The Planning Inspectorate

Appeal Decisions

Inquiry held on 5-8 and 12-15 November and 3-6 and 10-12 December 2024
Site visit made on 5 November 2024

by G Rollings BA(Hons) MAUD MRTPI

an Inspector appointed by the Secretary of State

Decision date: 2nd May 2025

Appeal A Ref: APP/L5810/W/24/3339060
Former Stag Brewery, Lower Richmond Road, Mortlake, London SW14 7ET

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a failure to give notice within the prescribed period of a decision on an application for outline planning permission with some matters reserved and full planning permission.
- The appeal is made by Reselton Properties Limited against the decision of the Council of the London Borough of Richmond upon Thames.
- The application Ref is 22/0900/OUT.
- The development proposed is:
  1. Demolition of existing buildings (except the Maltings and the façade of the Bottling Plant and former Hotel), walls, associated structures, site clearance and groundworks, to allow for the comprehensive phased redevelopment of the site;
  2. Detailed application for the works to the east side of Ship Lane which comprise:
  a) alterations and extensions to existing buildings and erection of buildings varying in height from 3 to 9 storeys plus a basement of one to two storeys below ground to allow for residential apartments; flexible use floorspace for retail, financial and professional services, café/restaurant and drinking establishment uses, offices, non-residential institutions and community use and boathouse; hotel/public house with accommodation; cinema and offices; b) new pedestrian, vehicle and cycle accesses and internal routes, and associated highway works; c) provision of on-site cycle, vehicle and servicing parking at surface and basement level; d) provision of public open space, amenity and play space and landscaping; e) flood defence and towpath works; f) installation of plant and energy equipment;
  3. Outline application, with all matters reserved for works to the west of Ship Lane which comprise: a) The erection of a single storey basement and buildings varying in height between 2 to 8 storeys; b) Residential development; c) Provision of on-site cycle, vehicle and servicing parking; d) Provision of public open space, amenity and play space and landscaping; e) New pedestrian, vehicle and cycle access and internal routes, and associated highways works.

Appeal B Ref: APP/L5810/W/24/3339062
Former Stag Brewery, Lower Richmond Road, Mortlake, London SW14 7ET

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a failure to give notice within the prescribed period of a decision on an application for planning permission.
- The appeal is made by Reselton Properties Limited against the decision of the Council of the London Borough of Richmond upon Thames.
- The application Ref is 22/0902/FUL.
- The development proposed is the erection of a three-storey building to provide a new secondary school with sixth form; sports pitch with floodlighting, external MUGA and play space; and associated external works including landscaping, car and cycle parking, new access routes and other associated works.

Decisions

1. **Appeal A is allowed** and planning permission is granted for:

   1) Demolition of existing buildings (except the Maltings and the façade of the Bottling Plant and former Hotel), walls, associated structures, site clearance and groundworks, to allow for the comprehensive phased redevelopment of the site;

   2) Detailed application for the works to the east side of Ship Lane which comprise:

      a) alterations and extensions to existing buildings and erection of buildings varying in height from 3 to 9 storeys plus a basement of one to two storeys below ground to allow for residential apartments; flexible use floorspace for retail, financial and professional services, café/restaurant and drinking establishment uses, offices, non-residential institutions and community use and boathouse; hotel/public house with accommodation; cinema and offices;

      b) new pedestrian, vehicle and cycle accesses and internal routes, and associated highway works;

      c) provision of on-site cycle, vehicle and servicing parking at surface and basement level;

      d) provision of public open space, amenity and play space and landscaping;

      e) flood defence and towpath works;

      f) installation of plant and energy equipment;

   3) Outline application, with all matters reserved for works to the west of Ship Lane which comprise:

      a) the erection of a single storey basement and buildings varying in height between 2 to 8 storeys;

      b) residential development;

      c) provision of on-site cycle, vehicle and servicing parking;

      d) provision of public open space, amenity and play space and landscaping;

      e) new pedestrian, vehicle and cycle access and internal routes, and associated highways works

   at The Former Stag Brewery, London, SW14 7ET in accordance with the terms of the application, Ref 22/0900/OUT, subject to the conditions set out in the attached Annexes A and B.

2. **Appeal B is allowed** and planning permission is granted for the erection of a three-storey building to provide a new secondary school with sixth form; sports pitch with floodlighting, external MUGA and play space; and associated external works including landscaping, car and cycle parking, new access routes and other associated works at The Former Stag Brewery, London,

SW14 7ET in accordance with the terms of the application, Ref 22/0902/FUL, subject to the conditions set out in the attached Annexes C and D.

Preliminary Matters

3. In addition to the appellant and the Council, three 'Rule 6' parties participated in the Inquiry. These were the Greater London Authority (GLA), the Mortlake Brewery Community Group (MBCG), and the West London River Group / The Towpath Group (WLRG). Together these parties are referred to within these decisions as the main parties. Other individuals and groups made representations to the Inquiry; these are referred to as interested parties. The Council's support for the proposals is generally consistent with the appellant's, although some areas of difference have developed from its comprehensive assessment of the applications.

4. I held a case management conference (CMC) with the main parties on 18 April 2024, at which the Inquiry format and main issues were agreed. The main parties submitted their evidence in accordance with an agreed timetable. Following a postponement of the Inquiry from its originally scheduled dates in May and June 2024, a second CMC was held on 20 September 2024 with myself and the main parties again in attendance. The main issues were reconfirmed at this meeting, at which it was agreed that the submission of new evidence would be limited to those matters in which underlying conditions had changed in the period since the original evidence was submitted.

5. At the first CMC the appellant confirmed that the description of development in respect of Appeal A, as set out above, is correct. The application form set out the storey height at 3a) as three to eight storeys, whereas the correct description is two to eight storeys.

6. An updated *National Planning Policy Framework* (the Framework) was released on the final day of the Inquiry. New Housing Delivery Test data was released on the same date. Following a procedure agreed at the Inquiry with the main parties, I issued a post-inquiry note dated 13 December 2024 setting out a post-inquiry timetable for the submission of written evidence pertaining to these updates and their impact on the evidence presented to that point.[1] All evidence was submitted by 10 January 2025.[2] The post-Inquiry submission of finalised planning conditions[3] and an executed section 106 agreement was also agreed.[4]

7. The Framework was further updated on 7 February 2025. This version makes only minor updates that provided corrections and clarifications and are not intended to constitute changes to the Government's approach.[5] I did not consider it is necessary to refer back to the main parties in respect of this further update.

8. I have also had regard to the Written Ministerial Statement issued by the Secretary of State on 30 July 2024.[6] This predates the new Framework but is consistent with matters examined in the Inquiry, including housing targets

[1] INQ-50
[2] INQ-51 to INQ-56
[3] CDK.01-5 and CDK.02-2
[4] Submitted as CDK.03-13 to CDH.03-15
[5] Specific changes are listed at Updates - National Planning Policy Framework - Guidance - GOV.UK
[6] CDL.51

and delivery of affordable homes. Its themes are considered in the relevant issues below.

9. The Council's *Local Plan* was adopted in 2018 and contributes to the development plan for the borough,[7] together with the *London Plan* (2017).[8] The Council's Emerging Local Plan (ELP)[9] was subject to an Examination in Public prior to the Inquiry, and following the Inquiry, main modifications were published for consultation. The possibility of their publication was known and accounted for in evidence at the Inquiry, and in a post-inquiry note dated 17 February 2025[10] I asked the main parties for their views of the impact of the main modifications.[11] I have taken all comments received into consideration. Although the Inspector's Examination report has not yet been issued, the main modifications represent a 'direction of travel' and I therefore allocate moderate weight to the ELP.

10. I was accompanied by the main parties during my site visit on the date set out above. In addition, I made informal unaccompanied visits to the area and inspected the site from outside its boundary in May and October 2024, and during the Inquiry.

11. The Environmental Statement is considered satisfactory in terms of Schedule 4 of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2017.

12. Although there are two appeals pertaining to separate developments, the proposals are linked, and the sites abut each other. For ease of reference, I refer to the development and site in the singular. Illustrative plans and drawings for the outline portion of Appeal A, and those submitted on an information-only basis for both appeals, are identified in the plan schedules at Annexes B and D.

Main Issues

13. Owing to the linked nature of the development proposals, a single set of main issues was defined to apply to both appeals. These were agreed at the CMCs and confirmed during the Inquiry. The main issues are:

a) The effect of the proposed development on the character and appearance of the area;

b) The effect of the proposed development on the historic environment;

c) The effect of the proposed development on transport in the area, with particular regard to sustainable travel, the movement network, parking provision and highway safety;

d) The effect of the proposed development on the natural environment;

e) The effect of the proposed development on local education provision; and

f) The effect of the proposed development on the local supply of affordable housing.

[7] CDE.01
[8] CDD.06
[9] CDE.19
[10] INQ-58
[11] INQ-59 to INQ-61

Reasons

Main issue a): Character and appearance

14. The site for both appeals is the subject of site allocations in the Local Plan and the ELP. Local Plan Site Allocation SA24 supports a comprehensive redevelopment, allowing for the creation of a new village centre for Mortlake, the provision of a new 6-form entry secondary school and a mix of uses and infrastructure, and should include links through to the riverside. ELP Site Allocation 35 has similar aims, together with the retention or reprovision and upgrading of the designated playing fields, retention of buildings of townscape merit (BTM), recognition of a potential tall building zone, and for proposals to have regard to the Urban Design Study, Mortlake Village Planning Guidance and the adopted planning brief for the site.

15. The latter of these is the Stag Brewery Planning Brief Supplementary Planning Document (SPD) (2011),[12] which sets out a comprehensive vision for the site and since adoption has carried through successive iterations of the Local Plan, including the ELP, and includes an indicative layout.[13] It is broadly consistent with both the Local Plan and the ELP. The Urban Design Study (2023)[14] (the UDS) is part of the evidence base for the ELP and includes a tall buildings study covering the site together with a character assessment covering the borough, providing a 'broad brush' categorisation of the site. The Mortlake Village Planning Guidance SPD (2015)[15] is more specific but its aspirations are similar to those of the Planning Brief. Part of the site is within the Mortlake Conservation Area and the site also abuts the Mortlake Green Conservation Area, and the studies and statements for both include local character assessments and recommendations for design interventions.[16]

16. These documents are additional to the policies of the development plan and ELP, and National Design Guide[17] and Framework guidance. Considering all these documents together provide a wealth of design guidance, and their broad consistency provides a firm starting point for consideration of the site's development.

Existing character and townscape

17. Characterisation of the site and surrounding area is provided by the documents listed previously. In short, development in the area around the appeals site is of a fine grain and reflects the various waves of development occurring across its history. This is indicative of the post-railway era, Edwardian intensification, denser interwar development and its service as a 'railway suburb', reflected in a range of forms and materials within the area's buildings that are not particularly cohesive. Vineyard House is an 8/9-storey building opposite the site that is the tallest building in the area outside the site. Although other buildings are mostly low rise, there is no single identifying typology or vernacular. Nonetheless, there is somewhat of a village character that has derived from the area being separated from its

[12] CDE.02.1
[13] CDE.02.2
[14] CDE.15
[15] CDE.14
[16] CDE.16, CDE.17, CDE.40 and CDE.41
[17] CDD.05

surroundings by the barriers of the railway and the river, despite the absence of an identifiable 'village heart', which the Planning Brief seeks to resolve.

18. The site currently contains large storage and industrial buildings, which contribute to its coarse urban grain. The large scale of the buildings and the size of the site are inconsistent with surrounding development. The hard edges along its road frontages and the Thames sever Mortlake from the river. The wide arc of the Thames in this location is apparent in river views from Chiswick Bridge and the more distant Barnes Bridge, the Metropolitan Open Land of Chiswick Bank opposite the site, and in dynamic views along the Thames Path, which lines both sides of the river. The riparian vegetated appearance of the towpath running alongside the site is particularly identifiable, as is the tall mass of the brewery wall that runs alongside the path, isolating this part of the riverside.

19. The Maltings was historically a storehouse and is a tall building on the site, being nine storeys (although these are shorter than modern storey heights). Another tall structure – a chimney stack – is to be removed. In many years of the brewery's operation, there were other tall buildings of a not dissimilar height to the Maltings located on the site, but these were added and removed during the life of the Brewery according to operational need. The site's current buildings, which are mostly low- and mid-rise in nature with large footprints that reflect more modern industrial purposes. The proposal seeks to retain the Maltings building, as well as the facades of the BTMs fronting Mortlake High Street.

Left: 1937 view of site.
Right: 1972 view of site showing mid-20th Century building to the east of the Maltings.[18]

The character of the site and the proposed layout

20. Paragraph 124 of the Framework states that planning decisions should promote an effective use of land in meeting the need for homes and other uses, whilst also having regard to the environment and living conditions. Additional guidance in Paragraph 135 seeks to ensure that decisions optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development. London Plan Policy D3 requires design-led optimisation of site capacity, supporting higher density developments and increases to density in appropriate locations. It recognises that such an approach is not effective without consideration of design options and suitable site analysis. The appellant's evidence sets out a detailed analysis of the site

[18] Source: ML PoE, p28

and its existing relationship with the surrounding area that builds on the Council's publications, and I have no reason to disagree with its findings.

21. Site optimisation that includes densification, as set out in the Planning Brief, would change its existing character by replacing its sprawling, low-density redundant buildings. The addition of uses and places and intensification of activity and built form would create a new character. Given the density and form of the proposed scheme, its character would also be distinct from that of the surrounding parts of Mortlake. Although the design policies of the development plan require new buildings and places to respond to existing local character and identity, in this case the scheme would stand apart from the existing character. Paragraphs 59 of the National Design Guide notes that where the scale or density of new development is very different to the existing, the creation of a new identity may be appropriate, in contrast to scaling up an existing character. Given the discordant character of the site with its surroundings, a new and positive character will not only shape the identity of the development but also contribute something new to the existing area.

The masterplan.[19]

22. The development would provide a hierarchy of streets and space bordered by buildings with a mix of uses at ground floor level, and predominantly residential above. A sequence of public streets and semi-private courtyards would enable a pleasant outlook from private spaces. The mostly north/south orientation of the buildings would maximise the number of flats with river views and sunlight penetration to public spaces.

23. There is also a logical hierarchy in the arrangement of public spaces. While activity would be focused on the aforementioned squares, the green link, Thames Street and riverside would act as the main routes through the site.

[19] Source: ML PoE, p2

Other streets would be quieter and more residential in nature, with appropriate width-to-height ratios. Although there are concerns from parties regarding the potential 'canyoning' effect of particular streets, the street ratios help to define the street hierarchy, with quieter streets' widths being between 10 and 15 metres, generally for short lengths.

24. The proportions of the squares and their surrounding buildings are optimised to 'activate' the spaces. This includes the green link, with its 30m width being lined with buildings of around 24m in height, which along with open views at either end would make this a welcoming and attractive space.

25. I have some concerns with the treatment of the towpath and the riverside edge of the proposal. Parts of the towpath would be in shadow for much of the year. Whilst this is an improvement on the current conditions whereby light to the towpath is restricted by the existing brewery wall, the abutting buildings' heights and width of the scheme's new upper riverside walkway, which would be between 6m and 7m along much of its length, would contribute to shadowing. ELP Policy 40 encourages riverbank protection and the incorporation of an undeveloped buffer zone to contribute to the natural state of the river environment.[20] No additional soft-engineered space has been incorporated.

26. Nonetheless, the scheme orientates the narrow ends of buildings to face the river, which would allow for some sunlight penetration. Additionally, I share the objecting parties' concerns that the new walkway would not be of sufficient width to accommodate proposed volumes of pedestrian traffic and could result in conflict where there are building 'pinchpoints'. Although the vegetated edge of the towpath would be retained, its character would change through the replacement of the existing built edge and potential additional traffic.

The towpath with partly retained perimeter wall acting as a flood defence.[21]

27. The provision of soft-engineering edges is not a policy requirement, but an encouragement. Given that the site does not currently provide such edges, the proposed provision would improve the riverside environment. Despite the

[20] As amended by MM70
[21] Source: ML PoE p111

concerns that I have set out above, I consider that the proposal meets the overall requirements of ELP Policy 40 through setting back new development, retaining and protecting the river's existing vegetation and soft edge, and incorporating existing and to-be-retained natural features within the new built character of the site.

28. The site's present hard edge to Mortlake High Street would largely be retained in its current form. The necessity of vehicular access to the site would be accommodated from this frontage via building 10. Nonetheless there would be new openings and access from here through to the river, and new uses and routes interacting with Lower Richmond Road and Mortlake Green which represents an overall improvement on the current condition and draws an appropriate balance with the retention of BTM frontages. Although I acknowledge concerns that the new route along Thames Street could re-focus activity away from the existing road route, I recognise the limited potential to improve of the Mortlake High Street frontage without compromising these frontages. The proposed cinema at the entrance of the green link would have the opposite effect, creating activity on the frontage of Lower Richmond Road.

29. An aspiration of the Planning Brief is to create a new 'village heart' for Mortlake. The proposals would not create a village centre in the traditional sense of a rural village, nor would it be on the scale of a bustling destination centre like East Sheen. A successful heart requires an identity and activity. Given that the ground floor uses would be varied and dispersed throughout the site, the development would rely on its open spaces to focus activity, complemented by the uses. Activity would be created by movement, which is encouraged by attractive spaces in which to gather and traverse, together with the successful blending of these external areas with the internal spaces. In this regard the development would achieve this aim and would be appropriate to the nature and scale of the scheme.

Building height and effects on townscape and views

30. The Planning Brief and UDS suggest proposed building heights for development, and these are carried through to the ELP. As noted above, these suggest concentrating the tallest massing in the centre of the site, in a tall building zone. In considering character and appearance, my concern is not whether the proposed buildings heights accord exactly with the suggested heights, but whether the proposal creates harm with any transgressions, and whether this is justified in policy and placemaking terms. I acknowledge that a previous scheme, which was refused by the Mayor of London (hereafter referred to as 'the GLA scheme'), proposed taller buildings throughout much of the site with a similar layout to the proposal before me and was supported by both Council and GLA officers. The extensive pre-application discussions and consultation that took place in the years prior and since have helped to inform the current proposal.

31. The UDS identifies the ability of the tall buildings zone to accommodate buildings up to seven storeys in height, which is consistent with the Planning Brief. Appendix 3 of the ELP diagrammatically indicates this, stating that an additional mid-rise zone could accommodate buildings of up to five or six storeys.[22] Policy 45 of the ELP states that tall buildings should avoid harms to views and vistas towards heritage assets and that such proposals should be

[22] As set out in the ELP Main Modifications (MM) and amended via MM73

resisted outside the identified zones. Both the tall and mid-rise zones are set away from the river edge and the main street frontage.

32. The Maltings is an existing tall building on the site and the scheme's strategy has been partly informed by ensuring that this retained BTM appears focal in riverside views. Whilst it would not be visible from some other existing public areas, such as Mortlake Green, enabling such views would be unlikely to optimise the site's layout.

Top: Proposed building heights.[23] Bottom: Comparison of proposed heights with the recommendation of the Planning Brief.[24]

33. A major concern of the opposing main parties is that the height of the proposal, together with the building forms, would create a wall of

[23] Source: ML Rebuttal PoE, p4
[24] Source: ML Rebuttal PoE, p3

development fronting the river edge and dominate in views. The scheme's tallest buildings would be both in the centre of the site, within the tall building zone described above, and on the river's edge.

34. As already mentioned, historically there were more tall buildings on the site than there are now, and contemporary photos such as the ones shown above at paragraph 19 indicate a development in which building heights were out of character with surrounding development. In its justification for the scheme's tall buildings strategy the appellants provide examples of downstream development indicating historic tall river-edge buildings. This accords with the Maltings and the site's historic taller buildings. However, the character of the site has changed over the years and the site's existing tall buildings, including The Maltings, are out of character with surrounding areas. Vineyard House is an exception and is the sole modern tall building in the area.

Panoramic verified view of the proposed development from the north bank of the Thames.[25]

35. The tall edges of buildings fronting the river would be relieved by the street openings and I am not convinced that a 'wall' effect would come to pass. Nonetheless the heights of the buildings would be one of the components causing the development to appear out of character with its surroundings but for the reasons set out above, this would not result in harm to the existing townscape.[26] The buildings would have significant massing but this would be relieved by roof forms, detailing of facades and the street openings.

36. The north side of the Thames, opposite the site, is Metropolitan Open Land. Away from the Thames Path, the development would be glimpsed through vegetation. Areas closest to the bank would have effects similar to those described above, again representing a changed character but not necessarily detrimental to the appearance of this part of the river when compared with the current industrial view.

37. Away from the river, buildings would have generally lower heights and respond appropriately to existing development. Taller elements are justified in locations such as along the green link and adjacent to the proposed school, where they would enhance legibility of routes and community uses.

Building typology and appearance

[25] Source: CM PoE p86
[26] Heritage-related harm is considered in the next section

38. The proposed buildings in the detailed design portion of the development would follow two main typologies – traditional London mansion blocks, and riverside warehouses. While not local to Mortlake, both typologies are common to riverside development downstream of the site and would be a factor defining the altered character of the site. The warehouse typology would be applied to buildings south of Thames Street, to mid-rise buildings, and would appropriately complement the street edge, retained BTMs, Mortlake Green and the proposed cinema building, which would have its own striking typology that would benefit both its location and its function.

39. The appearance of the mansion buildings would be modern and while the appellant draws on the historic features of this typology, they would not appear as an inappropriate pastiche. Historic features used include repetition, bays and ornamentation, combined with modern additions such as a large proportion of glazing. The result is an agile typology suitably adapted to the site conditions. Additionally, this typology would complement The Maltings through its difference, allowing the BTM to remain clearly identifiable and prominent in riverside views. The mansion block typology for tall buildings is consistent with the supporting text of ELP Policy 45.[27]

40. In the outline portion of the scheme, the proposed building types are appropriate to their function and location. The school building would appear recognisably as such, and low-rise terraces would complement existing development to the west. I am satisfied that the proposed materials strategy and other treatments, such as lighting, would result in a development with a high-quality appearance.

41. Although not discussed in detail at the Inquiry, I acknowledge the Council's concerns that a small proportion of the new flats would not meet relevant standards or guidelines with regard to access to natural light, prevention of noise when measured from balconies, provision of private amenity space, overlooking, and the design of accommodation to avoid single-aspect or north-facing flat. Harm would result from the failure of the design of these flats to incorporate appropriate living conditions.

OOLTI and landscape, including visual impact of playing fields redevelopment

42. Although there would be a loss of some existing Other Open Land of Townscape Importance (OOLTI) with the redevelopment of the playing fields, there would be reprovision throughout the site. The primary characteristic of OOLTI is its contribution to the distinctive character or structure of an area, and the Council considers that the redistribution of OOLTI throughout the site would result in a better quality of provision. The existing OOLTI is a large space with visual benefits to the townscape. Whilst the quality and proportions of the new spaces would be different to that existing at present, it would complement the new townscape and for this reason it would perform the function intended by the OOLTI designation. Accessibility and functionality of the space would be improved, and when considering the harm against the proposed benefits, the outcome is neutral.

43. There would be a loss of some active recreational space, although there would be a more intensive use of the retained parts of the playing fields and a reprovisioning/realignment of pitches suitable for use by the new school.

[27] As amended by MM73

There would be some loss of public access to green space as a result of the intensification of educational need for the space, but this is balanced by the benefit to the school. I acknowledge the response provided by Sport England, which has not objected to the proposal.[28] Throughout the site, there would be significant tree planting and other improvements, and I am satisfied that the proposed landscaping strategy would complement the development and promote its attractiveness. The proposal would comply with ELP Policies 36 and 37 which require appropriate reprovision and improvement where there would be loss of existing facilities.

