longer period because of the provision of additional activities. At present about 66% and 85% of the general ticket holders use public transport or other sustainable modes to access the site. At present about 37% to 45% of Hospitality ticket holders travel by public transport or sustainable modes to the site.

**Table 4.2. Baseline: Saturday Match Trip Generation**

Mode	Arrivals (Final Mode)		Departures (First Mode)	
	% Mode Share	Pre-Match Period	% Mode Share	Post-Match Period
Underground	52.4%	21791	55.8%	23211
Rail / Overground	11.3%	4720	7.8%	3236
Bus	4.0%	1661	3.7%	1519
Car Driver	9.8%	4086	9.7%	4029
Car Passenger	15.9%	6595	15.6%	6486
Walk Only	2.8%	1183	3.4%	1417
Cycle	0.6%	263	0.6%	257
Taxi	1.2%	506	1.5%	631
Other	0.2%	63	0.2%	72
Coach	1.2%	488	1.2%	481
Motorcycle	0.5%	214	0.6%	249
Minibus	0.1%	30	0.0%	13
Total	100.0%	41600	100.0%	41600

**Table 4.3. Baseline: Sunday Match Trip Generation**

Mode	Arrivals (Final Mode)		Departures (First Mode)	
	% Mode Share	Pre-Match Period	% Mode Share	Post-Match Period
Underground	47.0%	19543	51.0%	21226
Rail / Overground	9.9%	4136	6.7%	2798
Bus	3.2%	1316	3.0%	1239
Car Driver	13.0%	5416	12.4%	5173
Car Passenger	20.3%	8455	19.4%	8077
Walk Only	2.9%	1206	3.4%	1432
Cycle	0.6%	234	0.6%	249
Taxi	1.1%	477	1.4%	574
Other	0.1%	56	0.2%	66
Coach	1.2%	512	1.2%	497
Motorcycle	0.5%	208	0.6%	246
Minibus	0.1%	39	0.1%	23
Total	100.0%	41600	100.0%	41600



**Table 4.4. Baseline: Weeknight Match Trip Generation**

Mode	Arrivals (Final Mode)		Departures (First Mode)	
	% Mode Share	Pre-Match Period	% Mode Share	Post-Match Period
Underground	49.5%	20597	52.1%	21676
Rail / Overground	9.8%	4065	6.2%	2583
Bus	3.2%	1328	3.2%	1317
Car Driver	12.5%	5180	12.4%	5151
Car Passenger	18.7%	7787	18.6%	7722
Walk Only	2.7%	1126	3.3%	1361
Cycle	0.5%	218	0.6%	251
Taxi	1.0%	425	1.6%	659
Other	0.1%	57	0.1%	62
Coach	1.1%	447	1.1%	447
Motorcycle	0.7%	302	0.7%	310
Minibus	0.2%	68	0.1%	61
Total	100.0%	41600	100.0%	41600

4.12.29 The arrival pattern for the existing stadium has about 65% of general ticket holders arriving within 60minutes of kick off. About 75% of all hospitality ticket holders arrive at least an hour before kick-off. Within 30 minutes of the match ending about 85% of general ticket holders have left the stadium. About 65% of hospitality ticket holders leave at least 30 minutes after the match end. The arrival and dispersal patterns of the two groups are quite different with the dwell time for hospitality ticket holders tending to be considerably more than general ticket holders.

4.12.30 At present the arrival patterns of general ticket holders is more spread out with a slower build up within the site, the departure profile from the site is somewhat quicker meaning that this is when transport modes are at peak demand. Currently between 53% and 70% of general ticket holders depart the site via tube, depending on the day of the match. Of the general ticket holders that use the tube, between 75% and 83% use Fulham Broadway station. On a match day the main entrance to Fulham Broadway station, accessed through the Fulham Broadway shopping Centre is temporarily closed during the departure from the stadium site. Fulham Road is also closed during the match period as part of the match day operations procedure. The supporters who require access to the District line at Fulham Broadway use the match day entrance located on Wansdown place to access the service and there is queuing along Wansdown Place and onto Fulham Road.

### **Proposed Match Day Model Split**

4.12.31 The next tables forecast the modal split of travel for the new stadium, as well as showing the number of additional supporter and what mode they will use. The forecasts suggest that between 65% and 72% of supporters will use public transport or sustainable travel modes to access the new stadium, with the percentages varying between weekdays and weekends.

**Table 4.5. Forecast: Saturday Match Trip Generation**

Mode	Arrivals (Final Mode)			Departures (First Mode)		
	% Mode Share	Uplift	Pre-Match Period	% Mode Share	Uplift	Post-Match Period
Underground	49.5%	7921	29712	52.5%	8290	31501
Rail / Overground	10.4%	1541	6261	7.1%	1039	4275
Bus	4.8%	1226	2887	4.5%	1197	2715
Car Driver	9.5%	1616	5701	9.3%	1570	5599
Car Passenger	16.0%	2982	9578	15.6%	2890	9376
Walk Only	5.8%	2288	3471	6.6%	2522	3939
Cycle	1.0%	329	592	0.9%	312	569
Taxi	1.4%	355	861	1.8%	428	1059
Other	0.2%	33	96	0.2%	43	115
Coach	0.9%	42	530	0.9%	37	518
Motorcycle	0.5%	59	273	0.5%	69	317
Minibus	0.1%	8	39	0.0%	4	17
Total	100.0%	18400	60000	100.0%	18400	60000

**Table 4.6. Forecast: Sunday Match Trip Generation**

Mode	Arrivals (Final Mode)			Departures (First Mode)		
	% Mode Share	Uplift	Pre-Match Period	% Mode Share	Uplift	Post-Match Period
Underground	44.3%	7015	26558	47.9%	7486	28712
Rail / Overground	9.2%	1364	5501	6.2%	902	3700
Bus	4.0%	1113	2429	3.9%	1099	2338
Car Driver	12.5%	2091	7507	11.9%	1988	7161
Car Passenger	20.4%	3756	12210	19.4%	3577	11654
Walk Only	5.8%	2291	3497	6.6%	2516	3948
Cycle	0.9%	311	544	0.9%	307	556
Taxi	1.3%	315	792	1.6%	373	947
Other	0.1%	25	81	0.2%	32	98
Coach	0.9%	52	564	0.9%	45	541
Motorcycle	0.4%	58	266	0.5%	68	315
Minibus	0.1%	11	50	0.0%	6	29
Total	100.0%	18400	60000	100.0%	18400	60000

**Table 4.7. Forecast: Weeknight Match Trip Generation**

Mode	Arrivals (Final Mode)			Departures (First Mode)		
	% Mode Share	Uplift	Pre-Match Period	% Mode Share	Uplift	Post-Match Period
Underground	46.7%	7413	28010	48.9%	7694	29370
Rail / Overground	9.1%	1380	5445	5.8%	872	3455
Bus	4.0%	1097	2424	4.0%	1106	2423
Car Driver	12.0%	2023	7203	11.9%	1984	7135
Car Passenger	18.8%	3480	11268	18.5%	3399	11121
Walk Only	5.7%	2271	3397	6.4%	2507	3868
Cycle	0.9%	306	524	0.9%	308	559
Taxi	1.2%	276	702	1.7%	374	1032
Other	0.1%	24	80	0.2%	29	91
Coach	0.8%	25	472	0.8%	24	471
Motorcycle	0.6%	86	388	0.7%	87	397
Minibus	0.1%	19	87	0.1%	17	78
Total	100.0%	18400	60000	100.0%	18400	60000

4.12.32 The forecast travel mode tables above are based on current travel patterns as well as a number of mitigation measures detailed below. The modal split forecast is considered to be accurate based on the mitigations proposed and is accepted by officers.

4.12.33 The new stadium will include an improve retentions offering, with the objective of encouraging more supporters to remain in the ground once the match has ended. This will help to reduce the departure profile of the stadium which is when presently the most pressure is put on the transport network. The retentions packages are focused around offering food, beverages, and additional entertainment at the end of the match to encourage supporters to remain within the site. At present only about 10% of hospitality ticket holders remain beyond an hour after the game, with no general ticket holders remaining. The retention packages will aim to retain about 80% of hospitality fans and about 30% of general ticket holders.

4.12.34 The new development includes the provision of about 3000 of the new tickets for supporters from the local area. Because of these ticket holder's proximity to the site, it is expected that these ticket holders will utilize walking and cycling as their primary modes of travel due to the short distance to travel. This is reflected in the increase in modal share of these modes with the new development.

4.12.35 The introduction of the Match Day travel plan will be used to monitor the travel modes of users on an annual basis. A key function of the Match day travel plan is to help encourage modal shift towards more sustainable public transport modes. This can be achieved through a range of hard and soft measures. The

developer is keen to encourage these sustainable modes and will work with the local authority and TfL to develop targets.

4.12.36 The increase in the number of hospitality tickets will have a significant impact on the total stadium arrival and dispersal patterns. These ticket holders traditionally arrive ahead of the general ticket holders and will depart afterwards thereby alleviating pressure on the network.

## **Underground**

4.12.37 Supporters presently come to site by a range of travel modes, the largest single transport mode is the tube with between 47% and 52% of all supporters arriving and between 51% and 56% departing via this mode. The stadium is currently within walking distance of four underground stations, Earls Court, Fulham Broadway, Putney Bridge, and West Brompton. These stations provide access to the District Line and Piccadilly line.

4.12.38 The underground will continue to be largest single transport mode for the new stadium with 44% to 50% of arriving and 48% to 53% of departing supporters using this mode. The estimated uplift in actual users is between 7500 – 8300 supporters.

## **Underground modelling**

4.12.38 The TA and TA addendum include modelling of the District and Piccadilly line and underground stations using RODS (Rolling Origin and Destination Survey), and Legion Modelling, this are the TfL standard modelling tools for the underground network. TfL and London Underground (LUL) have carefully reviewed the baseline data and modelling forecast and have approved the methods and agreed the results of the models to be accurate.

4.12.39 The timeframes for the new stadium mean that occupation will not happen until at least late 2022, by which time the committed LUL upgrades to the District line will have come into effect. This upgrade will mean an increase in the number of trains per hour, as well as full conversion of the rolling stock to the S7 model.

4.12.40 The baseline data being used to forecast the RODS modelling includes all currently committed developments within the area. It also includes the Halcrow modelling conducted in relation to the Earls Court development.

## **Fulham Broadway**

4.12.41 At present the primary access and egress from Fulham Broadway station on a match day is via Wansdown Place stair case. This stair case is only used in the few hours prior to the match starting and again for about an hour after the match finishes. The main entrance/exit to Fulham Broadway is within the Fulham Broadway Centre, this access point closes just prior to the end of a match until about

an hour after this. The peak usage of this station currently occurs at the end of the match, when between 11,175 and 14,588 supporters will use Fulham Broadway to leave within the first hour. At present the que will form on Wansdown Place and then back up into Fulham Road. Average clearing times for this que at present are between 40 and 60 minutes depending on what day of the week the match takes place.

4.12.42 The applicant predicts that about 75% of the additional supporters who will use the underground will use Fulham Broadway station to access the tube. This will mean between 14,851 and 19,301 people will use Fulham Broadway station. To mitigate the impact of the additional number of supporters there are several mitigation packages being proposed:

- The applicant is proposing the construction of a decking that will lead directly from the stadium to the station entrance. This decking will connect the north west corner of the stadium to Wansdown Place. The decking will remove all the existing queuing from Wansdown Place and Fulham Road, with access to the Wansdown Place stairs being prevented from Fulham Road.
- The queuing system will be separated on the decking so that those going west bound and those going east bound will que independently. The existing stairs will also be rearranged so that they go straight down to the platform rather than having a turn as present. These two changes will mean an improved que management process will take place.
- The new stadium will include increased areas for post-match retention and entertainment. The club have committed to increasing the number of supporters retained within the stadium at the end of a match. This would mean a slower egress rate, reducing the impact of the 'sudden rush' on the underground network and Fulham Broadway station.

4.12.43 The modelling of the improved access and que management shows that there is an improvement in the queuing times over the existing ones, even with the uplift in supporters. Highway officers accept these forecasts and expect the provision of the decking and subsequent works to be conditioned.

4.12.44 The TA addendum provides detail regarding the platform loading at Fulham Broadway. Under the current arrangement the platform is loaded from the far end down, ensuring an even distribution of supporters and allowing for full optimization of the space above each train. This ability to evenly distribute supporters across the entire length of the platform allows for a more uniform distribution of passengers across the length of the train.

4.12.45 The TA predicts the uplift in passenger numbers on the District line, as a result of the new development. The next table details the uplift in passenger numbers at each station, in each direction. The uplift in departures at Fulham Broadway varies from 6009 to 6647, depending on the match day.

**Table 4.8. Total (Net Additional) Underground Trips – Station Assignment**

Station Assignment	Saturday		Sunday		Weeknight	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Fulham Broadway	6545	6647	5889	6009	6279	6222
Earl's Court	665	955	565	885	549	912
West Brompton	366	288	290	249	293	277
Parsons Green	143	199	116	159	118	97
Other	202	199	154	185	173	185

4.12.46 To ascertain the impact that the new development will have on the District line, the TA includes a detailed RODS analysis. The RODS analysis is the preferred tool of TfL used to assess development impact on the underground network. The table shows that the largest increase in passengers is on a Saturday after the match, with 6647 passengers using Fulham Broadway Station.

4.12.47 Based on the information provided regarding the platform loading at Fulham Broadway and TfL's guidance documentation, it is accepted that five people per square metre is experienced during match days. This gives the S7 train stock which will be in full operation by the completion of the development, a capacity of 1045 passengers. The table below provides details of the capacity of the service based on the current frequency, the 4LM upgrade due in 2021 and the Piccadilly upgrade due in 2026.

**Table 4.9. District Line RODS - Saturday Departures**

Scenario	Direction	Start Platform	End Platform	Train Frequency	Demand vs. Capacity	
					Existing Match day	Proposed Match day
1. Existing Frequencies	EB with push	Fulham Broadway	West Brompton	14	69%	86%
		West Brompton	Earl's Court	14	74%	92%
	WB	Fulham Broadway	Parsons Green	12	44%	53%
2. Post 4LM Upgrade (2021 Frequencies)	EB	Fulham Broadway	West Brompton	14	69%	86%
		West Brompton	Earl's Court	14	745%	92%
	EB with push	Fulham Broadway	West Brompton	16	60%	75%
		West Brompton	Earl's Court	16	64%	81%
	WB	Fulham Broadway	Parsons Green	14	37%	45%
3. Post Piccadilly Upgrade (2026 Frequencies)	EB	Fulham Broadway	West Brompton	17	57%	71%
		West Brompton	Earl's Court	17	61%	76%
	EB with push	Fulham Broadway	West Brompton	19	51%	64%
		West Brompton	Earl's Court	19	54%	68%
	WB	Fulham Broadway	Parsons Green	17	31%	37%

4.12.48 The table shows that even under the current train services there is sufficient capacity to accommodate the uplift in passengers. As the new services upgrades come into effect the spare capacity increases, reducing the impact of the development on the service. This analysis has been reviewed by TfL and London underground who accept the modelling.

### **Earls Court**

4.12.49 At present Earls Court is used by many supporters to interchange between the District line and Piccadilly Line. It is recognized that weekday matches present the most significant impact on this interchange, with the highest level of interchanges (about 822 in the peak hour before the match), combining with the evening rush hour. The next table provides a breakdown of the existing demand and forecast uplift at Earl's court.

**Table 4.10. Earl’s Court (District Line WB) Interchanges - Match day 1 hour Peak**

MATCH	Development Interchanges					
	Piccadilly Line to District Line WB		District Line to District Line WB		Total Development Interchanges	
	Total Demand	Net Increase	Total Demand	Net Increase	Total Demand	Net Increase
Saturday	1714	445	857	223	2571	668
Weeknight	2145	542	1109	280	3254	822

4.12.50 The table above shows that in the peak hour before a match on a weekday, there are a total of 3254 supporters boarding Wimbledon branch District trains. On weeknights 14 trains an hour operate on this branch of the line, with a combined total capacity of 14630. This means that at present about 16.6% (2432 supporters), of the available District line capacity in the peak hour is being used by supporters. With the additional uplift forecast by the new development (3254), this percentage of available capacity rises to 22.2%.

4.12.51 The increase in supporters on the Westbound District line platform as a result of the new development is forecast at 822. The new S7 District line train has a total of 21 doors, and offers 14 services per hour. At present numbers this will mean that there are about 8 (8.3 on average), supporters for every available door of each train. With the additional uplift of the new development the number of supporters for each door of the train rises to about 11 (11.1 on average). TfL have confirmed that this number is well within the capacity of the new wider doors operated on the S7 trains.

4.12.52 The TA Addendum provides detailed Legion modelling showing pedestrian movement within Earls Court. The modelling shows that at present there are two locations within the station where bottle necking occurs, at the bottom of the escalators leading up from the eastbound Piccadilly platform and again at the top of the escalators leading to the westbound District line. The bottle necking in these areas and the use of the single staircase to access the District line platform leads to an uneven distribution of supporters along the platform, which impacts train loading.

4.12.53 In order to mitigate some of the crowding problems in the bottle neck areas, and to ensure that the platform distribution is more even to allow even train loading, the following interventions are proposed:

- Additional signage in the station to advise passengers of the western staircase to the District Platform. Modelling has shown that if the distribution of supporters using these staircase increases then the bottle necks can be reduced and the west bound District line platform becomes more uniformly utilized.
- At peak times additional station staff to manage the supporters and help direct them to improve the crowd flows. This would also include operate the eastern stair case onto the Western District line platform as a one-way staircase only.



This would improve the interchange flow from the Piccadilly line to the District line.

- Actively targeting supporters through geo ring-fencing and other methods to encourage more supporters to walk from Earls Court station when arriving on Piccadilly line services.

4.12.54 This package of mitigations has been modelled with Legion, using the approved TfL modelling processes and shows that these measures would reduce the impact on the bottle neck locations and general station interchange. The provision of the additional signage and staffing is to be conditioned through the section 106 and match day management plan. The geo-ring-fencing and other travel mode incentives will be included within the match day Travel Plan.

## London Overground

4.12.55 At present between 9.8% and 11.3% of supporters use the overground or national rail as their final mode of travel to arrive, whilst departures account for 6.2% to 7.8% of supporters, depending on the match day. There are two stations within the vicinity of the stadium, Imperial Wharf, and West Brompton. Both of these stations are serviced by TfL London overground services and Southern Rail services, whilst West Brompton also offers an interchange with the Wimbledon branch of the District Line.

4.12.56 The new development forecasts an uplift of 1364 to 1541 supporters using overground or national rail as their arrival mode and between 524 and 702 supporters using it to depart, depending on the day of the week. This uplift represents an increase from 32.6% to 33.9% supporters using this mode for arrivals compared to the current number, and an increase from 31.8% to 32.2% for departures.

**Table 4.11. Rail/Overground Forecast Trips – Stations**

Station Assignment	Saturday		Sunday		Weeknights	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
West Brompton	850	562	741	479	674	438
Imperial Wharf	652	459	589	412	666	411
Other	39	18	34	11	40	23

4.12.57 The next table above shows how the proposed increase in supporters will be split across the Overground stations. The table shows that West Brompton station has a slightly high level of arrivals and departures than Imperial Wharf, with West Brompton being closer to the development.

4.12.58 London Overground services are currently being expanded from four to five carriages and the frequency of the service is currently being reviewed. TfL and London Overground have reviewed the modelling and confirm that they are satisfied with the models. West Brompton station is also due to be upgraded as part of the committed mitigation package associated with the Earls Court Development Scheme.

## Parking On-Street

4.12.59 At present match day parking restrictions apply in the two Controlled Parking Zones (CPZs), immediately adjacent to the development site. CPZs F and S currently have parking controls that operate Monday to Saturday from 9am to 8pm, during these controls vehicles must either display a valid parking permit or pay & display at a rate of £2.80 an hour. On top of these controls permit holder only hours operate every evening of controls from 6:30pm to 8pm and on Saturdays between 2pm and 4pm. During these times pay and display tickets are not valid for parking in any of the shared use parking bays within the zones. These controls were introduced in 2002 as a form of match day parking controls and at the time of implementation the majority of fixtures were still taking place at 3pm on a Saturday.

4.12.60 As part of the TA parking stress surveys were carried out within CPZ areas D, F, Q, R, S, and Z. These parking stress surveys established the baseline parking stress conditions and the uplift on match days. Highway officers accept the findings of these parking stress surveys, which show that there is a degree of uplift in parking stress on match days vs. non-match days, and that this varies depending on the day of the match. Across the three types of match day surveyed, there was no difference between match days and non-match days on a Saturday in terms of uplift. There was a 70 car uplift on Sunday match days, which represents a 0.7% uplift on non-match day levels. The largest increase in parking is seen on weeknight matches where an additional 319 cars were surveyed, this represents an increase of 2.9% in parking stress levels in the area.

4.12.61 The new development predicts that there will be an uplift of between 1616 and 2091 additional vehicles parking within the area for match days, depending on the day of the match. Of these it is predicted that between 58% and 73% will park in on street locations, depending on the parking controls on that day. On Saturdays there is a predicted uplift of 1098 cars looking for parking spaces in on-street locations, the TA predicts that based on present controls there will be 1845 free spaces within the surveyed area. On Sundays there is a predicted uplift in cars of 1421 parking on-street, whilst based on current controls there are 2872 spaces available. On weeknights there is a predicted uplift of 1375 cars, based on present parking controls there are 1447 spaces currently available. These spaces do not include the availability of single yellow lines which can be used outside of controlled hours. The parking stress figures show that at present there would be enough available parking spaces on-street to accommodate the uplift in the number of vehicles.

4.12.62 Highway officers have reviewed the TA submission and the parking stress numbers, the parking stress figures included within the TA are considered to reflect the current situation and are in line with the council's own records for parking stress. However, officers have agreed that additional measures should be introduced to ensure that the uplift in parking is no higher than predicted, and where possible lower. Highway officers want to ensure that the new development is compliant with policy DM J1, SPD transport Policy 4, 5 and 7, and does not lead to an unsustainable uplift in parking stress. In order to ensure that the new development does not cause a disproportionate increase in parking, the following mitigation is required:

- Funding for the review of all 12 CPZs south of the A4 will be secured in the S106 agreement. These parking consultations will commence around the end of the first season that the new stadium is occupied. As well as there will be funding for the cost of the consultations, they will also be conditioned to fund the cost for any mitigation measures resulting from the parking consultations.
- In order to ensure that parking in the immediate proximity of the development remains restricted, the mitigation package will include the updating of the existing match day parking controls in CPZ F and S. As the existing controls were implemented when most matches were played at 3pm on a Saturday, they no longer meet requirements. The new match day parking controls to be introduced will operate only on specific days that matches occur, this is done using VMS (Variable Message Signs) signage at the entry point to each CPZ. This will allow matches played at different times and days to still have match day parking restrictions. The controls on these match days will be from 9am – 9pm, with a 1hr maximum stay for pay & display parking users. When these new controls are implemented there will also be an increase in the presence of Civil Enforcement Officers, to ensure the effective enforcement of the controls. These new controls will be implemented prior to the new development being completed, with the new development being conditioned to pay the cost of the signage.
- The TA provides predicted travel patterns and numbers for the new development, however Highways officers are keen to encourage further shifts towards sustainable transport modes. There will be a planning condition requiring the development of a robust Travel plan targeting an ongoing reduction in the percentage of visitors using private vehicles as the mode of transport. This plan will be provided prior to occupation of the new stadium. There will also be a S106 obligation requiring the development to fund the annual review and revision of the travel plan for the first five years of operation.

### **Parking Off-Street**

4.12.63 Currently on match days there are many vehicles that utilize off street parking locations, including public car parks, formal and informal off street parking locations within several miles of the site. The TA estimates that at present 32% of private vehicles are parking in off street locations, of which the vast majority are within 1 mile of the stadium. At present there is nowhere on site that is available to the general public to park on match days.

4.12.64 The TA predicts that with the new development there will be an increase in demand for off street parking of between 445 and 576 cars, depending on the day of the match. It is not possible to accurately assess the capacity of existing off street car parks as most of them are informal arrangements, however the TA addendum has identified there are 18 public car parks within the vicinity of the site. The 18 formalized public car park offer a total of 3000 off street parking spaces. The existing capacity of the public off street car parks would accommodate the predicted uplift in off street parking demand. It is likely that other informal locations

will occur within the vicinity of the development, however due to the nature of these off street parking locations, it is not possible for the TA to forecast where new these locations will be or what their capacity might be.

4.12.65 Officers are concerned by the impact the uplift in private vehicles looking for off street parking will cause. In order to mitigate these impacts a robust Travel Plan will be required that will look to reduce the number of spectators visiting the site by private vehicle. Officers will also look to reduce the opportunities for informal off street parking arrangements to occur.

## **Buses**

4.12.66 There are currently 12 bus routes that service the immediate area around the site. On existing match days between 3% and 4% of visitors use buses as their mode of travel. The ten bus routes available within the vicinity of the stadium are 11, 14, 22, 28, 211, 295, 391, 414, 424, and C3, with the following routes also operating night buses N11, N28 and N31.

4.12.67 At present Fulham Road is closed about an hour before the game and remains closed to all vehicles for the duration of the match reopening about 45minutes after the end of the match. During this period the following routes 14, 211 and 414 which run along Fulham Road are diverted along Harwood Road and the King's Road.

4.12.68 The TA predicts the new development will see between 4% and 4.8% of visitors arriving by bus. This represents an additional 1097 to 1226 people depending on the day of the match. Based on current routes and schedules there are between 54 and 69 buses per hour operating on the bus routes within the stadium vicinity. This means that there are between 16 and 22 extra people per bus, if all visitors arrived within the hour prior to the match. TfL Buses have advised that their service currently has the capacity to handle this uplift.

4.12.69 The match day arrangements on Fulham Road for the new development are anticipated to remain the same as present. LBHF highways are keen for these to remain the same, with the same Traffic Management Order in place to govern the closure. However, the road closure is currently implemented at the request of the Police, who have the power to extend or reduce the closure period at their discretion. It is also anticipated that the route 14, 211 and 414 buses will continue to be diverted along Harwood Road and the King's Road when the match day road closure is in place.

4.12.70 As part of the mitigation works along Fulham Road, the northern side of the road will have a wider footway to allow for higher pedestrian numbers. At present the bus stop located outside the Sir Oswald Stoll Foundation site is suspended on Match days. This site will form part of the section 278 works proposed for Fulham Road and it is suitability and location will be included within the review.

## **Coaches**

4.12.71 At present there are no club organized coaches for any of the home supporters. Coaches are used by away fans and at present there are between 5 and 17 coaches for matches depending on the match day and opposition. All coaches currently use the north bound bus lane on Imperial Road as the set down area for away fans, as well as the initial holding area. This arrangement is part of the current match day strategy and has been agreed with the council. Bagley's Lane has been identified in the current strategy as one option for the overspill of coaches, although this is a very rare occurrence. Depending on the situation, these coaches are sometimes brought into Fulham Road, during the match to allow for the away fans to be safely loaded onto the coaches directly from the stadium.

4.12.72 As part of the new development the total number of away fan seating is not increasing. The TA therefore predicts that with no increase in the number of tickets available, the number of coaches will therefore not increase. The present arrangement of parking on Imperial Road in the north bound bus lane is considered appropriate. As part of the mitigations there will be a condition requiring of a match day strategy (operations plan). This strategy will include coach parking, and is reviewed annually. It should be noted that the highway authority cannot guarantee the availability of the Imperial Road site in the future, and that if a new site is to be used this will need to be agreed through the match day strategy.

## **Taxis**

4.12.73 At present about 1.3% to 1.5% of general ticket holders arrive via black Taxi or private hire vehicle, this depends on the day of the match. On current match days between 4.4% and 7% of Hospitality ticket holders use taxis as their mode of travel. This means that at present between 437 and 504 general ticket holders and between 202 and 322 hospitality ticket holders are arriving via this mode. However, it is accepted that Taxis will usually carry more than 1 passenger and so the total number of vehicles required is considerably lower than the number of people using this mode. If the average occupancy is assumed at 2.9 people per vehicle (TfL statistic), then at present between 220 and 285 taxis are used on a match day.

4.12.74 There are currently no formalized taxi arrangements on a match day. Currently vehicles will make informal drop offs and collections at either end of the road closures along Fulham Road. These vehicles will also use a number of surrounding streets for waiting and drop offs/collections.

4.12.75 The new development predicts that there will be an increase of between 278 and 428 people arriving by Taxi. The TA assumes that the average occupancy of a taxi is 2.9 per vehicle, as such the new development is expected to generate between 96 and 148 extra taxi trips.

4.12.76 The increase in taxi trips represents about a 50% uplift in taxi vehicle numbers compared to existing levels. However, the stadium capacity increase has a significantly higher proportion increase in the number of hospitality tickets compared to general admission. This is significant as the travel patterns for hospitality ticket holders is different to the general admission ticket holders. The hospitality ticket

includes food and drinks being provided both before and after the match, this means that the vast majority of these ticket holders arrive before the general admission ticket holders and depart after them. This means that the impact of the uplift in taxi numbers will be more dispersed as many these vehicles will be utilized outside of the peak travel time before and after the match.

4.12.77 As part of the correspondence received from consultees, TfL have recommended the inclusion of a dedicated taxi rank as part of the mitigation package. Due to the closure of Fulham Road on match days it is not possible to have a dedicated taxi rank within the development site boundary. Highways officers do not recommend the creation of a taxi rank in the immediate area around the road closure as this is likely to cause an increase in the intensification of taxis in this particular area and could cause issues with the local highway network flow. As part of the mitigation package a condition requiring a Taxi Management Plan is included, this will look to address any increase in taxi numbers and also look at issues surrounding waiting in local roads and drop off/collection locations. There will also be condition requiring a Match Day Travel Plan that will aim to reduce the number of trips being conducted by private vehicles, which will include reducing the number of taxis being used.

## **Walking**

4.12.78 At present the first mode of travel that the vast majority of supporters use when leaving, and the final mode when arriving at the stadium is walking. An important feature to this mode is the environment or public realm in which this mode takes place. The most heavily used section of public highway at present is the northern footpath on Fulham Road between the Fulham Broadway Centre and Britannia Gate entrance. At present the width of this footway in some locations is 1.2m which represents the absolute minimum width required by various accessibility legislation. As recognized in LBHF SPD transport policy 29 the recommended minimum width for a well-used section of footpath is 3.5m. The proposed development will not see a significant uplift in the number of users using the footpath, due to the mitigation of the decking and direct access to Fulham Broadway it provides. However, the conditioning of section 278 works to improve the pedestrian access and environment along Fulham Road is sought as mitigation.

4.12.79 The proposed development will also seek to encourage supporters to walk to Earls Court station (about 0.8 miles) this is one mitigation measure to avoid the overcrowding of the Earls Court station, in particular the District to Piccadilly interchange. As part of the commitment to encourage an increased usage of this route a PERS (Pedestrian Environment Review Survey), audit will be conducted with mitigations taking place as required to improve the routing.

4.12.80 The developer is also committed to working to increase the number of people walking to the stadium from stations other than Fulham Broadway. This arrangement would help to reduce the intensification of activities at Fulham Broadway both before and after the match. Mitigation measures that could be used include Geo-fencing which would target users through their mobile phones and advise them of alternative routes to the site from underground stations. The improvement of walking routes through PERS assessments and signage will also

help to encourage more people to walk to the stadium. These measures will be included in the Match Day Travel Plan which will be conditioned, and will seek to increase the modal share of people walking.

## **Cycling**

4.12.81 The current match day arrangement includes between 524 and 592 using cycling as their mode of transport, depending on the day of the match. There is currently no bicycle parking provided within the site for general admission ticket holders, as such all cyclist currently should park on-street within the vicinity of the stadium. The TA includes a survey of available bicycle parking locations within the vicinity of the site. It identified a total of 441 spaces, and found that at present 257 of these are occupied. However, it is difficult to ascertain what proportion of these spaces are occupied by ticket holders.

4.12.82 The TA predicts that there will be an increase of between 306 and 329 people cycling to the new development. This would mean that total modal share is still significantly below the desired mode share of 3%, and the TfL desire of 5% modal share by 2026. As part of the mitigation for the uplift in capacity is the increased number of tickets being made available for local supporters, highways officers will want to see significant efforts made to increase the numbers cycling.

4.12.83 The surveys conducted by the development and detailed in the TA show that based on current trends there are about 200 spare bicycle spaces within the vicinity of the current site. Current local policies require the provision of at least 1 space per 15 spectators, while the London plan requires at least 1 space per 30 spectators. Under these policies the developer would be required to provide a significant number of safe and accessible bicycle parking spaces on site. However following recommendations from the Met Police there will be no provision of any readily accessible bicycle parking spaces within the boundaries of development because of security concerns.

4.12.84 To meet the uplift in bicycle parking spaces required, these spaces will need to be provide on the public highway within the vicinity of the development. In order to provide a minimum of 400 new spaces to meet the additional capacity required, highways will require the applicant to work in conjunction with officers to develop a suitable strategy for the provision of new bicycle parking spaces. This will take the form of a Cycle Parking Management Strategy which will be conditioned through the planning process.

4.12.85 Highways officers will work with the development to encourage a continued modal shift, with cycling being one mode where an increased is desired. The match day travel plan will provide a tool for the annual review of the modal share of cycling and the provision of suitable infrastructure to support it.

## **Match Day staff**

4.12.86 At present there are 229 basement parking spaces and 61 surface parking spaces on site, that are available on a match day. There is a single unsecure formalized bicycle parking location on site that offers about 30 bicycle parking

spaces. These parking and bicycle spaces are currently restricted and only available to certain match day staff and officials. Due to the security restrictions and the Fulham Road match day closure the vast majority of vehicles are required to be on site several hours in advance of the match and their departure is also controlled.

4.12.87 For current match days there are about 2300 staff employed in various roles. These staff are generally required to be at the site several hours prior to the event beginning and are required to remain after the departure of general ticket holders. As such it is accepted that their travel patterns do not conflict with the bulk of the supporters. Match day staff travel surveys were conducted to establish travel patterns, these surveys found that about 84% used public transport and an additional 7% used sustainable modes.

4.12.88 The new development predicts that there will be an increase of about 1100 staff on match days. As part of the new development a total of 190 parking spaces will be provided within the basement. No surface parking will be provided in line with the security recommendations. Access to the new basement parking area will be from Wansdown place, via the new decking. This will mean there will no longer be any vehicular access to the site from Britannia gate or the Stamford Bridge entrance. The Basement will also include provision for 427 bicycle parking spaces which will be restricted to staff only on match days.

4.12.89 The increase in staff on a match day is not considered to have a significant impact on the local highway network or public transport infrastructure, due to the staff travel patterns. As is currently the situation, staff will be required to be at the site several hours prior to the match and will not depart until several hours after. This will mean that the vast majority of the staff will not overlap their travel patterns with the supporters.

4.12.90 Highways officers are keen to ensure that the match day staff do not add to the peak travel periods and that they continue to use sustainable modes of transport. The Match Day Travel Plan will include a section on the match day staff, this will seek to encourage the use of sustainable modes. The provision of the basement bicycle parking is considered to be sufficient and it is hoped that the proportion of staff travelling by this mode will continue to increase in line with local and London policies.

### **Construction Phase**

4.12.91 Officers have been involved in the development and design of the Outline Construction and Logistics Plan that has been submitted as part of the range of revised documentation received. Given the size and length of the construction process it is considered necessary under Policy DM J1 to have an outline document at application stage to better understand the impact of construction on the highway network. This involvement from an early stage has allowed officer to help ensure that mitigation measures for the demolition and construction phases are included. As this document is a 'living' document it will be subject to revisions and review on an ongoing basis. This will be done as part of the work of the South Fulham Highways and Logistics Group responsibilities, a working group involving council officers and major developers in the south of the borough.



4.12.92 The demolition and construction process is anticipated to be conducted in four main phases over the course of a four-year period. This process will include the first phases of demolition occurring in parallel to the stadium still being in use for match days. The three other phases will occur after the stadium is closed to match days and the occupants have moved to an alternative location.

4.12.93 The internal site movements and access arrangements have been designed to avoid any vehicles needing to wait on the public highway. The vehicles will also be carefully prepared prior to leaving the site to ensure that they do not cause any damage or debris to the highway. The developer has invested in a digital booking system to help manage the deliveries to the site, as well as identifying potential holding locations away from the site. Highways officers will continue to work with the developer during the demolition and constructions phases to ensure that vehicles associated with the site are not waiting or loading on the public highway. As part of the development requirements hoarding will be erected along the boundary at access points to ensure public safety. There will also be traffic marshals located at each access points to co-ordinate the safe movement of pedestrians and vehicles. All the activities will be kept within the site boundary and this will mean no footway closure are required.

4.12.94 There will be no on-site or off-site parking provided for contractors and staff. All staff will be expected to use public transport, cycle or walk to the site. The decking over the District Line will used as the site office and staff storage area, this will include the provision of bicycle parking facilities. The peak of the construction phase will see about 1800 staff on site, as the arrival and departure patterns of these staff are likely to vary it is considered that the staff will not have a significant impact on public transport.

4.12.95 The routing of vehicles accessing and egressing the site is provided in the Revised Outline Construction and Logistics Plan. It shows that there will be three primary routes into the borough; The A4 from the west, Putney Bridge from the south and Wandsworth Bridge from the south. Included within the documentation are swept path analysis drawings showing the movements of a 12m articulated lorry, the largest vehicle to make regular trips to the site. The breakdown of trip generation between these three routes has not yet been determined as the final contractors will not be appointed until a decision on the application. However, the ongoing monitoring and routing arrangements will be developed in conjunction with the South Fulham Highways and Logistics Group.

4.12.96 The submitted documentation gives a breakdown of the anticipated number of vehicles per month and per day. These numbers are based on anticipated numbers and will be subject to finalizing once contractors are appointed. As part of this the Construction and Logistics Plan will need to be updated according to reflect this, which will be done in collaboration with the South Fulham Highways and Logistics Group. At present the forecast peak day trips will be 150, which is expected to occur in the second half of 2018 during the excavation stage. The baseline data from the DfT for these routes has been used to calculate the vehicle uplift on these routes as a result of the construction vehicles, this baseline data is considered accurate and the method used represents the most appropriate with the available

data. The next table shows that on most of the routes proposed, the construction vehicles will lead to a less than 1% increase in total vehicles.

**Table 4.12. Peak Construction Traffic Impact (assumed September 2018)**

Link	Base Daily Vehicles	% HGVs (Base)	Daily Con. Vehicles	Daily Con. Trips	Base + Con.	% HGVs with Con.	% Increase in Vehicles
<b>Northbound (i.e. trips via M4/A4)</b>							
A4 Great West Road	111657	3.43	100	200	1E+05	3.60	0.18
Fulham Palace Road	17798	4.26	50	100	17898	4.80	0.56
Fulham Road West	15176	4.05	75	150	15326	4.99	0.99
Fulham Road East	17918	2.61	50	100	18018	3.15	0.56
A4 West Cromwell Road	88566	3.29	50	100	88666	3.41	0.11
Finborough Road	26470	4.85	50	50	26520	5.04	0.19
Redcliffe Gardens	20592	2.23	50	50	20642	2.47	0.24
Fulham Road (east of B318)	15777	2.70	100	200	15977	3.92	1.27
<b>Southbound (i.e. trips via A3)</b>							
Wandsworth Bridge Road	40995	2.38	25	50	41045	2.50	0.12
A217 Swandon Way	26934	3.37	25	50	26984	3.55	0.19
A3 West Hill	38615	2.42	25	50	38665	2.55	0.13
A219 Putney High Street	17519	2.55	25	50	17569	2.83	0.29

4.12.97 This table shows the vehicle numbers at the peak of construction, with this peak only accounting for about 15% of the total construction period.

4.12.98 The trip numbers and the routes they take will need to be carefully considered alongside other developments within the area in order to minimise the

cumulative impact. This will be the prime function of the South Fulham Highways and Logistics Group, which will provide coordination and direction for the various developments.

4.12.99 The Construction Logistics Plan will require further details of the construction phase to be included prior to discharge. The commitment of the developer to work with the South Fulham Highways and Logistics Group, including contributing to the cost of this working group, is also to be conditioned.

### **Non-Event Day Assessment**

4.12.100 At present there are a number of existing ancillary and secondary uses on the site, including the club megastore, health club and hotels. As part of the redevelopment the two existing hotels on the site, together with the live music venue and health club will not be re-provided. The removal of these land-uses would therefore reduce the potential trip attraction of the site on a day to day basis. The new development will include re-providing the club megastore, club museum and a café.

4.12.101 The new stadium will not host any large scale events such as music events, however as is currently the case the new development will host events such as conferences, business meetings and corporate functions. As part of the Proposed Development, the Club are targeting an increase in conference events, together with increased Stadium and museum tours.

4.12.102 At present there are 229 basement parking spaces and 61 surface parking spaces on site that are available on a match days. There is a single unsecure formalised bicycle parking location on site that offers about 30 bicycle parking spaces. As part of the new development a total of 190 parking spaces will be provided within the basement and 427 bicycles spaces will also be provided. This reduction in parking spaces is in line with policy DM J2 and SPD Transport Policy 3 and 5. The basement car park will also provide a minimum of 8 number of disabled parking bays in line with SPD Transport policy 9. In order to comply with London Plan a minimum of 20% of the basement parking spaces will be required to have EV charging facilities, and another 20% will need to have a passive provision.

### **Non-Match Day Staff**

4.12.103 The TA addendum provides details of the current staffing arrangements on non-match days as well as the proposed levels. With the changes in ancillary land uses, the net impact is forecast to be minimal with about 30 extra staff on site.

4.12.104 The new development will need to create a non-match day travel plan in line with London Plan and SPD Transport policy 2. This travel plan will need to set targets to encourage an increase in the number of staff using sustainable modes of transport to access the site. The development will also be required to produce a car park management plan detailing how the basement car will be used and accesses, along with parking arrangements.

## Non-Match Day visitors

4.12.105 The new stadium will see several the existing land uses removed and not replaced. The club have stated that they want to increase the number of people visiting the remaining uses such as, the megastore, stadium tours and conferences. The next table shows the different land uses and the average daily number of visitors.

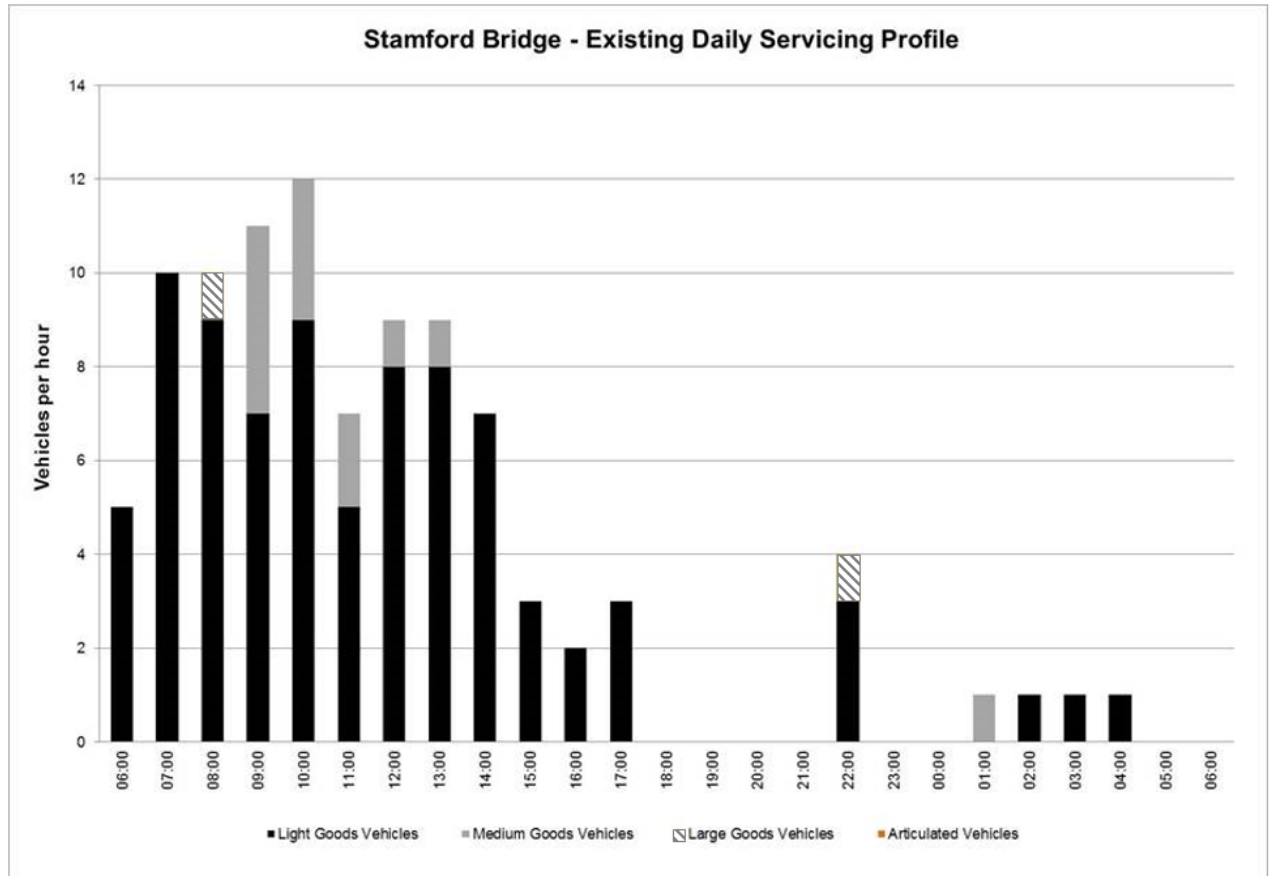
**Table 4.13. Land uses and the average daily number of visitors**

<b>Visitor Type</b>	<b>Typical Existing Visitors (Daily)</b>	<b>Forecast Future Visitors (Daily)</b>	<b>Net Change</b>
Residents	100	0	-100
Hotel	400	0	-400
Leisure Club	200	0	-200
Restaurants	120	0	-120
Live Music Venue	200	0	-200
Megastore & Tours	1000	1865	+865
Conference & Events	600	655	+55
Other	100	120	+20
Contractors	150	180	+30
<b>Total (Daily)</b>	<b>2870</b>	<b>2820</b>	<b>-50</b>

4.12.106 The above shows that the number of visitors to the site will remain about the same. As such it is anticipated that non-match days will not result in any significant uplift on the local highway network or public transport infrastructure. As part of the developments commitment toward modal shift to more sustainable transport modes, a non-match day travel plan will be conditioned. A car park management plan will also be conditioned to indicate how parking will be restricted, this will include measures to discourage the use of private vehicles.

## Delivery and Servicing

4.12.107 At present the site uses the Britannia Road and Main stadium gates for delivery and servicing access. Under the current stadium operation, deliveries occur on non-match days and in the mornings on match days. The graph shows the typical number and timings of deliveries for the existing site.



4.12.108 The new development proposes the creation of a deck over the District Line, which will also include an access ramp to the basement of the stadium. This will serve as the only service and vehicular access for the new development, and will be accessed via Wansdown Place. The TA includes tracking for vehicles entering and exiting the basement and this is considered acceptable. Highway officers will require notification from the Fulham Broadway Centre that the new access which can only be reached by crossing private land, is acceptable to the Broadway Centre management.

4.12.109 The Service and Delivery arrangements will need to be managed through a Delivery and Servicing Plan, which will be conditioned. Highways officers will use this document to monitor and manage the number and timings of deliveries to the new site. The graph above shows that a number of the existing deliveries are made during peak highway hours. In line with SPD Transport policy 34 the new development will be required to restrict deliveries to outside of these peak times.

4.12.110 The TA provides a survey showing that about 100 delivery and service vehicles attend the site on a daily basis. The new development is proposed to have a similar number of deliveries. This is primarily because the number of different land uses (facilities), is being reduced under the new development. Although there is an increased servicing need for the main stadium due to the increase in size, the loss of ancillary uses and the consolidation of deliveries will likely mean a similar number of deliveries.

## Highways and Transport Conclusions

4.12.111 The development has submitted a number of supporting documents including; the Transport Assessment, Transport Assessment Addendum, the Outline Construction Logistics Plan, and the Environmental Statement, in order to provide information on the existing highways arrangements and how the new development will impact on them. These documents along with the section 106 legal agreement and the planning conditions imposed, have shown how the predicted impacts on the existing highway network will be mitigated.

4.12.112 Policy DM J1 and SPD Transport Policy 1 require new developments to be assessed for their contribution to the transport network, the provision of the transport Assessment, Outline Construction Logistics Plan and the conditioning of the full construction Logistics Plan, demolition logistics plan and the service and delivery plan, the Match day travel plan and the Non-Match Day travel plan meet the requirements of this policy. These documents provide an appropriate assessment of the existing and predicted highway impacts and how they will be mitigated.

4.12.113 Policy DM J2 and SPD Transport Policy 3 and 5 provide details of the on-site vehicle parking standards required of a new development. The applicant has proposed a reduction in the number of on-site parking spaces, as well as restricting their use on match days to further reduce the impact. These submissions conform with the policy requirements.

4.12.114 Policy DM J4 and SPD Transport Policy 9 require the provision of blue badge parking. The car park management plan has secured the provision of a suitable number of bays to meet policy requirements.

4.12.115 Policy DM J5 and Transport Policy 12, 13, 16 and 17 identify the need for appropriate walking and cycling facilities and environments to be provided. The applicant has indicated the provision of a large number of cycle parking facilities both on and off site, as well as ensuring the safe and accessible environment within the development for both modes of transport.

4.12.116 Policy DM J6 and SPD Transport Policy 19 require the developer to assess the impact of their development on the local highway network. The applicant has identified that the increase in the developments size will not have a major impact on the public highway with the majority of the uplift arriving by underground. However, in order to further mitigate against the use of private vehicles accessing the site the developer has agreed to contributions to fund parking reviews and match day parking restrictions to further reduce the impact on the public highway.

4.12.117 SPD Transport Policy 14 requires developers within the existing area covered by the Mayor's cycle hire scheme to contribute towards the cost. The inclusion of the cycling parking strategy and appropriate funds complies with this policy.

4.12.118 SPD Transport Policy 22 and 23 requires new developments to be accessible to all. The creation of the decking over the District line as well as the

designs for the sites entrances and internal movements meet the requirements of this policy.

4.12.119 SPD Transport Policy 24, 29 and 31 detail the need for developers to provide appropriate mitigation to neighbouring public highway, in the form of crossing, streetscape, and highway works. The provision of a section 278 agreement that includes site boundaries and neighbouring highway meets the requirements of this policy.

4.12.120 SPD Transport Policy 28 requires developers who will have significant impact on the public highway during demolition or construction to provide details of trip generation and highway impacts. The conditioning of a demolition logistics plan and a construction logistics plan will meet these requirements. The developer has also committed through the section 106 to join the South Fulham Highways and Logistics Group to further try and mitigate the impact of the construction phases.

4.12.121 SPD Transport Policy 34 requires developers with substantial servicing needs to provide information on these arrangements. The conditioning of the delivery and servicing plan meets the requirements of this policy.

4.12.122 The assessment has identified the highways implications and detailed the impact and mitigation proposed. The mitigation measures identified will minimise the impact of the new development on the public transport infrastructure and the highway network. Officers have carefully reviewed the information provided and the mitigations included and are satisfied that the proposal meets the policy requirements and achieves an overall objective of minimal disruption to the existing highway arrangement. Officers therefore consider that there are no material considerations which indicate why planning permission should be withheld.

#### **4.13 Stadium Operations (Match day and non-Match day) and Secure by Design**

4.13.1 S17 of The Crime and Disorder Act 1998 imposes an obligation on the Local Planning Authority to consider crime and disorder reduction in the assessment of planning applications. London Plan Policy 7.3 advises that ***development should reduce the opportunities for criminal behaviour and contribute to a sense of security without being overbearing or intimidating.*** Policy DM G1 of the Development Management Local Plan (2013) requires new development to respect the principles of Secured by Design.

4.13.2 The applicant has confirmed that they have had regular meetings with the Secured by Design officer and the Counter Terrorism Security Advisor and that the building will be built to Secured by Design standards. The following section considers the stadium operations and match-day/non match-day security arrangements and how the proposals might address the potential impacts of the additional capacity of the new stadium.

## Match Day Operations and Controls

4.13.3 The Stadium has been designed to function as a modern state of the art football stadium with the following provisions relating to visitor and spectator safety. The ES confirms that Proposed Development will be used for match days approximately 30 times per year and will have a capacity of 60,000 spectators (an increase of 18,400 above the existing capacity). Supporters will access the stadium via the four main entrances on match day as explained in detail in section 1 of this report, and as set out in Chapter 3 of the ES (Table 3.6). Table 3.6 also confirms the access arrangements for hospitality ticket holders, disabled supporters/staff, home and visiting players, club and support staff and match day staff. The vehicular access to the site (including to the basement level car park) on match days will be heavily controlled. Coach parking for the visiting teams will also be provided within the basement car park.

4.13.4 Internal Concourse: The stadium spectator facilities will be contained within two continuous inner and outer concourses. These include kiosks and toilets on the inner ribbon with supporting facilities (kitchens and first aid rooms) on the external ribbon. Officers consider that the spectator provisions appear to be well considered and appropriately located within the stadium.

4.13.5 External Concourse: The proposed external concourse ring would be larger than currently provided for the existing stadium and provides access around the entire stadium grounds. Security measures (including CCTV, guards, marshalls) would be in operation on match day and on non-match days to ensure access within the stadium grounds is controlled and monitored.

4.13.6 Licensing: The Licensing officer advises the stadium will be required to comply with the Guide to Safety at Sports Grounds (Green Guide), the relevant building regulations, codes of practice and British standards in order for the Stadium to apply for a Safety Certificate under the Safety of Sports Grounds Act 1975. The Safety Certification will include information including crowd dynamics e.g. the physical factor, the safety factor, ingress, egress, queuing arrangements for the underground station at its maximum capacity; away supporters' ingress/queuing; turnstile flow rates and concourse widths. Other information will include clarification on allocation of tickets for away supporters and evacuation procedures arrangements.

4.13.7 All stadia under the umbrella of the Football Association (which includes the Premier League and the Football League) are required to satisfy the Sports Ground Safety Authority (SGSA) in order to get a license to open their stadia to an approved capacity under their authority. The SGSA is authorised under the Football Spectators Act 1989. The criteria for evaluation include both physical and operational elements and have been established over a number of years to reflect best practice. They are rigorously enforced. The assessment of grounds for granting of a license is carried out annually by the SGSA.

4.13.8 The Local Authority would issue a Safety Certificate to permit spectators into this increased capacity Stadia. The SGSA will oversee the work of the local authority and regularly sit on the Safety Advisory Group, which usually



includes the emergency services, the Club and Local Safety Advisory Group is required to be established for every licensed stadium and meet on a regular basis to oversee all aspects of the operation of the stadium. As part of that group the SGSA are able to take account of the operational and physical performance at the stadium in deciding if a license can be awarded or what capacity a stadium can safely operate at, following the guidance laid out in the Guide to Safety at Sports Grounds.

4.13.9 Away Supporters: Away supporters will continue to be segregated in the stadium. Currently up to 3,000 seats are provided for away supporters in the south east corner of the lower and upper tiers of the South Stand. There are proposals to include 3,000 seats (accessed by the South Stand) that would be available for away supporters for Premier League games, split between the lower, middle, and upper tiers. This figure could possibly vary for cup competitions. Officers consider that the provision for away supporters is consistent with the existing arrangements and is therefore acceptable.

4.13.10 Advertisements: The applicant confirms that the proposed stadium will need to incorporate signage. At this stage it is anticipated that the names of the stands will remain unchanged as the existing stadium. Consideration has been given to a digital system within the entrances of the building which would be effective during dusk. It is recommended that a condition be added to ensure the applicant seeks to discuss proposed signage at the stadium and grounds with officers prior to the submission of the relevant advertisement consent applications. This is sought to ensure a coordinated approach to signage across the site and to protect residential and visual amenity.

4.13.11 Officers consider that the above provisions would ensure the proposed stadium design sufficiently considers public safety, subject to the compliance with the relevant safety guidelines listed above.

### **Management Plans During Operation of the Proposed Development**

4.13.12 The applicant has prepared various documents in relation to the operation of the Proposed Development (including security/match-day initiatives outside of the stadium site) which are submitted in support of the planning application. These include Match Day and Non-Match Day Travel Plans, a draft Stadium Management Plan, draft Delivery and Servicing Plan and a Waste Strategy. The proposals have been reviewed by the Council's Licensing Officers and the Metropolitan Police Crime Prevention Officer (including the Counter Terrorism Security Advisor).