44. There are community concerns that alterations to Mortlake Green, which would widen pathways to enable greater pedestrian flows to reach the station, would change its character. The interventions are minor in nature and the benefits in increasing access to the Green and beyond would outweigh the minor loss of green space.

Conclusions on main issue a): character and appearance

45. The concerns that I have set out above relate to the treatment of the river edge and how the development would relate to it, and the reprovisioning of the OOLTI. However, in considering the wider design implications throughout the site, I am satisfied that the development meets the requirements of the Local Plan and ELP site allocations. Although the proposed building heights exceed the suggestions of the site allocations and relevant guidance, no harm to character and appearance would result. Overall, the design of the development would be beneficial to the area, and as is befitting of a large development the altered character of the site would provide distinctiveness, while not detracting from that of the existing surrounding areas.

46. In respect of both appeals, I therefore conclude that the development would have a beneficial effect on the character and appearance of the area, There would be no conflict with Local Plan Policies LP 1, LP 2, LP 5, LP 14 and Site Allocation SA2 4, ELP Policies 28, 31, 36, 37, 40 44, 45 and Site Allocation 35, and London Plan Policies D4, D8 and D9, for the reasons set out above. Together, these policies seek high-quality design that has regard to the character of the surrounding area, amongst other considerations.

47. However, in respect of Appeal A only, there would be some harm and therefore conflict with the development plan in respect of achieving residential living quality standards and guidelines supported by Local Plan Policies LP 10 and LP 35, and London Plan Policies D3 and D6. This These policies are consistent with the Framework and the NDG.

Main issue b): Historic environment

48. The scope of heritage evidence considers the scheme's potential effects on the following designated and non-designated heritage assets. Of these, three non-designated buildings of townscape merit (BTMs) are within the site:

- The Maltings building, adjacent to the Thames;
- The former bottling plant on the junction of Mortlake High Street and Lower Richmond Road; and

[28] CDC.10

- The former hotel building on Mortlake High Street, which is adjacent to the Bottling Plant.

49. Parts of the surviving boundary walls surrounding the appeal site are identified as non-designated heritage assets, as are the historic gates, two memorial plaques and timber river moorings that are also present on the Site.

50. The Conservation Areas (CAs) considered are:

- The Mortlake Conservation Area, which includes a section of the site running along Mortlake High Street and the Thames shoreline, including the Maltings building;
- The Mortlake Green CA, which is directly opposite the site to the south;
- The Grove Park CA, which is to the north of the site on the opposite site of the river, in the London Borough of Hounslow; and
- The Barnes Green CA.

51. The following designated listed buildings and structures are within the immediate vicinity of the Site:

- Thames Cottage, Tudor Lodge, Thames Bank House, Leyden House and Riverside House, all Grade II listed and all located along Thames Bank, to the northwest of the Site (and hereafter referred to as 'The Thames Bank buildings');
- The garden wall to the east of number 1 to 8 Riverside House and extending behind numbers 1 to 24 Reid Court which is Grade II listed and located along the northeast boundary of the Site, but not within the application boundary;
- The gateway (formerly to Cromwell House), located at the northern end of Williams Lane, which is Grade II listed and directly to the west of the Site; and
- Chiswick Bridge and attached balustrades, Grade II listed, situated to the northwest of the Site.

52. Additionally, effects on other designated listed buildings more distant from the site were considered:

- To the east of the site, the Parish Church of St Mary, a Grade-II* listed building;
- Also to the east of the site: Acacia House at 115 Mortlake High Street, 117 Mortlake High Street, Suthrey House and attached railings at 119 Mortlake High Street, all Grade II listed, and Limes House and forecourt piers at 123 Mortlake High Street, Grade II* listed (hereafter referred to as 'the Mortlake High Street eastern buildings');
- Further east, Numbers 28, 30 and 31 the Terrace, and Barnes Railway and Pedestrian Bridge, all Grade II listed;
- To the west, Mortlake Crematorium and associated Hammersmith Memorial to World War II Civilian Dead, Mortlake Cemetery, all Grade II listed; and

- To the north in the London Borough of Hounslow, the Polytechnic Stadium, which is Grade II listed.

53. Furthermore, other BTMs considered within evidence are The Ship Public House, The Old Stables, other Thames Bank cottages, The Jolly Gardeners pub, Boat Race House, 1, 33, 37, 45 to 51 Lower Richmond Road, and The White Hart Public House.

54. The parties agree that no other statutory designated or non-designated heritage assets would be affected by the proposal and having considered the evidence I see no reason to disagree. The parties agree on the use of Historic England good practice guidance[29] in considering heritage impact and I have been mindful of this approach in carrying out my assessments.

55. Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990, (the LCBA Act) requires the decision maker, in considering whether to grant planning permission for development which affects a listed building or its setting, to have special regard to the desirability of preserving the building or its setting, its significance, or any features of special architectural or historic interest. Section 72(1) of the LCBA Act requires the decision maker, with respect to any buildings or other land in a conservation area, to pay special attention to the desirability of preserving or enhancing the character or appearance of that area.

56. These requirements are consistent with development plan policies pertaining to designated heritage assets. For non-designated heritage assets, Local Plan Policy LP 4 and ELP Policy 40 seek to preserve and where possible enhance their significance, character and setting, with a presumption against their demolition. All are consistent with the Framework. The Council's Buildings of Townscape Merit SPD (2015) sets out the Council's approach to designating BTMs and notes their visual contribution to the areas in which they are located.[30]

57. Paragraph 212 of the Framework describes three levels of harm, namely less than substantial harm, substantial harm or total loss of significance, with the latter being achieved in the case of substantial interference with or destruction of the asset. The less than substantial definition therefore encompasses a wide range of possible levels of harm. Framework paragraphs 215 and 216 set out the balancing exercises to be carried out when there is less than substantial harm to the significance of a designated heritage asset, or an effect on the significance of a non-designated heritage asset.

58. Intervisibility between a development and a heritage asset does not necessarily result in harm or alter its setting. The setting of an asset is not an asset in itself. Rather, its importance lies in what it contributes to the significance of the heritage asset[31]. Although all assets have a setting, it follows that not all settings will contribute to significance and, likewise, changes to the former may not affect the latter. To determine whether there would be any harm to heritage assets it is necessary to carry out an assessment of significance and the contribution of a setting to this significance.

[29] CDF.01, CDF.02 and CDF.03
[30] CDE.04
[31] CDD.25

59. The change in the character of the site from its historic industrial use to a new predominantly residential-based character with a mix of other uses is foreseen by the Council's various guidance documents. The principle of the change of use in its own right does not result in harm.

The Maltings BTM

60. In its 2009 recommendation not to statutorily list the building, built in 1902-03, English Heritage assessed that this is one of the few historic structures that has remained through successive rebuilding of the site, albeit one with a monumental form that has resulted in it being recognised as a landmark.[32] Its recognition is widespread, being identifiable as a marker of the finishing line to spectators of The Boat Race. It is a rare example of such a building in this part of the country and has a "strong local significance". The method by which malting of barley occurred is apparent within, and the heritage significance of this former grain store is found in its link with the site's main historic use its archaeology and its architecture.

61. Much of the building's internal structure has been removed. From some river views, its silhouette would appear against a backdrop of new buildings, although existing taller buildings can be seen behind its existing silhouette in many views. The exterior would remain largely unaltered and the building would remain clearly recognisable as a heritage structure within its modern surroundings. Its preservation would be a benefit, enabling future repurposing, as would the removal of unsympathetic surrounding former brewery-use buildings on the site. Furthermore, it would continue to contribute positively to the Mortlake CA in which it is located. The significance of the building would be preserved without harm, as would its character and setting.

The hotel and bottling plant BTMs

62. The aforementioned English Heritage report notes that the bottling plant together with the boundary wall have been somewhat altered from their original states. Both buildings are within the Mortlake CA and make a positive contribution to its character and appearance. They have archaeological, historic and architectural interest related to their connection with the brewery use and the functions that they served, with the street-facing facades having the greatest contribution to the townscape.

63. The buildings beyond the facades would be demolished but the street-facing facades would be retained with sympathetic alterations befitting to new uses. This would be of some benefit. Nonetheless, the loss of the interiors would be regrettable, as they retain original features, and there would be a loss and therefore harm to their significance. However, there would be no overall harm to the townscape as seen from public areas outside the site.

Other non-designated heritage assets (NDHAs) within the site

64. Surviving boundary wall features surrounding the appeal site, the historic gates, two memorial plaques and the surviving timber river moorings are all NDHAs. The significance of these features derives from links with the site's brewery use. The historic gates, plaques and wall features would be repurposed within the site, enabling historical interpretation within the new

[32] CDF.05

built context. Transport-related river moorings would be retained and protected as part of the towpath maintenance plan. There would be no harm resulting from the latter, but some harm would result from the removal of NDHAs from their current context where they form a direct link with the site's previous purpose, together with partial removal of some of the site's historic boundary walls that provide an archaeological and historical narrative of the site's former use.

BTMs outside the site

65. These include The Ship pub, The Old Stables, other Thames Bank cottages, The Jolly Gardeners pub, Boat Race House, 1, 33, 37, 45 to 51 Lower Richmond Road, and The While Hart Pub.

66. Many of these buildings have a heritage significance stemming from their association with the brewery, such as the public houses, and are therefore of historical significance. Those closest to the site, such as The Ship, would become part of the altered character in the area. Their architectural significance would remain, as would their historical association. No significant harm would result.

View of The Ship, with The Maltings behind.[33]

Mortlake CA

67. This CA incorporates the riverbank from Chiswick Bridge to The Terrace, including those parts of the site set out above, and parts of Mortlake through to the railway. The Conservation Area Statement contains an extensive description of its history and character,[34] with which I do not disagree. This notes the CA's intimate relationship with the river, the industrial history of that part including the site, importance of riverine views and opportunities for enhancement that include improvement and protection of river and landscape setting and the preservation, enhancement and reinstatement of architectural quality and unity.

68. The Statement notes the enormous contrasts in scale in buildings throughout the area but also the "shared robust utilitarian conformity in the use of brickwork and detailing". The CA's significance is in its history and

[33] Source: ML PoE, p79
[34] CDE.17

architecture, and its setting, particularly those including river views, contributes to this significance.

Existing (top) and proposed (lower) views from south of Chiswick Bridge within the Mortlake CA looking towards the site.[35]

69. The CA stretches a significant distance to the east, abutting Barnes Green CA distant to the site, and encompasses several of the listed buildings considered below. Although The White Hart pub is outside the Mortlake CA, it abuts its boundary and provides a good impression of the proposed development from the eastern reaches of the CA. The arc of the river provides clear views from anywhere along the towpath from here to the site.

70. The views along the towpath are a mix of vegetation and buildings, with some more obvious than others at various points. In particular, the buildings proposed in detail within Appeal A, which would directly front onto the river, would be clearly visible. However, a fair balance with the riverine character and its edge vegetation would be retained. Although the setting would be changed, the significance of the CA nor its relationship with the river would be harmed.

[35] Source: CM PoE Appendices pp 46 and 49

Existing (top) and proposed (lower) views from the riverbank of The White Hart pub, just outside the boundary of the Mortlake CA.[36]

71. As set out in the previous section, the development would create a new character in the area, and this would include new elements in river views. The new buildings would attract the attention of a viewer in views around the CA, and draw the eye from other elements, particularly in river views. As a result, there would be some material change to the setting of the CA. The development and its architecture would provide visual and other links to the site's historic use and create links through the CA to The Thames, strengthening the relationship of the area to its river setting. The evolving built form of the site is part of its history, and this too would continue, whilst existing architecture would be complemented. As such, the change to the setting would not create harm, and I find that the proposed development would both preserve the appearance and enhance the character of the Conservation Area.

Mortlake Green CA

72. This area encompasses Mortlake Green opposite the site and buildings to the west, including to the north of Lower Richmond Road encompassed by the site, and buildings along Sheen Lane south of the level crossing. Significant views towards the site are gained along both roads and from within the Green. The CA Statement again notes a collection of buildings differing in

[36] Source: CM PoE Appendices pp 24 and 27

style but linked by their industrial character.[37] Its significance is historic and architectural, deriving in part from the buffering and contrasting properties of the open space of Mortlake Green, the 'sense of arrival' of the buildings flanking the former brewery entrance and its relationship with the former brewery.

Views of proposed development from within the Mortlake Green CA, from Mortlake Green[38] and Sheen Lane.[39]

73. The new buildings would replace the large-scale buildings presently visible from the CA, whilst providing new termination in views such as along those along Sheen Lane, and enclosure of Mortlake Green. Although there would be obvious changes to the setting of the CA, this would not result in harm, and the setting would be preserved in relation to the expectations of the Framework.

Grove Park CA

74. The CA is on the northern bank of the Thames and to the north of Chiswick Bridge and therefore not opposite the site but includes part of the bridge from which the site can be viewed. Hounslow Council's Grove Park CA Appraisal (2021) identifies the Riverside and South character areas and their

[37] CDE.18
[38] Source: Addendum to CM PoE Appendices
[39] Source: ML PoE p84

significance which derives from their proximity to the river and the uses that they accommodate.[40]

75. Views from the Chiswick Bridge towards the site look outside of the CA but do not adversely affect the ability to appreciate the Arcadian nature of the river to the west of the bridge. Other than the views from the bridge, the scheme would be glimpsed from the Chiswick side from higher vantage points. This would represent a limited impact on the Conservation Area and the development does not harmfully affect its setting or significance. The scheme would preserve the setting of the CA.

Barnes Green CA

76. This boundary of this CA is approximate to the start of The Terrace, stretching downstream to encompass Barnes Railway Bridge and the foreshore further downstream. The Council's CA Statement identifies its architectural diversity and centre of activity but is limited in its description of the area's relationship with the river.[41] Nonetheless, despite being some distance from the appeal site, the sweeping arc of the Thames in this location allows clear and expansive views of the bank leading to the development site in the distance. Riverbank vegetation is a particularly identifiable feature of this view.

View from The Terrace, with the proposed development outlined in green.[42]

77. The development would be visible in the distance but vegetation and buildings in the foreground would continue to dominate. There would be a minor change on the setting but no harmful impact on the CA's significance. Accordingly, the scheme would preserve setting of the CA.

The Thames Bank buildings and Riverside House / Reid Court garden wall (Grade II)

78. This is possibly Mortlake's oldest surviving street and houses, and although of an 18th century appearance, some contain Tudor and earlier structural elements. They have a close relationship with the river and are within the Mortlake CA. Their significance lies within this historical association, their architecture and their archaeology. The garden wall is included for group value.

[40] CDL.23
[41] CDE.43
[42] Source: CM PoE p51

79. The buildings are observed from both banks of the river, where their appearance as a group can be appreciated. Their rooflines are identifiable, although existing tall buildings formerly associated with the brewery rise in the background. These would be removed and replaced with buildings that would also be seen against the Thames Bank houses' rooflines. However, these new buildings, although lower, would have a bulkier massing and be less discrete, coalescing across a wider part of the background. Whilst the houses would retain the focus of views towards them, the new buildings would be clearly noticeable and result in some harm to the architectural significance of the heritage group.

The Thames Bank houses with existing and proposed development.[43]

80. I therefore find that the setting of the listed buildings would not be preserved and that there would be harm to the significance of these assets. The harm would be less than substantial, at the lower end of the range.

The Gateway (formerly to Cromwell House) (Grade II)

81. This is located at the northern end of Williams Lane, directly to the west of the site. The gate is mid-18th century although the piers date from earlier. It is typical of gateways that gave emphasis to houses around this period and its significance lies in its historic association and architecture.

[43] Source: CM PoE Appendices pp 12 and 15

82. The setting of the gate would be altered through the development of the playing fields, school and outline phase of the development. However, it currently stands removed of its historic function and its ability to be recognised in its current context would not be altered, and neither would its silhouette. There would be no harm to the setting of the listed building, and that the significance of the designated heritage asset would be preserved.

Chiswick Bridge (Grade II)

83. This interwar road bridge is designed in a neo-classical style. The relationship of this part of the river to the Arcadian Thames was discussed at length during the Inquiry, and the appearance of the bridge has elements reflecting the Arcadian ideal on its upstream side. However, the Thames' south bank on the downstream side of the bridge, which includes the appeal site, has a more built-up nature and is not recognisable as a 'riverside Arcadia', or indeed a part of the river that is at one with nature. Nonetheless the bridge does reflect a Palladian style deriving from its classical appearance that reflects the civic architectural ideals of its time. I agree with the Council's research on the contribution of the bridge to its environment and its significance, particularly given that it is widely transmitted and seen by many viewers every year in its role as the finishing line for The Boat Race.[44] In heritage terms this significance is architectural, historical and cultural.

84. Views that include both the bridge and the proposed development include those with glimpses of the scheme on the upstream side of the bridge, and further downstream from within the aforementioned CAs and the opposite bank of the Thames. In none of these views would the silhouette of the bridge appear secondary to the development, or less recognisable in its setting. It would retain its landmark quality in all instances. There would be no harm to the setting of the listed building, and the significance of the designated heritage asset would be preserved.

The Parish Church of St Mary (Grade II*) and The Mortlake High Street eastern buildings (Grade II and Grade II*)

85. These buildings include Acacia House at 115 Mortlake High Street, 117 Mortlake High Street, Suthrey House and attached railings at 119 Mortlake High Street, and Limes House and forecourt piers at 123 Mortlake High Street, the latter of which are Grade II* listed.

86. The heritage significance of these buildings lies in their historical association with their community role in Mortlake's development and their association with the river, and their architecture. The Limes and the river arc are the subject of a JMW Turner painting. All buildings are within the Mortlake CA. However, they are distant from the development site, which would appear in background development, but in no instances would this dominate the setting or alter their significance in views, including those along the river's curve. As notes within the Mortlake CA appraisal above, the river remains the dominant setting and the contrast between existing vegetation and buildings would remain. There would be no harm to the setting of the listed buildings, and the significance of the designated heritage assets would be preserved.

[44] BS Rebuttal PoE

View looking west along Mortlake High Street from outside The Parish Church of St Mary, with the proposed development outlined in green.[45]

28, 30 and 31 the Terrace, and Barnes Bridges (Grade II)

87. These structures are within the Barnes CA and draw significance from their architecture and historical association with the river. They are distant from the development site, which would appear in the background of all views, and their recognition or setting would not be harmed in downstream views including the development. There would be no harm to the setting of the listed buildings, and the significance of the designated heritage assets would be preserved.

Mortlake Crematorium, Hammersmith Memorial and Mortlake Cemetery (Grade II)

88. These are to the west of Chiswick Bridge and the Clifford Avenue embankment. There is likely to be limited intervisibility between the proposed development and these assets due to the site's topography, distance, and extant thick tree cover. The setting would not be harmed and neither would the archaeological, historic or architectural significance of the assets, which would be preserved.

The Polytechnic Stadium (Grade II)

89. The development would be visible from the upper tiers of the stadium, which lies across the river in the Grove Park CA. These views would be limited to events for which the stadium would be open, and the visibility of the development in transverse views would not harm the setting or the architectural or historical significance of the designated heritage asset, which would be preserved.

Considering the scale of heritage harm

90. I have found that the particular significance of the Thames Bank Houses would be harmed by the appeal proposal. The harm is less than substantial. There would also be harm to the significance of the former hotel and bottling plant NDHA BTMs, and no harm to any other heritage assets, either as single assets or cumulatively. I have also considered the cumulative impacts resulting from the harm of more than one asset and consider that the harm

[45] Source CM PoE Appendices, p29

remains less than substantial. Within the less than substantial categorisation, the amount of harm would be at the lower end of the scale.

91. Taking account of my duty to have special regard to the preservation of the setting of listed buildings (a duty the courts have judged to be a matter of considerable importance and weight), and the expectation in the Framework that great weight be given to the conservation of DHAs, I afford these harms substantial weight. I return to the heritage harm with reference to the statutory and Framework tests later in this decision.

Conclusions on main issue b): historic environment

92. In respect of Appeal A, there would be harm to the setting and significance of the Thames Bank buildings and harm to the two BTMs, through their partial loss. There would also be harm to other NDHAs resulting from their partial removal or relocation. The harm to the historic environment would conflict with Local Plan Policies LP 3 and LP 4, ELP Policies 29 and 40, and London Plan Policies D9 and HC1, which together seek to protect heritage assets, amongst other considerations. There would be no harm in respect of Appeal B.

Main issue c): Transport

93. Transport concerns are focused on trip generation, proposed improvements and their effects on traffic and parking, and the safety of the Sheen Lane railway level crossing, together with other considerations, which are considered in turn below.

Trip generation

94. The appellant has used the TRICS database which is an industry-accepted model that uses comparisons of similar uses and sites to the proposed developments to predict future transport demand. The Transport Assessment (TA)[46] also notes the input of local experiences where appropriate. Given its 'best practice' status, I accept the use of this model in principle. MBCG's concerns include a possible underestimation of future traffic volumes and the application of TRICS and its underlying data, casting doubt on its applicability to elements of the appeal schemes.

95. The appellant's approach has been guided by collaboration with the Council and GLA through the various development proposals for the site, which has resulted in an appropriately targeted model. Comparable school trip rates are set out in table 7-11 of the TA and the appropriateness of the example sites, which have a similar PTAL to that of the appeals site, is not disputed by MBCG. Nonetheless, MBCG's reading of the TRICS database has resulted in a higher number of potential trips generated by the school and raises concerns regarding the limited number of modal split data points and likelihood of AM peak arrivals within the model's outcome.

96. In response, the appellant points out that MBCG's TRICS analysis fails to provide appropriate supporting evidence for the alternative figures. Whilst I acknowledge that the appellant's figures do have some shortcomings, the model's outcome is generally well referenced, and I am able to trace its predictions from the large amount of underlying evidence. I cannot do the

[46] CDA.30

same with the MBCG's evidence. In particular, the dearth of identification of alternative TRICS locations and supporting evidence for the alternative peak hour generation leads me to give preference to the appellant's modelling. The fact that this model has evolved over several years and iterations of the proposals for the site provides additional confidence in the accuracy of its outcomes.

97. For proposed trip generation of the other components of the proposals, trip rates are lower than previous proposals on the site, which is partly a result of a lower level of on-site parking proposed within the current schemes, together with measures set out in travel plans. I am satisfied that suitable comparisons have been used to derive the model's outcome.

Road traffic and parking

98. The closure of Hammersmith Bridge has had an impact on traffic patterns and there is a low likelihood of it reopening to private motorised traffic in the short to medium term. Mortlake is relatively constrained by barriers including the railway and river, with their limited crossing points. Existing road traffic is, in effect, funnelled along routes such as Mortlake High Street and Lower Richmond Road. Given the constraints, there is limited scope for mitigation of existing congestion and any development of the site is likely to result in some degree of increased demand for road space.

99. The TA indicates that there will be some increases in traffic volumes in local roads resulting from the proposed development. The appellant considers that Hammersmith Bridge's closure would dissuade drivers from using Mortlake as a diversionary route and that this may also lead to future occupiers of the site looking to modes other than private cars for their travel. Road speeds along Lower Richmond Road are slow for much of the day, and I observed periods where the lowering of the Sheen Lane level crossing barriers resulted in stationary traffic for periods of around ten to fifteen minutes, although congestion cleared quickly upon opening of the crossing. My observations are consistent with the findings of the TA, which takes account of the current conditions and proposes mitigation for future traffic increases.