4.13.13 The Transport Assessment (ES Part 3, Appendix 11.A) contains the draft Stadium Management Plan (SMP) and the Delivery and Servicing Plan and the Match Day and Non-Match Day Travel Plans are provided in the Transport Assessment Addendum (ES Part 3, Appendix 11.B). An overview of the SMP is provided below.

4.13.14 The Crime Prevention Officer (CPO) has provided detailed observations on the proposals. The comments incorporate additional advice from the Counter Terrorism Security Advisor (CTSA). The CPO advises that further off-site

mitigation is required to address the proposed increased capacity of the stadium and assist crowd controls on match days. The following measures are recommended:

- CCTV equipment to be installed (and funded by CFC) in and around the stadium – connected to LBHF town centre CCTV;
- CCTV to cover concourses, bars, terraces, open areas and have capability of being able to zoom in/identify individuals;
- Further details of car parking security measures needed;
- Deployable Vehicle Mitigation (as advised by CTSA) to protect the crowd from vehicle assault when Fulham Road is closed during matchdays; (before and after matches);
- External/Internal doors and windows to be Secure by Design Compliant;
- Blast mitigation and vehicle mitigation to be in accordance with CTSA advice;
- General Security Standards relating to doors, accesses, cycle parking, lighting, alarms, car park facilities, kiosk designs, deliveries, and servicing to be factored into secure by design compliance requirements;
- Consideration to closing parts of the stadium on non-match days;
- Risk Assessments of non-match day conference uses/events;
- Turnstile entrances to be Secure by Design Compliant;
- Further provisions needed by Away-Fan access at Bovril Gate;
- Ability to separate the northern decked access (if used by the adjacent school as a playground);

### **Stadium Management Plan**

4.13.15 Officers consider that the above requirements can be broadly accommodated within the Stadium Management Plan (SMP) and by demonstrating compliance with Secure by Design (to be conditioned). The SMP will be secured by planning obligation and will set out a framework for the following key aspects of operation of the Proposed Development on both match days and non-match days. The stadium would be managed by the Stadium Management Team and the responsibility for overseeing the team will be under the control of the Stadium Manager. The Stadium Management Plan will be responsible for:

- Public safety both inside and outside of the Stadium;
- Crime prevention measures;
- Efficient and satisfactory operation of public transport and the highways network;
- Achieving the desired travel modal split;
- Management of pedestrian routes to minimise potential impact upon local residents and businesses;
- The impact of the use of the stadium in terms of light and noise on local residents; and
- On-going monitoring of the measures and implementation of additional measures if necessary.

4.13.16 The applicant has submitted a draft SMP (ES Part 3, Appendix 11.A) which covers:

- Events Management Plan led by Chelsea Football Club (CFC);
- Operations Plan, led by the London Metropolitan Police (the Police);
- Local Area Management Plan (LAMP) led by CFC;
- The Stadium Travel Plans (TP) led by CFC; and
- The Monitoring Programme led by CFC.

4.13.16 Events Management Plan: It is anticipated that the Club will lead the Events Management Plan and Operations Plan but, will be delivered via an on-going arrangement between CFC, LBHF and the Metropolitan Police. The applicant has advised that the Events Management Plan will be required prior to the issuing of a Safety Certificate for use of the Proposed Development and it will need to address all matters of crowd safety within and immediately surrounding the stadium. The content of the Events Management Plan will need to respond to the requirements of the Guide to Safety at Sports Grounds (the Green Guide), of which LBHF Licensing Officers and the Metropolitan Police will need to feed into.

4.13.17 Operations Plan: The applicant notes that the Operations Plan is the responsibility of the Police and outlines their responsibilities for managing crowd flows and traffic movements outside the stadium on match days.

4.13.18 Local Area Management Plan: The LAMP aims to ensure that in the interest of public safety there is a defined network for pedestrian movement to and from the stadium; and ensures the potential impacts upon local residents and businesses are minimised.

4.13.19 Stadium Travel Plans: The Stadium Travel Plans (match day and non-match day) will be secured as part of the s106 agreement and will aim to maximise the use of sustainable transport by optimising the available capacity on the public transport network on match days.

4.13.20 Monitoring Programme: The Monitoring Programme outlines the monitoring to be undertaken by CFC in consultation with LBHF. The monitoring will relate to the following aspects:

- Travel patterns on match days;
- On-street parking patterns;
- Spectator arrival / departure patterns;
- Noise and light emissions and other environmental measures; and
- A detailed complaints register.

4.13.21 The Plans will need to take account of the established pedestrian movements, match day travel patterns and general match day operation of the football stadium.

4.13.22 A key component of the SMP will be ongoing consultation through a Liaison Committee, controlled through the Section 106 agreement. The applicant proposes that the consultation will cover:

- The detail of the Event Management Plan where there is an external impact that may affect the amenity of local residential and commercial streets;
- The broad principles of the Operations Plan to be implemented by the Police;
- The appropriate measures to be included in the LAMP;
- Any issues or complaints raised, and proposed changes and remedial actions; and
- All aspects of the Stadium Travel Plans including the examination of the achievement of any non-car modal split targets and the identification of new local transport initiatives.

### **Conferences and Events**

4.13.23 Chelsea Football Club currently operates a non-match day conference and events business at Stamford Bridge Grounds. On non-match days, as in the existing operation, accommodation within the internal areas of the new stadium will be available for private events, conferences, and other functions. Events vary from small meetings for five people up to a larger scale exhibitors' event attracting up to 2,500 visitors over one day. The applicant confirms that large scale events of this scale are infrequent and only generally occur a few times a year. Conferences have around 50 people attending, held in one of the hospitality suites. There are approximately 1,000 of these events held each year.

4.13.24 The proposals allow for an increase the quantity of conferences, business meetings and corporate functions by around 10%. Therefore, it is expected that the average number of people attending the site on a non-match day event would be similar or slightly greater than the present levels e.g. 655 per day compared with the current 600 per day. The applicant anticipates that future events would typically attract a lower volume of visitors per event, with the focus on meetings and conferences rather than major exhibition type activities.

### **Megastore and Stadium Tours**

4.13.25 There are currently approximately 1,000 daily visitors to the Application Site on a non-match day to attend stadium tours and visit the Club Museum and Megastore. The Club are targeting increased Stadium and museum tours as part of the Proposed Development. The Transport Assessment Addendum (ES Part 3, Appendix 11.B) identifies a predicted increase of approximately 865 daily trips associated with stadium tours and the Megastore upon the new stadium opening, an increase which is in line with expectations for a major new public attraction in London.

### **Summary**

4.13.26 Subject to the above provisions, it is considered that the Stadium Management Plan would provide satisfactory information for the Council to ensure

appropriate security/match day operational measures are implemented, monitored, and improved (where necessary). The Council's Licensing Officer advises that the design and construction of the stadium has been designed to comply with the current requirements of the Guide to Safety at Sports Grounds (Green Guide), the relevant building regulations, codes of practice and British Standards which will enable the Stadium to apply for a safety certificate under the provisions of the Safety of Sports Grounds Act 1975 as amended by the Fire Safety and Safety of Places of Sport Act 1987. In addition, subject to the detailed stadium design (being secure by design compliant) and the acceptable submission of the SMP, the proposed development would ensure that appropriate measures are incorporated and provided for to minimise incidences of crime and disorder, in accordance with Policy BE1 of the Core Strategy (2011), Policy DM G1 of the Development Management Local Plan (2013) and Policy 7.3 of the London Plan (2016).

### **Inclusive Access (Stadium and podiums)**

4.13.27 Policy 7.2 of the London Plan requires all new development to achieve the highest standards of accessible and inclusive design. Policy DM A4 of the Development Management Local Plan states that car parking spaces should be provided on site to meet the needs of blue badge holders. Policy DM G1 and SPD Design Policies 1 and 8 require new development to be designed to be accessible and inclusive to all who may use or visit the building. Policy DM J4 (Disabled Persons' Parking) and Planning Guidance Supplementary Planning Document (SPD) Design Policy 1 (Inclusive Design) and Transport Policies 9 (Blue Badge Parking) and 22 (Access for All).

4.13.28 The Design and Access Statement sets out the accessibility and inclusive design principles for the whole development and states the following:

- step free routes into the stadium and around the and
- routes and entrances should be legible.

4.13.29 The Hammersmith and Fulham Disability Forum have reviewed the application. Alongside the disability forum, the 'Level Playing Field' (LPF) has also been consulted and advised the applicant about the design of the new stadium. The LPF act as a campaigning and advisory organisation to its membership and other parties across all sports. The LPF provides information on disabled fan facilities at football clubs. The applicant has also stated they have been in discussion with the Chelsea Disabled Supporters Association (CDSA). The applicant has presented amendments and responses to meet some of the request from the Disability Forum and LPF and sought to rectify or clarify some omissions in the amended scheme. An Inclusive Access Management Plan would be developed to ensure that disabled supporters and the key stakeholders are consulted regarding the final details of the development and during the lifetime of the stadium.

4.13.30 Currently there are 127 wheelchair use viewing positions and the majority are in the existing West Stand Lower tier. A total of 250 wheelchair positions and a further 250 easy access seating are proposed inside the proposed stadium. This will include 25 wheelchair positions in the away section. All the seating would be designed with aim to have uninterrupted sightlines and will be distributed throughout

the general admission and hospitality sections to provide a variety of different seating capacities.

4.13.31 A provision of 23 Blue Badge spaces out of a total of the 190 car parking spaces is proposed on the site. All the spaces would be in the basement car park. The overall total number of car parking spaces in the basement car park has been reduced when considered against the current provision and original submission. The total number of blue badge spaces proposed has however been expanded. In total, 23 parking spaces would now be available for registered spectators as well as hospitality guest and media employees who hold a blue badge. The disabled car parking shall be controlled and monitored via a Car Park Management and Access Strategy. The disability forum and LPF do not consider the total number of blue badge spaces proposed sufficient for the potential number of blue badge holders. The provision would however equate to 12% of the total car parking capacity which exceeds the parking standards set out in Table 6.2 of the London Plan and Policy DM J4 and SPD Policy 9.

4.13.32 TfL requested thought be given to the location of the blue badge parking bays in the basement area. Only 4 of the 23 spaces will fall outside a 50m travel distance to a lift core and all the bays would be within 60m distance. Officers therefore consider that the spaces are appropriately located close to the lift cores of the stadium. The final details of the design and location of blue badge parking spaces within the basement car park would be submitted to and approved in writing by the Council prior to the occupation of the stadium, to ensure that the car park is designed to meet the required standards.

4.13.33 On street parking within the vicinity of the stadium is outside the applicant's control. There are currently 11 Blue Badge bays located within a 500 m radius of the stadium. On match days existing arrangements are proposed outside the stadium grounds for disabled persons, depending on the status of Fulham Road. Prior and post the road closure, vehicles can set down and provide access for disabled spectators at the head of Wandsworth Place or the main entrances on Fulham Road.

4.13.34 Current accessibility conditions inside and around the existing stadium are poor and complicated. Improvements to this is therefore a vital objective of the proposed development. Officers consider the proposed internal layout shows a general consideration of the inclusive access matters. The main entrances will include accessible lifts or escalators which will enable vertical movement from the basement level through the stadium building. The applicant states all the entrances into the stadium would be afforded wheelchair access and would be provided with assisted use and wheelchair accessible turnstiles. The entrances will include appropriate weather protection and signage. The final details of the turnstiles will be development further in the design process and would be covered by condition. Both the internal concourses and public realm within the development site would be designed to create a walkable environment and will be level and clutter free. Inside the stadium the layout has been amended to remove steps on the ground level of the internal concourse. All internal concourses will therefore be step free. Lifts would provide accessibility to all the levels of the stadium and provide an equal and direct access for all users and greatly improve access compared to the current situation.

No lift is proposed to seating in the North Stand from Level 4 due to a reduced concourse area. Accessibility to this level is designed from proposed lifts in the north and south corners of the East Stand.

4.13.35 Wheelchair Accessible toilets will be provided at a ratio of one facility per 15 wheelchair user viewing positions and located within a 40m travel distance. These are proposed as unisex facilities. Within each of the male/female spectator toilet facilities, cubicles for ambulant disabled people will be provided, as well as enlarged cubicles for people who require additional space and baby changing facilities. Consideration is also being given to the provision of wheelchair accessible changing facilities to allow for use of disabled parents. These would be separate from the wheelchair accessible toilets and changing place facilities. Refreshment facilities will also be wheelchair accessible and include drop down counters. The appropriate location will be determined and developed in subsequent stages of the interior of the stadium. Disabled people would also be accommodated within the press and media areas and include an audio system for blind and partially sighted people. An emergency strategy for disabled people has already been considered for the stadium and would be put in place once the final development details have been finalised.

4.13.36 Externally the public realm of the development include access to the two proposed decking platforms would be inclusive and accessible. Gradients would be between 2% and 5% (1 in 20 and 1 in 50) for ease of access of both ambulant and wheelchair bound visitors and include level rest areas. Bench seating would be provided at the main entrance. Signage and wayfinding would seek to include provision for all visitors and consideration will be given to hard landscape materials which would be determined by condition. Consideration will also be given to visual aid and audible information where appropriate.

4.13.37 Lift access/egress for mobility impaired visitors to/from Fulham Broadway Station will remain as existing via the adjoining shopping precinct. The Match Day Travel Plan which forms part of the Transport Assessment Addendum seeks to address the needs of disabled spectators and outlines match day access arrangement for disabled people. The Travel Plan will continue to be monitored and developed and will be updated as the scheme develops and becomes operational, in conjunction with the Stadium Management Plan.

4.13.38 The proposed development is considered to achieved a quality of design that is suitable and inclusive for all persons and subject to appropriate conditions conforms with both the London Plan and local plan policies requirements and is therefore in accordance with Policy 7.2 of the London Plan, Policies DM A4, DM G1 and DM J4 of the together with SPD Design Policies 1 and 8 and Transport Policies 9 and 22.

## **4.14 Amenity Considerations**

4.14.1 This section considers the impacts of the Proposed Development upon the amenities and living conditions of occupiers/users in surrounding buildings and spaces. The proposals have been considered with regards to the daylight, sunlight, overshadowing, glare, overlooking/privacy/outlook, noise, and vibration impacts to

determine whether the proposed development has an acceptable environmental impact on the amenities of occupiers and users.

4.14.2 Policy 7.6 of the London Plan states that ***buildings and structures should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy, overshadowing, wind, and microclimate.*** Policy 7.7 adds that ***tall buildings should not affect their surroundings adversely in terms of microclimate, wind turbulence, overshadowing, noise, reflected glare, aviation, navigation, and telecommunication interference.*** There are no policies about daylight, sunlight or overshadowing either within the DMLP or Core Strategy. Policy DM G1 refers to impact generally and the principles of 'good neighbourliness'. Housing Policy 8 in the SPD requires amenity of neighbouring occupiers to be protected.

4.14.3 The applicant has carried out a detailed daylight, sunlight, and overshadowing analysis of the potential impacts of the proposed development. The sunlight, daylight and overshadowing analysis is set out in Chapter 15 of the ES. The assessment considers the impacts on the adjacent properties to determine whether the amenity of residents will be affected by the proposals and whether any mitigation measures can reverse or remedy any adverse impacts.

4.14.4 The assessment methodology (for daylight, sunlight, and overshadowing) in the ES is in line with the guidance provided in the Building Research Establishment (BRE) document entitled 'Site Layout Planning for Daylight and Sunlight' (2011). When assessing any potential impacts on the surrounding sensitive receptors, the BRE guidelines suggest that only those windows and rooms that have a 'reasonable expectation' of daylight and sunlight must be assessed. The BRE guide recommends that the impacts on living rooms, kitchens and bedrooms are considered, where they have a reasonable expectation of daylight. Windows to bathrooms, toilets, storerooms, circulation areas and garages need not be analysed.

4.14.5 The BRE guide acknowledges that it is necessary to apply the BRE criteria flexibly, having regard to a site's location and /or the density of development in the surrounding area, particularly within dense urban environments which are commonplace in London. Officers therefore advise that the BRE guide is advisory and the numerical target values within it may be varied to meet the needs of the developments and its location.

### **Extent of Daylight, Sunlight, and Over-shadowing Assessment**

4.14.6 The preliminary 25 degrees and 90 degree tests described within the BRE Guidelines have been applied to determine the properties that are likely to require daylight and sunlight consideration. Having regard to the preliminary tests, the below list of properties surrounding the site are considered to have a reasonable expectation of daylight and sunlight. A total of 34 existing buildings (sensitive receptors) surrounding the site have been considered regarding daylight and sunlight within the ES Chapter 15:

- London Oratory School;
- 202 Seagrave Road (Lily Bridge House);



- 440 Fulham Road;
- 1-3 Hilary Close;
- 4-7 Hilary Close;
- A-C Chelsea Studios;
- D to X Chelsea Studios
- 2-7 Chelsea Studios;
- 1 & 8-11 Chelsea Studios;
- 13 Chelsea Studios;
- 404a-404d Fulham Road;
- 434 to 438 Fulham Road;
- 430-432 Fulham Road;
- 418-428 Fulham Road (Bovril Court);
- 410-412 Fulham Road and 414 to 416 Fulham Road;
- 402 to 408 Fulham Road (West London Studios);
- Stamford Gate House;
- 390 Fulham Road (Walsingham Mansions);
- 370 Fulham Road (Hereford House);
- 1-5 Billing Street;
- 12-13 Billing Street;
- 9-13 and 7-8 Billing Place;
- 1-2 & 3-10 Stamford Cottages;
- 422-428 Fulham Road (La Reserve Hotel);
- Sir Oswald Stoll Foundation Buildings;
- 27-59 Brompton Park Crescent; and
- 60-142 Brompton Park Crescent

4.14.7 The overshadowing analysis set out in ES Chapter 15 considers the impacts on the following spaces:

- Brompton Cemetery (Public Amenity Space);
- 1-10 Stamford Cottages (Private Amenity Space);
- 6-10 Billings Place (Private Amenity Space);
- 1-5 Billing Street (Private Amenity Space);
- 12-13 Billing Street (Private Amenity Space);
- Sir Oswald Stoll Foundation (Public / Private Amenity Space);
- London Oratory School (Public / Private Amenity Space);
- Lily Bridge House, 202 Seagrave Road (Private Amenity Space);
- Brompton Park Crescent & Leisure Centre (Public / Private Amenity Space);
- Hereford House (Private Amenity Space).

4.14.8 Officers consider that the above lists comprehensively identify all the relevant properties and spaces which may be affected by the proposed development. It is noted that the Council's ES reviewers have advised that the ES assessment methodology (with regards to daylight/sunlight and overshadowing) is acceptable and all relevant sensitive receptors have been identified.

## Daylight Assessment

4.14.9 The ES includes a daylight assessment using the BRE methods of calculating daylight levels:

- Vertical Sky Component (VSC)
- Daylight Distribution (DD)/No-Sky Line method (NSL) method.

4.14.10 The VSC is the most common method used for calculating daylight levels. It is a measure of the amount of skylight visible from the centre of an existing window serving residential buildings which look towards the site. The VSC measures the sky visibility from the outside face of a window and compares the amount of sky that would still be capable of being seen from that same position following the construction of the development. An unobstructed window will achieve a maximum level of 40%. The BRE guidelines advise that a good level of daylight is considered to be 27%, and state that daylight will be noticeably reduced if after the development the VSC at the centre of a window is both less than 27% and less than 80% of its former value.

4.14.11 The DD/NSL is a measure of the distribution of daylight in an existing building within each of the main rooms. The DD/NSL maps out the region within a room where light can penetrate directly from the sky, considering the size and number of windows. If the working plane within a room that can received direct daylight is reduced to 80% of its former value, the BRE guide advises this level change would be perceptible or noticeable.

### Baseline Scenario - VSC

4.14.12 With regards to daylight, a total of 1,473 windows surrounding the site that would be affected by the siting and scale of the proposed development, have been assessed. For the baseline conditions, 727 windows (49%) receive equal to or more than the BRE 27% VSC guideline, while 1052 windows (71%) meet the overall BRE VSC guidelines. The remaining 421 windows (29%) experience sub-BRE target level compliance in terms of retained VSC. Officers note the baseline levels are unusually high for a centrally located town centre location, in Inner London.

**Table 4.14. VSC - Summary of Baseline Daylight**

<u>Number of Windows tested</u>	<u>Achieve VSC (27%) target</u>	<u>Negligible Impact (&lt;27% but within 0.8 former value)</u>	<u>Minor</u>	<u>Moderate</u>	<u>Major</u>
1473	727	325	198	113	110
100%	49%	22%	13.3%	7.7%	8%
	71%		29%		

## Baseline Scenario - DD

4.14.13 For Daylight Distribution (DD), 856 habitable rooms were assessed. The results confirm that out of 856 rooms tested, 664 rooms (78%) receive daylight over at least 80% of the total room area.

**Table 4.15. Daylight Distribution – Summary of Baseline Daylight**

<u>Number of Rooms tested</u>	<u>Rooms received daylight up to and above 80%</u>	<u>Rooms received less than 80% x former value</u>
856	664	192
100%	78%	22%

## Proposed Development – VSC

4.14.14 For the proposed development, the results show, 1,446 (98%) of the 1,473 windows assessed would meet the BRE guidelines either retaining a VSC equal to or above 27% or at least 0.8 times their former value. The remaining 27 windows (2%) are all within 20% of the guidelines and considered to have a minor adverse effect.

**Table 4.16. Summary of Proposed Daylight - VSC Results**

<u>Number of Windows tested</u>	<u>Achieve VSC (27%) target or within 0.8 former value)</u>	<u>Minor (&lt;27% but within 0.8 and 0.6 former value)</u>	<u>Moderate</u>	<u>Major</u>
1,473	1,446	27	0	0
100%	98%	2%	0%	0%

## Proposed Development - DD

4.14.15 For Daylight Distribution, the assessment confirms that 800 (93%) of the 856 rooms tested will satisfy the BRE guidelines, retaining at least 0.8 times its former value. A further 52 rooms (4.6%) are within 20% of the guidelines experiencing a minor adverse effect. The 4 remaining rooms located in 1-2 Stamford Cottage and D-X Chelsea Studios would experience a moderate effect.

**Table 4.17. Summary of Proposed Daylight - DD Results**

<b><u>Number of Rooms tested</u></b>	<b><u>Rooms received daylight up to and above 80%</u></b>	<b><u>Rooms received less than 80% x former value</u></b>		
856	800	56		
100%	93%	7%		
		0.79-0.60 x former value	0.59-0.40 x former value	< 0.4 x former value
		52	4	0
		6%	0.46%	0%

4.14.16 Officers note that the properties to the south of the development site are located behind the 5.0m high listed Shed Wall which runs between 404A Fulham Road (to the east) to 440 Fulham Road (to the west). This includes West London Studios, 410-438 (even) Fulham Road, Bovril Court, Reserve Hotel, 1-7 Hilary Close and A-C, D-X and 1-14 Chelsea Studios. The wall encloses the spaces and properties to the south which screens the views of the existing stadium. The wall will continue to screen the views to a large degree, with the new stadium in place. The daylight results indicate that the proposed stadium will result in marginal non-perceptible changes in the VSC and DD/NSL to these properties, largely due to the presence of the wall, and the orientation of some buildings.

4.14.17 Officers have considered the minor and moderate impacts on daylight within the most affected properties in more detail as set out below.

### **Lily Bridge House, Seagrave Road**

4.14.17 This is a single dwelling near the north of the site. A total of 22 windows have been considered for the VSC and 4 rooms have been considered for daylight distribution. In total 15 windows (68%) of the windows tested would satisfy the BRE criteria for VSC. All the windows however retain VSC of between 0.60 and 0.79 times their former values. Overall the calculations for the remaining 5 windows is slightly below the BRE suggested 0.80 times former value target. Officers therefore consider the impact on daylight at Lily Bridge House as a result of the Proposed Development to be negligible.

### **27-59 Brompton Park Crescent & 60-142 Brompton Park Crescent**

4.14.18 These two apartment blocks form part of the Brompton Park Crescent estate and in closest proximity to the north of the site. A total of 167 windows have been considered for the VSC and an assumed 127 rooms have been considered for daylight distribution. In total 145 (87%) of the 167 windows tested would satisfy the BRE criteria for VSC, with all the windows within block 60-142 Brompton Park Crescent meeting the guidelines. The 22 remaining windows located within 27-59 Brompton Park Crescent found to be below the guidelines, all relate to windows affected by balconies above them. The BRE recognises that such features can

inhibit the available light to windows beneath, which increases their sensitivity to massing changes opposite and exaggerates the relative light loss. All these windows however retain VSC of between 0.65 and 0.79 times their former values, with around three quarters retaining 0.74 to 0.79 times i.e. only slightly below the BRE suggested 0.80 times former value target. The vast majority of these windows also relate to rooms that meet the daylight distribution guidelines or contain a further window which meets the guidelines.

4.14.19 With regard to the daylight distribution results, 113 (89%) of the 127 rooms assessed meet the BRE criteria of 0.80 times the former value retained. The 14 remaining rooms will retain between 0.61 and 0.79 times their former values, which relate to rooms with windows hampered by the balconies. The vast majority of the rooms below the guidelines will nonetheless either contain a window which meets the VSC guidelines or do not deviate very far from the guidelines, with average retained values at 0.73 times their former. The ES considers that the impact of the Proposed Development on this property would be of negligible / minor adverse significance.

#### **Sir Oswald Stall Foundation (Fulham Road)**

4.14.20 These properties form the housing block immediately to the west of the site. A total of 510 windows serving an assumed 285 rooms have been considered for daylight. All (100%) of the 510 windows tested satisfy the BRE criteria for VSC.

4.14.21 With regard to the daylight distribution results, 253 (89%) of the 285 rooms assessed meet the BRE criteria of 0.80 times the former value retained. The 32 remaining rooms retain between 0.64 and 0.79 times their former values, with the vast majority (two thirds) between 0.75 and 0.79. The ES considers that the impact of the Proposed Development on this property would be of negligible / minor adverse significance.

#### **D to X Chelsea Studios**

4.14.22 These residential apartments are situated to the south of the site. A total of 34 windows serving an assumed 21 rooms have been considered for daylight. All (100%) of the 34 windows tested will satisfy the BRE criteria for VSC. 19 (90%) of the 21 rooms will satisfy the BRE guidelines for daylight distribution. Retained daylight areas within the two rooms where a noticeable effect is recorded would be 0.57 and 0.72 times their former values. The two rooms comprise small mezzanine bedroom areas lit by skylights, which will satisfy the BRE guidelines for VSC. The bedrooms in question are R1/662 to Studio L and R1/6102 to Studio E. Only the mezzanine bedroom to Studio L is lit at least 80% of its area in the baseline scenario. The ES considers that the impact of the Proposed Development on levels of daylight within these properties would be negligible to minor adverse

#### **422-428 Fulham Road (La Reserve Hotel)**

4.14.23 This is a hotel to the south of the site which has been inspected and surveyed. A total of 37 windows serving 31 rooms have been tested for daylight. All (100%) of the 37 windows tested satisfy the BRE criteria for VSC. 28 (90%) of the 31

rooms will satisfy the BRE guidelines for daylight distribution. Two of those which do not are basement level bedrooms (R2/119 and R4/119), and one is a ground floor bedroom (R6/120). All three are lit to at least 80% of their area in the baseline scenario and would retain between 0.75 to 0.79 times their former values. Officers consider these to be very minor transgressions, and their windows will satisfy the BRE Guidelines for VSC which indicates the daylight levels will be generally good. The ES considers that the impact of the Proposed Development on levels of daylight within this property would be negligible to minor adverse.

### **1-2 & 3-10 Stamford Cottages**

4.14.24 This is a collection of terraced properties located to the east of the site adjacent to the railway embankment. There are a total of 52 windows serving 32 rooms which have been tested for daylight. The applicant has inspected and surveyed 1-2, 3 and 9. The cutting back of the east decking platform and a reduction to the bulk and massing of the south east corner of the new stadium by 1.7m have been considered in the calculations.

4.14.25 Overall, 47 (90%) of the 52 windows within these properties satisfy the BRE criteria for VSC, while 27 (84%) of the 32 rooms tested will meet the suggested guidelines for daylight distribution. All rooms/windows to 4, 5, 6, 7, 8 and 10 Stamford Cottages meet the recommendations in the BRE Guide.

4.14.26 In relation to 1-2 Stamford Cottages, the west facing windows will be below the BRE guidelines for VSC. These windows would retain between 0.6 to 0.79 times the former values retained. Nevertheless, the retained VSC values in the proposed condition range between 16% to 24% VSC which could be considered good within an urban town centre location such as Fulham. Notwithstanding the level change being noticeable, officers consider that the retained levels of daylight are typical of an urban location within London. 4 of the 5 windows have VSC values of 27% or more in the baseline scenario the exception being the ground floor living room R2/150. 2 of the 5 rooms tested for daylight distribution would satisfy BRE Guidelines. The other rooms (a ground floor living room and two first floor bedrooms) would retain between 0.48 to 0.58 times their existing daylight area.

4.14.27 For 3-10 Stamford Cottages, all windows will satisfy the BRE guidelines for VSC and 25 (92%) of the 27 rooms for daylight distribution. One of the two rooms which would not meet the BRE guidance for daylight distribution is a living room/study at 9 Stamford Cottages (R3/400). This property contains a western aspect which would ensure sufficient light penetrates from an alternative source. The other is a ground floor bedroom to 3 Stamford Cottages (R9/140) which contains a front boundary screen wall which encloses the ground floor. These rooms would retain 0.62 and 0.78 times their former values. Again, the level change to DD within the rooms are not considered to be significant to reduce the quality of the accommodation.

4.14.28 Overall, the ES considers that the Proposed Development will have a moderate adverse impact on levels of daylight within 1-2, 3 and 9 Stamford Cottages. However, notwithstanding the results, officers consider that the residual VSC and DD values (to these properties) are not unreasonable for the urban context,

which is evident when compared to the neighbouring baseline conditions at 1-5 Billing Street, for example.

4.14.29 It should be noted that the existing stadium on the site opposite these properties is set back further away than the proposed new stadium. As such, the existing obstruction posed is smaller and contributes to a higher theoretical level of existing daylight levels. The design of the new stadium has been carefully considered to minimise the impacts (in terms of daylight) which results in a very high level of compliance with the BRE guide (to the properties tested). However, given the constraints on the shape of the development site and the need to accommodate the proposed eastern decking platform, it is anticipated that the proposals could have a greater impact on 1-10 Stamford Cottages than other buildings given the proximity and the lower ground position of the cottages. It is also noted that the proposed demolition of the Copthorne Hotel to the west of 1-10 Stamford Cottages would remove an existing obstruction to these properties. Therefore, the demolitions would partially off-set the effect on the facing windows in Stamford Cottages, with respect of daylight levels.

4.14.30 Officers consider that the daylight impacts should also be interpreted with regards to the physical characteristics of the environment to the west of the properties, noted from site inspection. Firstly, it is recognised that the baseline conditions are a response to the spatial characteristics and proximity to the railway line where trains pass approx. 15m from the west facing windows. The railway embankment boundary fence is approx. 6.2m from the edge of the cottages and is over 3.0m in height.

4.14.31 This relatively narrow space contains a pedestrian walkway serving 1-2 and 3-8 Stamford Cottages, small front gardens with boundary walls/railings. A combination of features has been erected to create privacy screens to prevent overlooking between passing trains and the properties. Some of the measures introduced by the residents are considered to secure privacy, but compromise the daylighting levels to the windows/rooms on the ground floors. The following features are noted:

- Circa 3.0m+ high boundary railings with overhanging planting at upper levels;
- Privacy Screens to private amenity spaces;
- Additional laminate wooden fencing (to the embankment boundary);
- Planting, vegetation, and trees deliberately overgrown;
- Tree/plant lined natural canopy encloses the walkway;
- Window grills to ground floor windows (in 1-2);

4.14.32 Officers consider that the above measures combine to safeguard privacy levels, but are at the expense of light to the ground floor windows. Officers note the above privacy measures are a trade off against the resulting lighting levels, which are considered reasonable interventions considering the proximity to the rail line.

4.14.33 Officers have considered the above results of the daylight assessment in combination with the site-conditions, noting the boundary fence, window grills,

private screens, and vegetation in coming to a view on the impacts on these properties. Officers are of the opinion that the combination of measures implemented by the occupiers create a highly screened buffer that results in an intimate condition and this would be preserved, with the development in place.

4.14.34 The west facing area (to 1-2 Stamford Cottages) contains an inaccessible landscaped buffer zone between the western elevation of the building and the private access path to the front door. The access path is approx. 1.0m from the boundary fencing adjacent to the railway embankment. The west facing ground floor windows in 1-2 Stamford Cottages contain window grills which reduces the outlook and day lighting levels further from the living rooms which have been knocked through thereby providing a primary aspect from the east facing windows. The effect of the window grills and landscaped buffering effectively ensures the west facing aspect is of a secondary character at ground level. It is considered that the effect of the development on these properties would be minimal and inconsequential, in terms of daylight, due to the presence of existing obstructions to 1-2 Stamford Cottages.

### **Daylight Summary**

4.14.35 The vast majority of the existing windows (98%) and rooms (93%) will pass the BRE VSC and DD/NSL tests result only in a small number of technical transgressions. On further investigation, a significant percentage of the technical breaches only marginally exceed the standards and result in minor or moderate impacts which do not significantly reduce the overall levels of daylight within the affected properties. The resultant retained levels of daylight (as identified in the ES), indicate that the most affected properties would benefit from a good level of light, within the urban context, which would be typical within similar urban/dense conditions in London, and similar levels within the more urban and dense parts of Hammersmith and Fulham. As such, officers consider that the daylight impacts are acceptable, on balance.

### **Sunlight**

4.14.36 To assess sunlight levels to an existing building, the BRE guidance suggests that all main living rooms of dwellings, and conservatories, should be checked if they have a window facing 90 degrees of due south. The guidance states that kitchens and bedrooms are less important, although care should be taken not to block too much sun. The applicant has carried out an Annual Probable Sunlight House (APSH) assessment to consider the effect of the development, upon sunlight enjoyed within adjoining properties. The properties tested are listed above.

4.14.37 The Annual Probable Sunlight Hours (APSH) predicts the sunlight availability during the summer and winter for the windows of each habitable room that faces 90 degrees of due south. The APSH) tests the windows, both annually and in the winter months (21st September to 21st March). The BRE guidelines state that a window may be adversely affected if a point at the centre of the window receives for the whole year, less than 25% of the APSH, including at least 5% of the APSH during the winter months (21st September to 21st March) and less than 0.8



times its former sunlight hours during either period, and if there is a reduction in total APSH which is greater than 4%.

4.14.38 For annual sunlight, 750 windows were tested and the results confirm that 619 (83%) receive more than the BRE guideline of 25% APSH annually in the baseline condition. Of the 750 windows tested for winter sunlight, 618 (82%) receive more than the BRE guideline of 5% APSH in the winter months in the baseline condition.

**Table 4.18. Summary of Baseline Sunlight - APSH Results**

<u>Number of Windows tested</u>	<u>Annual Sunlight</u>		<u>Winter Sunlight</u>	
	<u>Windows achieve total APSH target</u>	<u>Windows below total APSH target</u>	<u>Windows achieve total APSH target</u>	<u>Windows below total APSH target</u>
750	619	131	618	132
100%	82%	18%	82%	18%

4.14.39 Under the proposed conditions, the report predicts that a large proportion of the habitable rooms tested continue to provide hours of probable sunlight in excess of the BRE recommendations, both during winter months and throughout the year. In total 747 (over 99%) of the windows would see above 25% total ASPH, as recommended by the BRE and 743 (over 99%) would see 5% winter ASPH as recommended.

**Table 4.19. Summary of Proposed Sunlight - APSH Results**

<u>Number of Windows tested</u>	<u>Annual Sunlight</u>		<u>Winter Sunlight</u>	
	<u>Windows achieve total APSH target</u>	<u>Windows below total APSH target</u>	<u>Windows achieve total APSH target</u>	<u>Windows below total APSH target</u>
750	747	3	743	7
100%	99%	1%	99%	1%

4.14.40 All the windows and rooms within the following properties will meet the BRE guidelines for both annual and winter APSH and therefore the potential effect of the Proposed Development on sunlight amenity to these properties would be negligible:

- 60 to 142 Brompton Park Crescent
- London Oratory School
- All Sir Oswald Stoll Units tested except to Units 4 and 5
- 1-2 and 3-10 Stamford Cottages

- 9 Billings Place.

4.14.41 In the remaining properties tested, under 1% of the windows would not meet the BRE criteria for both annual and winter sunlight and therefore these properties are discussed in further detail.

27-59 Brompton Park Crescent

4.14.42 These properties are located to the north of the Site and a total of 76 windows have been assessed for sunlight. The properties contain balconies and other features which have the effect of compromising the potential sunlight available to the windows beneath/adjacent.

4.14.43 75(99%) of the 76 windows will satisfy the BRE criteria for annual APSH, while 72 (95%) windows will satisfy the winter APSH criteria. The four windows that do not meet the guidelines are all kitchens where the BRE guide states sunlight is less important than to a living room. The kitchens are sited one above the other adjacent to a return wall to the block and neighbouring balconies. Officers consider that the lower values are attributed to the return wall and adjacent balconies, rather than the proposed development. The ES notes that the immediately adjacent windows retain in excess of 25% total APSH including 5% winter APSH which indicates that the return wall which projects at the side of the kitchen windows is the main obstruction to sunlight. As such, officers consider that the design of Brompton Park Crescent exacerbates the effect of the Proposed Development on sunlight to these particular kitchen windows. Overall, the sunlight levels will continue to be very high, approximately 2-3 times the suggested sunlight levels for both winter and annual periods in many instances.

4.14.44 The ES considers that the effect of the Proposed Development on levels of sunlight within these properties will be negligible in the vast majority of circumstances, to minor adverse in very few circumstances.

## **202 Seagrave Road (Lily Bridge House)**

4.14.45 This residential property is to the north west of the site. The Revised ES considers the building works undertaken to extend the property. The property is located to the north of the Site and would be approximately 40 metres from the proposed stadium (at its closest point) and 12.15 metres from the edge of the decking platform.

4.14.46 All 14 (100%) of the windows tested would satisfy the BRE criteria for annual APSH and 13 (93%) of them will satisfy the winter APSH criteria. The only window which would not do so is to the ground floor kitchen (R2/30). It receives 8% in the baseline scenario and would retain 4% winter APSH compared to the 5% target with a very high level of annual APSH at 32%.

4.14.47 Given the results, it is therefore considered that the effect of the Proposed Development on levels of sunlight within this property will be of negligible to minor adverse as summarised in the ES.

## **Sir Oswald Stoll Foundation**

4.14.48 These properties form the housing block immediately to the west of the site. A total of 482 windows have been tested within this group of properties. 480 (over 99%) of the 482 windows will satisfy the BRE criteria for annual and winter APSH. The two windows that do not meet the guidelines are ground floor living rooms to Units 4 and 5 (R1/40 and R4/40). The windows (W1/40 and W6/40) do not meet the BRE targets of 25% total APSH including 5% winter APSH in the baseline scenario and are both north facing windows to tri-aspect bay windows. In both cases, the two other windows serving the living rooms are fully BRE compliant. Overall, the ES notes that the sunlight levels will continue to be very high, approximately 2-3 times the suggested sunlight levels for both winter and annual periods in many instances.

4.14.49 It is therefore considered that the effect of the Proposed Development on levels of sunlight within the Sir Oswald Stoll properties will be negligible, as summarised in the ES.

### **Sunlight Summary**

4.14.50 Overall the report concludes the proposal achieves good levels of sunlight. The vast majority of neighbouring habitable rooms will retain close to the APSH recommendations. Slightly lower levels have been identified within the ES as identified above. However, it is considered that the levels of impact identified would not be noticeable and result in a negligible impact. As such, it is considered that the sunlight levels retained would be good, and the very few exceptions identified would not justify a refusal of the proposal on this ground.

### **Daylight and Sunlight Conclusions**

4.14.51 The proposed development is considered substantially in accordance with the BRE guidelines and the proposed layout retain good levels of daylight and sunlight amenity for neighbouring occupiers. It is noted that the proposals would have an impact on 1-2, 3 and 9 Stamford Cottages to the east (in respect of daylight levels), although the effects would be mitigated substantially by the existing boundary treatments and vegetation on the boundary which acts as a privacy barrier. In respect of sunlight, 4 windows fall below the BRE standards. However, this is primarily attributable to the design of the host building (27-59 Brompton Park Crescent), rather than the development. It is concluded that the development would be in accordance with the requirements of policies 7.6 and 7.7 of the London Plan and DMLP Policies DM A9 and the BRE guidelines. In conclusion, it is considered that given the size of the scheme and the urban context, the proposed development would result in acceptable levels of daylight and sunlight for occupiers within the existing surrounding properties. There are a small number of habitable rooms that may experience some impact beyond the BRE guidelines. However, given the very small areas of non-compliance and the very high overall BRE compliance levels, it is considered appropriate to apply the BRE guidance flexibly. It is considered on balance; the proposed development is acceptable in this respect.

## Overshadowing

4.14.52 A total of 32 individual areas of public/private amenity space located within proximity of the site have also been considered in terms of overshadowing. These include the courtyard and rear amenity space serving the Sir Oswald Stoll Foundation to the south to the southeast; the London Oratory School and communal landscaping around the Brompton Park Crescent to the north; Brompton Cemetery to the northeast; and the front and rear gardens to the Billings. The BRE guide suggests that if at least 0.8 times the current area of amenity space can receive at least 2 hours sun on 21<sup>st</sup> March continues to do so in the proposed conditions, the loss of sunlight is not likely to be noticeable. The baseline results confirm that 18 (56%) of the 32 amenity spaces tested receive at least 2 hours of sunlight to over 50% of their areas on March 21st. For the amenity space at Lily Bridge house, the results confirm that 0.96 times the current area would receive at least 2 hours on 21<sup>st</sup> March.

4.14.53 The results of the BRE overshadowing assessment confirms that all (100%) of the 32 surrounding existing amenity spaces tested would meet the BRE guideline criteria. There would be a small improvement in the baseline conditions at 3 Stamford Cottages and a more noticeable increase in the area to the rear of Hereford House which can currently receive at least 2 hours' sun on 21st March. Therefore, the potential effect of the Proposed Development on levels of overshadowing to nearby amenity areas would be negligible.

4.14.54 Overall there is comprehensive adherence to the BRE guideline recommendations, with respect of overshadowing impacts. As such, it is considered that there would be no adverse overshadowing impacts of the development. It is considered that the proposals are acceptable in this respect.

## Privacy/Overlooking

4.14.55 DMLP Policy DM A9 stipulates that new development should not have a detrimental impact on privacy enjoyed by neighbours in adjoining properties. Supporting planning guidance (Housing Policy 8, part ii) states that new windows should be (directly) positioned not less than 18 metres from existing windows. The SPD policy goes on to advise that if this standard cannot be met, then windows should be designed to ensure no loss of privacy will occur.

4.14.56 In discussion with officers, the applicant submitted a series of cross sections with the footprint of the existing and proposed stadium and surrounding context. In total 17 sections were produced which specifically demonstrate the distances between the development and the facing buildings (with the footprint of the existing stadium also plotted). The following sections are noted with regards to the distances between facing windows in the new stadium and existing surrounding buildings:

- Section D-D: Eastern Access Deck, Walsingham Mansions, and Hereford House. The proposed deck would be approx. 6m from the flank elevation of Hereford House. The Copthorne Hotel is approx. 29m from Walsingham Mansions (which would be demolished under the proposals), thereby

removing an existing obstruction. Officers consider the resulting distance between the new stadium and facing windows to exceed the min 18m SPD standard and will be acceptable.

- Section C-C: Eastern Access Deck, New Stadium, and 3-9 Stamford Cottages. The proposed new stadium would be 28m from the façades in 3-9 Stamford Cottages at the location shown on the plans. The closest part of the existing stadium is located over 50m away from the facades at 3-9 Stamford Cottages. Officers consider the resulting distance between the new stadium and facing windows to exceed the min 18m SPD standard and will be acceptable.
- Section K-K: Eastern Access Deck, New Stadium, and 1-2 Stamford Cottages. The west facing façade to 1-2 Stamford Cottages is located approx. 30m from the closest part of the existing stadium. The closest part of the new stadium will be located approx. 18m from the west facing façade to 1-2 Stamford Cottages. This is the closest that the new stadium will get to existing buildings which will have windows with direct views towards the stadium. Officers consider the resulting distance between the new stadium and facing windows to exceed the min 18m SPD standard and will be acceptable.
- Section B-B: New Stadium and Community Centre (North East Corner). The proposed new stadium would be approx. 19.23m from the Community Centre to the north of the site. The existing Chelsea Hub sports complex is to be demolished which is approx. 5m from the Community Centre. There will be no unacceptable overlooking between buildings at this part of the site as a result of the development.
- Section M-M: New Stadium and 27-59 Brompton Park Crescent. The proposed stadium will be circa 29m from the south facing facades in 27-59 Brompton Park Crescent. The stadium will appear closer to the properties than the existing stadium. Nonetheless, the proposed stadium has been designed to be pulled in from these properties to ensure a greater separation distance. Officers consider the resulting distance between the new stadium and facing windows to exceed the min 18m SPD standard and will be acceptable.
- Section L-L: New Stadium and 202 Seagrave Road. The proposed stadium will be circa 40m from the southernmost elevation in 202 Seagrave Road. The distance between Lily Bridge House and the existing stadium is a greater distance. However, the resulting distance between buildings would create no unacceptable overlooking as the distance exceeds the SPD 18m standard.

- Sections A-A and J-J: London Oratory School, Western Access Deck, and Sir Oswald Stoll Foundation Buildings. Section A-A indicates that the new stadium would be approx. 40m from the adjacent School. It is considered that the separation distances between the stadium and the school would be acceptable.
- Sections P-P and G-G: New Stadium and Sir Oswald Stoll Foundation. The rear elevation of Sir Oswald Stoll Mansions is between 21.21m and 30.71m from the existing West Stand. The new stadium would be around 26m from this façade. It is considered that the separation distance between the new stadium and the Sir Oswald Stoll Foundation (at this section) would be acceptable.
- Section N-N and O-O: New Stadium, Shed End Wall and 1-7 Hilary Close. The rear of 1-7 Hilary Close is located between 4.5-6m from the Shed End Wall which would partially obscures views of the proposed stadium. The section drawing indicates that the hospitality boxes, stairwells, and upper tier corridors may have direct views looking down towards 1-7 Hilary Close which would be within 18m. However, such impacts will be limited to a limited number of positions at Level 3 of the stadium due to the retention of the Shed End wall and proximity of those properties to that structure resulting in a limited and localised potential impact to those properties, as demonstrated by Figure 2.6.3 of the DAS Addendum. As a result the windows on the proposed elevation of the stadium as indicated by Figure 2.6.1 of the Revised DAS would be designed to include translucent façade glazing where required and officers recommend that a planning condition is imposed that requires windows and fenestration to include translucent or obscure/opaque glazing to prevent any overlooking between the buildings, where necessary.
- Section E-E: New Stadium, Shed End Wall, 4-7 Hilary Close and Reserve Hotel. The Reserve Hotel rear elevation is 42-55m from the existing stadium which is partially blocked by 4-7 Hilary Close. Parts of the rear elevation of 4-7 Hilary Close is 11.68m from the Shed End Wall which is 5.9m to the lower levels of the existing stadium. The upper levels of the existing stadium are between 22-30m from 4-7 Hilary Close. The new stadium would be 8.16m from the Shed End Wall. The Shed End Wall forms a visual screen from the rear elevations of 4-7 Hilary Close which blocks views of the existing and proposed stadium. Notwithstanding the close proximity of the stadium to these properties, it is considered that there would be no unacceptable levels of overlooking between buildings given the oblique views from existing windows and given the position and height of the Shed End Wall which blocks views between the buildings.

- Section Q-Q: New Stadium, Shed End Wall, and D-X Chelsea Studios. There are no windows in D-X Chelsea Studios which directly face the existing or proposed stadium. All windows are orientated east and/or west. It is considered that the separation distances between the stadium and the studios would be acceptable.
- Section R-R: New Stadium, Shed Wall, and A-C Chelsea Studios. There are no windows in A-C Chelsea Studios which directly face the existing or proposed stadium. All windows are orientated east and/or west. It is considered that the separation distances between the stadium and the studios would be acceptable.
- Section H-H: New Stadium, Shed Wall, and 1-14 Chelsea Studios. There are no windows in 1-14 Chelsea Studios which directly face the existing or proposed stadium. All windows are orientated east and/or west. It is considered that the separation distances between the stadium and the studios would be acceptable.
- Section I-I: New Stadium, Southern Entrance Plaza, and Stamford Gate House/Walsingham Mansions. The rear of Walsingham Mansions contains windows which would be approx. 57.24m from the closest part of the new stadium. The Copthorne hotel is 20.69m from Walsingham Mansions, and will be demolished as part of the proposals thereby removing an existing obstruction. It is considered that the new stadium would be located an acceptable distance from the nearest adjoining dwellings at this section.

4.14.57 With regards to privacy within existing dwellings and the effect of additional new windows from the stadium, there are a limited number of adjacent residential windows of neighbouring properties which are within 18 metres of the proposed new stadium. In such circumstances, planning guidance set out in the LBHF Planning Guidance SPD (Housing Policy 8, part ii) states that if there are to be new windows within 18 metres then windows should be designed to ensure no loss of privacy will occur. In these locations, included those mentioned above, it is proposed that semi-opaque translucent glazing will be used to ensure there is no overlooking and loss of privacy to affected adjoining properties. Generally, the majority of windows in the new stadium will significantly exceed the 18m distance thereby creating an acceptable separation distance between facing windows in accordance with Housing policy 8 of the SPD.

### **The Decked Accesses**

4.14.58 The proposed new stadium occupies a larger footprint than the existing stadium and includes additional areas of public access which extend around the whole stadium. The proposed eastern and western access decks and new entrance plaza to the south also provide additional publicly accessible areas, which would become busiest on match days. It is envisaged that there will be very limited usage

of the publicly accessible areas on all other times, particularly the two decking platforms which would have limited access on non-match days.

4.14.59 The proposals have been modified to pull the eastern access deck as far away from Stamford Cottages as possible whilst ensuring the safe egress and movement of crowds to and from the stadium on match days. Together with the minimum requirements in terms of height and width of the rail box covering the railway lines, a further cut back of the decking platform above would compromise the safe operations of the line and safe egress/crowd flows around the south east corner of the stadium. The closest that the proposed eastern access deck will be located will be 6 m from 1-2 Stamford Cottages and 13.2m from 3-10 Stamford Cottages and will be raised above the railway line approx. 5 m (above the ground level of the cottages). Given the deck will provide pedestrian access to the new East Stand (predominantly for hospitality ticketholders) and will be raised above the ground level of the cottages, there could be opportunities (predominantly on match days) for some overlooking between the deck and the cottages, subject to the boundary treatment at the podium level. The applicant has stated that the deck could not be pulled in any further at this part of the site, due to the need to accommodate a sufficiently wide circulation zone outside of the stadium, which is needed to ensure public safety and crowd control. Notwithstanding this, 1-10 Stamford Cottages benefit from a high degree privacy, given the unique circumstances of the Billings layout which western boundary lies directly adjacent to the rail line. None of the Cottages with a western facing façade address a street or a road. Therefore, it is considered that the conditions at these properties are unique for such an urban setting close to Fulham Town Centre. Officers are of the view that the new decked access will introduce a new condition to the west of the Billings (instead of the open railway line) which would be predominantly used on match days only (mainly by hospitality ticketholders). This new condition is not considered to result in adverse impacts on privacy, or create a significant source of intrusion given the nature of the pedestrian access, which would function in the same way as an urban street (albeit it would be barely used on non-match days). As such, officers consider the proximity between the deck and the adjacent properties to the east to be acceptable, subject to the detailed design of the boundary treatment.

4.14.60 It is recommended that the details of boundary treatment are secured as a planning condition to ensure that there is sufficient screening between the access deck and the residential dwellings. A 2 m high planted parapet wall along the edge of the decking platform would serve to prevent overlooking into the adjacent properties and protect the privacy of residents. This will be further reinforced by the proposed tree and shrub planting on the land freed up by the cut back to the decking platform. The height of the boundary treatment will need to be sufficient to prevent views into the adjacent dwelling houses from the deck, without further compromising the daylight levels or sense of enclosure at the residential properties.

4.14.61 The proposed north-western access deck will be located 8.94m from the west facing elevation of the Sir Oswald Stoll Foundation and will be raised above the railway line approx. 2m (above the ground level of the Foundation buildings).

4.14.62 Given the deck will provide pedestrian access to the new stadium and will be raised above the ground level of the Foundation buildings, there will be



opportunities for increased overlooking between the deck and the Foundation buildings and the London Oratory School. Officers acknowledge the proposals will change the conditions to the northwest of the Sir Oswald Stoll Foundation buildings on match-days, which would result in some overlooking between the deck access and the properties. However, it is considered that the amount of overlooking could be reduced by introducing additional visual screening. It is recommended that the detailed design of the boundary treatment is secured as a planning condition to ensure that there is sufficient screening between the access deck and the residential dwellings at Sir Oswald Stoll Foundation and 202 Seagrave Road (Lily Bridge House) and the London Oratory School. The height of the boundary treatment will need to be sufficient to prevent views into the adjacent residential dwellings and school from the deck, without further compromising the daylight levels or sense of enclosure at the residential properties.

### **Amenity Spaces and Private/Communal Gardens and Balconies**

4.14.63 Privacy has also been considered with regards to the impacts (of the Proposed Development) on existing outdoor amenity spaces such as gardens, terraces, balconies, and parks/public spaces.

4.14.64 There are no directly exposed exiting private amenity spaces (with the exception of the small front yards to 3-10 Stamford Cottages) within 18m of the proposed Stadium. The amenity areas in Brompton Park Crescent (to the north of the site) including Lily Bridge House and the Oratory School are set back further than 18m. The ground floor gardens in Sir Oswald Stoll (to the west of the site) are screened by the boundary wall. The amenity spaces and terraces within the properties to the south of the stadium are screened by the Shed Wall. Brompton Cemetery is also screened by its boundary wall. A combination of the boundary treatments, the distances and oblique views ensure that overlooking between the new stadium and its extended grounds and the external amenity spaces enjoyed by existing occupiers and residents will be kept to a minimum, and would be acceptable to avoid loss of privacy.

### **Overlooking/Privacy Summary**

4.14.65 There are a limited number of adjacent residential windows of neighbouring properties to the south of the new stadium, which are within 18 metres of the façade glazing of the proposed new stadium. However, the presence of the Shed End wall, which is to be retained as part of the Proposed Development, will ensure any potential overlooking/loss of privacy would be from a limited number of positions at Levels 3 and 4 only of the proposed stadium. To address this potential issue, it is proposed that semi-opaque translucent glazing will be used in these locations. It is also recommended that further details of the boundary treatment of the access decks is secured as a planning condition.

4.14.66 It is therefore considered that subject to conditions, the Proposed Development is compliant with Policy DMLP DM A9 with respect to privacy.

## **Outlook**

4.14.67 Officers have considered the impacts on the existing quality of outlook from residential and neighbouring buildings, with regards to Core Strategy Policy BE1 which requires new development to adhere to the principles of good neighbourliness. There is no policy criterion within the London Plan, Core Strategy or Local Plan or the Supplementary Planning Guidance which set standards of outlook to be achieved. Therefore, officers have applied a value judgement which is informed by the other amenity impacts which have been identified in this chapter.

4.14.68 As noted in the above paragraphs, officers consider that the quality of outlook will be largely unaffected by the Proposed Development. A combination of the boundary treatments, the distances between buildings and the oblique views (from existing properties) ensure that outlook from the majority of surrounding properties would be similar to the existing scenario, notwithstanding the increased size of the stadium.

4.14.69 There are instances whereby outlook will be improved, such as where existing obstructions (i.e. Copthorne Hotel/The Chelsea Hub and associated site structures) are removed. The decking over of the rail lines also results in beneficial impact to the quality of outlook from adjacent dwellings.

4.14.70 It is considered that the aesthetic design quality of the new stadium is of an exemplary standard above that of the existing stadium complex. As such, where additional views of the stadium are visible, officers consider this to be broadly beneficial with respect to outlook in surrounding dwellings. Given the proposed daylight, sunlight, overshadowing and overlooking impacts are considered to be acceptable (as detailed in the above paragraphs) and the proposed appearance of the development is to be an improvement to the existing, officers consider the impacts on outlook to be acceptable.