100. Alterations are proposed for Chalker's Corner, which would include a turning lane from Lower Richmond Road and result in a capacity increase for vehicles using this junction. Although this proposal is intended to mitigate potential changes to bus journey times, the Inquiry heard that the capacity increase could encourage additional traffic, and I agree that this could indeed occur. Nonetheless I accept that the early phasing of the improvements would allow TfL to alter the phasing of the traffic lights as changes in traffic volumes are monitored during the construction and subsequent operation of the developments. I am not convinced by the appellant's view that any capacity changes could be imperceptible to drivers, although I agree that the proposed TfL action would be sufficient to avoid 'gridlock' occurring across a wide part of the network.

101. An additional road lane would also be provided on the eastbound Lower Richmond Road approach to Mortlake Roundabout. This is necessary to enable the passage of traffic to Mortlake High Street past traffic queueing to turn onto Sheen Lane.

102. Proposed on-site parking levels are consistent with development plan policies. Any future impact on on-street parking around the site could be mitigated by the proposed expansion of controlled parking zones.

Level crossing impact and accident risk

103. The Sheen Lane level crossing would have a significantly greater number of users than at present. MBCG's arguments that volumes will be exacerbated by school users choosing alternatives to the Kingsway footbridge and those seeking to access bus routes south of the railway are logical and I consider them to be valid. Train timings, and therefore the amount of time that the barriers are down, are not affected by the proposals and will remain as at present.

104. The existing personal injury accident rate at the level crossing is low and there is no evidence that relatively recent changes within the area, such as the establishment of Thomson House School, have changed the rate. Network Rail's recent Narrative Risk Assessment of the level crossing found no major risks from everyday use (discounting deliberate misuse) of the crossing, and took account of the potential development of the appeals site.

105. The proposed number of level crossing trips shown in the TA for the proposed development is less than proposed within the GLA scheme, which did not raise major objections from statutory consultees on impact on the level crossing or the safety of users. The appellant has discussed the current proposals in detail with Network Rail, which has no concerns that would prevent development. The evidence suggests that even if there were to be more users than predicted in the TA, that with mitigation there would be sufficient capacity at the level crossing and that this would not necessarily result in significantly greater risk.

106. The level crossing is adjacent to an overbridge that enables pedestrian crossing of the railway while the barriers are lowered. Given the existing pedestrian congestion levels and low accident rates, the layout appears to work well. Mitigation for additional trips through the crossing would include space for pedestrians and cyclists to wait while the barriers are down, together with other minor improvements, and these are appropriate to avoid a significant increase in future risk. I consider that these considerations address the concerns raised by the MBCG's evidence.

Other considerations

107. The site has a low public transport accessibility level (PTAL), although the creation of new streets will increase permeability through the site and a slight PTAL improvement is expected. Various improvements to public transport provision are also proposed, including the aforementioned works to cut bus journey times, and separate contributions to improve local services for development in both appeals. Together with the proposed travel plan measures, which could reduce private car use to below that predicted in the TA, these measures would encourage the use of modes other than cars. Additionally, the accessibility benefits would include new permeability through the site that responds positively to travel desire lines linking Mortlake with the river.

108. Use of the river for construction traffic was mooted. The associated planning conditions were strengthened at the inquiry to allow for feasibility studies to be carried out.

Conclusions on main issue c): transport

109. Given the tight constraints of the area's movement network, together with the scale of the proposals, attaining the goals of the TA would require significant control through planning conditions and obligations, including appropriate mitigation. These would deliver the desired transport outcomes with the minimal possible detrimental impact. A 'no school' scenario within the planning agreement sets out measures to deliver the improvements set out in this section should the school development in Appeal B not go ahead.

110. Paragraph 116 of the Framework limits the prevention of development on highway grounds to specific circumstances. Taking into account the likely transport impacts of the proposal and other potential scenarios, the proposals would not have an unacceptable impact on road safety or cause severe residual impacts on the road network, including the proposed mitigation measures.

111. I therefore conclude, in respect of both appeals, that the proposed development would not have a significantly harmful effect on transport in the area, with particular regard to sustainable travel, the movement network, parking provision and highway safety. There would be no conflict with Local Plan Policies LP 44 and LP 45, and London Plan Policies T1, T2, T4, T5, T6, T6.1 to T6.5, T7 and GG2. Together, these policies promote sustainable travel and appropriate mitigation of any effects of development.

Main issue d): Natural environment

Flood risk

112. Historically, as with many of the parts of London alongside the Thames, the site and much of Mortlake was subject to tidal and occasionally fluvial flooding. The Thames Barrier has vastly reduced the risk of flooding to the site and there has not been a major event since the barrier's establishment. Nonetheless, the towpath floods during particularly high tides. At present the site is protected by a high barrier wall bordering much of the towpath. The design of the appeal scheme includes retention of some of the wall and inclusion of new chamber spaces below the reference flood level but most of the proposed development would be raised above the level of the towpath and the existing ground levels of the wider site.

113. There are differences between the parties on the potential effects of flooding. The proposals would remove the existing defence wall and create a terraced walkway above the level of and set back from the existing towpath, which would remain. Stepped access would be provided in various locations. When the towpath floods, as it will continue to do on occasion, the raised route would provide an alternative path through the development. This would be more convenient than the current diversionary route via Lower Richmond Road and Mortlake High Street and the design of the development allows for a choice of routes, taking account of potentially greater levels of pedestrian traffic along the river that would be generated by the school and other

proposed uses, despite my concerns on its capacity set out above in paragraph 26.

114. Car parking areas at basement level which would be below the reference flood level would be protected by a self-activating flood barrier. All residential use would be above this level. Planning conditions and/or obligations would provide for the appropriate management of flood defence and mitigation systems within the developments, together with an evacuation plan together with improvements and maintenance to the towpath and public approaches, all of which are an appropriate part of the development's flood management strategy. These would include measures to manage and protect the towpath's biodiversity. It is intended that works to the towpath and its subsequent management plan would be carried out with co-operation of Thames Path Trail Manager.

115. Using the Environment Agency's categorisation of flood risk, much of the site is within flood zone 3, with the remainder in zone 2. A Flood Risk Assessment (FRA) for both applications that are the subject of these appeals forms part of the appellant's Environmental Statement.[47] The FRA was carried out in accordance with process set out in the 2021 version of the National Planning Policy Framework and the PPG. It followed the sequential test carried out for the extant Local Plan, which assessed the site's suitability as part of the site allocation process.[48] The FRA contains an exception test that demonstrates that the development would support sustainability benefits to the community that outweighs flood risk, and that the site can safely be developed without increasing flood risk elsewhere.

116. In assessing the flood risk and the tests, I have been mindful of the advice set out at paragraph 181 of the current Framework, which requires development to incorporate flood resilience and minimise risk. Having assessed the tests and the FRA against the updated measures in this version of the Framework and PPG advice, I am satisfied that the requirements have been met.

117. Additional evidence was presented to the Inquiry[49] following the round-table discussion on this matter, which sets out additional concerns and answers. Taking all of this into account, together with the other evidence presented before and during the Inquiry, I am satisfied that the proposal would appropriately mitigate potential flooding and flood risk.

Drainage

118. The appellant's drainage strategy sets out storm water and foul water flows through the site.[50] Thames Water and the Environment Agency have raised no objections to the scheme subject to the inclusion of appropriate planning conditions and mitigation.

119. The sustainable urban drainage system (SuDS) programme for the site includes permeable paving, rain gardens, various channels throughout the development, and attenuation tanks at basement level. As per the current situation on the site, drainage outfall would be taken below the towpath into the river, although the current single outlet would increase to three, with

[47] CDA.122 and CDA.126
[48] CDE.24, paragraph 81
[49] INQ-32 and INQ-38
[50] CDA.112 and CDA.113

appropriate measures to prevent flooding of the site during high water level events. Some areas of the site would discharge to the existing Thames Water network. This includes the existing playing fields, where the area discharging into the network would be reduced through a design that includes self-draining areas around the proposed school. Exceedance measures have been incorporated, should there be an event beyond design tolerances, with flows directed away from dwellings, towards and onto roads around the site.

120. Improvements to the foul drainage network would include severance of existing connections from surface water drainage, which would reduce the contribution to the foul network from rainfall, together with new connections. Surface water from basement car parking areas would pass through a petrol interceptor prior to entering the foul network.

121. Paragraph 182 of the updated Framework requires SuDS to provide multifunctional benefits for development, and I consider that the proposed measures set out within the Landscape Design and Access Statement proposes adequate provision.[51] Having considered the additional evidence presented to the Inquiry[52] following the round-table discussion on this matter, together with other evidence presented before and during the Inquiry, I am satisfied that the proposed drainage measures are appropriate.

Air quality

122. Levels of airborne pollution in the area have decreased in recent years, in line with a general decrease in London. Locally, the closure of Hammersmith Bridge has had an impact, although Mortlake High Street and Lower Richmond Road have some of the highest concentrations of nitrogen dioxide in the area. The borough is wholly within an air quality management area, but in 2022 there were no recent exceedances recorded close to the site or within the immediate area. This is reflective of a clear downward trend between 2016 and 2022.[53]

123. The development has been modelled to take account of projected trends and movement of pollution around the site, including the concern that proposed streets could act as canyoning routes, and the south westerly prevailing breezes. The appellant's air quality evidence has been compiled in line with industry best practice, and its modelling finds that in 2029, with the development constructed, concentrations of nitrogen dioxide would be below the annual mean objective or classed as 'negligible'. Finding for PM_{10} and $PM_{2.5}$ levels are similar. Although the GLA target for $PM_{2.5}$ is exceeded at two roadside locations, this is principally due to elevated background levels across the borough. The setback of the school from the road would avoid these areas and in 2029, in conjunction with the continuing expected generally falling levels of pollution, the school façade would be below the UK limit value.

124. Measures to prevent poor air quality within the appeals site include screening development along Mortlake High Street – similar to that existing at present – and restricting motorised traffic routes within the site. The proposed school has been designed to be air quality neutral.

[51] CDA.83.4, pages 74-75
[52] INQ-33 and INQ-38
[53] SM PoE

Sunlight and daylight[54]

125. Light levels have been assessed using guidance accepted as 'best practice' within the industry.[55] The height of the proposed buildings would lead to public areas within the development and the towpath to be overshadowed at various times of the day throughout the year, although more than 50% of the towpath frontage would have sunlight on 21 March. Much of the towpath is similarly overshadowed by the existing wall and the creation of gaps and the setback of new buildings would allow more penetration of sunlight than at present.

126. Although the development would have an insignificant effect on most of the receptors used to measure proposed light levels within and outside the site, there would be some effects on daylight and sunlight to surrounding residences, with effects mostly minor to moderate. Having considered the results presented by the Environmental Statement, I agree that the Council's detailed assessment, as set out in its report to the planning committee, provide a fair description of the effects of the proposals on living conditions of surrounding occupiers.[56] Of particular concern is the impact on Boat Race House, for which the effect on daylight is assessed as moderate to major adverse. This impact is influenced by the building's current outlook across open land within the former brewery, resulting in high proportional changes in daylight levels.

127. The closest proposed building on the appeal site is designed to a similar scale as Boat Race House. In considering the appropriateness of the development's impacts on living conditions, I have taken into account paragraph 130c) of the Framework, which promotes a flexible approach in applying policies or guidance relating to daylight and sunlight where they would otherwise inhibit making efficient use of the site, including the consideration of acceptable living conditions. Nonetheless, the effects of the Appeal A scheme on the living conditions of occupiers of Boat Race House would be significant.

Other considerations

128. Waterfront lighting is proposed at a level of below 1Lux. This is appropriate for the avoidance of unnecessary light pollution and promotion of biodiversity, including the encouragement of bat foraging along the river corridor.

129. Biodiversity net gain would exceed 10% across both appeal developments. Although there is a minor shortfall in the Urban Greening Factor and Green Roof target, planning conditions would mitigate any harm arising from the shortfall. There would be a significant amount of new tree planting throughout the site and although there would be a substantial amount of hard surfacing of open areas, the landscape design strategy promotes urban biodiversity.

130. The proposed development follows the GLA's energy hierarchy and would achieve zero carbon in consideration with the intended carbon offset and BREEAM offset. These would be in accordance with development plan policies.

[54] CDA.25 and CDA.61
[55] Site layout planning for daylight and sunlight: A guide to good practice (Building Research Establishment) (2022)
[56] CDL.01.1, tables 31-33; CDL.02.1, paragraphs 8.118-8.122

Conclusions on main issue d): natural environment

131. The proposed development would result in an intensification of use compared with the site at present. Given the significant scale of the development, its environmental effects are relatively limited. There would be loss of sunlight and daylight to surrounding residents and not all natural environment targets are achieved. However, the proposed mitigation measures would minimise any harm.

132. I therefore conclude that in respect of both appeals the proposed development would result in some harm to the natural environment but that the harm is minimised through mitigation. The proposal complies with Local Plan Policies LP 15, LP 20 and LP 21, ELP Policies 39, 40 and London Plan Policies G5, G6, SI 12 and SI 13. Together, these policies are intended to promote and enhance biodiversity and ensure that development is resilient to the effects of climate change, including mitigating flood risk and making sufficient provision for drainage. However, in respect of Appeal A there would be conflict with Local Plan Policy LP 8 and London Plan Policy D6, with regard to light and the impact on living conditions. These policies require development to have appropriate regard to surrounding conditions.

Main issue e): Education

133. This main issue focuses on the objections raised by the MBCG and others in the community: primarily, whether the school is needed, and if it is built, its possible effects on other schools in the area. There is a finite number of pupils, and if the school were to draw from other schools, then the viability of these other facilities could be threatened. This was expressed predominantly through evidence setting out the forecasting of demand for school places in the future, and whether the existing demand for school places can be supported by both the current and proposed provision.

134. The Local Plan SA 24 Site Allocation for the appeal sites proposes a six-form of entry secondary school (with sixth form). This is carried forward into Site Allocation 35 of the ELP. Both documents postdate the 2011 Planning Brief, which sets out the Council's former support for a two-form entry primary school adjacent to the site's existing sports fields.

135. Although the school is the subject of Appeal B, the design of the Appeal A scheme enables the school and sports facilities to be integrated within the overall design of the site. This is reflected in the linked evidence provided for both appeals and matters such as the reprovisioning of OOLTI between the Appeal A and Appeal B areas of the site.

136. The Council's school need forecasting is driven by its School Place Planning Strategy 2023 (the SPPS)[57] which takes account of future housing development and pupil yield, the capacity of other schools inside and outside the borough, and the 'pipeline' of children progressing through the system as they age, together with birth rate data. The SPPS notes the intention of the Livingstone Academy, a secondary school currently located in East London, to relocate to the appeal site, which was also proposed as part of the GLA scheme.

[57] CDE.30

137. The SPPS splits the borough for planning purposes and establishes that there has been a need for such a facility for several years. The new school would be the fourth state-funded secondary school in the eastern half of the borough. There are no other sites of a suitable size in the area, and development of the site without a school would be likely to deny the future establishment of a new school of the proposed size within the east of the borough.

Forecasting

138. The Council uses a regularly updated School Capacity Survey (SCAP) process that uses demand from pupils transferring from in-borough and an estimate of those from out-of-borough schools, with an upward adjustment for pupil yield from housing developments with planning permission. Existing year groups are rolled forward with an average borough level retention rate. The SCAP used at the Inquiry was compiled in 2023[58]. The Council's approach is set out within the various documents and is approved by the DfE. The SCCS notes that the Council's forecasting process compares favourably with those of neighbouring authorities.

139. Nonetheless, the robustness of the Council's forecasting was brought into question by other parties. The MBCG identified inconsistencies in previous years' SCAPs, pointing out changes in forecasting methods used for SCCS updates and an overstatement of year 7 places. There are also concerns regarding the need for a new sixth form. These considerations are in the context of a London-wide decrease in demand for school places[59] although the SCCS notes that since 2011 there has been a consistent increase in the borough's pupil's population.

140. Fluctuations in birth rates in recent years are a factor that has led the DfT to reduce its forecasting range. Whilst DfE forecasts currently look in the years to 2028, the MBCG takes a longer-term approach, arguing that it will take years for the school to be constructed and become established.

141. In each of these matters the parties have provided comprehensive data. The SCAP process has been reviewed for 2024 to take account of previous concerns[60], and there are merits to the approach of both the Council and the MBCG, whose analyses make various allowances and take accounts of shortcomings in their respective methods. However, the uncertainty inherent in longer-term predictions means that such forecasts can only be illustrative, and in the case of birth rates, the ONS notes that projections become increasingly uncertain as they go forward.[61] The SCCS considers the effects of a birth rate decrease in the years 2011 to 2020 but notes that the demand for school places has not similarly declined. Moreover, the birth rate is only one of the factors used by the Council to predict need. Year 7 and sixth form entry place predictions retain a degree of uncertainty due to, for example, out-of-borough applications and reductions in cohorts in younger years.

142. Housing development is a generator of potential pupils. Parties have used Council, DfE and GLA-derived methods of calculation. Adding potential development for which approval has yet to be granted relies on the use of assumptions and as such the results provided by the parties differ. I place

[58] CDE.31 to CDE.36
[59] CDL.35
[60] CDL.60
[61] CDL.37

importance on the most recent (2024) version of the SCAP guidance, which has been altered to only allow approved housing development to be included within forecasts. An additional factor for consideration is the contribution of windfall development to the overall yield, which has not been included in all forecasts.

143. Each party makes valid arguments, despite differences in sources and interpretation of data and in forecasting methods. Indeed, as stated by various participants during the appeal process, school place forecasting is particularly nuanced and dependent on the data from multiple sources, each of which require a degree of forecasting and interpretation. However, the Council, as the decision-making authority, has a duty to ensure that its forecasting and advice to the DfE is accurate, so that funding and places can be fairly distributed. Accordingly, I consider it appropriate to favour the Council's forecasting evidence in my decision, which demonstrates that future need is a reason to justify providing a new school to add to the borough's overall supply of secondary places.

Pressure on existing secondary places

144. The local secondary school system is presently operating near full capacity, with a significant increase in students in recent years. Existing secondary schools in the east of the borough are 'over-offering' places, operating beyond their design capacities and reflecting a rate of demand that outstrips supply.

145. Existing bulge classes at Christ's School (and potentially in the future at Richmond Park Academy) accommodate additional pupils and enable operation above capacity but are not suitable as a permanent solution due to pressure on the school's limited space. Space and funding constraints do not allow for sufficient growth to accommodate the number of pupils forecast by the Council, and the numbers of students applying for secondary schools in the borough have been rising for several years. The SCCS states that in 2023, the number of unplaced children in the east of the borough together with the above-capacity offers of existing schools would have been sufficient to fill a 180-place year 7 intake at a new school.

146. Schools within the borough are of a high standard and well regarded, which creates demand from outside the borough and is a contributor to oversubscription, as is the proximity of some to neighbouring boroughs, which increases their attractiveness to out-of-borough pupils. Nearby out-of-borough schools are also in high demand, which is reflected in the low number of successful applications by pupils living in Richmond upon Thames. Increasing numbers of students on waiting lists without offers on National Offer Day, and using the Fair Access Panel, provide further confirmation of high demand.

147. Grey Court School and Richmond Park Academy have both opened sixth forms within the past decade. These are successful and they continue to grow.[62] The SDDS recognises that they would be able to continue to build their numbers and resilience to potential competition from a new sixth form on the appeal site, for which demand would also take time to become established, and whose composition would most likely eventually be predominantly drawn from its own year 11.

[62] INQ-12

148. Nonetheless, I acknowledge the parties' concerns that overprovision in school places would have the potential to destabilise existing schools, including those outside the borough. Standing costs for schools would remain unchanged and viability of some of the existing surrounding schools is marginal, even with current demand.

Other considerations

149. The DfE is currently reviewing planned new mainstream free school projects, as set out in a recent letter to the Council.[63] There is no indication as to what the outcome of this review might be and, as such, it does not affect the determination of these appeals. The DfE has previously expressed its support for the new school[64] and it was put to the Inquiry that approval of the appeal schemes could assist the case for its establishment. I have insufficient evidence to support this view. However, the school would not be deliverable without DfE funding. Although the GLA does not object to the school, it echoed the concerns of the MBCG and others in the community that funding uncertainty acts as a barrier to its establishment.

150. A 'no school' scenario note has been provided by the appellant and Council on a without prejudice basis, with the co-operation of Sport England.[65] It sets out – in the event that the DfE should choose not to provide funding – the physical implications of the school not being provided, and the effects that this would have on the masterplan, movement network and availability of sports facilities, and the s106 agreement. It has been submitted as assurance that such a scenario would not terminate development of the site, particularly the Appeal A proposals.

151. At the time of the Inquiry, the likely effects of the then forthcoming addition of VAT on private school places was not known. However, the increase in private school fees may have affordability implications for some and this has the potential to add further demand for open school places.

152. Thomson House School is a local primary school that has operated in Mortlake since 2013 and has used the existing playing fields on the appeals site. The proposed development would end this use and restrict the amount of open space available to Thomson House students. While this is unfortunate, the current agreement for use of the playing fields is not considered by the Planning Brief or the Site Allocation, and the site was proposed for redevelopment at the time of the school's establishment, meaning that it would never have been more than a short- to medium-term agreement. This matter does not outweigh the other considerations in this main issue, or the Local Plan and ELP's Site Allocation.

Conclusions on main issue e): education

153. School demand is not static and is subject to variations in influences such as housing growth, birth rates, and the standard and reputation of schools. The Council recognises the cyclical nature of demand and the SDDS comprehensively sets out the challenges to both forecasting and accommodating existing demand, together with a long-term view on the effects that a new school would have on the borough.

[63] CDL.61
[64] CDC.25
[65] INQ-44

154. Were the school not to be built and the land used for an alternative purpose, any growth in school places would need to be accommodated elsewhere. The amount of land required by a school of the nature proposed is substantial. Within the east of the borough, there are no other sites that would suitably accommodate a new school, and losing the opportunity to develop a school on the appeals site would challenge the Council in meeting its duty to provide a sufficient number of school places. Although the appeal scheme is designed to wholly deliver the components of both appeals, provision has been made for the Appeal A proposals to remain deliverable in the event of a no-school scenario, which also considers matters such as the retention the existing playing fields.

155. The proposal for a new school is consistent with paragraph 100 of the Framework, which places importance on sufficient choice of school places being available to meet the needs of existing and new communities. This paragraph also requires authorities to give great weight to the need for school planning through both plan-making and decisions on planning applications. The Framework further sets out the importance of development plans in delivering the objectives of sustainable development (paragraph 9) and states that the planning system should be genuinely plan-led (paragraph 15). The requirement to ensure that decisions are made in accordance with an adopted development plan unless there are material considerations to indicate otherwise is woven through the Framework and relevant legislation.

156. Predicting and making provision for future infrastructure to support community needs is an intrinsic component of a plan-led system, and it is in the interests of good planning to enable a long-term approach to its delivery. The need for a new secondary school in this part of the borough has twice been examined and found appropriate in respect of the existing Local Plan and the ELP, and there are no relevant ELP major modifications proposed. Given its proposed 15-year period, the ELP foresees a need for the school until at least 2040. Having considered the evidence presented to the Inquiry, I have no reason to reach a conclusion that differs from the outcome of either Local Plan examination.

157. I therefore conclude that, in respect of both appeals, the proposed development would have an overall positive effect on local education provision. It would not conflict with Local Plan Policy LP 29 and Site Allocation SA 24, ELP Policy 40 and Site Allocation 35, or London Plan Policy S3, which together seek to ensure that there is a sufficient supply of good quality education places to meet demand and offer choice, amongst other considerations.