## **Lighting Assessment – Light Spill and Glare**

4.14.71 Chapter 15 of the ES reports the findings of an assessment of the likely environmental effects of the Proposed Development with regards to light spill and glare which could arise from the completed Proposed Development, including stadium sports lighting. Light spill calculations have been prepared based on the building configuration of the Proposed Development and proposed lighting design, including sports lighting racks as set out in the Lighting Assessment Report in the ES Part 3 (Appendix 2.C). In addition to the ES, a Lighting Assessment has been undertaken for the Proposed Development (as amended) and is summarised in the ES Chapter 15. The Lighting Assessment considers the effect of lighting (including light spill and glare) associated with operation of the stadium during matches and lighting in the circulation space outside the stadium on pedestrians and motorists within 320m and on nearby residential properties, as required by Core Strategy Policy CC4 and DMLP policies DM H10 and DM G2 (part i).

4.14.72 Officers consider that the applicant will need to demonstrate throughout the design process how the lighting design will be in accordance with the required

standards, including the Institute for Lighting Professionals (*ILP*) 2011 *Guidance Notes for the Reduction of Obtrusive Light*. The ES reports that the lighting system will be installed to minimise the glare and spill to the area outside the stadium. The ES confirms that the lighting distributions will be pointed away from neighbouring properties and luminaire photo metrics will be selected to minimise any backward light spill into neighbouring properties.

4.14.73 The following paragraphs provide details of the proposed lighting scheme.

### **Sports Lighting**

4.14.74 The lighting scheme confirms that the sports lighting design for the Proposed Development will be similar to other professional facilities. The illumination on the playing field shall be approximately 1,650 lux with state-of-the-art light LED technology fittings that focus the lighting onto the pitch with beam efficiency of 50% or greater; compared to the existing facilities, which have a beam efficiency of less than 30%.

4.14.75 The architecture and geometry of the existing stadium is such that gaps in the structure allow for light to leak from the openings. In addition, the low mounting height of the existing sports lights requires the lights to be tilted up higher than normal which can contribute to unintended light escaping the grounds. The architectural design of the new stadium is more enclosed than the existing stadium. Based on the geometry of the roof of the Proposed Development, the calculations carried out demonstrate that it will not cause as much illumination spill and glare as the existing stadium.

### **Interior Lighting**

4.14.76 The lighting scheme proposes that the interior lighting of the stadium will be designed to meet guide practice lighting design techniques and levels. The positioning and selection of interior luminaires will ensure interior glare and glow is minimised. The proposed lighting design adopts a 'layering of light' approach which considers the interior light from all artificial sources and elements such as kiosk designs, signage, and all lighting techniques to be implemented to ensure each space is not over-lit.

4.14.77 The proposal for the concourses includes for circular large diameter light box luminaires utilising multi-layered micro-pyramidal optic diffusing lenses to provide direct illumination to the concourse walkways and minimise glare. The proposals provide one luminaire per structural bay and proportion the scale and the size of the luminaire appropriately, i.e. the circular luminaires will be smaller towards the perimeter of the building to reflect the tightening of the structural grid spacing and to reduce the visual impact of interior lighting along the perimeter of the building.

### **Facade Illumination**

4.14.78 The lighting scheme indicates that the intended night time illuminated presentation of the building is to place the architecture in silhouette, therefore,

lighting techniques enhancing the exterior presentation of the building will be contained within the building envelope. There are no proposed dedicated lighting treatments to the perimeter external faces of the structure. The design will limit any intrusion of light into neighbouring windows to 10 cd/m<sup>2</sup> (pre-curfew) / 2 cd/m<sup>2</sup> (post-curfew) and limit building luminance to 10 cd/m<sup>2</sup> average. Pre-curfew refers to the time during an event, and post-curfew refers to the time after an event.

## **Public Realm / Landscape Illumination**

4.14.79 The lighting proposals for external lighting to the public realm and access routes will need to be designed to accommodate the safe movement and egress of large crowds on event days, yet also accommodate the more casual use of these spaces during non-event days. The lighting design will facilitate multi-functional columns that will be located along the perimeter of the property boundary. The lighting optics utilised within these lighting columns are designed to ensure the lighting effects face inwards towards the stadium and will limit backward light spill to neighbouring properties. The lighting will be controlled via a dedicated architectural dimming control system to provide a number of lighting scenes.

4.14.80 The external lighting around the ground will consist of either 6 or 8-metre-high lighting columns apart from the 'shed end', the narrow passage between property retaining wall and building on the south side, where the proposal is to upgrade the existing design. The new 6 or 8-metre-high lighting columns will facilitate combinations of lighting, CCTV, and PAVA. These columns will utilise asymmetric optics and full-cut downward distribution optics. All lighting distributions will be pointed away from neighbouring properties and luminaire photo metrics will be selected to minimise any backward light spill into neighbouring properties with respect to the ILP Guidance Notes for the Reduction of Obtrusive Light.

4.14.81 Along the southern 'shed end', the external lighting design will consist of a direct like for like replacement of the existing traditional wall mounted lanterns and directional security floodlights. The existing luminaries will be replaced with LED variations with controlled asymmetric light distributions.

4.14.82 In addition to the functional lighting, there is a small amount of landscape lighting highlights to trees, benches, and other street furniture. All landscape lighting elements will utilise low powered LEDs for minimal upward and reflected light.

4.14.83 All external lighting will dimmable LEDs and will be controlled by astronomic timeclock input and photoelectric cell. This will ensure programmable set-dimmed settings can be fine-tuned for event days, non-event days, and associate the external lighting levels in respect to time of seasonal variations of daylight. All external lighting shall be 4000K colour temperature apart from within the entrance foyers contained within the building structure which will be illuminated at 3000K for a warmer appearance.

4.14.84 The following paragraphs provide a summary of the ES conclusions with respect of the likely effects from light spill and glare.

## **Light Spill**

4.14.85 The ES confirms that the impacts would be greatest when light spill occurs after 10pm. The ES confirms that Bedrooms that face away from the stadium or are otherwise shielded would not be affected. Calculations performed by ME Engineers based upon the proposed building configuration and proposed design locations of sports lighting racks indicated that a maximum vertical illumination contribution of 33 lux can be anticipated at a limited vantage point on a 150m ring around the stadium. If this were to occur at a position where it could affect a user, the ES notes that this impact would be limited. The average vertical illumination around the 150m ring circle is calculated at 9.24 lux. This contribution drops to an average of 8.05 lux on a 250m ring indicating that the sports lighting will not be a major source of light spill into the surrounding neighbourhoods. The ES reports the light spill impacts as being largely beneficial when compared to the existing baseline scenario.

## **Glare**

4.14.86 The ES reports that based on ME Engineers experience with other sports facilities utilizing standard glare rating calculations, significant increases in the glare rating would be expected to be limited to a radius of 320 metres. The ES also reports when nearby streets are at ground level, as is the case at the Stadium Redevelopment, the potential for glare is generally less than a 30GR. The maximum glare rating calculated from the computer model is 33.64GR. This represents the worst case scenario for an observer in View Position 12 (West Stand Entrance) on the Field Measurements plan.

4.14.87 Overall the ES confirms that 22 Field Observation Positions where existing light level readings were taken and have been used for the new calculated levels provide a general sampling of the viewing angles to the stadium. The anticipated glare rating would be less than 30GR, which the ES considers would not be considered a nuisance glare.

## **Lighting Conclusions**

4.14.88 It is considered that the lighting strategy shows how the environmental impact of the sports lighting associated with the Proposed Development could be an improvement on current conditions at the existing stadium. The applicant has confirmed that the new lighting installation will incorporate new lens technology into the sports lighting fixtures, which reduce glare and since the seating bowl will be totally enclosed on all sides this will shield houses nearest to the stadium (those most prone to the effects of spill light and glare) from direct views of the sports lighting.

4.14.89 The applicant will be required to submit further details of the specification of the proposed internal and external lighting (including adverts) across the scheme (secured by way of a planning condition), as a commitment to meet the relevant lighting design standards. The condition will require that the proposed detailed lighting scheme includes measures identified in the ES to demonstrate that

there is unlikely to be any significant adverse residual effects as a result of other light spill sources (i.e. façade, interior, and public realm).

4.14.90 Subject to the submission of further detailed specification of the lighting which requires general compliance with the submitted lighting strategy, it is therefore considered that the Proposed Development would be compliant with Core Strategy Policy CC4, DMLP policies DM H10 and DM G2, which seek to ensure that proposed development does not have a detrimental impact on the environment through light spillage.

## **Noise and Vibration**

4.14.91 The following development plan policies are considered relevant to noise and vibration. The London Plan: Policy 7.15 'Reducing and Managing Noise, Improving and Enhancing the Acoustic Environment and Promoting Appropriate Soundscapes'; LBHF Development Management Local Plan: Policy DM H9 'Noise'.

4.14.92 Chapters 3 and 12 of the ES consider the impacts of noise and vibration as a result of the proposed development. Chapter 3 sets out the construction programme and Chapter 12 comprises an assessment of the Construction and demolition impacts. Chapter 17 summarises the cumulative and combined impacts including noise and vibration.

4.14.93 The applicant carried out noise and vibration surveys between April 2014 and June 2015 and between April and June 2016 to record the baseline conditions, both during football matches and on non-football occasions. The following noise sensitive receptors surround the site:

- Dwellings to the east of the site on Billing Place/Billing Street;
- Dwellings to the north of the site on Brompton Park Crescent;
- London Oratory School to the north-west of the site;
- Lily Bridge House to the north of the site;
- Dwellings in Sir Oswald Stoll Foundation Buildings to the west of the site;
- Dwellings to the south and south west of the site in Hilary Close, Fulham Road and Chelsea Studios;
- Dwellings to the south of the site in West London Studios.

## **Demolition and Construction Impacts**

4.14.94 The ES notes that for a development of this scale, it is inevitable that there will be potential disturbance caused to residents of nearby properties during the demolition and construction works. It is considered that any disruption will be localised and temporary. During the core demolition and construction phase working hours (i.e. daytime working between 8am-6pm Monday to Friday and 8am-1pm on Saturday) the ES predicts that there will generally be short to medium-term minor

adverse effects which are viewed as insignificant (within the ES given their short term nature). The ES recommends that the following noise and vibration mitigation measures should be incorporated during demolition and construction:

- Equipment to be carefully selected to minimise noise and vibration effects;
- Erection of 2.5-3.0m hoarding on the site boundary (with acoustic performance qualities)
- Noise monitoring to ensure noise levels remain within the limits (to be agreed with LBHF in advance of works starting);
- Temporary acoustic barriers (such as Layher Protective System or similar);
- Localised screening of plant to minimise noise levels;

4.14.95 The construction of the decking platforms will require night-time working for the duration of the construction of the decks. Construction during daytime hours is compromised due to the rail lines being in use. During the night-time construction works required for the Decking Platforms, the ES identifies it is likely that there will be short-term moderate and major adverse significant effects on Billing Place/Billing Street, Brompton Park Crescent, Lily Bridge House, and the Sir Oswald Stoll Mansions during specific activities (such as piling and transporting materials across the Network Rail track and London Underground track). The assessment of vibration effects during construction has identified that there will be a minor adverse effect at residential receptors nearest to the Application Site.

4.14.96 The ES recommends that mitigation measures should be implemented to minimise these night time noise effects. Mitigation measures would include the use of temporary acoustic barriers between the working areas and nearby residential properties, noise monitoring and review of the construction programme to ensure that residents experience some respite from the works. For receptors predicted to experience moderate adverse construction noise effects the provision of secondary glazing for habitable rooms (or the cost thereof) will be explored and where it is provided, the hire of portable air conditioning units will also be explored such that residents can keep their windows closed to benefit from the attenuation provided by the secondary glazing. For receptors where major adverse effects are predicted the provision of secondary glazing will also be considered, with the addition of temporary rehousing for longer periods of work. This may include an offer of hotel accommodation (or the cost thereof) or re-housing.

4.14.97 The ES concludes that noise from demolition and construction will also be minimised through the implementation of Best Practicable Means (i.e. the use of the quietest methods and equipment that can be reasonably used), as defined in the Control of Pollution Act 1974, and in line with London Plan Policy 7.15 and LBHF DMLP Policy DM H9, which seek to manage noise impacts of development. The applicant has investigated other possible mitigation measures and these will be confirmed following appointment of contractor(s) in accordance with the standard processes. The demolition and construction phase of the Proposed Development will not give rise to significant noise impacts, with the exception of the night-time

construction activities which would take place over a limited period of time. These works will give rise to some temporary major adverse significant effects to a number of adjacent residential properties. However, with proposed mitigation this will not give rise to adverse impacts on health and quality of life to adjoining residents, as stipulated in London Plan Policy 7.15 (part a).

4.14.98 If planning permission is granted, a planning condition is recommended which requires the submission of a Construction Environmental Management Plan (CEMP), which will detail the mitigation measures that will be implemented to (amongst all effects) minimise noise and vibration. The Council's Environmental Health Officer advises that a further application should be made for Prior Consent for Works on Construction Sites (under Section 61 of the Control of Pollution Act 1974), before works commence on the Development. The EHO advises this additional application is appropriate for a development of this size and duration. The application (under Section 61) will also provide a legal framework through which the applicant and the Council can agree noise requirements. The applicant will seek formal consent for their proposed methods of work and the steps that will be implemented to minimise noise. The methods of work, working hours, noise mitigation measures, permitted noise levels and noise monitoring regime, and other reasonable requirements would form enforceable conditions of the Prior Consent if issued.

4.14.99 An ES assessment has also been undertaken of the potential vibration effects (from construction and demolition works) in relation to the catacombs on the western boundary of Brompton Cemetery adjacent to the railway line, which will be affected by the construction works. Vibration monitoring will be undertaken at the catacombs during the process. It is recommended that the details of vibration and anti-vibration measures are secured as a planning condition.

4.14.100 It is recognised that the Proposed Development would be liable to materially increase the noise experienced by the occupants of existing properties in the vicinity of the application site during the demolition and construction phase. Therefore, the proposals would not be fully compliant with DMLP Policy DM H9 (part 3). Notwithstanding the above, officers consider that the nature of the impacts are temporary and localised, and could be minimised by the mitigation measures listed in the above paragraphs. It is also considered that the resulting completed development would improve upon the noise conditions in respect of the decked areas (excluding on match days) given the decking would minimise noise disturbances from the railway. Thus, it is considered that an exception can be made in respect of Policy DM H9.

### **Post Development Impacts**

4.14.101 The applicant states that the stadium bowl has been designed to contain spectator noise from within the stadium during operation. The public address system (in relatively infrequent use at football matches) and external building services plant will be designed to ensure that specified noise emission limits are achieved and the effects are negligible. The ES anticipates that the spectator noise



or noise from the public address system will not be materially different from the existing levels. Notwithstanding this, officers consider that the use of the public address system would be sporadically used and would not result in an additional impact above the existing which would warrant further restrictions.

4.14.102 During match days the ES anticipates that there is likely to be a significant effect in terms of noise levels at the northern façade of the Sir Oswald Stoll Mansions as a result of spectators entering and exiting the stadium to and from Fulham Broadway Station along the new Decking Platform. Lily Bridge House is also adjacent to part of the deck. However, the ES does not report significant noise effects (from the development) at this address. This ES notes that the impacts will only occur intermittently (i.e. on match days which the applicant expects to be around 30 days a year) and will only be for a short duration before and after a match. Queuing duration times on the District Line Decking Platform is assessed in the Transport section of this report. Notwithstanding this, it is recommended that a temporary or permanent noise barrier is erected along the edge of the Decking Platform closest to the Sir Oswald Stoll Mansions and Lily Bridge House to reduce noise levels during match days. Details of the noise barrier/screen will be conditioned. The ES also recommends that consideration could also be given to the provision of secondary glazing for habitable rooms at Sir Oswald Stoll Mansions.

4.14.103 Although there will be some match-day increase in noise levels at the northern façade of the Sir Oswald Stoll Mansions due to spectators entering the Grounds directly from Fulham Broadway Station, the introduction of the Decking Platform over the District Line will reduce the noise associated with trains (operating 365 days per year) and result in beneficial effects at the closest residential receptors to the north of the development (throughout the year) which include Lily Bridge House, Sir Oswald Stoll Foundation and 27-59 Brompton Park Crescent. The same reduction of noise associated with the overground trains passing along under the proposed eastern deck would also result in beneficial effects at 1-10 Stamford Cottages to the east of the site.

4.14.104 Noise modelling has identified that during matches, there could be minor adverse insignificant increases in crowd noise affecting the London Oratory School and Brompton Cemetery, minor beneficial to major beneficial effects at Billing Place/Billing Street, minor beneficial to moderate beneficial effects at the West London Studios, moderate beneficial at Brompton Park Crescent, moderate beneficial to negligible effects on residential properties to the south-west of the site, minor beneficial to minor adverse effects at Sir Oswald Stoll Mansions and a negligible effect at Lily Bridge House. These increases are largely attributed to the existing buildings (including the Copthorne Hotel and the Chelsea Hub (gym/sports complex) being demolished which currently attenuate noise.

4.14.105 The noise assessment model does not take into account the materials and natural noise attenuation of the stadium design, nor any specific noise attenuation measures that will be included in the design of the new stadium. The ES states that the sound insulation performance will be improved by increasing the

sound insulation performance of the walls between the spectator stands and the stadium bowl, through specifying appropriate materials, which will be conditioned.

4.14.106 The ES predicts that Construction traffic will result in a negligible effect on noise levels. Operational road traffic noise is predicted to be minor adverse (insignificant) on match days. There will be a minor beneficial (insignificant) residual effect and on Kings Road east of Edith Grove. There will be a direct, long-term major adverse (significant) effect in the one hour prior to the 19:45 hours match.

4.14.107 At this stage, the exact details of any external building services plant, including types and locations, are unknown. It is therefore considered appropriate to set a cumulative building services plant noise emission limit for use during the detailed design process, secured by way of a planning condition. The external plant noise limits set out in Table 12.16 of the ES will be adhered to (and secured by way of a planning condition) and any mitigation measures will be determined during the detailed design phase. The ES recommends that mitigation measures may include, but will not necessarily be limited to, locating plant as far as possible from noise-sensitive receptors, inclusion of localised screening and/or use of enclosures. Subject to the detailed design and specifications, Environmental Health Officers consider the mitigation measures could be acceptable, and are secured by planning conditions.

4.14.108 As a result of the Proposed Development, some adjoining residents will benefit from improved noise levels during operation of the stadium on a match day, whilst others will experience slightly higher noise levels, as summarised above. However, these noise levels will not create significant adverse noise impacts on health and quality of life, which is considered to be in line with the requirements of London Plan Policy 7.15 (part a).

4.14.109 In response to DMLP Policy DM H9, for the vast majority of properties there will be no material increase in noise levels associated with the operation of the new stadium in comparison to current conditions. However, there are a limited number of properties at the northern part of the Sir Oswald Stoll Mansions that will experience a material increase in noise levels. It is noted that this will only occur intermittently (i.e. on match days), and will only be for a short duration before and after a match. Officers consider that the Proposed Development is broadly compliant with DMLP Policy DM H9 (part 3) as the vast majority of adjoining residents will not experience a material increase in noise. The material increases in the noise levels (as a result of the development) experienced by a limited number of adjoining residents are not considered wholly disruptive, given their intermittent occurrences. Officers consider that the proposed noise impacts do not result in a reason to refuse planning permission for the new stadium on this ground.

### **Amenity Conclusion**

4.14.110 The proposed development is considered to have an acceptable impact upon the amenities and living conditions within surrounding properties in respect of daylight, sunlight, over-shadowing, overlooking/privacy, noise, and

vibration impacts. Although there are recorded incidences whereby the impacts exceed the BRE technical guide for daylight and sunlight, there are very few overall transgressions and the extent of level changes are moderate at worst. Significantly, daylight impacts are mitigated by existing interventions within the locality of the windows affected and the proposals would not lead to the provision of unacceptable living conditions within dwellings. With regards to noise and privacy impacts, the proposals are considered to be acceptable on the basis that planning conditions are secured to limit the additional impacts to arise out of the development, including those during construction and demolition phases. On balance, the proposed development has been designed with due regard for the principles of good neighbourliness and will minimise the additional noise/privacy impacts subject to conditions, in accordance with London Plan (2016) policies 7.1, 7.6 and 7.7, Core Strategy (2011) policies BE1 and CC4 and Development Management Local Plan (2013) policies DM G1, DM G2, DM A9 and DM H9 and the Council's SPD (2013) Housing Policy 8.

## **Wind Microclimate**

4.14.111 London Plan (2016) Policy 5.3 Sustainable Design and Construction states that development should meet sustainable design principles including ensuring developments are comfortable and secure for users, including avoiding the creation of adverse local climatic conditions. In relation to general microclimate impacts, London Plan Policy 7.6 ***requires that new development does not cause unacceptable harm to the amenity of surrounding land and buildings, including through microclimate impacts*** and Policy 7.7 ***requires that the area surrounding tall buildings is not detrimentally affected in terms of microclimate and wind turbulence.***

4.14.112 Policy DM G2 of the LBHF DMLP states that any proposal involving tall buildings will need to demonstrate that it does not have a detrimental impact on the local environment in terms of microclimate, overshadowing, light spillage, and vehicle movements.

4.14.113 The applicant has carried out a detailed wind assessment to assess the impacts on wind microclimate, as a result of the Proposed Development. This is set out in Chapter 16 of the ES which presents the results of an assessment of wind microclimate around the existing site and the Proposed Development. The wind assessment for each range of the Lawson criteria (sitting, standing, leisure walking and business walking) has been tested taking into account the season and expected activity on the site based on the following general target wind conditions:

- Pedestrian thoroughfares: Leisure walking during windiest season;
- Building entrances, bus stops, drop off areas: Standing throughout the year; and
- Outdoor amenity and seating areas: Sitting during the summer season.

4.14.114 Pedestrian Sitting: The ES results of the annual and seasonal pedestrian comfort assessment for sitting did not identify any areas within the site or

immediate surroundings where sitting would be expected to take place, where wind conditions exceed the recommended criteria. In the areas surrounding the site, localised areas of wind acceleration are observed adjacent to the relative taller buildings in the area (such as the corner of Fulham Road and Cedarne Road and Kings Charles on Wandon Road). However as a whole, the site and general surroundings are within the criterion for sitting on the basis that wind speeds do not exceed 5.6m/s for more than 1% of the time.

4.14.115 Pedestrian Standing & Entrances: The ES results of the annual and seasonal pedestrian comfort assessment for standing and entrances did not identify any areas within the site or immediate surroundings where standing would be expected to take place, where wind conditions exceed the recommended criteria. In the surrounding areas, localised areas of wind acceleration are observed adjacent to the relative taller buildings in the area. No exceedances of the criteria have been identified in the baseline condition. Therefore, the site and general surroundings are within the criterion for standing and entrances on the basis that wind speeds do not exceed 5.6m/s for more than 6% of the year.

4.14.116 Pedestrian Leisure Walking: The ES results of the annual and seasonal assessment for pedestrian leisure walking indicate that all areas within the site and its surroundings are within the recommended comfort criteria for leisure walking. This is on the basis that wind velocities are unlikely to exceed 8.2m/s for 4% of the year on average, according to the pedestrian leisure walking criteria.

4.14.117 Pedestrian Business Walking: The ES results of the annual and seasonal assessment for pedestrian business walking indicate that all areas within the site and its surroundings are within the recommended comfort criteria for business walking. This is on the basis that wind velocities are unlikely to exceed 11m/s for 2% of the year on average, according to the pedestrian business walking criteria.

4.14.118 Pedestrian Safety: The ES results of the pedestrian safety assessment for the 'Baseline Scenario' indicate that the wind environment within the site and its surroundings remains within the recommended safety criteria on the basis that under infrequent strong wind conditions the wind speeds are unlikely to exceed 14.1 m/s for 0.01% of the year, in line with the Lawson criterion.

## **Assessment of Potential Effects**

### **Demolition and Construction Phase**

4.14.119 The ES states that the effects on the wind microclimate on the site are a function of the massing of the Proposed Development which would progressively vary during the construction phase. During periods of demolition the site will become relatively free of obstructions. The ES forecasts that winds are likely to gather speed in open areas. As construction develops, the ES anticipates the impacts during various stages of construction will vary and will be temporary. The ES notes that the greater impacts will be to the areas within the site not be open to the public.

## Completed Development Impacts

4.14.120 The ES results indicate that the local wind environment, once the Proposed Development is complete, is unlikely to change significantly from the baseline scenario. Due to the similar massing between the Proposed Development and the existing stadium. The ES concludes that the resulting wind environment would be similar to the existing scenario evidenced by the comparable results recorded in accordance with the recommended criteria.

4.14.121 The overall wind environment has been assessed (within the ES) on the basis of wind frequency, accounting for all directions based on the recommended Lawson criteria. These effects are discussed below.

4.14.122 Pedestrian Sitting: There are no seating areas identified within the proximity of the stadium. Outside the site, the ES results of the annual and seasonal assessment for pedestrian comfort for sitting at ground level indicate that the wind conditions within the site and its immediate surroundings remain within the recommended criterion for sitting on the basis that the wind speeds in areas where pedestrian sitting may take place do not exceed 5.6m/s for 1% of the year. These areas include the public areas of Brompton Cemetery and adjacent pedestrian circulation routes around the site.

Therefore, based on the above findings the ES wind assessment for the pedestrian sitting criterion identified the Proposed Development wind effects as having a permanent, direct negligible effect.

4.14.123 Pedestrian Comfort for Standing and Entrances: For this criterion, the ES results show that the areas within the Site and its surroundings where standing would be expected are within the recommended criterion on the basis that wind velocities are unlikely to exceed 5.6 m/s for more than 6% of the year. These areas include the stadium entrances and perimeter circulation areas around the stadium including the north and east decks (receptors 1- 11), and outside the site such as the public areas of Brompton Cemetery and adjacent pedestrian circulation routes around the site.

4.14.124 Therefore, based on these findings, the ES wind assessment for the pedestrian standing criterion identified the Proposed Development wind effects as having a permanent, direct negligible effect.

4.14.125 Pedestrian Comfort for Leisure Walking: The ES results of the annual and seasonal assessment for pedestrian leisure walking indicate that all areas within the site and its surroundings remain within the comfort criteria suitable for pedestrian leisure walking. This is on the basis that wind speeds are unlikely to exceed 8.25 m/s for more than 4% of the year, in line with the criteria. Therefore, the ES wind results indicate that the Proposed Development has a negligible effect on the wind environment for pedestrian leisure walking.

4.14.126 Pedestrian Comfort for Business Walking: The ES results of the annual and seasonal assessment for pedestrian business walking indicate that all areas within the site and its surroundings remain within the comfort criteria suitable for

pedestrian business walking. This is on the basis that wind speeds are unlikely to exceed 11 m/s for more than 2% of the year, in line with the criteria.

4.14.127 Therefore, the ES wind results indicate that the Proposed Development has a negligible effect on the wind environment for pedestrian business walking.

4.14.128 Pedestrian Safety: In addition to the comfort assessment, an assessment of wind effects during strong wind events has also been carried out. The safety criteria are defined in terms of an average wind speed which is exceeded on average only during one wind event per year. In the study area, this annual extreme wind storm is most likely to occur during the winter. The criteria are prescribed to cover situations where people might have difficulty walking during winds occurring once a year. The wind maps of the pedestrian safety assessment (i.e. the wind environment under strong wind conditions) are presented in the ES Chapter 14.

4.14.129 The ES results of the assessment of the Proposed Development under strong wind conditions indicate that the wind environment within the site remains within the recommended safety criterion on the basis that the wind speeds are unlikely to exceed 14.1 m/s for 0.01% of the year, in line with the Lawson criterion. The ES results under strong wind conditions show isolated areas of windiness such as in the perimeter circulation area and entrances (receptors 1, 2, 3 and 6). However, these are highly localised and remain well within the safety criterion.

4.14.130 Outside the site the ES results shows a tendency for high speed winds to develop in areas on Fulham Road and adjacent to the relatively taller buildings in the vicinity such as the corner of Fulham Road and Cedarne Road and Kings Charles House on the south east of the site. However, the increased levels of windiness remain within the pedestrian safety limits on the basis that the wind speeds do not to exceed 14.1 m/s for 0.01% of the year, in line with the Lawson criterion.

4.14.131 Therefore, based on the above findings, the ES assessment for the pedestrian safety criterion identified the wind effects as permanent, direct negligible effect. The ES wind results are based on a model without the effect of the existing landscaping and trees. This is a conservative representation of the wind environment and a worst case scenario. Generally, trees in the surrounding area would provide further improvement of the wind environment as they filter the incoming wind reducing the speeds locally, especially during periods when trees are in full foliage. The assessment has not identified the requirement for additional wind mitigation therefore a planning condition requiring additional measures is not recommended.

4.14.132 In light of the above results set out in the ES, it is considered that the proposals are in accordance with the elements of London Plan Policies 5.3, 7.6 and 7.7 and Development Management Local Plan Policy DM G2 with respect of ensuring there are no adverse impacts on the wind microclimate as a result of the Proposed Development.

## 4.15 Other Environmental Considerations

### Contaminated Land

4.15.1 National Planning Policy Framework paragraph 121 states ***planning decisions should ensure that the sites is suitable for its new use taking account of ground conditions and after remediation the land should not be capable of being determined as contaminated land.***

4.15.2 Policy 5.21 of the London Plan states ***the support for the remediation of contaminated sites and that appropriate measures should be taken to control the impact of contamination with new development.***

4.15.3 Policy CC4 of the LBHF Core Strategy 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.***

4.15.4 LBHF DMLP policy DM H7 states ***When development is proposed on or near a site that is known to be, or there is good reason to believe may be, contaminated, or where a sensitive use is proposed, an applicant should carry out a site assessment and submit a report of the findings in order to establish the nature and extent of the contamination. Development will not be permitted unless practicable and effective measures are to be taken to treat, contain or control any contamination so as not to:***

- (i) expose the occupiers of the development and neighbouring land uses including, in the case of housing, the users of gardens to unacceptable risk;***
- (ii) threaten the structural integrity of any building built, or to be built, on or adjoining the site;***
- (iii) lead to the contamination of any watercourse, water body or aquifer; and***
- (iv) cause the contamination of adjoining land or allow such contamination to continue.***

***Any application will be assessed in relation to the suitability of the proposed use for the conditions on that site. Any permission for development will require that the measures to assess and abate any risks to human health or the wider environment agreed with the authority must be completed as the first step in the carrying out of the development.***

4.15.5 SPD Amenity Policies 2, 3, 4, 5, 7, 8, 12, 13, 14, 15 deals with contamination. Policy 16 sets out the common submission requirements for planning conditions relating to contamination and policy 17 deals with sustainable remediation.

4.15.6 A Preliminary Geo-Environmental Risk Assessment has been submitted as part of this application. This assessment was updated to include historical information requested by officers. These investigations revealed that the contaminant concentrations in soils and groundwater are generally low. The Council's Environmental Quality team raise no objections to the application.

4.15.7 A more detailed risk assessment would be undertaken to explore potential contamination sources and potential pathways to all receptors during the construction and operational phases and off site impacts to support a remediation strategy. Mitigation measures for both the construction and operational phases of the development could also be controlled by condition. In order to protect humans, controlled waters or the wider environment from the adverse effects of contaminated land, conditions are therefore considered appropriate to require a preliminary risk assessment report, a site investigation scheme, a quantitative risk assessment report and a remediation strategy to be submitted to and approved in writing by the Council prior to the commencement of the development. These conditions would ensure compliance with best practice measures and the protection of health and safety for all potential receptors and meet the above mentioned development plan policies. Conditions are also considered necessary to verify that agreed remedial measures have been implemented, validated, and monitored.

4.15.8 Advised that potentially contaminative land uses, past or present, are understood to occur at, or near to this site. As much of the site would be excavated to form basement levels, a more detailed site investigation scheme together with a risk assessment, remediation and long term monitoring would need to be carried out during and following the development works if required, to ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment

4.15.9 The development is considered to be in accordance with relevant national, regional, and local contaminated land policies which seek to manage the development of land to minimise the potential harm of contaminated sites and where appropriate, ensuring that mitigation measures are put in place. The proposed development therefore accords with Policy 5.21 of the London Plan, Policy CC4 of the LBHF Core Strategy and LBHF DMLP Policy DM H7 and officers consider that there are no material considerations which indicate that planning permission should not be granted.

## **Air Quality**

4.15.10 LBHF was designated as an Air Quality Management Area (AQMA) in 2000 for two pollutants - Nitrogen Dioxide (NO<sub>2</sub>) and Particulate Matter (PM<sub>10</sub>). The main local sources of these pollutants are road traffic and buildings (gas boiler emissions).

4.15.11 Paragraph 124 of the National Planning Policy Framework relates to air quality and it states ***planning decisions should ensure that any new development in air Quality Management Areas is consistent with the local air quality action plan.***

4.15.12 Policy 7.14 of the London Plan seeks that ***development proposals minimise pollutant emissions and promote sustainable design and construction to reduce emissions from the demolition and construction of the buildings. Further the Mayor of London's Air Quality Strategy provides a framework of policy which aims to improve air quality in London.***



4.15.13 Policy CC4 of the LBHF Core Strategy explains ***that the Council will reduce levels of local air pollution and improve air quality in line with the national air quality objectives.***

4.15.14 Policy DM H8 of the LBHF DMLP states ***The council will seek to reduce the potential adverse air quality impacts of new major developments by:***

- ***Requiring all major developments to provide an air quality assessment that considers the potential impacts of pollution from the development on the site and on neighbouring areas and also considers the potential for exposure to pollution levels above the Government's air quality objective concentration targets;***
- ***Requiring mitigation measures to be implemented to reduce emissions, particularly of nitrogen oxides and small particles, where assessments show that developments could cause a significant worsening of local air quality or contribute to exceedances of the Government's air quality objectives; and***
- ***Requiring mitigation measures that reduce exposure to acceptable levels where developments are proposed that could result in the occupants being particularly affected by poor air quality.***

4.15.15 LBHF has an air quality action plan setting out measures to reduce emissions, improve local air quality and work towards meeting national objectives. In determining planning applications, it is important to consider the impact of the development in terms of air quality, caused by both the operational characteristics of the development and the traffic generated by it.

4.15.15 An Air Quality assessment has been carried out by the applicant which examines the levels of pollutants such as NO<sub>2</sub> and PM<sub>10</sub>. The assessment is contained in Chapter 11 of the Revised Environment Statement and supplemented by the submission of the WSP | Parsons Brinckerhoff letter as an addendum to the chapter. It examines the potential air quality impacts of the site during demolition, construction and when operational.

## **Transport**

4.15.16 Representations received including those on behalf of Lily Bridge House in respect to the air quality impact as result of the vehicle emissions during construction and demolitions and attendance of spectators during match day have been considered. The air quality neutral assessment has been robustly conducted in accordance with the latest guidance. It is not possible to model every possible traffic route, as in reality, one route may be more popular for a match than another but also more than one route in any direction may be taken. Also, the number of possible routes increases with distance from the stadium. The realistic distribution of the future additional traffic that cannot park at the stadium is not predictable and so it is

not possible to quantify the potential associated air quality impacts with reasonable certainty.

4.15.17 Several the existing on-site use will not be included in the Proposed Development, including the health club (Chelsea Club), the live music venue (Under the Bridge), both the Millennium and Copthorne Hotels and the residential accommodation, all of which generate vehicle deliveries to and from the existing site. All the vehicular traffic associated with these uses will therefore be removed from the local area. In addition, the number of on-site parking spaces would be reduced which will result in a reduction in the number of vehicles directly associated with the development on the local road network during the future operational phase of the development. There will be an impact on local air quality as a result of additional vehicle emissions directly and indirectly from the development however, mitigation will be secured via a Low Emission Strategy condition if approval is granted.

### **Construction and Demolition**

4.15.18 There will be an impact on air quality as a result of the demolition and construction of the new stadium. This however can be mitigated against by implementing an Air Quality Dust Management Plan (AQMP), in accordance with measures required for a high risk site in the Major of London 'The Control of Dust and Emissions During Construction and Demolition', SPG, July 2014. The AQDMP will also require how during this period of development, the applicant intends to use Low Emission Vehicles to reduce the impact of construction vehicle emissions on local air quality. This will be secured via a pre-commencement condition.

### **Energy Plant**

4.15.19 The operation of the CHP, Gas Boilers and Emergency diesel generators on site will be have an air quality impact. However these can be mitigated by siting the energy centre location and associated flue at distance and height as far as practicably possible from the nearest residential properties and by the use of appropriate NOx emissions abatement technology to ensure all the CHP, Gas boilers and Emergency Diesel Generators in the energy centre all plant comply with the strictest emission standards possible for the type of plant proposed in accordance with emission standards for CHP and gas boilers as detailed in the Major of London 'Sustainable Design and Construction', SPG, April 2014 and future DEFRA emissions standards for diesel generators . In addition to this the testing of the emergency generators will be restricted to a maximum of 12 hours a year (once a month) to minimise the impact of their use on local air quality. All mitigation will be secured via conditions (including a Low Emission Strategy) on the planning permission.

4.15.20 In overall terms in respect to air quality, officers consider that subject to the conditions mentioned above the development meets with policy requirements. Officers therefore consider that the proposed development therefore accords with London Plan Policy 7.14, LBHF Core Strategy Policy CC4 and LBHF DMLP Policy DM H8 and that there are no material considerations which indicate that planning permission should not be granted.

## Flood Risk

4.15.21 The NPPF states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, it should be designed to be safe without increasing flood risk elsewhere.

4.15.22 London Plan Policy 5.11, 5.12, 5.13, 5.14 and 5.15 requires new development to comply with the flood risk assessment and management requirements of national policy, including the incorporation of sustainable drainage systems (SuDS), and specifies a drainage hierarchy for new development.

4.15.23 Core Strategy policy CC1 requires that new development is designed to take account of increasing risks of flooding. Policy CC2 states that ***new development will be expected to minimise current and future flood risk and that SuDS measures will be expected to be incorporated into new development to reduce the risk of flooding from surface water and foul water***. These are also supported by DM LP Policy DM H3 and SPD Sustainability Policies 1 and 2.

4.15.24 As required, a detailed Flood Risk Assessment (FRA) has been submitted with the application. This assesses risks from various sources of flooding including the River Thames, surface water, sewers and groundwater and proposes appropriate mitigation measures to minimise the risks.

4.15.25 The site is in the Environment Agency's Flood Zone 3. This indicates a high risk to flooding from the Thames, but this does not take account of the high levels of flood protection in place such as the Thames Barrier and local river wall defences. These defend the site so that the annual risk of flooding from the Thames is 0.1% (1 in 1000). If the flood defences failed or were breached, EA modelling shows that part of the site could be affected in the future when climate change impacts could contribute to breach impacts and cause flood waters to reach the site, although this scenario is not expected to be possible until 2100. The FRA identifies that this residual risk to the site needs to be addressed by producing a Flood Evacuation Management Plan but it is not required immediately due to the timescale for the risk.

4.15.26 The site proposals include 3 levels of basement. This could potentially impact on groundwater as the site is in a location where there could be elevated levels of groundwater. A Preliminary Groundwater Risk and Mitigation Assessment has been included as part of the FRA to assess the risk and identify possible mitigation measures. In the worst case scenario, potential impacts on groundwater levels have been found although these are shown to not be significant enough to cause emergence of groundwater at the surface or cause flooding. Given the likely high permeability of the gravels in this area, the most likely scenario is that these would naturally dissipate groundwater around the new basements. Further groundwater investigations are planned. The basement waterproofing measures need to be carried out with reference to the findings of these investigations.

4.15.27 The current proposed strategy for the basement waterproofing is a combination of measures to waterproof to habitable/utility use standards through the

use of structural and cavity drain waterproofing measures. If the revised ground water monitoring and modelling assessment shows that additional measures are required, then these can be implemented through wider use of the cavity drain system or the use of small pumps to control local groundwater.

4.15.28 Each level of basement includes water using facilities such as kitchens, toilets etc. It is proposed that the on-site drainage network will all be discharged via pumping to the Thames Water combined sewer in Fulham Road. The FRA confirms that internal flood protection measures such as non-return valves will be provided as necessary to help protect the site from sewer surcharge flooding. Back up pumps and management of the pumping system with alarms etc. will also need to be incorporated to ensure that in case of failure a system is in place to ensure minimal disruption.

4.15.29 The FRA shows that the proposed use is classified as “less vulnerable” to flooding due to its commercial nature and there are no uses that would make the site more or highly vulnerable (such as integration of residential units). Overall, the site benefits from flood defences, although in the future there could be a risk to the site in the event of a breach of defences. To manage this risk, a Flood Evacuation Management Plan should be developed. Rather than conditioning this, given the timescales for the expected risks to the site which would not occur until 2100, it is considered to be more appropriate to set an informative in order to avoid the imposition of a condition that could be outstanding for a long time. It is not considered necessary for the evacuation plan to be developed prior to commencement or to first occupation given that the actual risk it would deal with is so far in the future.

4.15.30 In terms of management of surface water run-off at the site, the FRA acknowledges that some parts of the site could be at risk of this form of flooding. To manage these risks, a sustainable drainage strategy has been drafted which includes SuDS design measures to manage run-off for up to the 1 in 100-year storm event, taking account of climate change impacts on rainfall.

4.15.31 The Mayor of London’s Drainage Hierarchy has been followed in assessing the potential for SuDS measures to be integrated into the new development. It is proposed that a volume of up to 773m<sup>3</sup> of rainwater harvesting is to be provided. Run-off will be directed into 2 storage tanks in basement 3 for re-use to water the pitch and flush toilets. This approach will reduce flows to the sewer at peak times and also reduce demand for mains water supply. The integration of rainwater harvesting for re-use on site is welcomed as this is at the top of the hierarchy and should be maximised where possible.

4.15.32 The nature of the site and the structural constraints of having basements across the site have limited the viability of using infiltration techniques to a large extent. In addition to the football pitch itself, there are some smaller areas of planned landscaping, e.g. with some small areas of ground level planting, a green wall, and green roofs on small ancillary structures such as lift shafts and free standing entrances. These will help capture and delay run-off from heavy rainfall events from entering the sewer network. For areas of hard standing, run-off will be routed via gullies, channels, and pipes into the basement attenuation tank under the

northern part of the stadium. It is proposed that run-off from the site is controlled so that it discharges into the combined sewer network at greenfield run-off rates which is a significant improvement on current arrangements.

4.15.33 As required, consideration has been given to the maintenance and management strategies that will be required for the on-site SuDS measures and details of planned maintenance and monitoring procedures has been provided.

4.15.34 Calculations supplied with the FRA show that for a range of storm events, the proposed new development and the planned SuDS measures are expected to reduce run-off rates by 99%. This is in line with the London Plan and Local Plan requirements in terms of surface water management and represents a significant improvement for the site.

4.15.35 Foul water flows from the new development will be managed by installing water saving fixtures and fittings and use of optimised water management measures (e.g. through metering water use). Given the scale of the proposal and the scope for further design changes it is recommended that a condition is set which requires full details of the planned SuDS measures and their attenuation performance to be submitted for approval in line with the commitments given in the FRA.

4.15.36 Subject to the submission of details by way of condition of the drainage and attenuation measures to be implemented officer's consider that the proposed development would therefore be acceptable in accordance with Policies 5.11, 5.13, 5.14 and 5.15 of the London Plan, policy requiring flood risk assessment and development to mitigate flood risk, Policies CC1 and CC2 of the LBHF Core Strategy which requires development to minimise future flood risk and Policy DM H3 of the LBHF DMLP together with SPS Sustainability Policies 1 and 2.

## **Sustainability and Carbon Reduction**

4.15.37 As required by the NPPF, the application proposes to incorporate design features in order to reduce on-site carbon emissions through the implementation of energy efficiency and low carbon energy generation technologies. Wider sustainability measures are also planned to help reduce resource use, minimise waste generation and mitigate pollution impacts.

4.15.38 The proposal has been considered against Policies 5.1, 5.2, 5.3, 5.6, 5.7, 5.8, 5.9, 5.11, 5.12, 5.13, 5.14, 5.15, and 7.19 of the London Plan and Policies CC1 and CC2 of the Core Strategy (2011) which promote sustainable design, adaption to climate change and carbon emissions reductions, together with policies DM H1 and H2 of the DMLP. SPD Sustainability Policy 25 requires major planning applications to provide details of how use of resources will be minimised during construction and Policy 29 requires submission of a detailed energy assessment.

4.15.39 The commitment to delivering these sustainability objectives is considered in detail in the Sustainability Statement and Energy Assessment submitted in support of this application.

4.15.40 A BREEAM UK New Construction pre-assessment has been completed which shows that a “Very Good” rating is to be targeted as a minimum. However, a commitment is given in the Sustainability Statement to carry out a Bespoke BREEAM assessment which will be more suited to assessing the proposed development which includes a range of uses. The current assessment provides a good guide though to the expected level of performance. The indicative BREEAM score for the proposal is 58.8%, although the assessment also identifies that additional measures that could add a further 13% to the BREEAM rating. This would bring the score up to 71.8% and push the BREEAM rating to “Excellent”.

4.15.41 Sustainability measures are planned in a number of key areas to improve the development’s performance in relation to issues such as energy use (see detailed comments below), resource use, pollution reduction, biodiversity, transport and access, waste and recycling and health/wellbeing. The overall levels of expected sustainability performance of the new development are acceptable although given the type and scale of development proposed, it is still recommended that a condition is set for a revised Sustainability Statement to be submitted, to include a bespoke BREEAM assessment showing at least a “Very Good” level of performance.

4.15.42 The Energy Statement provides details of planned energy efficiency measures and also outlines the proposed use of a Combined Heat and Power (CHP) unit to help reduce carbon emissions. Renewables have been assessed for their feasibility for inclusion but none are considered to be suitable for the site.

4.15.43 Baseline Carbon Dioxide (CO<sub>2</sub>) emissions for the site are calculated at 1,879 tonnes a year. The integration of energy efficiency measures reduces these emissions to 1,788, equivalent to an improvement of around 5%. Measures include using the design of the stadium to minimise direct solar gains but also optimise use of natural daylight, using building elements with higher insulation performance than the minimum Building Regulation requirements, using energy efficient lighting and plant and equipment, integrating energy/heat recovery systems etc. The integration of a CHP unit to provide the baseload heating requirements for the site further reduces annual CO<sub>2</sub> emissions to 1,645 tonnes.

4.15.44 In total, the energy efficiency measures and CHP unit are calculated to reduce CO<sub>2</sub> emissions by 225 tonnes, equivalent to 12%. This represents a shortfall from the London Plan target of 35%, but is an improvement on the 2% reduction in CO<sub>2</sub> emissions that the original Energy Strategy achieved. To meet the 35% target, a reduction in CO<sub>2</sub> emissions of 658 tonnes is required. The Energy Strategy makes a commitment to meet the shortfall by making a payment in lieu which will be used to support the installation of low and zero carbon measures in the borough. The required payment of £779,110 will be secured via the s106 Agreement.

4.15.45 The approach followed in assessing energy use and associated CO<sub>2</sub> emissions for the site and reducing emissions is acceptable. Although the London Plan CO<sub>2</sub> reduction target is not met through on-site measures, this can be met by making a payment in lieu, an approach which is consistent with London Plan Policy 5.2. As the design process progresses, there may be changes that impact on the energy use and CO<sub>2</sub> emissions, so it is still considered to be appropriate to condition

the submission of a revised energy assessment. Officers therefore consider that the proposed development accords with Policies 5.1, 5.2, 5.3, 5.6, 5.7, 5.8, 5.9, 5.11, 5.12, 5.13, 5.14, 5.15 and 7.19 of the London Plan, Policies CC1 and CC2 of the Core Strategy (2011), Policies DM H1 and H2 of the LBHF DMLP and Sustainability Policy 25 and Policy 29.

## **Ecology/Biodiversity**

4.15.46 The National Planning Policy Framework, at section 11, states that ***when determining planning applications authorities should aim to conserve and enhance biodiversity.***

4.15.47 Policy 5.11 of the London Plan supports the provision of green roofs within new development as a way of enhancing habitat diversity within London. Policy 7.19 seeks the enhancement of London wide biodiversity and states that ***development proposals, where possible, should make a positive contribution to the protection, enhancement, creation, and management of biodiversity.***

4.15.48 Hammersmith and Fulham Core Strategy Policy OS1 states that ***the Council's objective to protect and enhance biodiversity in the Borough.***

4.15.49 DMLP Policy DM E1 sets out the objective to enhance existing open space and that ***development on open space not identified within the Core Strategy should be refused where that land either on its own or cumulatively contributes to local biodiversity unless:***

***the proposed development would release a site for built development needed to realise a qualitative gain for the local community in pursuance of other physical, social and economic objectives of the Core Strategy and provision is made for replacement of open space of equal or greater value elsewhere***

4.15.50 DMLP Policy E3 sets out to protect nature conservation areas and green corridors within Appendix 3 of the Core Strategy and identified within the Proposals Map from development likely to cause demonstrable harm to their ecological value and development will be refused unless:

***(a) the proposed development would release a site for built development needed to realise a qualitative gain for the local community in pursuance of other physical, social and economic regeneration objectives of the Core Strategy, and measures are included for the protection and enhancement of any substantive nature conservation interest that the site may have so that there is no net loss of native species and no net loss of habitat; or***

***(b) provision is made for replacement nature conservation interest of equal or greater value elsewhere in the locality.***

4.15.51 Elsewhere should protect any significant nature conservation interest of the site and any nearby nature conservation areas and green corridors and, where appropriate to the scale and nature of the site, should enhance the nature

conservation interest through initiatives such as tree planting and brown and green roofs.

4.15.52 Planning conditions will be imposed, or planning obligations sought to ensure the maintenance and enhancement of nature conservation areas where these are affected by development proposals.

4.15.53 DMLP Policy DM E4 states that ***the Council will seek to enhance biodiversity and green infrastructure in the borough by maximising and protecting garden space, soft landscaping, green roofs, and other planting within new development together with seeking to prevent removal of or mutilation of protected trees and seeking retention of existing trees and provision of new trees on development sites.***

4.15.54 Guidance is offered by way of the Council's Planning Guidance Supplementary Planning Document (SPD). SPD Sustainability Policies 14, 15 and 17 seek to protect biodiversity and protected species and SPD Sustainability Policy 16 requires an assessment to be submitted for designated sites. SPD Sustainability Policy 19 requires an ecological management plan for site close to nature conservation areas. Sustainability Policy 20 states that ***biodiversity should be enhanced***, Sustainability Policy 21 sets out ***that natural features should be incorporated into design and that native species should be used in developments adjacent to nature conservation areas and green corridors*** and Sustainability Policy 22 states that ***developers should plant trees where possible***. Sustainability Policy 23 encourages the use of SUDS that will enhance biodiversity, and Sustainability Policy 24 encourages green and brown roofs.

4.15.55 The existing stadium itself is designated as an outdoor sporting facility (OS40) within the Open Space Hierarchy of the Core Strategy. Within the application site are two Sites of Importance for Nature Conservation (SINC): the District Line to the north and the West London Line to the east. Both are Areas of Grade I Borough-wide Importance due to their use as rail side habitats (BI.7), of which there are 20 within the borough. The railway land forming the southern approach of the West London Line and outside of the application site that sits between Fulham Road and Chelsea Creek is a Green Corridor. In addition, outside of the application site boundary but directly adjoining to the eastern boundary of the proposal lies Brompton Cemetery, which is within RBKC is also designated as a SINC.

4.15.56 The proposed development would see both of the north and east areas decked over to provide additional area for the construction of the stadium and the required circulation space around it. With the exclusion of the area of land covered by the existing railway track, some 49% of habitat containing vegetation to the northern District Line will be lost, with some 24% lost to the West London Line.

4.15.57 The applicant has submitted an ecological appraisal within Chapter 9 of the Revised Environment Statement (ES) which includes a habitat survey and protected species assessment, together with an Ecological Management Plan in response to the Council's Regulation 22 letter requiring further information with regard to the ES.



4.15.58 Chapter 9 of the ES states that of the habitats within the application site none are recorded as being of high botanical or habitat value and no native plant species of national importance have been identified as being present. Extended phase 1 habitat surveys undertaken in August, September, and December 2015 concluded that the habitats present were of moderate suitability for use by reptiles to the West London Line and that the District Line cutting was highly fragmented with significant barriers to movement, both to and from the cutting in the form of high vertical walls and the underground tunnels. If reptiles were present it was concluded that these would likely be at very low numbers so significant effects could be ruled out, however avoidance measures during construction could be employed.

4.15.59 The survey also found that the bridge to Fulham Road and that adjacent to Fulham Broadway station and the western catacombs of Brompton Cemetery were considered to have a low potential to support roosting bats during the active season (May-September). Further, given the proximity to the cemetery, the West London Line SINC was considered to provide a limited feature that can be used by commuting and foraging bats. During the September surveys the presence of commuting soprano and common Pipistrelle bats along the West London Line corridor were detected with six passes recorded over the two survey visits. However, detection of the nature of the calls made concluded that it is likely that commuting purposes to reach more suitable foraging habitat in the wider area as opposed to foraging within either SINC.

4.15.60 With regards to birds, the ES concluding that while there is potential during the breeding bird season (March to August inclusive), for scrub and trees within the site to support common nesting bird species, there would not be support for any other species of greater value and that the habitats in and around the site as a whole are limited and not considered suitable for use by ground-nesting birds. There was no evidence of badgers and the site was assessed as having very limited value for invertebrate species due to the lack of structural and plant species diversity.

4.15.61 As such it is considered that the proposal, as a result of the rafting over the two railway lines would result in the loss of habitat. However, this impact is limited to the functionality of the habitats as a linear wildlife corridor as opposed to any inherent ecological value by way of incumbent plant or animal species.

4.15.62 Appropriate mitigation and compensation measures must therefore be considered against this impact.

4.15.63 The proposal includes mitigation measures during both the construction and operational phases. The Ecological Management Plan will help guide the creation, maintenance, and enhancement of the biodiversity of the site, through the integration of the landscape proposals over a period of five years after the completion of works. The ES states that 2,500sq.m of landscaping including 67 trees will be created within Stamford Bridge Grounds, with further planting and treatments to the perimeter as well as green roofs to ancillary buildings, most significantly to the north-east of the site.

4.15.64 The area of land between the East Deck and The Billings will also be re-planted with an appropriate number and species of vegetation that, in combination with the north-east green roof and the existing Brompton Cemetery, are considered to result in a maintenance of the corridor function and an improvement of the value of the existing planting to support a wider and more diverse range of species. A list of the proposed tree species can be found at Table 9.22 of the ES with the resultant improvement in invertebrate species support set out in Table 9.23; both are expanded upon within Table 1 of the Ecological Management Plan. The green wall to the East Deck is also considered to contribute to the bat commuting route in conjunction with trees within Brompton Cemetery.

4.15.65 A number of off-site locations are identified within the ES for habitat creation and enhancement in addition to that habitat that can be created on-site and these are considered appropriate for further assessment by way of a Ecology Strategy to be secured by way of the s106 agreement. The harm to the existing SINC's and the loss of habitat is acknowledged, however appropriate mitigation, creation and compensation during demolition and construction phases and operation of the proposal both on-site and off-site are identified by the applicant and the details of these are considered by officers to be appropriately secured through the strategy. This approach, in conjunction with the qualitative gains identified elsewhere in this report as a result of the proposed development, is considered to satisfy DMLP Policy E3.

4.15.66 Natural England had no comments to make on the application. In summary, officers consider that the proposal would have a significant impact on the SINC's identified, however the existing value of these habitats is limited and can be appropriately mitigated and compensated both through the measures identified by the applicant within the submission and a detailed Ecology Strategy secured by legal agreement. As such the proposal is considered to be in accordance with the NPPF, London Policies 5.11 and 7.19, Core Strategy Policy OS1, DMLP Policies DM E1, DM E3 and DM E4 and the Council's Planning Guidance Supplementary Planning Document.

## Archaeology

4.15.67 Paragraph 128 of the National Planning Policy Framework relates to archaeology and requires ***developers to submit appropriate desk based assessments where a development site has the potential to include heritage assets with archaeological value.***

4.15.68 Policy 7.8 of the London Plan advises that ***development should incorporate measures that appropriately address the site's archaeology.***

4.15.69 LBHF Core Strategy Policy BE1 advises that new development should ***respect and enhance the historic environment of the Borough, including archaeological assets.***

4.15.70 LBHF DMLP Policy G7 states ***the council will aim to protect, restore, or enhance the quality, 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.***

4.15.71 A full consideration of the archaeology issues is included in Chapter 8 of the Environment Statement. The application site lies to the east of the Walham Green Archaeological Priority Area. A desk based assessment has been undertaken in order to determine the archaeology potential of the development site. The assessment suggests that no buried heritage assets of very high significance are anticipated that might merit permanent preservation in situ. The report concludes that any impact of the development on any buried heritage assets could be successfully mitigated by a suitable programme of archaeological investigation. Historic England (Greater London Archaeology Advisory Service) has been consulted and does not raise an objection to the proposal. Suitable safeguarding conditions are recommended to secure the evaluation and any subsequent necessary mitigation works proposed as a result of the development. A condition is attached requiring a full historic record in line with Historic England's standards prior to any works commencing on the site. Officers therefore consider that the proposed development accords with Policy 7.8 of the London Plan, Strategic Policy BE1 of the LBHF Core Strategy and Policy G7 of the LBHF DMLP.