Main issue f): Affordable housing

158. Policies H4 and H5 of the London Plan set out a staged approach to the provision of affordable housing, with a strategic target of 50% of all new homes delivered in London to be affordable. Where this is not provided, Policy H5 requires applications to follow a viability tested route, requiring detailed supporting viability evidence. Schemes following this route must be subject to reviews at various stages, and through the viability assessment process the appellant should demonstrate that the proposal delivers the maximum level of affordable housing possible.

159. The appeal proposals offer 7.5% affordable housing, measured on a habitable room basis. As such, the scheme follows the viability tested route. The 65 homes would have a tenure split of 80% rented and 20% intermediate. The appellant considers that its offer exceeds the maximum viable provision, and this is broadly agreed by the Council although it has questioned some of the viability inputs. The GLA considers that the proposals would not provide the maximum possible provision.

Private residential sales values

160. Values have been provided by Strutton Parker on behalf of the appellant[66], Carter Jonas for the Council's review of the viability assessment[67], and Foxtons on behalf of the GLA[68]. Each case draws on sale value examples of development with characteristics similar to those of the appeal proposals, in line with the Mayor of London's Affordable Housing and Viability Supplementary Planning Guidance (2017).[69] Each uses its own methodology to select comparable properties, and each set arrives at a different value – £927 per square foot (sq.ft.) for the appellant, £957 per sq.ft. for the Council, and £1042 per sq.ft. for the GLA.

161. The GLA's assessment for the previously refused development on the appeal site was similar to that of the appellant. Since then, uncertainty within the economy has affected the viability of the proposals. However, the GLA's position of an 8% rise from its previous position of £987 per sq.ft. conflicts with its evidence suggesting a 2.6% decrease in residential values for flats between March 2022 and 2023/4.[70] The appellant's assessment spans from 2019 to 2022 and is not as up to date, with the same examples provided by the appellant and GLA generally found to have higher prices by the GLA, suggesting that the time in which the assessment was carried out could be a factor affecting differences in valuation.

162. The development's riverside position justifies a premium for riverside-facing units. This principle is agreed and accords with the SPG approach, and the GLA's assessment demonstrates a 30% premium for water-fronting flats. This contrasts with the appellant's offering which offers a lower overall premium for the proposed flats, taking account of the fact that the quality of river views would significantly vary across the development, and that only a relatively small number of flats would have a view of the river. In both cases, most of the comparable riverside schemes in both cases are downstream of the proposed development and being closer to central London, with higher public transport accessibility, attract higher values. Furthermore, the GLA's assessment of comparable development is based partly on sales offer values, rather than achieved values, and the appellant has identified reductions from the asking prices to the achieved prices that have not been accounted for.

163. Comparable developments achieving higher prices were generally attractive to overseas buyers, having been marketed accordingly. The GLA notes that the appeal scheme would have a large marketing budget, which would allow for overseas marketing that would in turn enhance sales values, bringing into question whether the ceiling heights set by the appellant are reasonable.

66

67

68 Appendix 2 of JW's PoE.
69 CDD.09
70 Jane Seymour PoE, p41.

164. Other matters taken into consideration include the intended high quality of intended placemaking, and the good reputation of local schools, all of which would have an upward effect. These appear to have been underestimated in the appellant's assessment, which adds to my view that the appellant's values are overly conservative. Conversely, I am not satisfied that the GLA has properly considered the potential effect of the low public transport accessibility level on values, and in conjunction with my above concerns I am unconvinced that the GLA's high figure is justified.

165. The Council's review of the appellant's assessment notes that the appellant's current sales value estimate is greater than that originally offered. I am mindful that there is a wide range of factors contributing to the estimates, and while I acknowledge the variations in the figures presented by the parties, the balance of evidence suggests a figure greater than that of the appellant's original figure, but lower than that of the GLA. Whilst I am not fully convinced that the Council's figure is correct, it does represent the closest appropriate outcome in light of the evidence presented.

Developer return

166. The Council and appellant have agreed that a 17.2% return (profit) is appropriate, compared with the GLA's preferred position of 15%. This represents a blended return based on the proposed mix of tenures and uses. The Mayor of London's 'Affordable Housing and Viability SPG' (2017) states that a rigid approach to assumed profit levels should be avoided,[71] and therefore a bespoke approach to determining a suitable return is appropriate in this instance.

167. The proposals carry a high degree of risk. The scale of the proposal, its waterfront location, heritage considerations and the complex phased construction and occupation are factors affecting the risk level, together with the turbulent economic conditions that have affected costs and which have occurred since the GLA considered the previous scheme. This proposed a similar return to that of the proposals before me and was assessed in a time of similarly uncertain economic conditions. The proposal also has a high proportion of market housing, which has a higher risk profile than affordable provision. Additionally, the fact that the GLA's position reduced from 16% during the appeal process reflects a degree of uncertainty as a risk factor.

168. The scheme provides opportunities for value growth, which I consider below. While such a consideration could potentially justify a potentially lower appropriate return, given the risks, the exact level of growth that could occur is not fixed and should not be relied upon in this case. Other considerations, such as the number of off-plan sales, are similarly uncertain. Alternative scenarios considered by the GLA, where potential growth is taken into account, indicate a higher potential return.[72] Taking into account all of these considerations, the higher return figure is appropriate.

Growth and review potential

169. The Affordable Housing and Viability SPG states that for phased and longer-term schemes, it may be appropriate to include growth assumptions within

[71] CDD.09, para 3.32
[72] JW Rebuttal PoE para 5.7

the appraisal to ensure that affordable housing is maximised.[73] Review mechanisms should be included where appropriate. While there is no requirement to add growth, it would be realistic to do so, given the potential attractiveness of the scheme to buyers and the likelihood of economic improvement in future years.

170. Whereas the growth position previously agreed between the Council and appellant envisages value growth of up to 4% in the years to 2029, the GLA's evidence refers to more than a single source and considers that growth would occur up to 4.5%.[74] Again, future growth rates are uncertain. The planning obligations include agreements for up to six milestone-based reappraisals designed to capture additional affordable housing should growth occur. Whilst capturing growth through future review mechanisms is not an optimal method of determining whether affordable housing can be maximised at the application stage, the proposed review mechanisms in this instance are comprehensive and represent an appropriate route for ensuring that the maximum amount of affordable housing can be provided in light of future uncertainty.

Other considerations

171. The proposed amount of family-sized affordable flats was derived in accordance with the Council's desire to ensure that the provision accords with local need as closely as possible. I acknowledge that this has had a negative effect on the viability of the scheme, but that the proposed accommodation would assist in addressing the highest areas of need is a factor in my consideration. This approach would contribute to the objective of creating mixed and balanced communities as supported by paragraph 64b) of the Framework.

172. Towards the end of the Inquiry the appellant offered an amended affordable housing offer, on the basis that I might agree that the GLA's case is appropriate and that find that the appellant's original affordable housing offer, as considered within this main issue, does not represent the maximum reasonable amount that could be provided. I consider its appropriateness as part of my conclusions on the main issue as set out below.

Conclusions on main issue f): affordable housing

173. Although I have some concerns as set out above, I do consider that the intended level of profit is appropriate, that sales values are somewhere close to the Council's assessment, and that the comprehensive review mechanisms that are proposed would be an appropriate method of ensuring that the scheme would provide a suitable amount of affordable housing, in the event of future economic growth.

174. As such, I consider that the proposed development provides the maximum possible amount of affordable housing at this stage, and that the appellant's alternative offer of 12% would not be appropriate. I therefore conclude that the development would have a positive effect on the local supply of affordable housing, and that it would not conflict with Local Plan Policy LP36, ELP Policy 11 and London Plan Policies H4 and H5, for the reasons set out above.

[73] CDD.09, para 3.12
[74] JW PoE para 9.11

Other Matters

Housing land supply and housing need[75]

175. The Council currently has a housing land supply of 4.93 years. This is not disputed by the parties. The ELP site allocation expects that the development would be implemented in the short to medium term, thereby contributing to the Council's expected housing delivery in the relatively near future. The scale of the proposed scheme and its contribution to the Council's future housing provision is particularly apparent when it is removed from the five-year housing land supply calculation, as would be likely if the appeals were to be dismissed. In this instance, the housing land supply position would be 4.37 years. These figures have not been disputed by the other main parties. In summary, based on the current Local Plan, the Council has a housing land supply of 4.93 years and as such does not have a five-year housing land supply.

176. In addition, the Council has a poor housing delivery record, with a 2023 Housing Delivery Test result of 60%. Paragraph 79c) of the Framework states that where delivery falls below 75% of the requirement over the previous three years, the presumption of sustainable development applies, as set out in Framework paragraph 11 footnote 8.

177. ELP Policy 10 includes a stepped trajectory for housing delivery, which allowing for a 20% buffer would provide the Council with a 5.51-year housing land supply. Removing the proposed number of homes to be provided on the appeal site would result in a 4.89 housing land supply. Nonetheless, the current Local Plan takes precedence over the currently unadopted ELP, despite the latter's potential adoption in the coming months. As such, it stands that the Council cannot demonstrate a five-year housing land supply, in addition to its poor recent housing delivery record. I find that the relevant development plan policies for the delivery of housing are out of date.

Principle of brownfield development

178. Paragraph 125c) of the Framework states that planning decisions should give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and that such proposals should be approved unless substantial harm would be caused. Additionally, paragraph 125d) supports the development of under-utilised land and buildings, especially where identified housing needs can be met where land supply is constrained, and where sites could be used more effectively.

179. The built-up part of the site agreed to be brownfield land, and this is taken into account in the planning balance below.

Section 106 agreement(s)

180. A draft s106 Agreement for both appeals was provided in advance of the Inquiry, with completed agreements signed by the appellant and Council submitted shortly after closing.[76] Given that obligations may constitute a reason for granting planning permission only if they meet the tests set out in

[75] Representing the Council's position as at February 2025, as set out in INQ-59 and provided in accordance with my request as set out above in paragraph 9.
[76] CDK.03-15

Regulation 122 of the Community Infrastructure Regulations 2010 or paragraph 58 of the Framework, it falls to me to reach a finding on their acceptability. The provisions considered in this section apply to both appeal schemes.

181. The section 106 agreement contains obligations that are necessary for the development to proceed and are provided in accordance with the Council's Planning Obligations SPD (2020). Some inclusions suggested by main parties have not been agreed by the appellant,[77] and I have identified those that I consider to be necessary for the agreement to pass the tests.

182. Obligations to ensure provision of affordable housing would contribute to meeting local housing need and would be provided in accordance with development plan requirements. The agreement also provides the opportunity for reviews of the scheme's viability to ensure that the maximum possible amount of affordable housing would be provided. As set out at paragraph 174, the suggested higher provision (as set out in Schedule 5 of the section 106 Agreement) is not justified. Other inclusions cover marketing and access to communal spaces, together with ensuring that the units are delivered according to Local Plan and SPD specifications.

183. Transport obligations cover the highway works set out in the transport main issue and are required to mitigate the impact of increased traffic volumes deriving from the demand generated by the proposal. Also included are provisions for new parking spaces, a review and possible expansion of parking controls, car and cycle clubs, together with travel plans for school, residential, office and cinema uses, which are necessary to encourage sustainable transport choices. Contributions for road safety and public transport enhancement together with the level crossing works are required to mitigate increased demand for services and improve highway safety. Provision of the bus contribution six months prior to the occupation of the school is appropriate to assist planning for proper services and capacity. All provisions are fair and reasonable in scale and satisfy the provisions of the relevant development plan policies.

184. Reservation of land and provisions for future expansion of a local cycle hire docking scheme were requested by the GLA. I consider these inclusions to be reasonable, relevant and necessary for the development to proceed, taking account of likely future demand for such a scheme.

185. Environment-related obligations cover carbon offset payments to contribute towards the zero carbon target, offsite tree planting at highway improvement sites, measures to ensure that biodiversity net gain policies are made in accordance with policy, works and improvements to Mortlake Green, ensuring the public realm remains accessible at all times, and provision and maintenance of a small community park with areas allocated for various activities on part of the existing playing fields. Parts of the development would rely on more frequent waste collection and this is accounted for within the agreement, together with various air quality improvement provisions.

186. A towpath works contribution would help to deliver an agreed management plan involving the Council and Port of London Authority, along with various works to improve the existing towpath environment and access in the vicinity

[77] As set out in CDK.03-10

of the site. These proposals are fair in their scale, directly related to the development and necessary for acceptability in planning terms.

187. In the event that the school cannot be delivered, the alternative provisions set out in schedule 4 of the agreement would apply. These set out reasonable measures to ensure that most aspects of the development, including housing provision and an additional review for affordable housing, could be delivered without the school forming part of the development. Education contributions would be payable to increase the capacity of local schools if the school has not been completed by a specified date. However, the agreement also requires the appellant to use all reasonable endeavours to secure a school lease, with various restrictions on the rest of development in the meantime. These are necessary considerations, and the relevant inclusions meet the requirements of the tests.

188. Other provisions include monitoring contributions for construction and community links during the construction phase, and local employment and skills contributions would ensure commitments of training and jobs for local residents. Affordable workspace would be provided as 10% of office floorspace with appropriate trigger, affordability and lease inclusions. Other office and commercial floorspace considerations include marketing strategies.

189. Additional community-based obligations incorporate contributions and measures to provide pitch access for the Barnes Eagles, including temporary accommodation. The existing playing fields would be protected until a school lease has been agreed and multiple provisions cover community use of the new sporting facilities, including an alternative plan in the event of the school not being delivered. A boathouse would be provided in a river-facing building for accommodation of a local rowing club, and health contributions would be used to improve local medical capacity, which have been calculated in accordance with guidance set by the London Healthy Urban Development Unit on behalf of the National Health Service.

190. Various other obligations on phasing are included to ensure the delivery of the cinema building and boathouse, and restoration and appropriate relocation of the BTMs and NDHAs. A monitoring contribution to mitigate costs incurred by the Council as a result of the agreement is also incorporated.

191. Although many of the obligations are limited to mitigating effects of the development and would have a limited impact to those outside the scheme, there would also be wider benefits, such as the delivery of affordable housing and workspace, community uses and transport inclusions. These do not alter my conclusions that the obligations pass the necessary tests. In addition I agree that they fulfil the relevant policy requirements as set out in the Council's compliance statement.[78]

Other matters not addressed previously

192. Local residents objected to the proposals, and most of the issues raised have been considered in the main issues. Appropriate planning condition, together with the planning obligations set out above, would address most of these concerns and mitigate harmful impact. I consider that the benefits of the proposal outweigh other outstanding concerns.

[78] CDK.04-2

193. Early in the appeal process the existence of fraudulent representations, in the form of letters of support for the proposals, was brought to my attention. I have excluded these from my considerations, and they have had no influence on my decisions.

194. The Barnes Eagles Football Club currently uses the playing fields under licence, as do other local organisations including Thomson House School. In conjunction with Sport England, the planning obligation includes measures to support continued access to sporting facilities for community use, incorporating a use agreement with the Barnes Eagles. The reconfiguration of the site would partly address sporting provision deficiencies in the area, as identified in the Council's Playing Pitch and Outdoor Sport Strategy (2023).[79]

195. Although there is no specified fallback position were the appeals to be dismissed and planning permission refused, I heard at the Inquiry that a dismissal would have a negative effect for the Council's housing supply in coming years. The number of dwellings proposed represents a significant proportion of the Council's future supply, as evidenced by the effects on housing land supply that I set out above. Additionally, the site has not been used for its original industrial purpose for many years and the appellant set out the challenges presented by the protracted planning process to date, which has involved successive planning applications and expense for this site of significant scale. It may be some time before another development opportunity arises. Although the 'status quo' would be retained if the site remains in its current state, an appropriate scheme would provide benefits such as those set out above. This contrasts with the limited to moderate harm that would arise from the non-provision of housing.

Planning Balance[80]

196. The linked nature of the proposals across both appeals means that I have applied weight to the development as a whole. The exceptions are heritage harm, which applies only to Appeal A, and the effect of the presumption in favour of sustainable development, which has separate outcomes for both appeals. Both exceptions are considered below under separate subheadings.

197. The provision of market housing would be in line with the site allocations and essential in assisting the Council to meet its future delivery targets. The borough has a supply shortfall and a poor record of recent provision. The development would make optimal use of the potential of the site, assist the Council in meeting its future housing supply target, and makes efficient use of the land in accordance with paragraph 130 of the Framework. This attracts very substantial beneficial weight.

198. The provision of affordable housing is a benefit. The viability assessments prepared and reviewed by the appellant and Council indicate that the viable position is zero provision, and I agree that this is reasonably accurate, considering my concerns set out in the relevant main issue above. That affordable housing has been provided, in a tenure split that is supported by the Council, and both this and the provision in favour of larger units for family accommodation would target the greatest areas of need within the borough

[79] CDE.027
[80] In considering benefits and harms, all weightings in this section (except for heritage matters) use the following terms: very substantial > substantial > moderate > limited. Matters with neutral weight have no effect on the planning balance.

and would help to address a current supply shortfall. The proposed approach would contribute to the Framework's objective of creating mixed and balanced communities. Additionally, a higher future provision of affordable housing might be possible given the comprehensive review mechanisms set within the planning agreement. I allocate substantial beneficial weighting to affordable housing considerations.

199. The provision of an extended community that adds to the existing character of Mortlake and provides a focus for the area with new streets, spaces and improved access to the riverside, designed and built to a generally high standard, is a substantial benefit.

200. The failure of some new dwellings to meet appropriate design standards and guidelines would result in harm to the living conditions of the future occupiers of these properties. Only a minor proportion of flats would be affected, and limited harm would result.

201. Transport benefits mostly address infrastructure improvements necessary to mitigate demand arising from the development, although interventions including new road infrastructure, cycle parking, a new toucan crossing and improvements to passenger information at Mortlake Station would provide limited public benefits.

202. Environmental benefits are predominantly limited to those required to mitigate the impact of the scheme, but the provision of new trees, biodiversity net gain and appropriate management of the towpath and riverside would provide limited benefits. There would be some minor improvements in flood mitigation to parts of the existing community, to which I accord limited beneficial weight.

203. However, there would be negative effects to the living conditions of existing occupiers of neighbouring buildings, due to a loss of sunlight and daylight to some dwellings, and negative effects of overshadowing of portions of the towpath. This is moderately harmful and is weighted accordingly.

204. I have also identified visual harm resulting from the loss of a large area of OOLTI, but this would be appropriately reprovisioned in smaller proportions throughout the site that would benefit the overall character of the development. As set out above in paragraphs 42 and 43, this would have a neutral effect and therefore has no weighting to be considered in the planning balance.

205. The provision of a new six-form entry educational facility would satisfy requirements of Local Plan site allocations and address the need demonstrated by the Council, with an overall benefit to the community and providing addition choice as supported by the Framework. This merits substantial beneficial weight. There is a chance that the school may not be delivered despite the planning agreement requiring the appellant to engage in all reasonable efforts ensure delivery. However, such a scenario could result in the provision of additional housing in lieu of the school. These matters have contributed to the weighting.

206. The provision of new employment and office floorspace meets an identified shortfall in the area. Affordable workspace would also be provided, together

with local employment and training opportunities. These would be benefits of substantial weight.[81]

207. The provision of new community floorspace, potentially including a new boathouse for a local rowing club, and a cinema, would provide benefits for the existing and extended communities and is of moderate beneficial weight.

208. The existing playing fields would be replaced by new facilities that would predominantly address the needs of the school, and some existing community use would be lost. However, this would be balanced by the benefit to the school. Additionally, the reconfiguration of the site would partly address sporting provision deficiencies in the area, and the scheme also includes measures sustain use of the playing areas for the Barnes Eagles and to enable an agreement for continued community use of the land. Moderate beneficial weight is applied in respect of these considerations.

209. The lack of provision of public toilet facilities within the development is in conflict with London Plan Policy S6 and has a limited harm weighting.

210. As set out above in paragraph 178, the Framework requires substantial weight to be given to brownfield development, unless such proposals would cause substantial harm. The site is acknowledged to be a brownfield site by the parties, and I agree with this definition. As there would be no substantial harm in this instance, I give substantial weight to the development of this brownfield and underused site, particularly given that it would use the site more effectively than at present.

Heritage balance (Appeal A only)

211. I concluded at paragraph 92 that there would be heritage harm only in respect of Appeal A. In balancing this harm against the benefits of the proposal, I have applied the statutory duty as set out in sections 16(2), 66(1) of the LBCA Act and paid special regard to the desirability of preserving listed buildings and their setting, together with any features of special architectural or historic interest that they possess. As I noted previously, I have a duty to have special regard to the preservation of the setting of listed buildings, and this is a matter of considerable importance and weight. Paragraph 212 of the Framework requires great weight to be given to the conservation of designated heritage assets. In respect of the Framework's test for less than substantial harm to the significance designated heritage assets, the harm must be weighed against any public benefits of the proposal. Where there is an effect on the significance of NDHAs, a balanced judgement is required having regard to the scale of any harm or loss and the significance of the heritage asset.

212. There would be some benefits deriving from the retention of significant features of the BTMs on the site, but when considered solely as part of the heritage 'internal balancing' exercise discussed at length in the Inquiry, these benefits would be outweighed by the less than substantial harm.

213. The proposal would deliver housing to the area, including affordable housing, which when considered in the context of the local need, would provide public benefits. There would be substantial design and educational benefits and the development would also secure the optimum viable use of the site, together

[81] CDE.029 para 4.99

with other benefits of lesser importance as set out above. Considered in totality, the public benefits are significant, measurable, and deliverable.

214. I therefore find that, in applying the statutory tests, the proposal would fail to preserve the setting and so the significance of the Thames Bank buildings designated heritage assets, and that less than substantial harm would result. However, the harm, when considered both in terms of effects on individual assets and cumulatively, is outweighed by the public benefits of the proposal, including securing the site's optimum viable use. This is a matter to which I attach considerable importance and weight.

215. The proposal would directly affect NDHAs, and paragraph 216 of the Framework suggests a balanced judgement in weighing applications where there are such effects, having regard to the scale of harm or any loss and the significance of the heritage asset. The harm resulting from the partial loss of NDHAs including BTMs within the site is outweighed by the benefits of the development, which include relocation of some NDHAs within the site and improvements to the setting of retained or partly retained assets and enhancements to access, meaning that they can be enjoyed by users of the new development, and new opportunities for their interpretation.

Applying the presumption in favour of sustainable development

216. The Council cannot currently demonstrate a five-year housing land supply and its housing delivery of less than 75% over three years means that the relevant applicable policies of the development plan are out of date. These are among the most important for determining the application.

217. In applying paragraph 11d) of the Framework to Appeal A I have found in respect of 11d)(i) that the application of policies in the Framework that there is no strong reason for refusing the proposed development upon application of the policies of the Framework that protect assets of particular importance, including consideration of designated heritage assets. The adverse impacts of granting permission would not significantly and demonstrably outweigh the benefits when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination. Accordingly, the advice of paragraph 11d) is that permission should be granted in such instances.

218. In respect of Appeal B, I have found that the development proposals accord with an up-to-date development plan. Paragraph 11c) of the Framework states that such development should be approved without delay.

219. The Framework's presumption in favour of sustainable development therefore applies to both appeals.

Outcome of the planning balance

220. The development plan supports the development of this large brownfield site and the proposal would contribute to the strategic aspirations for its regeneration. The material benefits of the scheme have been balanced against the conflict with individual policies of the plan. However, the proposals comply with the development plan as a whole. The proposals also comply with the ELP as a whole.

221. In separately weighing the planning balance for each appeal, I find in respect of both that the adverse impacts of granting permission would not significantly and demonstrably outweigh the benefits when assessed against the policies in the Framework taken as a whole.