**Electronic Interference**

4.15.72 An assessment on the potential impacts of the development on digital and satellite television reception has been undertaken. This is in chapter \*\*\* of the Environment Statement. This assessment seeks to ascertain if the proposal would have any adverse impact on available broadcast service signals in the area surrounding the application site (analogue, digital and satellite (TV) reception), together with effects on other communication systems, including mobile and emergency services. As analogue television signals were switched off in London in April 2012 the shadowing of digital, terrestrial and satellite signals require the main consideration.

4.15.73 It is recognised that tall buildings can potentially affect the reception of telecommunications. The areas where digital terrestrial and satellite reception has the potential to be affected are to the north west of the proposed site. The assessment concludes there are properties in a shadow area that might be potentially affected, but the proposed development would not unduly undermine services with mitigation measures which include upgrading existing aerials or through the provision of non-subscription satellite services. A condition is therefore recommended to ensure that interference caused by the development is fully remediated

**Stamford Bridge Grounds – Arboricultural Report**

**Existing Trees**

4.15.74 The majority of the trees affected by the proposed development are situated outside the boundaries of the existing stadium grounds, on the embankments of the District Line to the north and the Southern mainline (also known

as West London line) to the east. There is a single semi mature London Plane tree within the stadium grounds, located close to the Stamford Bridge entrance.

4.15.75 The northern boundary features groups of trees and vegetation on both embankments of the District Line. Trees comprise of a mixture of young and semi mature sycamore, ash, field maple and hawthorn. The most significant trees are located to the western extent of the embankment and include mature Lombardy poplars.

4.15.76 Beyond the northern boundary of the site within the grounds of Brompton Park Crescent is a group of mature London Plane trees close to the existing health club/spa and a group consisting of predominantly sycamore, cherry and ash. These trees provide valuable screening of the site for the adjacent properties. There is a line of trees to the rear of 202 Seagrave Road and within the grounds of the London Oratory School which provide amenity and screening benefit. There are significant differences in ground level along the boundary.

4.15.77 The eastern boundary of the Southern mainline also feature trees and vegetation on both embankments. The embankment on the east side (adjacent to the Billings) features a number of predominantly sycamore trees which are of low individual quality and of a moderate landscape value. There are fewer trees on the west embankment (adjacent to Stamford Bridge) and include a small group of sycamore. Beyond the railway tracks lies Brompton Cemetery. Much of the western section of the cemetery is bounded by catacombs and a boundary wall. There are also a number of predominantly semi and early mature trees.

4.15.78 To the south there are a number of trees within the gardens of private residential properties fronting Fulham Road, some located close to the existing boundary walls of the site. These include a mature horse chestnut (adjacent to West London Studios) and trees within the grounds of Chelsea Studios.

## **Proposal**

4.15.79 All the trees within the application site would be removed as part of the proposed demolition of the existing stadium and related buildings and construction of the new stadium and associated enabling works. In total 59 trees plus four tree groups and one-part group, rated category C (low quality) or above are proposed to be removed with 32 classified as moderate to high quality (30 category B and 2 category A trees). The development also proposes the removal of 7 poor quality trees which due to their condition or location are recommended for removal regardless of the development proposals.

4.15.80 A single semi mature London Plane tree within the existing stadium grounds, located close to the Stamford Bridge entrance would be removed. The remaining trees are located on the embankments of the Southern mainline or the District Line. Trees in these areas are set within the railway embankments and not generally visible, set below the stadium ground level and behind walls or fencing. In total 30 individual trees including a full tree group and one part group are proposed to be removed from the north and south embankments of the District Line. The proposed deck platform over the Southern Mainline requires the removal of all of the

existing trees and vegetation on the east and west embankments within the site which equates to 28 trees and tree groups.

4.15.81 The loss of the existing trees is required to achieve the proposed design proposals. The loss of the trees would be mitigated with the planting of 67 new broad leaved or coniferous trees, included as part of the provision of 2,500 sqm soft landscaping on the site, with landscaped walls and green walls. Space for new tree planting on the site is limited due to access and safety issues associated with providing safe crowd movement and queuing for the new stadium.

4.15.82 Trees located beyond the site boundaries with branches or roots which extend into the site boundaries will be retained and protected during the demolition and development works. There will be a requirement to prune 32 individual trees and two tree groups to facilitate the proposals. These include works to a mature horse chestnut adjacent to the Stamford Bridge entrance and trees alongside the proposed new sloped walkway at the Bovril Gate. The retained trees will form part of a Construction Exclusion Zone (CEZ). A Tree Protection Plan, to show how the roots and branches of these trees are to be protected through the construction and operation of the development would be covered by a planning condition.

## **5.0 EQUALITIES AND HUMAN RIGHTS**

5.1 The council's statutory duty under the Equality Act 2010 applies to planning decision making. The protected characteristics to which the Public Sector Equality Duty ("PSED") applies now include age as well as the characteristics covered by the previous equalities legislation applicable to public bodies (i.e. disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, sexual orientation, religion or belief and sex).

5.2 The PSED is set out in section 149 of the Equality Act 2010 ("the Act") provides (as far as relevant) as follows:

(1) A public authority must, in the exercise of its functions, have due regard to the need to:

- eliminate discrimination, harassment, victimisation, and any other conduct that is prohibited by or under this Act;
- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

(3) Having due regard to the need to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it involves having due regard to the need to:

- remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic;

- take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it;
- encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.

5.3 Case law has established the following principles relevant to compliance with the PSED which Council will need to consider:

5.4 Compliance with the general equality duties is a matter of substance not form.

5.5 The duty to have "due regard" to the various identified "needs" in the relevant sections does not impose a duty to achieve results. It is a duty to have "due regard" to the "need" to achieve the identified goals.

5.6 Due regard is regard that is appropriate in all the circumstances, including the importance of the area of life of people affected by the decision and such countervailing factors as are relevant to the function that the decision maker is performing.

5.7 The weight to be given to the countervailing factors is in principle a matter for the authority. However, in the event of a legal challenge it is for the court to determine whether an authority has given "due regard" to the "needs" listed in s149. This will include the court assessing for itself whether, in the circumstances, the local authority has given appropriate weight to those "needs" and not simply deciding whether the authority's decision is a rational or reasonable one.

5.8 The duty to have "due regard" to disability equality is particularly important where the decision will have a direct impact on disabled people. The same goes for other protected groups where a decision could directly affect them.

5.9 The PSED does not impose a duty on public authorities to carry out a formal equalities impact assessment in all cases when carrying out their functions, but where a significant part of the lives of any protected group will be directly affected by a decision, a formal equalities impact assessment ("EQIA") is likely to be required by the courts as part of the duty to have 'due regard'. The EQIA is attached and will need to be read and considered in reaching a decision on the recommendations in the report.

5.10 The duty to have "due regard" will normally involve considering whether taking the decision would itself be compatible with the equality duty i.e. whether it will eliminate discrimination, promote equality of opportunity, and foster good relations. Consideration must also be given to whether, if the decision is made to go ahead, it will be possible to mitigate any adverse impact on any protected group, or to take steps to promote equality of opportunity by, for example, treating an affected group more favourably

5.11 A full equalities impact assessment ("EQIA" in planning terms, to distinguish it from "EIA" which deals with environmental impacts) is included as alongside the

committee report. Here, officers have summarised the positive and negative impacts which have been identified in the analysis and the proposed mitigation measures by way of condition and planning obligations.

5.12 The analysis of equality impacts of the planning application on protected groups as defined by the Act shows that:

1. There are positive impacts on age, disability, pregnancy and maternity, sex, race, religion, and belief including non-belief and children in relation to the applicant's proposals to provide additional stadium capacity, more accessible spectator facilities, a redistribution of employment and a safer and more controlled environment in the stadium grounds (resulting from the access and egress improvements). There will also be positive impacts in relation to the additional facilities for disabled/wheelchair bound spectators. The comprehensive package of s106 obligations will provide mitigation measures which would result in the provision of new community facilities which ameliorates the loss of existing on-site facilities.
2. There will be negative impacts on age, disability, pregnancy and maternity, and children given the loss of housing, hotels, and community/leisure facilities. Some of the negative impacts from the loss of housing, would be off-set in the longer term through the re-provision of housing (to be constructed off-site) secured in the s106 agreement resulting in a neutral impact. Those with the protected characteristics of race, religion belief (including non-belief) will also be negatively impacted from the loss of housing.
3. The loss of the employment created by the hotels, leisure facilities and community floorspace is likely to have a negative impact on age. This could be off-set from additional employment provisions associated with the larger stadium and the additional conference facilities.
4. The impacts of construction is expected to have varying degrees of negative impacts on age, disability, pregnancy and maternity and children, depending on the mitigation measures that are set out in the Construction Management Plan.
5. The provision of a new sports stadium for a high profile London-based football club as a cultural facility is considered to have both positive and negative impacts on age, disability, race, religion, sex, and sexual orientation.

5.13 Generally, it is considered that the impacts of the development proposals are positive, offering enhanced stadium facilities for increased spectator attendance. The proposals comprise significant improvements to the access and egress arrangements (on match and non-match days), ensuring spectators can be marshalled in a safe and controlled manner to/from public transport and the town centre. The proposals would provide improved facilities for all spectators, including

those with protected characteristics of age, disability, pregnancy, maternity and children.

5.14 Negative impacts (without any mitigation) are identified in relation to the proposed loss of community facilities and leisure (age, disability, maternity and pregnancy, race and religion/belief (including non-belief), the loss of the employment generated by the hotels/leisure facilities (age, disability, maternity and pregnancy and sex), the impacts of construction (age, disability and pregnancy and maternity) and loss of housing (age, disability, religion, sex, sexual orientation, maternity, pregnancy and children).

5.15 Officers consider that the proposed conditions and section 106 agreement should go towards minimising any negative impacts as a result of the development proposals though they will not fully eliminate them due to the scale of the redevelopment and the impacts on some protected groups as identified in the EQIA and summarised in this section of the Report. The measures that will be employed are set out in Section 02 of the EQIA and in the body of the report. Also, members should note that the mitigation measures proposed are not intended to give favourable treatment to any particularly affected group (see the duty in vii) above) as officers consider that they are necessary to make the development acceptable in planning terms and will apply to all affected people visiting/working at the site and future users/guests/workers.

## **Human Rights**

5.16 The council has a duty under the Human Rights Act 1998 to act compatibly with Convention rights in determining the application. As noted elsewhere, the application includes the demolition of 38 residential properties (Chelsea Village Court). Article 8 of the Convention enshrines the right to respect for everyone's private and family life, his home, and his correspondence. Any interference with that right can only be justified if it is in accordance with the law and proportionate having regard to a legitimate aim including the interests of the economic well-being of the country. Article 1 of the First Protocol provides that every person is entitled to peaceful enjoyment of his possessions. No one may be deprived of his possessions except in the public interest and subject to the conditions provided for by law.

5.17 The grant of planning permission alone does not authorise the interference with the homes and possessions of those tenants and leaseholders of the properties concerned. It will be necessary for the council to take possession of those homes either under the terms of the relevant tenancies and long leases or through a separately authorised compulsory acquisition. However, the rights of those living and owning property within the area need to be taken into account and planning permission should only be granted if the Committee is satisfied that the interference with the rights of individuals and families in respect of their homes and the rights of owners of properties affected is proportionate and in the public interest.

5.18 Officers have carefully considered the balance to be struck between individual rights and the wider public interest in the context of seeking to secure economic benefits in Fulham Town Centre and are satisfied that an appropriate balance has been struck and that any interference is proportionate, will be mitigated so far as is



possible (for example, under the terms of the s106 agreement requiring that alternative homes) are built prior to the stadium opening and is in the public interest. Accordingly, officers advise that notwithstanding the interference with the rights of residents and landowners which may follow if the scheme were to be implemented, planning permission should still be granted.

## 6.0 COMMUNITY INFRASTRUCTURE LEVY AND SECTION 106 AGREEMENT

6.1 Mayoral CIL came into effect in April 2012 and is a material consideration to which regard must be had when determining this planning application. This development would be subject to a London-wide community infrastructure levy. This would contribute towards the funding of Crossrail, and further details are available via the GLA website at [www.london.gov.uk](http://www.london.gov.uk). The GLA expect the council, as the collecting authority, to secure the levy in accordance with Policy 8.3 of The London Plan. It is expected that this development would require a payment of £450,000.

6.2 LBHF CIL came into effect on 1 September 2015. This means that CIL liable development proposals approved on or after 1 September will need to pay the borough CIL as well as Mayoral CIL. The LBHF CIL Charging Schedule identifies the type of developments liable to pay Borough CIL. Football stadiums are subject to a zero rate.

6.3 The Community Infrastructure Levy Regulations state that planning obligations may only constitute a reason for granting planning permission for the development if the obligation is:

- necessary to make the development acceptable in planning terms;
- directly related to the development; and
- fairly and reasonably related in scale and kind to the development.

6.4 The National Planning Policy Framework 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'***.

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

6.6 In the context of the above, Chapter 9 of the Core Strategy states that ***'the council will implement the policies and proposals of the Core Strategy and***

***seek to ensure that the necessary infrastructure is secured to support regeneration by, inter alia, negotiating Section 106 obligations’.***

6.7 Emerging Local Plan Policy INFRA1 (Planning Contributions and Infrastructure Planning) states: ***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)***

***The council will charge CIL on developments in accordance with the CIL Regulations (as amended) and the LBHF CIL Charging Schedule.***

***The council will spend CIL on:***

- ***infrastructure in accordance with the H&F Regulation 123 (R123) List;***
- ***projects identified for ‘Neighbourhood CIL’; and***
- ***CIL administration expenses (no more than the statutory cap).***

***Section 106 Agreements (‘S106s’)***

***The council will seek to negotiate S106s, where the S106 ‘tests’ are met, for:***

- ***the provision of infrastructure projects or types not specified on the R123 List (through either financial contributions or ‘in kind’ delivery); and***
- ***non-‘infrastructure’ provisions, such as for affordable housing (see policy H03) and S106 monitoring expenses.***

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

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

6.9 The application involves the redevelopment of a major professional club football stadium. The nature and scale of the stadium is completely different from other community uses specifically identified in the Development Management Local Plan. A number of existing uses will be permanently lost from the application site as a result of the redevelopment of the stadium including a community use. The planning obligations set out in the heads of terms 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.

6.10 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 Development in consultation with the Chair of the Planning Applications Committee, to authorise the changes he/she considers necessary and appropriate, within the scope of such delegated authority.

6.11 The Section 106 agreement will include triggers requiring the payment of contributions to coincide with development/occupation, in order for the impacts arising from the development to be appropriately mitigated. The Heads of Terms agreed with the applicant specific to the application are detailed and will form the basis of progressing with the preparation of the Section 106 Agreement.

#### **6.12 Application Heads of Terms**

1. To mitigate the impact of the stadium development £6m (approx.) financial payments e.g.
  - cover cost of Council parking surveys and possible changes to borough CPZs,
  - ecological mitigation
  - carbon offset
  - transport works (highway works, cycling and walking routes)
  - demolition/construction working group,
  - travel plan monitoring,
  - CCTV contribution,
  - post-match day cleansing contribution (the cleansing area to be decided) and new litter bins, given the increased footfall created by the additional fans.
2. Chelsea undertake to cover any extra match day costs to the Council and other public sector bodies arising from the increase in capacity.
3. The re-provision of 38 residential units prior to the occupation of the stadium and £3.75m commuted sum towards affordable housing.
4. To support the social and physical well-being of the local community a £12.06m contribution to new and/or enhanced community initiatives, services and uses The contribution to fund:
  - new and/or enhanced community facilities
  - new and/or enhanced community services
  - community outreach and education programmes
  - new and/or enhanced leisure and recreational facilities

- other community activities, initiatives and uses to be determined by the Council.

The Council will determine any capital expenditure.

5. Financial and management support for a proposed Fulham Broadway BID - £100,000.
6. Construction phase opportunities for local businesses/labour, suppliers, and traders. A % of the project costs, currently estimated to be approximately £500m to go to local businesses, traders, and suppliers e.g. if 10% - £50m worth of contracts available.
7. Increased provision of dedicated tickets.
8. Retention of scheme architects, Herzog Du Meuron.

## CONCLUSION

6.13 In considering planning applications, the Local Planning Authority needs to consider the development plan as a whole. DMLP Policy SD1 states that when considering development proposals: ***'The council will take a positive approach that has regard to the presumption in favour of sustainable development contained in the NPPF. It will always work pro-actively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social, and environmental conditions in the area.'***

6.14 ***Planning applications that accord with the policies in this Development Management Local Plan and Core Strategy (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.'***

6.15 Non-compliance with individual policies does not necessarily mean that a proposal conflicts with the development plan overall. The assessment of the application in this report demonstrates that the proposed development is in accordance with the vast majority of relevant policies in the statutory development plan, and will amount to sustainable development in accordance with the National Planning Policy Framework.

6.16 A redeveloped stadium is very much in compliance with the overarching objective of development plan policies to support the continued success of a major sporting venue and its contribution to the local and wider London economy. It is however acknowledged that in relation to certain matters that the application is not fully compliant with some local policies in that there will be some added detrimental effect on local amenity associated with an enlarged stadium.

6.17 Before turning to the overall planning balance a conclusion on the heritage impacts of the new stadium must be reached. Considerable weight must be given to the preservation of the settings of listed buildings and conservation areas as set out

in statute and the National Planning Policy Framework. Decision makers must acknowledge any harm arising and then attach considerable weight to it and then only, assess whether there are circumstances that outweigh the harm identified to allow permission to be granted. There is a statutory presumption in favour of refusal if harm is present.

6.18 Impacts on heritage assets have been assessed and in relation to conservation areas, the new stadium will either result in no harm, or less than substantial harm to the surrounding conservation areas, apart from the Billings and Brompton Conservation Area. It is acknowledged by officers that the new stadium would cause substantial harm to the Billings and Brompton Conservation Area which forms the eastern boundary of the site. This arises from the decking over the railway cutting which is the only way to deliver an enlarged footprint without adversely compromising the strategic view of St Paul's Cathedral. Supporting Design and Access Statements demonstrate that decking is the only possible design response to achieve an enlarged stadium footprint.

6.19 Whilst acknowledging the substantial harm, it needs also to be noted that:

- The principle of development within this location has been earlier established with the 1999 planning permission for the railway station which was subsequently renewed in 2004 after the designation of the Billings and Brompton Cutting Conservation area in July 2002.
- The archaeological significance of the conservation area will be preserved beneath the decking and to the north of the stadium site the remainder of the asset will be visible.
- Although decking is proposed the primary purpose of the conservation area as open space will be preserved above the platform.
- The redesign of the decking, cutting it back from neighbouring residential properties creates opportunities for extra shrub and tree planting thereby retaining part of the existing character and function of the Conservation Area as an open undeveloped area.
- Public views into the Conservation Area are currently limited and the new decking will enable new views of the cemetery allowing visitors to appreciate its heritage value.

6.20 The proposal also results in the loss of existing residential properties but the Section 106 agreement requires these units to be re-provided elsewhere in the Borough prior to operation of the new stadium. The proposal also does not fully comply with development plan policies in relation to ecology and biodiversity, nature conservation and trees and cycle parking for spectators but as with the loss of residential the Section 106 agreement will have obligations addressing several of these matters.

6.21 The National Planning Policy Framework test in paragraph 133 is that where there is substantial harm to a designated asset this should only be allowed where it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits.

6.22 The proposed development has demonstrable substantial public benefits which constitute material considerations and add weight to the case for granting planning permission. The proposed development will in particular:

- Provide an iconic stadium design of considerable architectural distinction and merit that will be a welcome addition to London and its townscape, reinforcing the capital's status as a world city.
- Ensure Chelsea football club remains a globally recognised sporting institution at its historic home within the borough of Hammersmith and Fulham with the significant social and economic benefits that arise from that.
- Provide greater opportunities for local residents and younger supporters to actively support Chelsea through increased provision of dedicated tickets and ensure enhanced facilities to cater for a greater number of spectators with disabilities.
- Enhance the contribution of Chelsea football club to the local and London economy through direct employment, supply chain linkages and increased spending associated with match day and non-match day visitors:
- Deliver valuable social and community benefits through the Chelsea Foundation

6.23 A high quality development is proposed and the principle of a re-developed stadium is in accordance with the development plan when taken as a whole. It delivers substantial public benefits that are considered to outweigh the harm to designated heritage assets. 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.

## **RECOMMENDATION**

6.24 The officer recommendation is that subject to there being no contrary direction from the Mayor for London; that the Committee resolve that the Director of Planning and Growth be authorised to determine the application and grant planning permission upon the completion of a satisfactory legal agreement and subject to the planning conditions.

**APPENDIX 1 – LIST OF CONSULTATION & NEIGHBOUR COMMENTS ADDRESSES.**

**First Consultation (December 2015 – January 2016)**

<b>Comments from:</b>	<b>Dated:</b>
Department for Communities and Local Government (DCLG)	16/12/2015
Greater London Authority (GLA)	15/01/2016
Transport for London (TfL)	21/12/2015
Environment Agency	17/12/2015
Sport England	17/12/2015
Level Playing Field	29/03/2016
Historic England	08/01/2016
Historic England (Greater London Archaeology Advisory Service)	09/02/2016
Natural England	21/01/2016
Network Rail	22/12/2015; 16/02/2016
Thames Water	09/02/2016
Metropolitan Police (Crime Prevention Design Officer)	18/03/2016
Royal Borough of Kensington & Chelsea	01/08/2016
Greg Hands MP	09/01/2016; 09/02/2016
Friends of Brompton Cemetery	27/01/2016
<b>LBHF:</b>	
Hammersmith and Fulham Historic Buildings Group (HFHBG)	15/04/2016
Fulham Society	29/01/2016
Hammersmith & Fulham Disability Forum Planning Group	20/01/2016
Norton Rose Fulbright LLP (on behalf of Fulham Broadway Shopping Centre)	11/02/2016
Dp9 Planning Consultants (on behalf of ECPL and EC properties LP)	07/01/2016
Walham Grove Residents, Association (4 Walham Grove, SW6)	17/12/2015
Alpha Planning Limited (on behalf of Hilary Close residents)	08/01/2016
CMS Cameron McKenna LLP (on behalf of Flat 13, Chelsea Village Court, SW6)	22/04/2016
Peter Brett Associates (on behalf of the Sir Oswald Stoll Foundation)	18/03/2016
Mishcon de Reya (on behalf of Lily Bridge House, 202 Seagrave Road, SW6)	18/08/2016
11 Acfold Road, SW6	12/12/2015
29 Acfold Road, SW6	14/01/2016
37 Adeney Close, W6	07/01/2016
107 Bagleys Lane, SW6	25/01/2016
25 Beltran Road, SW6	07/01/2016
Flat 2, 2 Challoner Mansions, W14	04/12/2015
35 Brompton Park Crescent, SW6	11/01/2016
48 Brompton Park Crescent, SW6	07/01/2016

116 Brompton Park Crescent, SW6	20/12/2015
252 Brompton Park Crescent, SW6	20/12/2015
252 Brompton Park Crescent, SW6	20/12/2015
88 Chesson Road, W14	07/01/2016
1A Chiddingstone Street, SW6	29/01/2016
22 Cloncurry Street, SW6	08/01/2016
47 Coniger Road, SW6	08/01/2016
47 Coniger Road, SW6	25/01/2016
3 Dan Leno Walk, SW6	29/12/2015
71 Dawes Road, SW6	08/01/2016
71 Dawes Road, SW6	08/01/2016
71 Dawes Road, SW6	08/01/2016
39 Ellerby Street, SW6	07/01/2016
Farm Lane, SW6 (No Number given)	20/12/2015
432 Fulham Road, SW6	07/12/2015
438 Fulham Road, SW6	03/01/2016
Flat 4, 438 Fulham Road, SW6	08/01/2016
483 Fulham Road, SW6	22/01/2016
Flat 122, Sir Oswald Stoll Mansions, 446 Fulham Road, SW6	30/12/2015
Flat 506, Sir Oswald Stoll Mansions, 446 Fulham Road, SW6	04/12/2015
Flat 4, 302 Fulham Palace Road, SW6	07/01/2016
41a Furness Road, SW6	12/12/2015
24 Gowan Avenue, SW6	07/01/2016
5 Gwyn Close, SW6	06/01/2016
Director of the Italian Village Foundry Limited (on behalf of Chelsea Studios, 410-416 Fulham Road, SW6)	04/01/2016
Director of the Italian Village Foundry Limited (on behalf of Chelsea Studios, 410-416 Fulham Road, SW6)	08/01/2016
Studio 5, Chelsea Studios, 410-414 Fulham Road, SW6 (Councillor Frances Stainton)	01/02/2016
Chelsea Studios Maisonette, 414 Fulham Road, SW6	05/01/2016
414-416 Fulham Road, SW6	19/01/2016
Weathervane Cottage, 1 Chelsea Studios, 412 Fulham Road, SW6	08/01/2016
Studios 2 & 4 Chelsea Studios, 410-412 Fulham Road, SW6	07/01/2016
Studios 2 & 4 Chelsea Studios, 410-412 Fulham Road, SW6	11/01/2016
8a Chelsea Studios, 410-414 Fulham Road, SW6	14/01/2016
Chelsea Studios, Upper Ground Floor Flat, 414 Fulham Road, SW6	05/01/2016
Chelsea Studios, 414 Fulham Road, SW6	04/01/2016
404C The Studios, 404 Fulham Road, SW6	14/12/2015
Chelsea Studios, Maisonette, 414 Fulham Road, SW6	05/01/2016
Studio L, Chelsea Studios, 410-416 Fulham Road, SW6	02/01/2016
Studio A, Chelsea Studios, 414-416 Fulham Road, SW6	07/01/2016
1 West London Studios, 402 Fulham Road, SW6	18/12/2015
3 West London Studios, 402 Fulham Road, SW6	08/01/2016
4 West London Studios, 402 Fulham Road, SW6	08/01/2016



West London Studios Management Ltd, 6 West London Studios, 402 Fulham Road, SW6	06/01/2016
7 West London Studios, 402 Fulham Road, SW6	12/12/2015
Flat 19, West London Studios, 402 Fulham Road, SW6	08/01/2016
Flat 15, Walsingham Mansions, 390 Fulham Road, SW6	17/12/2015
Walsingham Mansions, 390 Fulham Road, SW6	22/12/2015
Flat 5, Village Court, Stamford Bridge, SW6	18/12/2015
8 Chelsea Village Hotel Apartments, SW6	08/01/2016
15 Village Court, Chelsea Village, Fulham Road, SW6	17/11/2015
16 Village Court, Chelsea Village, Fulham Road, SW6	06/01/2016
24 Village Court, Chelsea Village, Fulham Road, SW6	19/11/2015
22 Harbord Street, SW6	07/01/2016
36 Harbord Street, SW6	07/01/2016
39 Harbord Street, SW6	07/01/2016
7 Harwood Terrace, SW6 (owner of 114 Brompton Park Crescent, SW6)	23/04/2016
89A Harwood Road, SW6	10/12/2015
9 Holmead Road, SW6	26/12/2015
29 Holmead Road, SW6	05/01/2016
30 Holmead Road, SW6	04/01/2016
34 Holmead Road, SW6	07/12/2015
35 Holmead Road, SW6	06/12/2015
1 Hilary Close, SW6	08/01/2016
1 Hilary Close, SW6	23/02/2016
2 Hilary Close, SW6	08/01/2016
3 Hilary Close, SW6	11/01/2016
3 Hilary Close, SW6	11/01/2016
4 Hilary Close, SW6	09/01/2016
4 Hilary Close, SW6	25/02/2016
5 Hilary Close, SW6	08/01/2016
6 Hilary Close, SW6	09/01/2016
7 Hilary Close, SW6	08/01/2016
7 Hilary Close, SW6	11/01/2016
7 Hilary Close, SW6	23/02/2016
604 Kings Road, SW6	24/12/2015
Flat 15, St Clements Mansions, Lillie Road, SW6	07/01/2016
2 Munster Mews, Lillie Road, SW6	10/12/2015
2 Lysia Street, SW6	09/01/2016
2 Lysia Street, SW6	07/01/2016
2 Lysia Street, SW6	07/01/2016
2 Lysia Street, SW6	07/01/2016
25 Lysia Street, SW6	08/01/2016
24 Lilyville Road, SW6	25/01/2016
Flat 7 Astor Court, 12 Maynard Close, SW6	12/01/2016
61 Mendora Road, SW6	08/01/2016
5 Melbourne Terrace, Moore Park Road, SW6	08/01/2016
39A Moore Park Road, SW6	09/12/2015
61 Moore Park Road, SW6	07/01/2016