Conditions

222. Intended planning conditions were discussed between the main parties at the Inquiry, arriving at final agreed versions for each appeal. I have made additional minor changes only for clarification and brevity. As per paragraph 57 of the Framework, planning conditions must be necessary, relevant to planning and to the development, enforceable, precise and reasonable in all other respects. Following these discussions, I am satisfied that, for the reasons stated, all these conditions meet the tests and should be imposed for the reasons set out in the attached Annexes A and C, with accompanying plan schedules attached at Annexes B and D. In accordance with section 100ZA(5) of the Act, the appellant has agreed to pre-commencement conditions.

Conclusions

223. In respect of **Appeal A**, the proposal complies with the development plan as a whole, and there are no material considerations to indicate that I should determine the appeal otherwise than in accordance with the plan. The adverse impacts of granting permission would not significantly and demonstrably outweigh the benefits when assessed against the policies in the Framework taken as a whole. For these reasons, the appeal is allowed and planning permission is granted.

224. In respect of **Appeal B**, the proposal complies with the development plan as a whole, and there are no material considerations to indicate that I should determine the appeal otherwise than in accordance with the plan. The adverse impacts of granting permission would not significantly and demonstrably outweigh the benefits when assessed against the policies in the Framework taken as a whole. For these reasons, the appeal is allowed and planning permission is granted.

G Rollings

INSPECTOR

ANNEX A: CONDITIONS FOR APPEAL A (APP/L5810/W/24/3339060)

Definitions and time limits

1) Where in these conditions the following defined terms and expressions are used they shall have the following meanings:

Above Ground Works: means construction works above ground and for the avoidance of doubt excludes: demolition, excavation, construction of any basement, the Temporary Access Works and other enabling works (including installation of utilities);

Assets: means each of the Maltings Building (Building 4), the Hotel and Former Bottling Plant (Building 5), the boundary walls, the Memorials and Gates and the Riverside Transport Features;

Building(s): mean a building forming part of the development, as identified by numbering on drawing P10736-00-004-GIL-0100 P04 'Proposed site wide landscape rendered masterplan';

Design Code: means the Design Code Revision E (Sixth edition, dated 1 March 2023), parts 1 to 6, except where superseded by Design Code – Addendum dated November 2023, setting out the general design principles for the development and containing a set of illustrated design rules and requirements to inform the detail design and appearance of Blocks and landscape;

Development Areas: means Development Area 1 and Development Area 2;

Development Area 1: means that part of the application site to the east of Ship Lane as identified in drawing JA12_Z0_P_00_008 Rev: A;

Development Area 2: means that part of the application site to the west of Ship Lane as identified in drawing JA12_Z0_P_00_008 Rev: A;

Development Plot(s): means a plot of land (identified as plots 1A, 1B, 1C, 2A, 2B, 2C and 2D, and Basement Plot 1 and 2) identified on drawings C645_MP_P_00_005 A 'Application A – conditions plot plan' or C645_MP_P_00_006 A 'Application A conditions plot plan (basement works only)'.

Flexible Floorspace: means floorspace shown coloured orange on drawing C645_MP_P_00_001 Rev L;

Internal Routes: means internal roads, pedestrian and cycle routes within Development Area 1 and Development Area 2, excluding those roads which at the date of this decision are public highway;

Memorials and Gates: means the wall-mounted memorials and plaques and the two historic gates present at the Site as at the date of this permission and as indicated on drawing JA12_Z0_P_00_011;

Parameter Plans: means the following drawings:

- Block Footprint and Horizontal Lines of Deviation one to two storeys (C645_Z2_P_PR_001 rev G)
- Block Footprint and Horizontal Lines of Deviation three storeys (C645_Z2_P_PR_014)
- Block Footprint and Horizontal Lines of Deviation four storeys (C645_Z2_P_PR_002 rev F)

- Block Footprint and Horizontal Lines of Deviation five storeys (C645_Z2_P_PR_003 rev F)
- Block Footprint and Horizontal Lines of Deviation six storeys (C645_Z2_P_PR_004 rev F)
- Block Footprint and Horizontal Lines of Deviation seven storeys (C645_Z2_P_PR_005 rev F)
- Block Footprint and Horizontal Lines of Deviation eight storeys (C645_Z2_P_PR_013 rev F)
- Proposed Block Heights and Vertical Lines of Deviation (C645_Z2_P_PR_006 rev F)
- Proposed Building Levels - Ground Floor (18125_C645_Z2_P_PR_007_E)
- Land Use Distribution Ground and Upper Floors (18125_C645_Z2_P_PR_008_E)
- Land Use Distribution Basement (18125_C645_Z2_P_PR_009_G)
- Basement Maximum Depth and Extent (18125_C645_Z2_P_PR_010_E)
- Demolition and Retention Plan (18125_C645_Z2_P_PR_011_E)
- Proposed active frontages – ground floor (18125_C645_Z2_P_PR_012_E)
- Pedestrian Circulation Parameter Plan (P10736-00-004-GIL-0126)
- Cycle Circulation Parameter Plan (P10736-00-004-GIL-0125)
- Vehicular Circulation Parameter Plan (P10736-00-004-GIL-0124)
- Open and Play Space Parameter Plan (P10736-00-004-GIL-0123 rev P01)
- Proposed Site Wide Soft Landscape GA Plan (P10736-00-004-GIL-0803 rev P01)
- Open Space Parameter Plan (P10736-00-004-GIL-0121)
- Hard and Soft Landscape Parameter Plan (P10736-00-004-GIL-0120 rev 01);

Public Realm: means all external areas, excluding courtyard gardens and private gardens;

Riverside Transport Features: means the granite sett paving to the towpath, the surviving parts of the iron trackwork and the surviving parts of the moorings;

Rooftop Plant: means any and all equipment, services and fittings to be installed on a roof pertaining to the functioning and maintenance of the building and includes air conditioners, low carbon energy technology, aerials, maintenance gantries, mechanical smoke reservoirs, satellite dishes, solar panels and any enclosure thereof but excludes flues, vents, lift overruns and signage;

Site: means the area shown outlined in red on drawing 16019_JA12_Z0_P_00_005;

Temporary Access Works: means the works shown on drawing 38262-5501-108 rev G.

2) The development hereby granted full planning permission shall be begun before the expiration of 3 years from the date of this permission.

Reason: To conform with the requirements of Section 92 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

3) All applications for the approval of reserved matters relating to the part of the development permitted in outline and located within Development Area 2 shall be made to the Local Planning Authority no later than within 5 years of the date of this permission.

Reason: To conform with the requirements of Section 92 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

4) Development within Development Area 2 shall be begun either before the expiration of five years from the date of this permission or before the expiration of two years from the date of the final approval of the last of the reserved matters for Development Area 2, whichever is the later.

Reason: To conform with the requirements of Section 92 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

5) The development shall be carried out in accordance with the list of approved plans and documents appended to this decision at Annex B.

Reason: To accord with the terms of the application.

6) No development (including demolition) shall be carried out until a phasing plan for demolition and construction has been submitted to and approved in writing by the Local Planning Authority. The development shall not be carried out other than in accordance with the approved phasing plan.

Reason: To accord with the terms of the application hereby approved and to ensure that the planning permission is a phased planning permission which expressly provides for development to be carried out in phases for the purposes of the Community Infrastructure Levy Regulations (2010) (as amended).

Prior to demolition

7) No demolition (including site clearance) shall take place in any Development Plot until a Demolition Logistics Plan (DLP) for that particular Development Plot has been submitted to and approved in writing by the Local Planning Authority. A DLP may cover a single or multiple Development Plot(s). A DLP shall demonstrate compliance with the guidance found in the Construction Logistics Plan for developers produced by Transport for London, dated March 2021, the mitigation set out in the approved Environmental Statement and shall include:

   a) details of the phasing. programming and timing of clearance and demolition works;

   b) a clearance and demolition programme including a 24 hour emergency contact number;

   c) hours of clearance and demolition;

   d) the size, number, routing and manoeuvring tracking of demolition vehicles to and from the site, and holding areas for these on/off site;

e) timing for deliveries (no deliveries will be permitted term-time 8:00-09:30 and 15:00–16:00 other than in exceptional circumstances agreed with the Local Planning Authority; and the DLP should aim for load consolidation and avoid peak rush hour to work delivery times);

f) site layout plan showing manoeuvring tracks for vehicles accessing the site to allow these to turn and exit in forward gear;

g) details and location of parking for site operatives and visitor vehicles (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during clearance and demolition);

h) measures / targets to encourage sustainable travel by clearance and demolition workers;

i) details and location where plant and materials will be loaded, unloaded and stored;

j) the use of low emission plant and vehicles;

k) confirmation of:

(i) modern, quiet, well maintained machinery;

(ii) exhaust silencers to vehicles and mechanical plant;

(iii) plant to be maintained and operated in accordance with manufacturers recommendations;

l) details of any necessary suspension of pavement, road space, bus stops and/or parking bays;

m) details where hoardings and building protection (including decorative displays and facilities for public viewing) and the maintenance of such;

n) details of any wheel washing facilities and measures to ensure a safe pedestrian environment along the street frontages of the site;

o) details of external lighting;

p) details to demonstrate that demolition will not impact the aquifer;

q) details of any highway licenses and traffic orders that may be required (such as for licences for any structures / materials on the highway or pavement; or suspensions to allow the routing of vehicles to the site);

r) communication strategy for residents during demolition;

s) coordination with any other DLPs, CLPs, DWMPs and CWMPs that may be in operation within the Site; and

t) where applicable, the DLP should be written in compliance with the Arboricultural Method Statement, and in accordance with British Standard 5837:2012 'Trees in relation to design, demolition and construction - recommendations', in particular section 5.5, 6.1, 6.2, 6.3 and 7.

Demolition shall not be carried out in a Development Plot other than in accordance with the DLP approved for that Development Plot.

Reason: In the interests of highway and pedestrian safety, to reduce the impact of congested traffic/HGVs, to protect the health and safety of the existing residents and local people.

8) No demolition (including site clearance) shall take place in any Development Plot until a Demolition Waste Management Plan (DWMP) and pre-demolition audit for that particular Development Plot has been submitted to and approved in writing by the Local Planning Authority. A DWMP may cover a single or multiple Development Plot(s). A DWMP shall include:

   a) how re-use, recycling and recovery can be maximised;

   b) a scheme for recycling/disposing of waste resulting from demolition;

   c) how it coordinates with any other DWMPs, DLPs, CWMPs and CLPs that may be in operation within the Site.

   Demolition shall not be carried out in a Development Plot other than in accordance with the DWMP approved for that Development Plot.

   Reason: To safeguard the amenities of nearby occupiers and the area generally and minimise the impact on road traffic.

9) No works of clearance or demolition shall take place in any Development Plot until a Demolition Interim Circular Economy Statement (DICES) for that particular Development Plot has been submitted to and approved in writing by the Local Planning Authority. A DICES may cover a single or multiple Development Plot(s). The DICES shall be prepared in conjunction with the Demolition Waste Management Plan and shall include:

   a) pre-demolition audit;

   b) initial bill of materials focused on reuse and recycling;

   c) municipal demolition waste total estimate in l/annum; and

   d) Materials Options Assessment.

   Demolition shall not be carried out in a Development Plot other than in accordance with the approved DICES for that Development Plot.

   Reason: to maximise recycling and reuse.

10) No site clearance or demolition shall take place in any Development Plot until a Noise and Vibration Demolition Method Statement (NVDMS) for clearance and demolition within that particular Development Plot has been submitted to and approved in writing by the Local Planning Authority. A NVDMS may cover a single or multiple Development Plot(s). A NVDMS shall include the following, which should be informed by the mitigation as outlined in the approved Environmental Statement and best practice detailed within BS 6187:2011 Code of practice for full and partial demolition:

   a) an acoustic report undertaken by a suitably qualified and experienced consultant and including:

      (i) baseline noise assessment – undertaken for a least 24-hours under representative conditions to determine the pre-existing ambient noise environment;

      (ii) noise predictions and the significance of noise effects – Predictions should be included for demolition and vehicle movements and an assessment of the significance of noise effects must be included based on the guidance in BS 5228:2009+A1:2014 Annex E;

(iii) Vibration Predictions and the significance of vibration effects – an assessment of the significance of vibration effects must be included as per BS 5228:2009+A1:2014;

(iv) Noise and vibration monitoring – Permanent real time web enabled, and/or periodic noise and vibration monitoring must be undertaken for the duration of the demolition works. The location, number of monitoring stations and the measurement data must be agreed with the Local Planning Authority prior to the start of demolition;

(v) Cumulative impacts on noise and vibration arising from works taking place within the Site;

b) the appointment, roles and responsibilities of Project Environmental Management;

c) community engagement – the steps that will be taken to notify and update residents and businesses that may be affected by the site clearance and demolition;

d) control measures for noise and vibration including working hours; and

e) where relevant, a NVDMS shall demonstrate how it coordinates with any other NVDMSs and NVCMSs that may be in operation within the Site.

Demolition shall not be carried out in a Development Plot other than in accordance with the NVDMS approved in respect of the relevant Development Plot.

Reason: In order to safeguard the amenities of neighbouring residents, and ecological and air quality of the Site.

11) No site clearance or demolition shall take place in any Development Plot until a Demolition Dust Management Plan (DDMP) for that particular Development Plot has been submitted to and approved in writing by the Local Planning Authority. A DDMP may cover a single or multiple Development Plot(s). A DDMP shall be prepared in accordance with the IAQM Guidance on The Assessment of Dust from Demolition and Construction 2024 and shall include:

a) a risk assessment of dust generation, to include the principles of prevention, suppression and containment;

b) where the outcome of the risk assessment indicates that monitoring is necessary, a monitoring protocol including information on monitoring locations, frequency of data collection and how the data will be reported to the Local Planning Authority;

c) details for the siting, implementation and reporting of automatic PM10 monitors;

d) dust monitoring at site boundary and close to any sensitive receptors within the Site, including trigger levels and agreed abatement actions, and confirmation that monitoring reports shall be forwarded to the Local Planning Authority on a regular basis;

e) details of dust generating operations and the subsequent management and mitigation of dust demonstrating full best practicable means compliance and covering site clearance and demolition activities, on and off-site haul routes, operational control and exhaust emissions;

f) where a breach of the dust trigger level may occur, a response procedure including measures to prevent repeat incidence; and

g) where relevant, a DDMP shall demonstrate how it coordinates with other DDMPs that may be in operation within the Site.

Site clearance and demolition shall not be carried out in a Development Plot other than in accordance with the approved DDMP for that Development Plot.

Reason: To safeguard the amenities of neighbouring residents and to ensure that the site clearance and demolition phase of the development will not result in a deterioration of local air quality for existing and new receptors.

12) No site clearance or demolition shall take place in any Development Plot until a Demolition Environmental Management Plan (DEMP) for that particular Development Plot has been submitted to and approved in writing by the Local Planning Authority. The DEMP may cover a single or multiple Development Plot(s). A DEMP shall take into account the mitigation set out in the approved Environmental Statement and shall address the following matters:

a) pre-demolition surveys and checks for protected species and notable species, and mitigation as necessary;

b) appropriate working practices and safeguards for other wildlife, flora and fauna, and the River Thames that are to be employed whilst works take place on site, including appropriate environmental controls to protect the River Thames (or groundwater/surface drainage) from dust, noise, vibration, surface water runoff, contamination, light pollution and to prevent silt and pollution entering the water River Thames or groundwater/surface drainage;

c) measures to ensure adequate drainage and control surface water runoff from the Site during demolition; and

d) where relevant, how the DEMP coordinates with other DEMPs that may be in operation within the Site.

Demolition shall not be carried out in a Development Plot other than in accordance with the approved DEMP for that Development Plot.

Reason: To ensure the protection of wildlife and supporting habitat.

13) No development (including demolition) shall be carried out in a Development Area until a preliminary risk assessment to identify the potential risks associated with any contamination has been submitted to, and approved in writing by, the Local Planning Authority. The preliminary risk assessment shall identify:

a) all previous uses;

b) potential contaminants associated with those uses;

c) a conceptual model of the site indicating sources, pathways and receptors; and

d) potential risks arising from contamination at the site.

Thereafter, development shall proceed in accordance with recommendations arising from the preliminary risk assessment save that there shall be no breaking up of existing foundations or excavation until the requirements of condition [18] have been satisfied.

Reason: To ensure that the development does not contribute to, or is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution in line with paragraph 180 of the NPPF and Policies LP 10 and LP 23 of the Richmond upon Thames Local Plan (2018).

14) No development shall take place in a Development Area until a stage 1 archaeological written scheme of investigation (AWSI) for that Development Area has been submitted to and approved by the Local Planning Authority in writing. The AWSI shall include a programme and methodology for site evaluation and the nomination of a competent person(s) or organisation to undertake the works. No development within a Development Area shall take place other than in accordance with the approved AWSI for that Development Area.

If heritage assets of archaeological interest are identified by stage 1 then for those parts of the Site which have archaeological interest a stage 2 AWSI shall be submitted to and approved by the Local Planning Authority in writing. The stage 2 AWSI shall include:

a) the statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works;

b) where appropriate, details of a programme for delivering related positive public benefits;

c) the programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material.

For land that is included within the stage 2 AWSI, no development shall take place other than in accordance with the agreed stage 2 AWSI. The details approved under part c) of this condition shall be fulfilled in accordance with the programme set out in the stage 2 WSI.

Reason: To preserve historic knowledge.

15) No demolition shall be carried out in a Development Plot until Demolition Arboricultural Method Statement (DAMS) for that Development Plot has been submitted to and approved in writing by the Local Planning Authority. A DAMS may cover a single or multiple Development Plot(s). A DAMS shall be informed by the following application documentation:

- Arboricultural Impact Assessment Ref: WIE18671-102-R-6-4-2-AIA and drawing ref: 18671-102-WIEZZ-XX-DR-L-7705.
- Briefing Note – Response to Consultee Comments on Arboriculture, from Waterman I&E Ltd Ref: WIE18671-114-BN-3.4.1-Arboriculture Response Issue 002.

A DAMS shall:

a) be prepared in accordance with and address sections 5.5, 6.1, 6.2, 6.3 and 7 of British Standard 5837:2012 Trees in relation to design, demolition and construction – Recommendations;

b) outline any tree constraints and explain any impacts for both above and below ground and specify mitigation measures in line with BS5837;

c) detail all tree protection by way of a specification, in line with BS5837 (including plans);

d) detail any facilitation pruning that may be required. The specification for tying back and/or pruning must be measurable and prepared by a suitably qualified arboriculturist or arboricultural contractor and must be in accordance with BS3998:2010 Tree work – Recommendations;

e) detail all underground service lines and methods of installation, which must be in accordance with section 7.7 of BS5837:2012 Trees in relation to design, demolition and construction – Recommendations;

f) confirm the appointment of an arboricultural consultant for the duration of the demolition within the relevant Development Plot;

g) detail a schedule of inspections to achieve an auditable monitoring and supervision programme, including a timetable for submission to the Local Planning Authority.

Demolition in a Development Plot shall thereafter not be carried out other than in accordance with the approved DAMS for that Development Plot.

Reason: To ensure that sufficient tree protection is in place and methodologies employed to prevent the trees from being damaged or otherwise adversely affected.

16) The tree protection indicated on the approved Demolition Arboricultural Method Statement for each Development Plot shall be installed no later than 14 days prior to the commencement of demolition within the relevant Development Plot. Following the laying out of the tree protection and no later than 14 days prior to the commencement of demolition within the relevant Development Plot, the Local Planning Authority's arboricultural officer shall be invited to attend a pre-start meeting with the site manager, project arboriculturist and other key site personnel. Minutes of the meeting shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of demolition within the relevant Development Plot. The tree protection shall thereafter remain in place as approved for the duration of demolition within the relevant Development Plot.

Reason: To ensure that sufficient tree protection is in place and to prevent the trees from being damaged or otherwise adversely affected.

17) No works (including demolition) to the existing boundary wall sections coloured blue, pink and orange on drawing JA12_Z0_P_00_002 rev A shall be carried out until details of the proposed methodology of repair to and cleaning of the boundary wall and treatment of boundary walls which are being retained has been submitted to and approved in writing by the Local Planning Authority. The details shall demonstrate that potential for re-use of the bricks from the parts of the wall to be demolished has been considered and that their re-use, where possible, has been maximised. The works to the boundary wall shall thereafter be carried out in accordance with the approved details.

Reason: To ensure that the proposed development is in keeping with the existing building(s), off-site heritage assets, does not prejudice the appearance of the locality and in the interests of highway and pedestrian safety.

18) No development (excluding above ground demolition) shall be carried out in any Development Plot until a strategy to deal with the potential risks associated with any contamination of that Development Plot has been submitted to, and approved in writing by, the Local Planning Authority. The

strategy shall be informed by the Environmental Statement and the preliminary risk assessment approved pursuant to condition [13] and shall comprise:

a) An investigation scheme to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site;

b) the results of the site investigation and detailed risk assessment and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken to make the land suitable for the intended uses; and

c) a verification plan, which shall make provision for sampling and monitoring and shall provide details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy have been completed and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

The remediation strategy shall thereafter be carried out as approved and shall be completed prior to first occupation of the relevant Development Plot.

Reason: To ensure that the development does not contribute to, or is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution in line with paragraph 180 of the NPPF and Policies LP 10 and LP 23 of the Richmond upon Thames Local Plan (2018).

19) No development (excluding above ground demolition) or service installation within a Development Area shall be carried out until a site investigation scheme for potential unexploded ordnance (UXO) within the Development Area has been submitted to and approved in writing by the Local Planning Authority. This shall include:

a) a detailed specialist survey of the Development Area;

b) mandatory health and safety requirements to ensure all construction workers are provided with the necessary awareness training to recognise potential unexploded ordnance;

c) safety instructions detailing actions to be taken should unexploded ordnance be encountered; and

d) availability of an appointed UXO specialist on site during works.

There shall be no breaking up of existing foundations or any below ground demolition or service installation within the relevant Development Area until the requirements of this condition have been satisfied.

Reason: To ensure the health and safety of the site, workers and surrounding occupants.

20) No demolition shall take place until a Demolition River Transport Feasibility Study (DRTFS) has been submitted to and approved in writing by the Local Planning Authority. The DRTFS shall include:

a) an assessment of the feasibility of using river transport for the transportation of clearance and demolition waste; and

b) where the use of river transport has been demonstrated to be feasible, details of the proposed river transport.

Removal of clearance and demolition waste from the Site shall be carried out only in accordance with the approved DRTFS.

Reason: To reduce the impact of demolition and site clearance on the amenities of the area.

21) No works to each of the Assets shall be carried out until a Written Scheme of Investigation (WSI) has been prepared in relation to the relevant Asset and has been submitted to and approved in writing by the Local Planning Authority. Each WSI shall set out the experience and qualifications of the proposed contractor undertaking the work of historical recording and the process and methodology (including photographs, videos and written text and the format and model headings) for the production of Historic Building Reports (HBRs). Each WSI shall confirm that the relevant HBR will comprise a full photographic and textual recording of the standard indicated in Historic England guidance document 'Understanding Historic Buildings: A Guide to Good Recording Practice' (May 2016) and that the recording shall be at Level 3 as described in paragraph 5.3 thereof.

Reason: To provide the opportunity to record significant historic fabric before dismantling work commences in accordance with National Planning Policy Framework paragraphs 195 to 214 and the London Plan 2021 policy HC1.

22) Following approval of the relevant WSI pursuant to condition [21], there shall be no further work in relation to each Asset, with the exception of any work which is necessary to carry out the historical recording safely, until the relevant Historic Building Report has been produced in accordance with the relevant approved WSI and has been submitted to and approved in writing by the Local Planning Authority. Following the approval of each HBR, the relevant HBR shall be disseminated and published as described in paragraphs 6.2 and 6.3 Historic England's guidance document 'Understanding Historic Buildings: A Guide to Good Recording Practice' (May 2016).

Reason: To provide the opportunity to record significant historic fabric before dismantling work commences in accordance with National Planning Policy Framework paragraphs 195 to 214 and the London Plan 2021 policy HC1.

23) a) No works, with the exception of any work which is necessary to carry out internal surveys safely, shall be carried out to the Maltings Building (Building 4) until a survey of the condition of the cast iron columns has been carried out and has been submitted to and approved in writing by the Local Planning Authority. The survey shall include a gazetteer stating the identification, numbering and current location of the cast iron columns.

b) Following the approval of the survey pursuant to part A) of this condition, there shall be no further works to Building 4 until a Retention and Relocation of Historic Features Strategy (RRHFS) has been submitted to and approved in writing by the Local Planning Authority. The RRHFS shall incorporate the cast iron columns which were observed to be in fit condition for re-use as identified by the survey and shall provide details of:

(i) the proposed method of storage, including measures to protect them from damage;

(ii) the proposed method of transportation, including details of methods of lifting;

(iii) the proposed storage location of the columns prior to their relocation, with details of the person responsible and the conditions of storage, whether open or under cover;

(iv) the proposed works of repair or restoration;

(v) the proposed locations for their long-term relocation on the site, with details of any associated works; and

(vi) the proposed methods of relocation including the methods of lifting and fixing.

With the exception of those identified by the survey to be unfit for re-use, the cast iron columns shall not be removed from the Site. Works to the Maltings Building (Building 4) shall not be carried out otherwise than in accordance with the details approved under this condition. The cast iron columns shall be retained and properly maintained within their approved positions.

Reason: To ensure that the significance of historic features and elements within the conservation area is conserved in accordance with National Planning Policy Framework paragraphs 195 to 214 and London Plan 2021 Policy HC1.

24) a) No works, with the exception of any work which is necessary to carry out internal surveys safely, shall be carried out to the Hotel and Former Bottling Plant (Building 5) until a survey of the condition of the cast iron columns has been carried out and has been submitted to and approved in writing by the Local Planning Authority. The survey shall include a gazetteer stating the identification, numbering and current location of the cast iron columns.

b) Following the approval of the survey pursuant to part a) of this condition, there shall be no further works to Building 5 until a Retention and Relocation of Historic Features Strategy (RRHFS) has been submitted to and approved in writing by the Local Planning Authority. The RRHFS shall incorporate the cast iron columns which were observed to be in fit condition for re-use as identified by the survey and shall provide details of:

(i) the proposed method of storage, including measures to protect them from damage;

(ii) the proposed method of transportation, including details of methods of lifting;

(iii) the proposed storage location of the columns prior to their relocation, with details of the person responsible and the conditions of storage, whether open or under cover;

(iv) the proposed works of repair or restoration;

(v) the proposed locations for their long-term relocation on the site, with details of any associated works; and

(vi) the proposed methods of relocation including the methods of lifting and fixing.

With the exception of those identified by the survey to be unfit for re-use, the cast iron columns shall not be removed from the Site. Works to the Hotel and Former Bottling Plant (Building 5) shall not be carried out otherwise than in accordance with the details approved under this condition. The cast iron

columns shall be retained and properly maintained within their approved positions.

Reason: To ensure that the significance of historic features and elements within the conservation area is conserved in accordance with National Planning Policy Framework paragraphs 195 to 214 and London Plan 2021 Policy HC1.

25) No works (including removal) shall be carried out to the Memorials and Gates until a Retention and Relocation of Historic Features Strategy (RRHFS) has been submitted to and approved in writing by the Local Planning Authority. The survey shall include:

a) a gazetteer stating the identification, numbering and current location of each item;

b) the proposed method of storage, including measures to protect them from damage;

c) the proposed method of transportation, including details of methods of lifting;

d) the proposed storage location of each item prior to its relocation, with details of the person responsible and the conditions of storage, whether open or under cover;

e) the proposed works of repair or restoration;

f) the proposed locations for their long-term relocation on the site, with details of any associated works; and

g) the proposed methods of relocation including the methods of lifting and fixing.

The Memorials and Gates shall not be removed from the Site. Works to the Memorials and Gates shall not be carried out otherwise than in accordance with the details approved under this condition. The Memorials and Gates shall be retained and properly maintained within their approved positions.

Reason: To ensure that the significance of historic features and elements within the conservation area is conserved in accordance with National Planning Policy Framework paragraphs 195 to 214 and London Plan 2021 Policy HC1.

Construction and excavation

26) No construction (excluding the Temporary Access Works) or excavation shall take place in any Development Plot until a Construction Logistics Plan (CLP) for that Development Plot has been submitted to and approved in writing by the Local Planning Authority. A CLP may cover a single or multiple Development Plot(s). A CLP shall demonstrate compliance with the guidance found in the Construction Logistics Plan for developers produced by Transport for London, dated March 2021, the mitigation set out in the approved Environmental Statement and shall include:

a) details of the phasing programming and timing of construction works;

b) a construction programme including a 24 hour emergency contact number;

c) hours of work;

d) the size, number, routing and manoeuvring tracking of construction vehicles to and from the site, and holding areas for these on/off site;

e) timing for deliveries (no deliveries will be permitted term-time 8:00-09:30 and 15:00–16:00 other than in exceptional circumstances agreed with the Local Planning Authority; and the CLP should aim for load consolidation and avoid peak rush hour to work delivery times);

f) site layout plan showing manoeuvring tracks for vehicles accessing the site to allow these to turn and exit in forward gear;

g) details and location of parking for site operatives and visitor vehicles (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction);

h) measures / targets to encourage sustainable travel by construction workers;

i) details and location where plant and materials will be loaded, unloaded and stored;

j) the use of low emission construction plant and vehicles;

k) confirmation of:

   (i) modern, quiet, well-maintained machinery;

   (ii) exhaust silencers to construction vehicles and mechanical plant;

   (iii) plant to be maintained and operated in accordance with manufacturers recommendations;

l) details of any necessary suspension of pavement, road space, bus stops and/or parking bays;

m) details of hoardings and building protection (including decorative displays and facilities for public viewing) and the maintenance of such;

n) details of any wheel washing facilities and measures to ensure a safe pedestrian environment along the street frontages of the site;

o) details of external lighting during construction;

p) details to demonstrate the construction works will not impact the aquifer;

q) details of any highway licenses and traffic orders that may be required (such as for licences for any structures / materials on the highway or pavement; or suspensions to allow the routing of construction vehicles to the site);

r) communication strategy for residents during construction;

s) coordination with any other DWMPs, CWMPs, CLPs or DLPs that may be in operation within the Site; and

t) where applicable, the CLP should be written in compliance with the Arboricultural Method Statement, and in accordance with British Standard 5837:2012 'Trees in relation to design, demolition and construction – recommendations', in particular section 5.5, 6.1, 6.2, 6.3 and 7.

Construction and excavation works in a Development Plot shall not be carried out other than in accordance with the CLP approved for that Development Plot.

Reason: In the interests of highway and pedestrian safety, to reduce the impact of congested traffic/HGVs, to protect the health and safety of the existing residents and local people.

27) None of the Temporary Access Works shall be begun until a Construction Logistics Plan (TAWCLP) for the Temporary Access Works has been submitted to and approved in writing by the Local Planning Authority. The TAWCLP shall demonstrate compliance with the guidance found in the Construction Logistics Plan for developers produced by Transport for London, dated March 2021, the mitigation set out in the approved Environmental Statement and shall include:

a) details of the phasing, programming and timing of construction works;

b) a construction programme including a 24 hour emergency contact number;

c) hours of work;

d) the size, number, routing and manoeuvring tracking of construction vehicles to and from the site, and holding areas for these on/off site;

e) timing for deliveries (no deliveries will be permitted term-time 8:00-09:30 and 15:00–16:00 other than in exceptional circumstances agreed with the Local Planning Authority; and the TAWCLP should aim for load consolidation and avoid peak rush hour to work delivery times);

f) site layout plan showing manoeuvring tracks for vehicles accessing the site to allow these to turn and exit in forward gear;

g) details and location of parking for site operatives and visitor vehicles (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction);

h) measures / targets to encourage sustainable travel by construction workers;

i) details and location where plant and materials will be loaded, unloaded and stored;

j) the use of low emission construction plant and vehicles;

k) confirmation of:

(i) modern, quiet, well maintained machinery;

(ii) exhaust silencers to construction vehicles and mechanical plant;

(iii) plant to be maintained and operated in accordance with manufacturers recommendations;

l) details of any necessary suspension of pavement, road space, bus stops and/or parking bays;

m) details of hoardings and the maintenance of such;

n) details of any wheel washing facilities and measures to ensure a safe pedestrian environment along the street frontages of the site;

o) details of external lighting during construction;

p) details to demonstrate the construction works will not impact the aquifer;

q) details of any highway licenses and traffic orders that may be required (such as for licences for any structures / materials on the highway or pavement; or suspensions to allow the routing of construction vehicles to the site);

r) communication strategy for residents during construction;

s) coordination with any other DWMPs, CWMPs, CLPs or DLPs that may be in operation within the Site; and

t) where applicable, the CLP should be written in compliance with the Arboricultural Method Statement, and in accordance with British Standard 5837:2012 'Trees in relation to design, demolition and construction – recommendations', in particular section 5.5, 6.1, 6.2, 6.3 and 7.

The Temporary Access Works shall not be carried out other than in accordance with the approved TAWCLP.

Reason: In the interests of highway and pedestrian safety, to reduce the impact of congested traffic/HGVs, to protect the health and safety of the existing residents and local people.

28) No construction (excluding the Temporary Access Works) or excavation shall take place in a Development Plot until a Construction Waste Management Plan (CWMP) for that Development Plot has been submitted to and approved in writing by the Local Planning Authority. A CWMP may cover a single or multiple Development Plot(s). A CWMP shall include:

a) how re-use, recycling and recovery can be maximised;

b) a scheme for recycling/disposing of waste resulting from construction works; and

c) how it coordinates with other DWMPs, DLPs, CWMPs and CLPs that may be in operation within the Site.

Construction and excavation works in a Development Plot shall not be carried out other than in accordance with the CWMP approved for that Development Plot.

Reason: To safeguard the amenities of nearby occupiers and the area generally and minimise the impact on road traffic.

29) None of the Temporary Access Works shall be begun until a Construction Waste Management Plan (TAWCWMP) for the Temporary Access Works has been submitted to and approved in writing by the Local Planning Authority. The TAWCWMP shall include a scheme for the recycling and disposing of waste resulting from the Temporary Access Works and shall explain how it coordinates with any other DLPs, DWMPs, CLPs, TAWCLPs and CWMPs that may be in operation within the Site.

The Temporary Access Works shall not be carried out other than in accordance with the approved TAWCMP.

Reason: To safeguard the amenities of nearby occupiers and the area generally and minimise the impact on road traffic.

30) Prior to the commencement of construction or excavation (excluding the Temporary Access Works) in a Development Plot, at RIBA Stage 4 for that Development Plot, a Full Circular Economy Statement (FCES) prepared in line

with the GLA's Circular Economy Statement Guidance dated 2022, which adheres to the principles set out in the draft Circular Economy Statement dated 15 March 2023 and the approved Demolition Interim Circular Economy Statement, shall be submitted to and approved in writing by the Local Planning Authority. A FCES may cover a single or multiple Development Plot(s). A FCES shall include:

a) bills of materials;

b) municipal waste total estimate in l/annum;

c) Site Waste / Resource Management Plan;

d) cut and fill calculations and/or excavated;

e) Materials Options Assessment;

f) building weight calculation;

g) scenario modelling demonstrating adaptability;

h) lean design options appraisal;

i) Sustainable Procurement Plan;

j) detailed End of Life Strategy (including how the information will be communicated to future building users);

k) functional adaptation strategy study; and

l) co-ordination with other FCES within the Site.

Development shall not be carried out in a Development Plot other than in accordance with the FCES approved for that Development Plot.

Reason: To maximise recycling and reuse.

31) No construction (except for the Temporary Access Works) or excavation shall take place in a Development Plot until a Noise and Vibration Construction Method Statement (NVCMS) for that Development Plot has been submitted to and approved in writing by the Local Planning Authority. A NVCMS may cover a single or multiple Development Plot(s). A NVCMS shall include the following, which should be informed by the mitigation as outlined in the approved Environmental Statement and best practice detailed within BS 5228:2009+A1:2014 Code of Practice for Noise and Vibration Control on construction and open sites:

a) an acoustic report undertaken by a suitably qualified and experienced consultant and including:

(i) baseline noise assessment – undertaken for a least 24-hours under representative conditions to determine the pre-existing ambient noise environment;

(ii) noise predictions and the significance of noise effects – Predictions should be included for construction and vehicle movements and an assessment of the significance of noise effects must be included based on the guidance in BS 5228:2009+A1:2014 Annex E;

(iii) vibration predictions and the significance of vibration effects – an assessment of the significance of vibration effects must be included as per BS 5228:2009+A1:2014;

(iv) noise and vibration monitoring – Permanent real time web enabled, and/or periodic noise and vibration monitoring must be undertaken for the duration of the construction period. The location, number of monitoring stations and the measurement data must be agreed with the Local Planning Authority prior to the start of construction;

(v) cumulative impacts on noise and vibration arising from works taking place within the site;

b) the appointment, roles and responsibilities of Project Environmental Management;

c) the use of a low noise and vibration method wherever possible;

d) community engagement – the steps that will be taken to notify and update residents and businesses that may be affected by excavation and construction;

e) control measures for noise and vibration including working hours; and

f) where relevant, a NVCMS shall demonstrate how it coordinates with other NVCMSs that may be in operation within the Site.

Construction and excavation works shall not be carried out in a Development Plot other than in accordance with the NVCMS approved for that Development Plot.

Reason: To safeguard the amenities of neighbouring residents, and ecological and air quality of the site.

32) None of the Temporary Access Works shall be begun until a Noise and Vibration Construction Method Statement (TAWNVCMS) has been submitted to and approved in writing by the Local Planning Authority. The TAWNVCMS shall include the following, which should be informed by the mitigation as outlined in the approved Environmental Statement and best practice detailed within BS 5228:2009+A1:2014 Code of Practice for Noise and Vibration Control on construction and open sites:

a) an acoustic report undertaken by a suitably qualified and experienced consultant and including:

(i) baseline noise assessment – undertaken for a least 24-hours under representative conditions to determine the pre-existing ambient noise environment;

(ii) noise predictions and the significance of noise effects – predictions should be included for construction and vehicle movements and an assessment of the significance of noise effects must be included based on the guidance in BS 5228:2009+A1:2014 Annex E;

(iii) vibration predictions and the significance of vibration effects – an assessment of the significance of vibration effects must be included as per BS 5228:2009+A1:2014;

(iv) noise and vibration monitoring –permanent real time web enabled, and/or periodic noise and vibration monitoring must be undertaken for the duration of the works. The location, number of monitoring stations and the measurement data must be agreed with the Local Planning Authority prior to the start of construction;

(v) cumulative impacts on noise and vibration arising from works taking place within the site;

b) the appointment, roles and responsibilities of Project Environmental Management;

c) the use of a low noise and vibration method wherever possible;

d) community engagement – the steps that will be taken to notify and update residents and businesses that may be affected by the Temporary Access Works;

e) control measures for noise and vibration including working hours; and

f) where relevant, a TAWNVCMS shall demonstrate how it coordinates with any other NVCMSs that may be in operation within the Site.

The Temporary Access Works shall not be carried out other than in accordance with the approved TAWNVCMS.

Reason: To safeguard the amenities of neighbouring residents, and ecological and air quality of the site.

33) No construction (except the Temporary Access Works) or excavation shall take place in a Development Plot until a Construction Dust Management Plan (CDMP) for that Development Plot has been submitted to and approved in writing by the Local Planning Authority. A CDMP may cover a single or multiple Development Plot(s). A CDMP shall be prepared in accordance with the IAQM Guidance on The Assessment of Dust from Demolition and Construction 2024 and shall include:

a) a risk assessment of dust generation, to include the principles of prevention, suppression and containment;

b) where the outcome of the risk assessment indicates that monitoring is necessary, a monitoring protocol including information on monitoring locations, frequency of data collection and how the data will be reported to the Local Planning Authority;

c) details for the siting, implementation and reporting of automatic PM10 monitors;

d) dust monitoring at site boundary and close to any sensitive receptors within the Site including trigger levels and agreed abatement actions, and confirmation that monitoring reports shall be forwarded to the Local Planning Authority on a regular basis;

e) details of dust generating operations and the subsequent management and mitigation of dust demonstrating full best practicable means compliance and covering on and off-site haul routes, operational control and exhaust emissions;

f) where a breach of the dust trigger level may occur, a response procedure including measures to prevent repeat incidence; and

g) where relevant, a CDMP shall demonstrate how it coordinates with other CDMPs that may be in operation within the Site.

Construction and excavation works in a Development Plot shall not be carried out other than in accordance with the approved CDMP for that Development Plot.

Reason: To safeguard the amenities of neighbouring residents and to ensure that the construction phase of the development will not result in a deterioration of local air quality for existing and new receptors.

34) None of the Temporary Access Works shall be begun until a Construction Dust Management Plan (TAWCDMP) has been submitted to and approved in writing by the Local Planning Authority. The TAWCDMP shall be prepared in accordance with the IAQM Guidance on The Assessment of Dust from Demolition and Construction 2024 and shall include:

a) details for the siting, implementation and reporting of automatic PM10 monitors;

b) dust monitoring at site boundary and close to any sensitive receptors within the Site, including trigger levels and agreed abatement actions, and confirmation that monitoring reports shall be forwarded to the Local Planning Authority on a regular basis;

c) a risk assessment of dust generation, to include the principles of prevention, suppression and containment;

d) where the outcome of the risk assessment indicates that monitoring is necessary, a monitoring protocol including information on monitoring locations, frequency of data collection and how the data will be reported to the Local Planning Authority;

e) details of dust generating operations and the subsequent management and mitigation of dust demonstrating full best practicable means compliance and covering on and off-site haul routes, operational control and exhaust emissions;

f) where a breach of the dust trigger level may occur, a response procedure including measures to prevent repeat incidence; and

g) where relevant, a TAWCDMP shall demonstrate how it coordinates with other CDMPs that may be in operation within the Site.

The Temporary Access Works shall not be carried out other than in accordance with the approved TAWCDMP.

Reason: In order to safeguard the amenities of neighbouring residents and to ensure that the construction phase of the development will not result in a deterioration of local air quality for existing and new receptors.

35) No construction or excavation (excluding the Temporary Access Works) shall be carried out in a Development Plot until a Construction Environmental Management Plan (CEMP) for that Development Plot has been submitted to and approved in writing by the Local Planning Authority. A CEMP may cover a single or multiple Development Plot(s). A CEMP shall take into account the mitigation set out in the approved Environmental Statement and shall address the following matters:

a) further protected species and notable species checks/surveys should construction works not begin until after the second anniversary of the date of the approved DEMP;

b) appropriate working practices and safeguards for other wildlife, flora and fauna, and the River Thames and its users that are to be employed whilst works take place on site, including appropriate environmental controls to protect the River Thames and its users (or groundwater/surface drainage)

from dust, noise, vibration, surface water runoff, contamination, light pollution and to prevent silt and pollution entering the water River Thames or groundwater/surface drainage;

c) measures to ensure adequate drainage and control surface water runoff from the Development Plot during construction; and

d) where relevant, how the CEMP coordinates with other CEMPs that may be in operation within the site.

Construction and excavation works in a Development Plot shall not be carried out other than in accordance with the approved CEMP for that Development Plot.

Reason: To protect the natural environment and mitigate the effects of construction.

36) None of the Temporary Access Works shall be begun until a Construction Environmental Management Plan (TAWCEMP) for the Temporary Access Works has been submitted to and approved in writing by the Local Planning Authority. The TAWCEMP shall take into account the mitigation set out in the approved Environmental Statement and shall address the following matters:

a) further protected species checks/surveys should construction works not begin until after the second anniversary of the date of the approved DEMP;

b) appropriate working practices and safeguards for other wildlife, flora and fauna, and the River Thames that are to be employed whilst works take place on site, including appropriate environmental controls to protect the River Thames (or groundwater/surface drainage) from dust, noise, vibration, surface water runoff, contamination, light pollution and to prevent silt and pollution entering the water River Thames or groundwater/surface drainage;

c) measures to ensure adequate drainage and control surface water runoff during the works; and

d) where relevant, how the TAWCEMP coordinates with any other CEMPs that may be in operation within the Site.

The Temporary Access Works shall not be carried out other than in accordance with the approved TAWCEMP.

Reason: To safeguard the amenities of neighbouring residents and to ensure that the construction phase of the development will not result in a deterioration of the local environment for existing and new receptors.

37) No construction or excavation (with the exception of the Temporary Access Works) shall be carried out in any Development Plot until a Construction Arboricultural Method Statement (CAMS) for that Development Plot has been submitted to and approved in writing by the Local Planning Authority. A CAMS may cover a single or multiple Development Plot(s). A CAMS shall be informed by the following application documentation:

- Arboricultural Impact Assessment Ref: WIE18671-102-R-6-4-2-AIA, drawing ref: 18671-102-WIEZZ-XX-DR-L-7705

- Briefing Note – Response to Consultee Comments on Arboriculture, from Waterman I&E Ltd Ref: WIE18671-114-BN-3.4.1-Arboriculture Response Issue 002

A CAMS shall:

a) be prepared in accordance with and address sections 5.5, 6.1, 6.2, 6.3 and 7 of British Standard 5837:2012 Trees in relation to design, demolition and construction – Recommendations;

b) outline any tree constraints and explain any impacts for both above and below ground and specify mitigation measures in line with BS5837;

c) detail all tree protection by way of a specification, in line with BS5837 (including plans);

d) detail any special engineering for construction within root protection areas, paying specific attention to foundation design and methodology for installation and construction that does not deleteriously impact nearby trees, to include the use, access and footprint of machinery used in the construction of the foundations;

e) detail any facilitation pruning that may be required. The specification for tying back and/or pruning must be measurable and prepared by a suitably qualified arboriculturist or arboricultural contractor and must be in accordance with BS3998:2010 Tree work – Recommendations;

f) detail all underground service lines and methods of installation, which must be in accordance with section 7.7 of BS5837:2012 Trees in relation to design, demolition and construction – Recommendations;

g) confirm the appointment of an arboricultural consultant for the duration of the construction within the relevant Development Plot; and

h) detail a schedule of inspections to achieve an auditable monitoring and supervision programme, including a timetable for submission to the Local Planning Authority.

Development within a Development Plot shall thereafter be carried out only in accordance with the approved CAMS for that Development Plot.

Reason: To ensure that sufficient tree protection is in place and to prevent the trees from being damaged or otherwise adversely affected by building operations and soil compaction.

38) The tree protection indicated on the approved Construction Arboricultural Method Statement for each Development Plot shall be installed no later than 14 days prior to the commencement of development (excluding demolition) within the relevant Development Plot. Following the laying out of the tree protection and no later than 14 days prior to the commencement of development (excluding demolition) within the relevant Development Plot, the Local Planning Authority's arboricultural officer shall be invited to attend a pre-start meeting with the site manager, project arboriculturist and other key site personnel. Minutes of the meeting shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development (excluding demolition) within the relevant Development Plot. The tree protection shall thereafter remain in place as approved for the duration of development within the relevant Development Plot.