73 Moore Park Road, SW6	13/12/2015
79A Moore Park Road, SW6	26/12/2015
54 Munster Road, London, SW6	08/12/2015
33 William Banfield House, Munster Road, SW6	04/12/2015
217 New Kings Road, SW6	05/01/2016
54 Perrymead Street, SW6	11/12/2015
41 Prothero Road, SW6	25/01/2016
23 Quarrendon Street, SW6	10/12/2015
9 Palmerston Mansions, Queens Club Gardens, W14	07/01/2016
8 Rosaline Road, SW6	14/12/2015
7 Rowallan Road, SW6	08/01/2016
9 Rumbold Road, SW6	12/12/2015
9 Rumbold Road, SW6	12/12/2015
20 Rumbold Road, SW6	06/01/2016
20 Rumbold Road, SW6	03/01/2016
Lily Bridge House, 202 Seagrave Road, SW6	28/01/2016
The Mews House, St Maur Road, SW6	29/12/2015
2 St Maur Road, London, SW6	06/12/2015
115 Stevenage Road, SW6	05/12/2015
8 Stokenchurch Street, SW6	08/01/2016
5 Shottendane Road, SW6	09/12/2015
77 Studdridge Street, SW6	12/12/2015
15 Turneville Road, W14	05/01/2016
5 Walham Grove, SW6	12/01/2016
54 Walham Grove, SW6	14/12/2015
63 Walham Green Court, SW6	14/01/2016
5 Wandon Road, SW6	07/12/2015
5 Wandon Road, SW6	07/01/2016
King Charles House, Wandon Road, SW6	08/01/2016
13 Wardo Avenue, SW6	08/01/2016
17 Waterford Road, SW6	12/01/2016
19 Waterford Road, SW6	04/01/2016
28 Waterford Road, SW6	07/12/2015
28 Waterford Road, SW6	17/12/2015
29B Waterford Road, SW6	05/01/2016
40C Waterford Road, SW6	10/12/2015
40C Waterford Road, SW6	10/12/2015
47 Waterford Road, SW6	22/12/2015
53 Waterford Road, SW6	03/12/2015
56 Waterford Road, SW6	10/12/2015
60 Waterford Road, SW6	04/12/2015
65 Waterford Road, SW6	07/12/2015
70 Waterford Road, SW6	07/12/2015
1 Lord Roberts Mews, Waterford Road, SW6	05/01/2016
80 Waterford Road, SW6	08/12/2015
Flat 41 Samuel Lewis Trust, Vanston Place, SW6	12/01/2016
107 Samuel Lewis Trust, Vanston Place, SW6	12/01/2016
109 Samuel Lewis Trust, Vanston Place, SW6	04/01/2016

160 Samuel Lewis Trust, Vanston Place, SW6	05/01/2016
314 Samuel Lewis Trust, Vanston Place, SW6	13/01/2016
Flat 3, Stamford Gate House, Chelsea Village, Fulham Road, SW6	09/03/2016
81 Lewis Trust Flats, Vanston Place, SW6	11/12/2015
Studio F, Chelsea Studios, SW6	11/12/2015
Flat 3, Walsingham Mansions, SW6	17/12/2015
21 Sedlescombe Road, SW6	21/12/2015
Flat 11, Doulton House, SW6	11/12/2015
66 Walham Green Court, SW6	04/01/2016
33 Waterford Road, SW6	12/12/2015
29 Pine House, 197 Townmead Road, SW6	11/12/2015
36 Maxwell Road, SW6	17/01/2016
2 Holmead Road, SW6	03/01/2016
39 Holmead Road, SW6	06/12/2016
Flat 22 Dwyer House, 2 Townmead Road, SW6	14/12/2015
96 Stephendale Road, SW6	13/12/2015
66 Chelsea Vista, Imperial Wharf, SW6	02/12/2015
30 Settrington Road, SW6	02/12/2015
Flat 10, 43 Peterborough Road, SW6	08/01/2016
67 Peterborough Road, SW6	15/12/2015
Flat 13 Broomhouse Dock, SW6	13/01/2016
Riverbank House, SW6	11/12/2015
33 Napier Avenue, SW6	11/12/2015
Flat C, 5-17 Ranelagh Avenue, SW6	27/12/2016
2 Napier Court, SW6	16/12/2015
17 Cortayne Road, SW6	13/01/2016
8 Darlan Road, SW6	11/12/2015
49 Burnfoot Avenue, SW6	14/12/2015
626 Fulham Road, SW6	12/12/2015
690 Fulham Road, SW6	13/01/2016
47 Oxberry Avenue, SW6	11/12/2015
26 Allestree Road, SW6	21/12/2015
6 Ellerby Street, SW6	11/12/2015
89 Queensmill Road, SW6	12/12/2015
54 Langthorne, Street, SW6	12/12/2015
59 Kenyon Street, SW6	18/12/2015
11 Adam Walk, Crabtree Lane, SW6	11/12/2015
20 Crabtree Lane, SW6	12/12/2015
29 Parkville Road, SW6	11/12/2015
219 Dawes Road, SW6	11/12/2015
41 Shorrolds Road, SW6	11/12/2015
45 Hartismere Road, SW6	15/12/2015
57 Epirus Road, SW6	11/12/2015
93 Ashcroft Square, W6	11/12/2015
35 Ashcroft Square, King Street, W6	11/12/2015
37 Emlyn Road, Stamford Brook, W6	11/12/2015
60 Stamford Brook Road, W6	01/12/2015

16 Chelmsford Close, W6	14/12/2015
40 Yeldham Road, W6	13/12/2015
22 Gastein Road, W6	14/12/2015
20 Entwistle Terrace, St Peters Square, W6	15/01/2015
5 Joanna House, Queen Caroline Street, W6	12/12/2015
11 Skelwith Road, W6	14/12/2015
1 Askew Road, W12	11/12/2015
49 Jeddo Road, W12	14/12/2015
4 Minford Gardens, W14	18/01/2016
101 Gunterstone Road, W14	13/12/2015
86c North End Road, W14	21/12/2015
Flat 2, 28 Charleville Road, W14	11/12/2015
1 Sharnbrook House, W14	11/12/2015
50 Perham Road, W14	11/12/2015
29 Chesson Road, W14	11/01/2016
50b Hazlebury Road, SW6	18/04/2016
87 More Close, W14	10/04/2016
12 Bishops Road, SW6	11/12/2015
19 Hannell Road, SW6	30/12/2015
19 Cyprus House, 183 Townmead Road, SW6	11/12/2015
2 Epirus Mews, SW6	11/12/2015
2 Wardo Avenue, SW6	11/12/2015
34 Brompton Park, SW6	01/07/2016
Flat 5, 1 Edith Villas, W14	12/12/2015
<b>RBKC:</b>	
Earls Court Society (c/o 1/11 Bramham Gardens, SW5)	23/12/2015
Cllrs. Charles Williams, Marie-Therese Rossi and David Nicholls (Redcliffe Ward Councillors, RBKC)	28/01/2016
Cremorne Residents Association of Lots Village, Worlds End Studios, 132-134 Lots Road, SW10	07/01/2016
Smith Jenkins Town Planning Consultants (on behalf of Billing Place, Billing Street, Billing Road, and Stamford Cottages)	08/02/2016
KP Acoustics Limited (Noise Impact Assessment Report on behalf of The Billings, SW10)	11/04/2016
1 & 2 Stamford Cottages, Billing Place, SW10	08/01/2016
3 Stamford Cottages, SW10	08/01/2016
3 Stamford Cottages, SW10	08/01/2016
4 Stamford Cottages, SW10	08/01/2016
4 Stamford Cottages, SW10	08/01/2016
5 Stamford Cottages, SW10	26/12/2015
7 Stamford Cottages, SW10	04/01/2016
8 Stamford Cottages, SW10	27/12/2015
10 Stamford Cottages, SW10	08/01/2016
4 Billing Place, SW10	08/01/2016
2 Billing Place, SW10	17/12/2015
2 Billing Place, SW10	09/01/2016
4 Billing Place, SW10	04/01/2016

5 Billing Place, SW10	07/12/2015
6 & 7 Billing Place, SW10	07/01/2016
6 & 7 Billing Place, SW10	07/01/2016
9 Billing Place, SW10	08/01/2016
8 Billing Place, SW10	04/01/2016
9 Billing Place, SW10	04/01/2016
10 Billing Place, SW10	08/01/2016
10 Billing Place, SW10	08/01/2016
11 Billing Place, SW10	06/01/2016
12 Billing Place, SW10	06/01/2016
13 Billing Place, SW10	06/01/2016
14 Billing Place, SW10	09/12/2015
14 Billing Place, SW10	09/12/2015
15 Billing Place, SW10	01/12/2015
15 Billing Place, SW10	06/12/2015
Billing Road (No Number Given), SW10	06/01/2016
3 Billing Road, SW10	06/01/2016
5a Billing Road, SW10	06/01/2016
9 Billing Road, SW10	20/01/2016
11 Billing Road, SW10	06/01/2016
14 Billing Road, SW10	07/01/2016
15 Billing Road, SW10	08/12/2015
15 Billing Road, SW10	15/12/2015
16 Billing Road, SW10	15/12/2015
16 Billing Road, SW10	06/01/2016
18 Billing Road, SW10	05/01/2016
18 Billing Road, SW10	08/01/2016
22 Billing Road, SW10	04/01/2016
22 Billing Road, SW10	04/01/2016
2 Billing Street, SW10	31/01/2016
4 Billing Street, SW10	12/01/2016
5 Billing Street, SW10	06/01/2016
6 Billing Street, SW10	04/01/2016
8 Billing Street, SW10	06/01/2016
9 Billing Street, SW10	06/12/2015
10 Billing Street, SW10	05/01/2016
11 Billing Street, SW10	06/01/2016
15 Billing Street, SW10	23/01/2016
18 Billing Street, SW10	05/01/2016
19 Billing Street, SW10	23/12/2015
42 Burnaby Street, SW10	07/01/2016
First Floor Flat, 74 Cathcart Road, SW10	08/01/2016
65 Cheyne Court, SW3	02/01/2016
19 Coleherne Mews, SW10	24/12/2015
25 Drayton Gardens, SW10	02/12/2015
12 Edith Grove, SW10	12/01/2016
5 Edith Terrace, SW10	13/12/2015
21 Fawcett Street, SW10	14/12/2015

28A Fawcett Street, SW10	07/01/2016
28A Fawcett Street, SW10	17/12/2015
23 Finborough Road, SW10	01/12/2015
53 Finborough Road, SW10	05/01/2016
122 Finborough Road, SW10	08/01/2016
130 Finborough Road, SW10	07/01/2016
130 Finborough Road, SW10	07/01/2016
176 Finborough Road, SW10	25/01/2016
Flat 3, 364 Fulham Road, SW10	15/12/2015
Flat 28 Hereford House, 370 Fulham Road, SW10	19/12/2015
Flat 28 Hereford House, 370 Fulham Road, SW10	18/01/2016
Flat 29 Hereford House, 370 Fulham Road, SW10	19/12/2015
Flat 30a Hereford House, 370 Fulham Road, SW10	08/01/2016
Flat 36b Hereford House, 370 Fulham Road, SW10	16/02/2016
4 College Place, Hortensia Road, SW10	10/04/2016
9a College Place, Hortensia Road, SW10	12/01/2016
5 Holly Mews, SW10	08/12/2015
29 Ifield Road, SW10	10/02/2016
34 Ifield Road, SW10	08/01/2016
170 Ifield Road, SW10	13/12/2015
170 Ifield Road, SW10	25/12/2015
Conosco, The Plaza, 535 Kings Road, SW10	01/12/2015
2 Clark House, 552 Kings Road, SW10	08/01/2016
12 Clark House, Coleridge Gardens, SW10	30/12/2015
6 Bredin House Coleridge Gardens, SW10	06/01/2016
7 Francis House, 552 Kings Road, SW10	08/01/2016
10 Francis House, Coleridge Gardens, SW10	08/01/2016
5 Blore House, Coleridge Gardens, SW10	08/12/2015
5 Blore House, Coleridge Gardens, SW10	08/12/2015
Kings Chelsea, 26 Mathison House, SW10	10/12/2015
Flat 6, 30 Redcliffe Square, SW10	01/12/2015
64 Redcliffe Square, SW10	07/12/2015
50 Redcliffe Square, SW10	11/12/2015
36 Slaidburn Street, SW10	17/12/2016
51 Slaidburn Street, SW10	13/12/2016
No.12, 39 Tadema Road, SW10	07/01/2016
39 Tetcott Road, SW10	08/01/2016
27 Russell Road, N14 8HU	02/01/2016
28 Alexandra Mansion, 33 Kings Road, SW3	14/01/2016
47-49 Courtside, 49 Penywern Road, SW5	20/12/2015
621 Point West, Cromwell Road, SW7	11/12/2015
113 Ifield Road, SW10	12/02/2016
11 Coleherne Road, SW10	16/12/2015
16 Farrier Walk, SW10	15/12/2015
46 St Marks Grove, SW10	14/12/2015
13 Billing Street, SW10	25/01/2016
West Penthouse, Copthorne Hotel, W8	11/01/2016
25 St Quintin Avenue, W10	15/12/2015

Lansdowne Road, W11	15/12/2015
61 Brompton Road, SW3	11/04/2016
49 Dartrey Tower, Worlds End Estate, SW10	11/12/2015
7 Lamont Road, SW10	05/12/2015
28 Tadema Road, SW10	11/12/2015
46 Hortensia House, Chelsea, SW10	11/12/2015
6 Francis House, Colridge Gardens, SW10	12/12/2015
4A Gunter Grove, SW10	15/12/2015
33 Kings Quay, Chelsea Harbour, SW10	11/12/2015
<b>Other London Boroughs:</b>	
58 Barmouth Road, SW18	07/01/2016
15 Danemere Street, SW15	23/12/2015
51 Petley Road, SW12	07/01/2016
LG 04 Stewarts Lodge, 217 Stewards Road, SW8	08/12/2016
8 Meadow Close, Raynes Park, SW20	02/12/2015
55 New Bond Street, W15	01/12/2015
Cobbold Road, NW10	08/01/2016
5 Applewood Close, Uxbridge, UB10	22/12/2015
Flat 11, Rushmon Court, Hook Road, Surbiton, KT6	21/01/2016
46 Roden Street, N7	16/01/2016
Unit 29, Benyon Wharf, 295 Kingsland Road, E8	16/12/2015
London, N8 (No Address Given)	15/12/2015
107 Whatley Avenue, SW20	04/12/2016
2 Percival Road, SW14	15/12/2015
London, SM4 (No Address Given)	15/12/2015
Flat 7, Langton Court, 1 Portinscale Road, SW15	16/12/2015
Vega IV, Oyster Pier Lombard Road, SW11	12/12/2015
74 Calbourne Road, SW12	18/01/2016
23 Wellington Road, SW19 7PA	01/12/2015
35 Catherine Palace, SW1E	01/12/2015
44 Riverview Gardens, SW13	07/01/2016
36 Enmore Gardens, SW14	21/12/2015
34 Shalstone Road, SW14	21/12/2015
38 Milton Road, SW14	21/12/2015
6 Ripley Gardens, SW14	21/12/2015
Flat A, 5 Millman Street, WC1N	20/02/2016
Upham Park Road, Chiswick, W4	15/12/2015
45 Ealing Park Gardens, W5	18/01/2016
29 Western Gardens, W5	01/01/2016
29 Western Gardens, W5	27/12/2015
75 Elthorne Avenue, W7	08/01/2016
11b Gunnersbury Avenue, W5	26/12/2015
Flat 1, 191/C Uxbridge Road, W13	08/01/2016
23 Waterside Heights, 16 Booth Road, NW9	19/12/2015
31 Westfield Close, NW9	11/12/2015
6 Meadows House, 6 Park Street, SE1	11/12/2015
59 Fernbrook Road, SE13	21/12/2015
260 Chislehurst Road, Bromley, BR5	20/12/2015

Uvedale Close, Croydon, CR0 0BT	15/12/2015
61 Plough Lane, Purley, CR8	01/12/2015
8 Beverley Road, Bexleyheath, DA7	18/01/2016
39 Hadley Road, Enfield, EN2	18/01/2016
30 Kewferry Road, Norwood, HA6	18/01/2016
31 Fairhall Court, 114-124 King Charles Road, Surbiton KT5	05/12/2015
117 Tennyson Avenue, New Malden, KT3	28/12/2015
33 Franks Avenue, New Malden, KT3	03/01/2016
62 Lower Ham Road, Kingston, KT2	03/01/2016
27 Harris Road, Dagenham, RM9	18/01/2016
29 Fruen Road, Middlesex, TW14	15/12/2015
20 Gravel Road, Twickenham, TW2	15/12/2015
New Road, Staines, TW18 3DH	15/12/2015
11 Queen Annes Close, Twickenham, TW2	20/12/2015
6 Trinity Cottages, Richmond, TW9	18/01/2016
23 Larkfield Road, London, TW9	03/01/2016
35 Denmark Road, Twickenham, TW2	18/01/2016
4 Churchill Close, Feltham, TW14	21/12/2015
12 Cambridge Road, Uxbridge, UB8	17/01/2016
35 Monson Road, NW10	11/12/2015
6 Chadwick Avenue, E4	18/01/2016
5 Church Road, SW13	01/01/2016
Flat 21, 27 Hardwicks Square, SW18	19/04/2016
Flat 109, Princes Park Manor, Royal Drive, N12	30/03/2016
48 Elba Place, SE17	26/01/2016
5 York Street, W1	26/01/2016
Falconwood Avenue, Welling, DA16 2SN	15/12/2015
<b>UK:</b>	
Rigg Lane Farm House, Rigg Lane, Dorset.	01/12/2015
Apple Tree Cottage, Lagpond Lane, Sutton, Salisbury	08/01/2016
Apple Tree Cottage Lagpond Lane, Sutton, Salisbury	08/01/2016
21 Taleworth Road, Ashtead	03/12/2015
1 Cheviot Close, Flitwick, Bedfordshire	03/01/2016
32 Greenways, Pagham, Bognor Regis	20/12/2015
4 Holman Close, Bramley	20/12/2015
Clermont, Oakmead, Bramley	18/01/2016
1a Oakmead, Bramley	18/01/2016
127 Third Avenue, Almodington, Chichester	27/12/2015
101 Marlpit Lane, Coulsdon	18/01/2016
18 Walter Street, Derby	18/01/2016
8 Yew Trees Village Road, Egham	28/12/2015
41 Slewtton Crescent, Whimple, Exeter	08/01/2016
28 Hazel Way, Fetcham	23/12/2015
18 Donnay Close, Gerrards Cross	27/12/2015
Flat 9, Charter Gate, Bolero Road, Haywards Heath	27/12/2015
Pettman Close, Herne Bay, CT6 5TJ	17/12/2015
1A Whitstable Road, Herne Bay	27/12/2015
Belmont Road, Bushey, Hertfordshire, WD23 2JR	15/12/2015



109 Cumber Close, Malborough, Kingsbridge	17/01/2016
Heathcroft Rise, Leeds, LS11 8UB	15/12/2015
8 Stainburn Terrace, Moortown, Leeds	17/01/2016
94 Sudbury Heights Avenue, Middlesex	03/01/2016
Ards, Northern Ireland, BT23 8GS	15/12/2015
58 Abbots Croft, Nottinghamshire	17/01/2016
Nurseries Road, Kidlington, Oxford	15/12/2015
102 Oundle Road, Peterborough	27/12/2015
Broadhurst, Ashstead, Surrey, KT21 1QB	15/12/2015
Chobham, Surrey	15/12/2015
7 Montague Close, Surrey	20/12/2015
St Albans, AL3 4NG	15/12/2015
St Albans, AL3 4NG	15/12/2015
25 Waverley Road, St Albans, AL3	16/12/2015
17 Whatfield Way, Stowmarket, AP14	18/01/2106
Burdon Lane, Sutton, SM2 7PP	15/12/2015
Pasteur Drive, Swindon, SN1 4GH	15/12/2015
Shorrwell Close, Warrington, WA5 3JZ	15/12/2015
32 Okehampton Crescent, Welling	18/01/2016
Kingsgate Street, Winchester, SO23 9PD	15/12/2015
Pewsey,, Wiltshire	15/12/2015
Oakmead House, Church Lane, Wokingham	21/12/2015
16 Croft Road, Workingham	01/12/2015
7 Woburn Court, Richmond Road, Worthing	19/01/2016
51 Churchill Close, Flackwell Heath, High Wycombe	18/01/2016
2 Beaconsfield Street, Leamington Spa	15/04/2016
38 Oliver Whitby Road, Chichester	14/04/2016
3 Pinnell Close, Hatchwarren, Basingstoke	23/01/2016
34 Priory Avenue, Hornsey	28/01/2016
2 Laburnum Grove, Bletchley, Bucks	22/01/2016
12 Dorset Road, Tunbridge Wells	26/01/2016
Lower Farm House, Upton, Aylesbury	04/02/2016
17 Saumur Way, Warwick	13/08/2016
6 Blackwell Road, Kings Langley, Hertfordshire	13/08/2016
5 Dartford Gardens, Romford, Essex	13/08/2016
No Address Given	15/12/2015
<b>Addresses Outside the UK:</b>	
Ahmadabad, India	02/12/2015
Palakkad, India	01/12/2015
Adura, Lagos, Nigeria	01/12/2015
Lagos, Nigeria (no address given)	17/12/2015
Quincy, Massachusetts, USA (no address given)	15/12/2015
Blomsterrundan 2, Västerhaninge, Sweden	15/12/2015

- In addition to the above 12,463 representations in support of the proposed development have been received, in the form of individual signed postcards that state "I support the current planning application for the expansion of Stamford Bridge Stadium." 3,533 of these are from postcodes in London Boroughs (254

from Hammersmith and Fulham (incl.169 from SW6 postcodes); 152 from RBKC), 6,449 are from postcodes in the UK (not incl. London) and the remaining 2,481 are from countries outside the UK.

### Second Consultation (September 2016 – October 2016)

<b>Comments from:</b>	<b>Dated:</b>
Department for Communities and Local Government (DCLG)	22/09/2016
Transport for London (TfL)	06/10/2016
Environmental Agency	26/09/2016
Sport England	23/09/2016
Historic England	04/11/2016
Natural England	28/09/2016
The Garden Trust	07/12/2016
Greg Hands MP	21/11/2016
Royal Parks	07/10/2016
London Parks & Garden Trust	25/11/2016
Friends of Brompton Cemetery	07/10/2016
Thames Water	28/09/2016
Network Rail	06/10/2016 & 25/11/2016
Level Playing Field	03/10/2016
<b>LBHF:</b>	
Fulham Society	09/10/2016
Hammersmith and Fulham Historic Buildings Group	10/11/2016
Hammersmith & Fulham Disability Forum Planning Group	11/11/2016
Dp9 Planning Consultants (on behalf of ECPL and EC Properties LP)	24/11/2016
London Oratory School, Seagrave Road, SW6	07/10/2016
Mishcon de Reya (on behalf of Lily Bridge House, 202 Seagrave Road, SW6	07/10/2016
Turleys (on behalf of Lily Bridge House, 202 Seagrave Road, SW6	07/10/2016
CBRE Limited (on behalf of Fulham Broadway Shopping Centre)	07/10/2016
Mills & Reeve LLP (for Wood Trustees Limited – Brompton Park Crescent	04/10/2016
Sir Oswald Stoll Foundation, 446 Fulahm Road, SW6	18/11/2016
Alpha Planning Limited (on behalf of Hilary Close residents)	13/10/2016
53 Waterford Road, SW6	12/09/2016
3 West London Studios, 402 Fulham Road, SW6	12/09/2016
485 Fulham Road, SW6	12/09/2016
7 Harwood Terrace, SW6	13/09/2016
53 Britannia Road, SW6	13/09/2016
587-589 Kings Road, SW6	14/09/2016
19 Waterford Road, SW6	15/09/2016
62 The Landau, 72 Farm Lane, SW6	15/09/2016
432 Fulham Road, SW6	15/09/2016
24 Village Court, Fulham Road, SW6	19/09/2016

217 New Kings Road, SW6	22/09/2016
9 Rumbold Road, SW6	24/09/2016
107 Bagleys Lane, SW6	25/09/2016
1A Chiddingstone Street, SW6	27/09/2016
65 Waterford Road, SW6	28/09/2016
5 Farm Close, SW6	28/09/2016
5 Wandon Road, SW6	28/09/2016
2 Stamford Gate House, Chelsea Village, SW6	02/10/2106
8a Chelsea Studios, 410 Fulham Road, SW6	04/10/2016
404C The Studios, 404 Fulham Road, SW6	04/10/2016
Brompton Park Crescent, SW6	04/10/2016
The Mews House, St Maur Road, SW6	05/10/2016
31 Britannia Road, SW6	06/10/2016
28 Brompton Park Crescent, SW6	06/10/2016
501 Fulham Road, SW6	07/10/2016
Studio A, Chelsea Studios, 414-416 Fulham Road, SW6	07/10/2016
63 Walham Green Court,	07/10/2016
71 Dawes Road, SW6	10/10/2016
29 Holmead Road, SW6	14/10/2016
25 Beltran Road, SW6	04/10/2016
1 West London Studios, 402 Fulham Road, SW6	06/10/2016
50b Hazlebury Road, SW6	13/09/2016
6 Meadows House, SW6	14/09/2016
Flat 10, 43 Peterborough Road, SW6	01/10/2016
34 Entwistle Terrace, St Peters Square, W6	07/10/2016
489 Fulham Road, SW6	15/10/2016
68 Samuel Lewis Trust, Vanston Place, SW6	22/10/2016
68 Samuel Lewis Trust, Vanston Place, SW6	21/11/2016
<b>RBKC:</b>	
42 Burnaby Street, SW10	06/10/2016
42 Burnaby Street, SW10	06/10/2016
Worlds End Studios, 132-134 Lots Road, SW10	06/10/2016
Flat 1, 62 Ifield Road, SW10	15/09/2016
4 Billing Place, SW10	20/09/2016
19 Colherne Mews, SW10	30/09/2016
154 Ifield Road, SW10	30/09/2016
39 Telcott Road, SW10	04/10/2016
Flat 29, Hereford House, 370 Fulahm Road, SW10	07/10/2016
53 St Marks Grove, SW10	07/10/2016
2 Billing Place, SW10	07/10/2016
Smith Jenkins Town Planning Consultants (on behalf of Billing Place, Billing Street, Billing Road, and Stamford Cottages)	07/10/2016
1 & 2 Stamford Cottages, Billing Place, SW10	12/10/2016
1 Redcliffe Place, SW10	15/09/2016
75 Broughton Street, SW8 3QB	07/11/2016
<b>Other London Boroughs:</b>	
245 Upper Richmond Road, Putney, SW15	15/09/2016

London (No Address Given)	16/09/2016
46 Roden Street, N7	11/09/2016
30 Western Gardens, W5	25/09/2016
Flat 3, 352 Harrow Road, W9	27/09/2016
30 Gloucester Place, W1U	30/09/2016
11b Gunnersbury Avenue, W5	05/10/2016
49 Oak Lodge, Chantry Square, W8	07/10/2016
117 Abbey House, NW8	10/10/2016
<b>UK:</b>	
4 Orchard Road Altrincham SM1	06/10/2016
UK (No Address Given)	06/10/2016
Oakridge, Marsh Lane, Elton	10/09/2016
17 The Limes, Ampthill, Bedford	11/09/2016
30 Kewferry Road, Northwood	12/09/2016
4 New Mill Lane, Clifford, Wetherby	12/09/2016
109 Cumer Close, Malborough, Devon	12/09/2016
33 Shelbury Close, Sidcup, Kent	16/09/2016
1 Cheviot Close, Flitwick	20/09/2016
9 Elmcorft Close, Frimley Green, Surrey	26/09/2016
51 Churchill Close, Flackwell Heath, High Wycombe	26/09/2016
2 Oakdene, Sunningdale, Ascot	26/09/2016
4 Edith Weston Road, North Luffenham, Rutland	07/10/2016
Liverpool Road, Watford	09/10/2016