Reason: To ensure that sufficient tree protection is in place and to prevent the trees from being damaged or otherwise adversely affected by building operations and soil compaction.

39) The Temporary Access Works shall not be carried out until a Temporary Access Works Arboricultural Method Statement (TAWAMS) has been submitted to and approved in writing by the Local Planning Authority. The TAWAMS shall be informed by the following application documentation:

- Arboricultural Impact Assessment Ref: WIE18671-102-R-6-4-2-AIA, drawing ref: 18671-102-WIEZZ-XX-DR-L-7705
- Briefing Note – Response to Consultee Comments on Arboriculture, from Waterman I&E Ltd Ref: WIE18671-114-BN-3.4.1-Arboriculture Response Issue 002

The TAWAMS shall:

a) be prepared in accordance with and address sections 5.5, 6.1, 6.2, 6.3 and 7 of British Standard 5837:2012 Trees in relation to design, demolition and construction – Recommendations;

b) outline any tree constraints and explain any impacts for both above and below ground and specify mitigation measures in line with BS5837;

c) detail all tree protection by way of a specification, in line with BS5837 (including plans);

d) detail any special engineering for construction within root protection areas, paying specific attention to foundation design and methodology for installation and construction that does not deleteriously impact nearby trees, to include the use, access and footprint of machinery used in the construction of any foundations;

e) detail any facilitation pruning that may be required. The specification for tying back and/or pruning must be measurable and prepared by a suitably qualified arboriculturist or arboricultural contractor and must be in accordance with BS3998:2010 Tree work – Recommendations;

f) detail all underground service lines and methods of installation, which must be in accordance with section 7.7 of BS5837:2012 Trees in relation to design, demolition and construction – Recommendations;

g) confirm the appointment of an arboricultural consultant for the duration of the construction of the Temporary Access Works;

h) detail a schedule of inspections to achieve an auditable monitoring and supervision programme, including a timetable for submission to the Local Planning Authority.

The Temporary Access Works shall thereafter be carried out only in accordance with the approved TAWAMS.

Reason: To ensure that sufficient tree protection is in place and to prevent the trees from being damaged or otherwise adversely affected by building operations and soil compaction.

40) Prior to the commencement of groundworks (excluding site investigations and demolition and the Temporary Access Works) in a Development Plot, the following details for that Development Plot shall be submitted to and approved in writing by the Local Planning Authority:

a) a final detailed drainage design for that Development Plot, including drawings and supporting calculations and updated Drainage Assessment Form; and

b) a detailed management plan confirming routine maintenance tasks for all drainage components to demonstrate how the drainage system is to be maintained for the lifetime of the development.

The details shall be prepared in accordance with the approved Drainage Strategy (Seventh Issue, April 2023, WIE18671-104-R-11-7-1-DS) and associated drawings and Drainage Strategy letter of conformity dated 1 November 2023, ref: WIE18671-118-C-DS-231101. There shall be no infiltration of surface water drainage into the ground other than with the written consent of the Local Planning Authority.

Development in a Development Plot shall thereafter not be carried out other than in accordance with the details approved for that Development Plot.

Reason: To prevent the risk of flooding to and from the site in accordance with relevant policy requirements including but not limited to London Plan Policy SI 13, its associated Sustainable Design and Construction SPG, the Non-Statutory Technical Standards for Sustainable Drainage Systems and Richmond's Local Plan Policy LP21.

41) Prior to the commencement of groundworks for the Temporary Access Works, the following details shall be submitted to and approved in writing by the Local Planning Authority:

a) a final detailed drainage design for the Temporary Access Works, including drawings and supporting calculations and updated Drainage Assessment Form; and

b) a detailed management plan confirming routine maintenance tasks for all drainage components to demonstrate how the drainage system is to be maintained for the lifetime of the development.

The details shall be prepared in accordance with the approved Drainage Strategy (Seventh Issue, April 2023, WIE18671-104-R-11-7-1-DS) and associated drawings and Drainage Strategy letter of conformity dated 1 November 2023, ref: WIE18671-118-C-DS-231101. There shall be no infiltration of surface water drainage into the ground other than with the written consent of the Local Planning Authority.

The Temporary Access Works shall thereafter not be carried out other than in accordance with the approved details.

*Reason: T*o prevent the risk of flooding to and from the site in accordance with relevant policy requirements including but not limited to London Plan Policy SI 13, its associated Sustainable Design and Construction SPG, the Non-Statutory Technical Standards for Sustainable Drainage Systems and Richmond's Local Plan Policy LP21.

42) Prior to the commencement of development (excluding demolition and the Temporary Access Works) within any Development Area, a survey of existing fire hydrants shall be undertaken. If the survey results indicate that there are insufficient fire hydrants such that there is not one within 90m of each Building within each Development Area, a scheme for the installation of additional fire hydrants shall be submitted to and approved in writing by the Local Planning Authority. Any additional fire hydrants within a Development

Plot shall thereafter be provided and operational prior to first occupation of the relevant Development Plot.

Reason: To ensure that there is no unacceptable risk from fire.

43) No development (excluding demolition, excavation and the Temporary Access Works) shall be carried out until a scheme for the provision of Electric Vehicle Charging Point (EVCP) infrastructure and the phasing for delivery of such infrastructure has been submitted to and approved in writing by the Local Planning Authority. The scheme shall demonstrate that 40% (209) parking spaces will have active charging provision, including fast charging points for 5% (10) spaces. The remaining 60% of parking spaces shall have passive provision.

Development shall thereafter be carried out in accordance with the approved EVCP scheme. There shall be no occupation in each Development Plot until the EVCP infrastructure to be located within the relevant Development Plot has been fully installed and is ready for use. The EVCP infrastructure shall thereafter be retained as approved.

Reason: To mitigate the potential impact of the development on air quality.

44) Prior to the commencement of development (excluding demolition and excavation) within Development Plot 1A, detailed drawings at a scale of 1:20 or lower showing the basement vehicular access to Building 3 shall be submitted to and approved in writing by the Local Planning Authority. The basement vehicular access to Building 3 shall thereafter be provided as approved.

Reason: To ensure an acceptable form of development.

45) Prior to the commencement of development (excluding demolition and excavation) within Development Plot 1C, detailed drawings at a scale of 1:20 or lower showing the basement vehicular access to Building 10 shall be submitted to and approved in writing by the Local Planning Authority. The basement vehicular access to Building 10 shall thereafter be provided as approved.

Reason: to ensure an acceptable form of development.

46) Prior to the commencement of any piling within a Development Plot, written notice of the intention to commence piling within that Development Plot shall be sent to the Local Planning Authority not less than 56 days in advance of piling works within the relevant Development Plot. The notice shall be accompanied by the following documents, which shall be submitted to and approved in writing by the Local Planning Authority before piling works begin:

a) a Piling Risk Assessment prepared in accordance with the Environment Agency Guidance Document "Piling and Penetrative Ground Improvement Methods on Land Affected by Contamination: Guidance on Pollution Prevention. National Groundwater & Contaminated Land Centre report NC/99/73)"; and

b) a Piling Method Statement that shall give details of the intended method of constructing the foundations, including the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water infrastructure, and the programme for the works and equipment to be used.

Piling in a Development Plot shall thereafter be undertaken only in accordance with the terms of the approved Piling Method Statement for that Development Plot.

Reason: To protect underground infrastructure and the amenities of nearby receptors and to ensure that the development does not contribute to, or is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution caused by mobilised contaminants in line with paragraph 180 of the NPPF and Policy LP 23 of the Richmond upon Thames Local Plan (2018). Piling can result in risks to groundwater quality by mobilising contamination when boring through different bedrock layers and creating preferential pathways. Thus it should be demonstrated that any proposed piling will not result in contamination of groundwater.

47) Prior to commencement of development (except for demolition and excavation, save that no works shall be carried out to the Maltings Building (Building 4) or existing river wall as indicated in red on drawing ref. WIE-SA-04-1000-A01 until this condition has been satisfied) within Development Area 1, details of the following flood protection measures and the timing for installation of the measures shall be submitted to and approved in writing by the Local Planning Authority:

a) flood proof doors to the substation of Building 10;

b) self-activating flood barrier for the entrance to the basement car park from Mortlake High Street;

c) flood proof doors and / or demountable barriers for access from the boathouse to the river foreshore;

d) hatch with ladder and / or handrails to access the boat storage facility below the terrace level;

e) location, detailed design and operation of tidal flood gate along Ship Lane;

f) details of sump and pump and other basement flooding mitigation; and

g) detailed design for the flood defence line indicated on drawing P10736-00-004-GIL-0116-P02.

The flood protection measures detailed in a) to g) above shall be provided in accordance with the approved details and thereafter maintained.

Reason: To reduce the risk of flooding to the development and occupants.

48) Prior to the commencement of development (excluding demolition and the Temporary Access Works), a comprehensive ground investigation, with monitoring of water levels, shall be undertaken to inform the final scheme design and assess the performance of the proposed raft, piles and pile / raft interface. The results of the ground investigation and final foundation design shall be submitted to and approved in writing with the Local Planning Authority.

Construction and excavation works shall not be carried out other than in accordance with the approved Basement Impact Assessment and Flood Risk Assessment and final foundation design approved pursuant to this condition.

Reason: To accord with the terms of the application.

49) Prior to commencement of development (excluding demolition and excavation and the Temporary Access Works) within each Development Plot, a digital

connectivity scheme for the relevant Development Plot shall be submitted to and approved in writing by the Local Planning Authority. The digital connectivity scheme shall take into account the Digital Connectivity Infrastructure London Plan Guidance and shall include:

a) details for digital connectivity to meet the needs of all end users;

b) details of measures to avoid reduced mobile connectivity;

c) implementation programme.

The digital connectivity scheme for each Development Plot shall thereafter be delivered as approved in accordance with the agreed programme, and thereafter maintained as such.

Reason: To ensure full fibre connectivity in line with policy SI6 of the London Plan.

50) Prior to the commencement of Above Ground Works, a scheme to allow for future connection to a district heat network shall be submitted to and approved in writing by the Local Planning Authority. Development shall thereafter be carried out in accordance with the approved scheme, which shall be completed prior to first occupation of any part of the development and thereafter maintained as approved.

Reason: To accord with the terms of the application.

51) Prior to the commencement of Above Ground Works within a Development Plot within Development Area 1, a Detailed Energy Strategy (DES) for the relevant Development Plot shall be submitted to and approved in writing by the Local Planning Authority. A DES shall detail:

a) In respect of the residential floorspace:

(i) the % reduction in CO2 emissions via 'Be Lean' measures (against Part L 2013 baseline with SAP10 carbon factors applied);

(ii) confirmation the residential floorspace across the Site is on target to meet 13.16% reduction in carbon dioxide emissions through Be Lean measures (against Part L 2013 baseline with SAP10 carbon factors applied);

b) In respect of the non-residential floorspace:

(i) the % reduction in CO2 emissions via 'Be Lean' measures (against Part L 2013 baseline with SAP10 carbon factors applied);

(ii) confirmation that the non-residential floorspace across Development Area 1 and Development Area 2 is on target to meet 15.13% reduction in carbon dioxide emissions through Be Lean measures (against Part L 2013 baseline with SAP10 carbon factors applied);

c) confirmation that the development as a whole is on target to meet at least 73.9% reduction in carbon dioxide emissions (against Part L 2013 baseline with SAP10 carbon factors applied);

d) a phasing plan for the delivery of measures specified in the DES; and

e) if appropriate, a higher energy strategy target than that set out in paragraph c) above.

Development within a Development Plot within Development Area 1 shall thereafter be carried out in accordance with the approved DES for that

Development Plot and the measures set out therein shall be maintained as approved.

Reason: In the interests of promoting a sustainable form of development and to comply with the terms of the application.

52) No construction shall take place within 5m of the water main unless and until information detailing how the developer intends to prevent the potential for damage to subsurface potable water infrastructure (including diversion of the asset, if necessary) has been submitted to and approved in writing by the Local Planning Authority in consultation with Thames Water. Construction within 5m of the water main must be undertaken in accordance with the terms of the approved information. Unrestricted access to the water main must be available at all times for maintenance and repair during and after the construction works.

Reason: The proposed works will be in close proximity to underground strategic water main, utility infrastructure. The works have the potential to impact on local underground water utility infrastructure.

53) No later than 7 days after the commencement of trial excavations for the proposed foundations for each Building, the Local Planning Authority's arboricultural officer shall be invited to attend to view the excavation and exposed tree roots. Exposed roots shall be immediately wrapped, kept damp and covered to prevent desiccation and protect them from rapid temperature changes. Minutes of the meeting shall be submitted to and approved in writing by the Local Planning Authority prior to the carrying out of any further development within the relevant Development Plot, unless agreed otherwise in writing by the Local Planning Authority. Any agreed root pruning shall be undertaken by the appointed supervising arboriculturist. Root wrapping shall be removed prior to backfilling.

Reason: To ensure that sufficient tree protection is in place and to prevent the trees from being damaged or otherwise adversely affected by building operations and soil compaction.

54) Following the completion of the survey work pursuant to condition [23], there shall be no further works undertaken to the Maltings Building (Building 4) until detailed drawings (scale of not less than 1:20) and samples (as applicable) of the following have been submitted to and approved in writing by the Local Planning Authority:

a) facing materials, brickwork (sample), finishes, fenestration and roof, which should match the original in design and materials;

b) schedule of works for repairs to façade, including details of the proposed materials and methods;

c) large scale sections of new and retained/reinstated fenestration;

d) methodology of repair and cleaning of existing brickwork, stonework, metal finials, including details of the proposed materials and methods;

e) retention / reinstatement of existing fenestration and other fabric/features;

f) new metalwork;

g) commemoration plaques (location and phasing);

h) glazed curtain wall; and

i) Rooftop Plant.

The works to Building 4 shall thereafter be carried out in accordance with the approved details and the works shall be maintained as approved thereafter.

Reason: To ensure that the proposed development is in keeping with the existing building(s) and does not prejudice the appearance of the locality.

55) Following the completion of the survey work pursuant to condition [24], there shall be no further works undertaken to the Hotel and Former Bottling Plant (Building 5) and Building 6 until detailed drawings (scale of not less than 1:20) and samples (as applicable) of the following have been submitted to and approved in writing by the Local Planning Authority:

a) facing materials, brickwork (sample) and finishes (including new fenestration and roof) which should match the original in design and materials;

b) schedule of works for repairs to façade, including details of the proposed materials and methods;

c) large scale sections of new and retained/reinstated fenestration (should match original in design and material – timber for the hotel);

d) methodology of repair and cleaning of existing brickwork, stonework, metal finials. including details of the proposed materials and methods;

e) retention / reinstatement of existing fenestration (on front elevation) and other fabric/features;

f) louvres;

g) Rooftop Plant;

h) new metalwork;

i) glazed link (between Building 5 and Building 6); and

j) treatment of retained chimneys.

The works to Building 5 and Building 6 shall thereafter be carried out in accordance with the details approved for the relevant Building and the works shall be maintained thereafter

Reason: To ensure that the proposed development is in keeping with the existing building(s) and does not prejudice the appearance of the locality

56) Prior to the commencement of works to Building 4 and Building 5 respectively, BREEAM certification demonstrating that a score of Excellent can be achieved in respect of the refurbishment of these buildings, and in respect of Building 5 only that a score of Excellent can be achieved in respect of the class E(g) floorspace, shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure a sustainable form of development.

57) Prior to the commencement of Above Ground Works on a Building, an acoustic report for that Building shall be submitted to and approved in writing by the Local Planning Authority. The acoustic report shall include:

a) the specification for the Building façade, glazing and ventilation elements to demonstrate that the Building will be constructed so as to provide

sound attenuation against externally generated noise sources including road, rail, aircraft and other land uses, so as to achieve the following internal ambient noise levels:

(i) Resting – living Room – 35 dB LAeq, 16 hour between 07:00 and 23:00 hours

(ii) Dining – dining area – 40 dB LAeq, 16 hour between 07.00 and 23.00 hours

(iii) Sleeping – bedroom – 35 dB LAeq, 16 hour between 07.00 and 23.00 hours; and 30 dB LAeq, 8 hour between 23.00 and 07.00 hours; and 45 dB LAMax (several times in any one hour).

The measured or calculated noise levels shall be determined in accordance with the latest British Standard 8233:2014 Guidance on sound insulation and noise reduction for buildings. Internal noise levels should be achieved with windows open for rapid ventilation purposes. Where this cannot be achieved alternative means of ventilation will be required. Where applicable this should address overheating. Where whole house ventilation is provided then acoustically treated inlets and outlets should ideally be located away from the façade(s) most exposed to noise (and any local sources of air pollution);

b) demonstration that the external amenity spaces (gardens, balconies and terraces) associated with the relevant Building have been designed so as to protect them from externally generated noises including those from transportation and adjoining land uses, so as to achieve 50dB(A) LAeq,16 hours with a maximum limit of 55dB(A) LAeq,16hour.

The Building shall thereafter be constructed in accordance with the details in the approved acoustic report for that Building. The measures specified within the relevant acoustic report shall be provided in full prior to first occupation of the Building and thereafter maintained.

Reason: To safeguard the amenities of neighbouring and future residents.

58) Prior to the commencement of Above Ground Works on a Building within Development Area 1, a scheme for sound insulation of the connecting floor / ceiling / walls to reduce the transmission of noise from non-residential floorspace to residential floorspace within that Building shall be submitted to and approved in writing by the Local Planning Authority. The Building shall thereafter be constructed in accordance with the relevant sound insulation scheme for that Building, which shall be fully installed as approved prior to first occupation of the Building. The sound insulation scheme shall thereafter be retained as approved.

Reason: To protect amenity of future and existing residents.

59) Prior to the commencement of Above Ground Works within any Development Plot within Development Area 1, full details of hard landscaping works for that Development Plot shall be submitted to and approved in writing by the Local Planning Authority. The details shall include:

a) proposed finished levels or contours;

b) internal Routes and circulation areas;

c) hard surfacing materials (which should be permeable);

d) hard surface construction and drainage;

e) proposed and existing utility services above and below ground (e.g. drainage, power, communications cables, pipelines etc, indicating lines, manholes, supports etc);

f) street furniture (including drinking water, public art, additional seating along the river frontage); and

g) a programme or timetable of the proposed works.

The hard landscaping works within a Development Plot shall be carried out only in accordance with the approved details for that Development Plot. Development within a Development Plot shall not be occupied until the hard landscaping works for that Development Plot have been implemented in full.

Reason: To ensure that the proposed development does not prejudice the appearance of the locality and to preserve and enhance nature conservation interests.

60) Prior to the commencement of Above Ground Works within a Development Plot, full details of soft landscaping works for that Development Plot shall be submitted to and approved in writing by the Local Planning Authority. The details shall be prepared in accordance with the British Standard 5837:2012 Trees in relation to design, demolition and construction – Recommendations (sections 5.6) and BS 8545:2014 Trees: from nursery to independence in the landscape. The details shall include:

a) planting plans;

b) written specifications (including cultivation and other operations associated with plant and grass establishment);

c) quantity, density, size, species, position;

d) proposed time or programme of planting of all shrubs, trees, hedges, grasses and other such vegetation;

e) indication of how the planting will integrate with the development in the long term with regard to their mature size;

f) detail as to whether landscaping is to be planted in pits, imported topsoil, constructed landscapes or existing ground;

g) confirmation that tree pits are a minimum of 1.2m in depth;

h) details of the available (useable) soil volume for landscaping when planted in locations with limited soil volume because they are in pits, underground cellular root space systems, above underground structures or where any other barriers to root growth exist or are constructed;

i) calculations for water demand of the planting to demonstrate that the available (useable) soil volume is sufficient in relation to the species, soil moisture holding properties, local rainfall amounts and frequency; allowing for drought periods to ensure there is sufficient water available for tree from planting to maturity to ensure successful and sustainable soft landscaping without the need for artificial irrigation;

j) demonstration as to how the soft landscaping works deliver the habitat creation within the Biodiversity Net Gain Report WIE18671-114-TN-20-4-1-BNG App A and contribute to the overall requirement for at least 9.47 habitat units and 3.03 hedgerow units;

k) demonstration as to how the soft landscaping will meet the approved Urban Greening Factor;

l) maintenance programme for 5 years; and

m) in respect of Development Plot 1B only, provision of 1.2m tall planting in location 160 (as identified within Chapter 17 of the approved Environmental Statement), to ensure suitable wind conditions for sitting.

All tree, shrub and hedge planting shall be carried out in accordance with BS 3936:1986 (parts 1, 1992, Nursery Stock, Specification for trees and shrubs, and 4, 1984, Specification for forest trees); BS 4043: 1989, Transplanting root-balled trees; and BS 4428:1989, Code of practice for general landscape operations (excluding hard surfaces).

Development within a Development Plot shall be carried out only in accordance with the approved details for that Development Plot. Development within a Development Plot shall not be occupied until the soft landscaping works for that Development Plot have been carried out in full

Reason: To ensure that the proposed development does not prejudice the appearance of the locality and to preserve and enhance nature conservation interests.

61) Prior to the commencement of Above Ground Works within a Development Plot, a scheme demonstrating that the Buildings within that Development Plot achieve 70% green / brown Roof provision shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be prepared in accordance with P10736-00-004-GIL-0400 Rev: P00 – April 2021 and P01736-00-004-GIL-0401 Rev: P00 – April 2021 and shall include the following details:

a) species mix (focused on wildflower planting, and no more than a maximum of 25% sedum coverage);

b) number, size and planting density of plants;

c) depth of substrate;

d) type of membrane;

e) how levels of light, moisture, aeration and nutrients will be achieved; and

f) maintenance plan, including access.

No Building shall be occupied until the approved scheme for the relevant Building has been fully installed in accordance with the approved details. The green / brown roof shall thereafter be maintained as approved.

Reason: To preserve the ecological value of the site hereby approved, to promote sustainable development and ensure that the proposed development is in keeping with the existing building(s) and does not prejudice the appearance of the locality.

62) Prior to the commencement of Above Ground Works within a Development Plot, details of the security measures to form part of the development within the relevant Development Plot shall be submitted to and approved in writing by the Local Planning Authority. The security measures shall accord with the principles of Secured By Design and shall in particular incorporate defensible spaces, lighting, controlled entry and exit points to Buildings, CCTV framework

and surveillance measures within enclosed car park and cycle storage areas and video access control systems at each residential access to a Building.

The development within each Development Plot shall thereafter be carried out in accordance with the approved details. Each Development Plot shall not be occupied until the approved details for the relevant Development Plot have been fully installed and are ready for use. The security measures shall thereafter be retained as approved.

Reason: Pursuant to the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in excising its planning functions; to promote the well-being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000 and to ensure the development provides a safe and secure environment in accordance with the London Plan 2021 in Section B of policy D11.

63) Prior to the commencement of Above Ground Works within Development Area 1, a Public Realm Strategy for Development Area 1 shall be submitted to and approved in writing by the Local Planning Authority. The Public Realm Strategy shall demonstrate compliance with the Mayor of London's Public London Charter (dated September 2021) and GLA guidance "Accessible Landscape – Achieving an inclusive environment" and "Inclusive Urban Design – Creating Inclusive Public Spaces". The Public Realm shall be delivered and thereafter maintained in accordance with the approved Public Realm Strategy for Development Area 1.

Reason: To ensure an acceptable form of development.

64) Prior to the commencement of Above Ground Works on Building 1 BREEAM certification demonstrating that a score of Excellent can be achieved in respect of the cinema (shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure a sustainable form of development.

65) Prior to the commencement of Above Ground Works on each Building within Development Area 1 which contains Flexible Floorspace, BREEAM certification demonstrating that a score of Excellent can be achieved in respect of the Flexible Floorspace shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure a sustainable form of development.

66) Prior to the commencement of Above Ground Works on each of Building 4 and Building 5, BREEAM certification demonstrating that:

a) a minimum of 2 credits under the Wat 01 category; and

b) a score of 'Excellent' in respect of the domestic refurbishment category

will be achieved in the relevant Building shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure a sustainable form of development.

67) Prior to the commencement of Above Ground Works on each Building within Development Area 1, evidence as to how the limit of 105 litres of water per person per day and 5 litres or less per head per day for external water use for the residential units within the relevant Building will be achieved shall be submitted to and approved in writing by the Local Planning Authority.

Development shall thereafter be carried out in accordance with the details approved for the relevant Building.

Reason: To ensure a sustainable form of development and in the interests of water efficiency in accordance with Local Plan (2018).

68) Prior to the commencement of Above Ground Works on any Building which contains Flexible Floorspace, a Flexible Use Scheme for the relevant Building shall be submitted to and approved in writing by the Local Planning Authority. A Flexible Use Scheme shall include the following:

a) detailed floor plans showing internal partitions;

b) the proposed use;

c) the gross internal area in square metres;

d) refuse and recycling facilities; and

e) changing, shower and locker facilities (where applicable).

The Flexible Floorspace shall thereafter be provided in accordance with the relevant Flexible Use Scheme prior to first occupation of the Building.

Reason: To accord with the terms of the application, to ensure the development does not prejudice the free flow of traffic and highway safety and to protect existing residential amenities.

69) Prior to the commencement of Above Ground Works on each Building, and notwithstanding what is shown on the approved drawings, the following details and samples (where applicable) for each Building shall be submitted to and approved in writing by the Local Planning Authority:

a) new fenestration and cross section through façade (to show reveal depth);

b) rooflights (where applicable);

c) facing materials and finishes;

d) bat and bird boxes within the fabric of the Building, where appropriate;

e) metalwork, including balustrades / balcony railings;

f) boundary treatment (including railings and planting);

g) corner turrets (for Buildings 2 and 8 only);

h) glazed curtain walls (for Building 4 only);

i) ventilation grills;

j) decorative sculpture and metalwork (to new Buildings only);

k) architectural lighting and artwork features;

l) Rooftop Plant;

m) louvres; and

n) design and materials of shopfronts (where applicable),

These details are to be shown on drawings at a scale no greater than 1:20 and to include samples where applicable. Each Building shall thereafter be delivered in accordance with the approved details.

Reason: To ensure that the proposed development is in keeping with the existing building(s), off-site heritage assets, does not prejudice the

appearance of the locality and in the interests of highway and pedestrian safety.

70) Prior to the commencement of Above Ground Works on each Building, sample panels of the proposed external-facing materials, showing the proposed colour, texture, face-bond and pointing for the relevant Building shall be made available for viewing at the Site and the Local Planning Authority shall be notified in writing of the location at which they may be viewed. Above Ground Works for the relevant Building may not commence until the sample panels have been approved in writing by the Local Planning Authority. The Building shall thereafter be constructed using the approved materials and the sample panels shall thereafter be retained at the Site until practical completion of the relevant building.

Reason: To ensure that the proposed development does not prejudice the appearance of the locality.

71) Prior to the commencement of Above Ground Works within each Development Plot, details of the PV Panel scheme for the relevant Development Plot shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall detail:

a) the siting, gradient and number of PV panels to be installed;

b) sustainability benefits of such installation;

c) how the installation contributes towards meeting Development Area 1 target of 1855 square metres; and

d) an implementation programme.

Development within a Development Plot shall thereafter be carried out only in accordance with the approved PV Panel scheme for that Development Plot, and the PV panels within the relevant Development Plot shall be installed in accordance with the approved programme.

Reason: To promote sustainable development and ensure that the proposed development is in keeping with the existing building(s) and does not prejudice the appearance of the locality.

72) Prior to commencement of Above Ground Works within each Development Plot, a sensitive lighting management plan providing full details of all external illumination (including lighting fixtures and fittings to be installed) for the relevant Development Plot shall be submitted to and approved in writing by the Local Planning Authority. The sensitive lighting management plan shall be prepared in accordance with CIBSE guide LG6 and ILP/BCT Bat guidance note 8; ILP Guidance Notes for the Reduction of Light Pollution; CIBSE SLL Lighting Guides for 'Limiting Obtrusive Light', 'The Exterior Environment' and 'Protecting The Night-Time Environment'; Bats and the Built Environment, Bat Conservation Trust, London & Institution of Lighting Professionals, Rugby; and shall demonstrate that there will be no increase in artificial lighting to the River Thames and foreshore as well as to primary bat foraging and commuting routes across the Site. The details shall include:

a) locations of external lighting;

b) specifications;

c) size of lighting columns;

d) ground level horizontal lux plan;

e) 4m height horizontal lux plan;

f) spectrum of proposed lighting;

g) confirmation of no upward lighting or lighting onto the open sky, buildings, trees and vegetation, or potential roost features;

h) phasing and implementation programme;

i) operational timings of lights;

j) cumulative impact with adjacent Development Plots;

k) confirmation of consistency with external lighting of adjacent Development Plots; and

l) demonstration that lighting on towpath and River remains below 1lux.

The sensitive lighting management plan for each Development Plot shall thereafter be delivered as approved, and thereafter maintained.

Reason: To safeguard the ecology of the site and neighbour amenity and ensure a safe and convenient form of development.

73) Prior to the commencement of Above Ground Works within each Development Plot, a safety audit for the proposed turning, parking and access arrangements for that Development Plot shall be submitted to and approved in writing by the Local Planning Authority. The arrangements shall thereafter be laid out and maintained as approved prior to occupation of that Development Plot.

Reason: To ensure a safe form of development.

74) Prior to the commencement of basement excavation works within Development Area 1 and prior to any works to the Maltings Building (Building 4), Former Bottling Plant and Hotel Building (Building 5), a detailed Engineering Method Statement for the Maltings Building (Building 4), Former Bottling Plant and Hotel Building (Building 5) shall be submitted to and approved by the Local Planning Authority. The Engineering Method Statement shall demonstrate:

a) how the existing buildings will be protected and supported during the works;

b) how the retained façades are protected and supported during the works;

c) how the new structure will be tied into the existing / retained structural fabric;

d) sectional elevation showing structure and façade treatment;

e) structural details for the retention of the retained facades during works; and

f) structural sectional elevation details showing how new structure is to be keyed in behind the retained facades.

Excavation and construction shall thereafter be carried out in strict accordance with the approved Engineering Method Statement.

Reason: To ensure that the development does not prejudice the structural stability of the existing buildings on Site.

75) Prior to the commencement of Above Ground Works within any Development Plot in which play space is to be located, detailed specifications for the children's play facilities within the relevant Development Plot shall be submitted to and approved in writing by the Local Planning Authority. The details shall be prepared in accordance with the Play Strategy within the Landscape Design and Access Statement Addendum dated November 2023 (save for the quantum of playspace required which shall be as set out in condition [175] and shall include:

a) the quantum of play space within the relevant Development Plot expressed in square metres;

b) how the quantum of play space contributes to the play space requirements for Development Area 1 and Development Area 2 as set out condition [175];

c) surface treatment, siting, design, equipment and features, and consideration for play accessibility for all abilities;

d) the age range of the children provided for;

e) confirmation that the play space will be open to the public;

f) confirmation that the play space will be open to the public during daylight hours; and

g) site management controls.

No Development Plot in which play space is to be located shall be occupied until the children's play facilities approved for the relevant Development Plot have been provided in full. The children's play facilities shall thereafter be retained as approved.

Reason: To ensure that suitable provision of play space and incidental play opportunities for children throughout the development.

76) Prior to the commencement of Above Ground Works on any Building which is to include balconies, details to demonstrate how the balconies relate to World Health Organisation and British Standard recommendations for external amenity space shall be submitted to and approved in writing by the Local Planning Authority. Each relevant Building shall thereafter be constructed in accordance with the approved details and the balconies shall be retained as approved.

Reason: To ensure an acceptable standard of accommodation.

77) Prior to any temporary closure of the Thames Towpath / National trail during the demolition process or construction of the development, details of the temporary closure shall be submitted to and approved in writing with the Local Planning Authority. The scheme shall include, but not be limited to, length of closure, diversion routes, maps, signage, hoardings, enforcement, and site supervisor contacts, and how and where the information will be communicated to the public. The temporary closure shall not be implemented other than in accordance with the approved scheme.

Reason: To ensure satisfactory pedestrian access around the site.

78) No construction or excavation (excluding the Temporary Access Works) shall take place until a Construction River Transport Feasibility Study (CRTFS) has

been submitted to and approved in writing by the Local Planning Authority. The CRTFS shall include:

a) an assessment of the feasibility of using river transport for the transportation of construction waste, spoil and materials; and

b) where the use of river transport has been demonstrated to be feasible, details of the proposed river transport.

Construction and excavation shall be carried out only in accordance with the approved CRTFS.

Reason: To reduce the impact of construction and excavation on the amenities of the area.

79) The Temporary Access Works shall not be commenced until a Temporary Access Works River Transport Feasibility Study (TAWRTFS) has been submitted to and approved in writing by the Local Planning Authority. The TAWRTFS shall include:

a) an assessment of the feasibility of using river transport for the transportation of construction waste, spoil and materials; and

b) where the use of river transport has been demonstrated to be feasible, details of the proposed river transport.

The Temporary Access Works shall be carried out only in accordance with the approved TAWRTFS.

Reason: To reduce the impact of construction and excavation on the amenities of the area.

80) Prior to the commencement of Above Ground Works, a strategy for the provision and future management of free drinking water within the public realm shall be submitted to and approved in writing by the Local Planning Authority. The strategy shall show the location and design of the proposed drinking water infrastructure, along with measures to ensure its future maintenance and management. The development shall be carried out in accordance with free drinking water strategy.

Reason: To ensure sustainable provision of free drinking water and to minimise plastic waste.

81) Drinking water infrastructure within each relevant Development Plot shall be installed and made available to the public for free in accordance with the approved strategy prior to the occupation of each relevant Development Plot. The drinking water infrastructure shall thereafter be maintained in accordance with the approved strategy.

Reason: To ensure sustainable provision of free drinking water and to minimise plastic waste.

Prior to occupation

82) Each Development Area shall not be occupied until confirmation has been provided that either:

a) all water network upgrades required to accommodate the additional flows and additional demand from the development within the relevant Development Area have been completed; or

b) a development and infrastructure phasing plan has been agreed with the Local Planning Authority in consultation with Thames Water to allow development to be occupied. Where a development and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan.

Reason: Network reinforcement works are likely to be required to accommodate the proposed development. Any reinforcement works identified will be necessary to avoid sewage flooding and/or potential pollution incidents.

83) Prior to occupation of any part of Development Area 1 and Development Area 2, a Site-Wide Delivery and Servicing Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Site-Wide Delivery and Servicing Management Plan shall detail:

a) measures to secure the use of sustainable transport modes, including electric vehicles / cargo bikes; and

b) measurable targets, incentives and penalties, with performance to be reported to the Local Planning Authority at regular intervals.

Development Area 1 and Development Area 2 shall thereafter be occupied only in accordance with the approved Site-Wide Delivery and Servicing Management Plan.

Reason: To ensure a safe and convenient form of development with limited impact on local roads and to safeguard the amenities of nearby occupiers and the area generally.

84) Prior to occupation of each Development Area, a Flood Evacuation Plan for the relevant Development Area shall be submitted to and approved in writing by the Local Planning Authority. The Flood Evacuation Plan shall cover the period when construction and residents are both present within the relevant Development Area as well as the period following completion of construction within the relevant Development Area. No part of the development shall be occupied other than in accordance with the approved Flood Evacuation Plan for the relevant Development Area. The approved Flood Evacuation Plan shall thereafter be reviewed annually and updates following the annual review shall be provided to the Local Planning Authority and circulated to residents within the relevant Development Area.

Reason: To reduce the impact of flooding to the proposed development and future occupants, in accordance with the Framework and policy LP 21 of the Local Plan.

85) Prior to occupation of each Development Area, an Estate Management Strategy for the relevant Development Area shall be submitted to and approved in writing by the Local Planning Authority. An Estate Management Strategy shall include:

a) roles and responsibilities for management;

b) the health and safety management and maintenance of the Public Realm, private areas and Buildings;

c) the review of the operation of mechanical and electrical equipment;

d) composting and reuse of organic debris (where possible);

e) provision of lifestyle information;

f) taxi and private hire vehicle management; and

g) communication of estate management matters with occupiers, businesses and visitors.

Each Development Area shall not be occupied and managed other than in accordance with the approved Estate Management Strategy for the relevant Development Area.

Reason: To ensure that the proposed development is inclusive, does not prejudice the appearance of the locality or the free flow of traffic and highway safety and accords with the terms of the application.

86) Prior to occupation of each Development Area, a Public Access Strategy for the relevant Development Area shall be submitted to and approved in writing by the Local Planning Authority. The Public Access Strategy shall be prepared in accordance with the Mayor of London's Public London Charter (dated September 2021). The development within each Development Area shall thereafter be occupied only in accordance with the approved Public Access Strategy for the relevant Development Area.

Reason: To ensure that the proposed development is inclusive and accords with the terms of the application.

87) Prior to occupation of Development Area 1, a Basement Car Parking Management Plan for the vehicle parking spaces to be located within the basement within Development Area 1 shall be submitted to and approved in writing by the Local Planning Authority. The Basement Car Parking Management Plan shall be prepared in accordance with the TfL 'Guidance on car parking management and car park design' and shall include the following details:

a) confirmation that not more than 190 car parking spaces shall be used before both the Ship Lane and Mortlake High Street entrances to the basement car park are open and operational;

b) arrangements for management and maintenance of the car park;

c) allocation of parking spaces;

d) controls for entering and leaving;

e) enforcement of parking controls;

f) arrangements for monitoring usage for the first ten years of operation of the relevant car park, to include annual reports which shall be made available to the Local Planning Authority on demand;

g) in respect of the non-residential spaces only, details of charging, pre-booking facilities and information on availability of spaces; and

h) methods of communication with both residents and visitors.

Development Area 1 shall thereafter be occupied only in accordance with the approved Basement Car Parking Management Plan for Development Area 1.

Reason: To ensure a safe and convenient form of development and to safeguard the amenities of the area generally.

88) Prior to occupation of each Development Area, a phasing plan for the delivery of the short-stay cycle parking spaces to be located within the relevant

Development Area shall be submitted to and approved in writing by the Local Planning Authority. The total number of short-stay parking spaces across Development Area 1 and Development Area 2 shall be 217 and each phasing plan shall set out how it contributes to this total requirement. Each Development Area shall thereafter be occupied only in accordance with the approved phasing plan for the relevant Development Area.

Reason: To ensure that the proposed development does not prejudice the free flow of traffic, the conditions of general safety along the neighbouring highway or the amenities of the area.

89) Prior to occupation of Development Area 1, details of the ramp and bespoke cycle lift for access for cyclists to the basement within Development Area 1 shall be submitted to and approved in writing by the Local Planning Authority. The details shall include design, siting and timing for delivery. The ramp and bespoke cycle lift within Development Area 1 shall thereafter be installed prior to occupation of Development Area 1 and maintained in accordance with the approved details for the relevant Development Area.

Reason: To ensure safe access to the basement and in the interest of highway safety.

90) Prior to occupation of each Development Area, a signage strategy for the relevant Development Area shall be submitted to and approved in writing by the Local Planning Authority. Each signage strategy shall encourage the use of sustainable modes of travel to nearby towns, centres and landmarks and shall include details of siting and design of the proposed signage.

The signage strategy for Development Area 1 only shall include details of:

a) 'stop idling'/'switch engine off' signs at the Williams Lane and Ship Lane junctions with Lower Richmond Road; and

b) a traffic congestion and air quality information board.

The approved signage strategy for each Development Area shall thereafter be delivered as approved, and the signage thereafter retained in accordance with the approved signage strategy for the relevant Development Area.

Reason: to encourage sustainable modes of travel and minimise the impacts on air quality.

91) Prior to occupation of Development Area 1, a scheme for community toilet provision to the public shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include the hours of access, details of management and maintenance of the community toilet facilities and timing for delivery of the facilities. The community toilet facilities shall thereafter be provided and maintained in accordance with the approved details.

Reason: To ensure suitable toilet provision that is accessible to the public.

92) Prior to occupation of Development Area 1, the air source heat pump on the second floor of Building 5 (as indicated on drawing C645_B05_P_02_001 E) shall be installed and operational. The air source heat pump shall thereafter be retained as approved.

Reason: To meet the energy credentials of the development.

93) Prior to occupation of any non-residential floorspace within Development Area 1, details of the Cycle Hub to be provided within Development Area 1 shall be

submitted to and approved in writing by the Local Planning Authority. The details shall include:

a) the availability of staff, male and female changing, shower and locker facilities;

b) drawings, to an appropriate scale;

c) maintenance and access arrangements; and

d) timings for delivery of the Cycle Hub.

The Cycle Hub shall thereafter be provided in accordance with the approved details and prior to occupation of any non-residential floorspace within Development Area 1. The Cycle Hub shall be made available to staff of the non-residential occupiers of Development Area 1 and shall be maintained as approved.

Reason: To encourage sustainable transportation.

94) Prior to occupation of each Development Plot, the data collected in connection with the approved verification plan (pursuant to condition [18]) shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the development does not contribute to, or is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution in line with paragraph 180 of the NPPF and Policies LP 10 and LP 23 of the Richmond upon Thames Local Plan (2018).

95) No occupation shall take place in any Development Plot until a Landscape and Ecological Management Plan (LEMP) for a period of 30 years, including long-term design objectives, management responsibilities and maintenance schedules for all landscaped areas (except privately owned domestic gardens) for the relevant Development Plot has been submitted to, and approved in writing by, the Local Planning Authority. A LEMP may cover a single or multiple Development Plot(s). A LEMP shall include the following:

a) details of maintenance regimes, to include detailed management and maintenance information for years 1 to 5 following occupation and broader management aims for years 6 to 30;

b) details of new habitat created on-site and methods for habitat creation;

c) proposals for monitoring biodiversity, including methods, frequency, timing, reporting procedures (which shall include the reporting of remedial works, if needed);

d) spatially accurate GIS data for monitoring purposes;

e) details of treatment of buffers around any water bodies;

f) details of the roles, responsibility and competency requirements of those involved in implementing and monitoring the landscape and biodiversity net gain requirements;

g) funding mechanisms for the creation and management of habitats; and

h) how the LEMP co-ordinates with other LEMPs in operation within the Site.

The LEMP shall be implemented as approved and maintained thereafter, and any subsequent variations shall be agreed in writing by the Local Planning Authority.

Reason: To ensure the protection of wildlife and supporting habitat.

96) Prior to occupation of each Development Plot, an ecological enhancement scheme for the relevant Development Plot shall be submitted to and approved in writing by the Local Planning Authority. An ecological enhancement scheme shall be prepared in accordance with the recommendations of the Supplementary Protected Species Report (Waterman, dated September 2022) and the Environmental Statement Chapter 13: Ecology (Waterman) and updates as set out in the Protected Species Letter of Conformity, dated 3 November 2023 ref: WIE18671-118-C-PSR-231103, and shall include the following wildlife enhancements as appropriate:

a) peregrine nesting box;

b) invertebrate habitat throughout the ground and on the roofs;

c) stag beetle loggeries within hedge planting; and

d) mammal holes in fencing to ensure the ability for wildlife to move around.

An ecological enhancement scheme shall include the location, aspect, height (in context), specific product details and dimensions, construction method, timetable for installation, details of maintenance and the responsible body for the enhancements listed in a) – d). above.

The Building(s) within each Development Plot shall not be occupied until the wildlife enhancements within the approved ecological enhancement scheme for the relevant Development Plot have been installed. The enhancements shall thereafter be maintained as approved.

Reason: To preserve and enhance nature conservation interest in the area.

97) Prior to occupation of each Development Plot within Development Area 1, an Operational Waste Management Strategy (OWMS) for the relevant Development Plot shall be submitted to and approved in writing by the Local Planning Authority. An OWMS shall include:

a) confirmation:

(i) of free access by Building occupiers to bins at all times, using either a FB1 or FB2 lock;

(ii) the push route between the bin stores and refuse vehicle, which must be formed of hardstanding, be level and free of steps or steep slopes.

b) detail as to how waste and recycling will be stored and separated;

c) quanta of refuse and recycling storage facilities for commercial waste;

d) details of waste/recycling-related signage;

e) collection arrangements, to ensure accessibility, timing and frequency, compliance with restricted access times;

f) management arrangements; and

g) how the OWMS integrates with other OWMSs across Development Area 1 (and any CWMPs that may be in effect elsewhere in Development Area 1 at the time at the relevant Development Plot is first occupied).

Each Development Plot within Development Area 1 shall thereafter be occupied on in accordance with the approved OWMS for the relevant Development Plot.

Reason: To safeguard the appearance of the property and the amenities of the area.

98) Prior to occupation of each Development Plot, a scheme for the phasing of delivery of vehicle parking provision allocated to that Development Plot shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be occupied only in accordance with the approved scheme.

Reason: To ensure that the proposed development does not prejudice the free flow of traffic, the conditions of general safety along the neighbouring highway or the amenities of the area.

99) Prior to occupation of each Development Plot, certification under the 'Secured by Design' scheme administered by the Design-Out Crime Officer from the Metropolitan Police Service shall be sought in respect of the relevant Development Plot. Evidence of the achievement of the accreditation shall be submitted to and approved in writing by the Local Planning Authority prior to occupation of the relevant Development Plot.

Reason: Pursuant to the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in excising its planning functions; to promote the well-being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000 and to ensure the development provides a safe and secure environment in accordance with the London Plan 2021 in Section B of policy D11.

100) Prior to occupation of each Building, a Building Delivery and Servicing Management Plan for the relevant Development Plot shall be submitted to and approved in writing by the Local Planning Authority. A Building Delivery and Servicing Management Plan may cover a single or multiple Building(s), and shall be prepared in accordance with the approved Site-Wide Delivery and Servicing Management Plan. A Building Delivery and Servicing Management Plan shall demonstrate:

a) how it complies with the relevant approved Site-Wide Delivery and Servicing Management Plan;

b) how users of the Building will reduce deliveries to and collections from Development Area 1 and Development Area 2, to include combined trips;

c) how deliveries and servicing will be undertaken by sustainable transport, such as electric vehicles and / or cargo bikes.

Each Building shall thereafter be occupied only in accordance with the approved Building Delivery and Servicing Management Plan for the relevant Building.

Reason: To ensure a safe and convenient form of development with limited impact on local roads and to safeguard the amenities of nearby occupiers and the area generally.

101) Prior to occupation of each Development Plot, a scheme for cycle parking provision within the relevant Development Plot shall be submitted to and

approved in writing by the Local Planning Authority. A cycle parking provision scheme shall include:

a) confirmation as to how the number of spaces within the relevant Development Plot contributes to the overall number of spaces required as set out in conditions [102 and 103];

b) explanation as to how the scheme complies with the London Cycling Design Standards;

c) confirmation that the cycle parking spaces are sheltered and secure;

d) the location, design, materials and finishes of cycle parking spaces;

e) how the scheme provides for larger cycles and cargo bikes;

f) how the cycle parking spaces will be allocated;

g) availability of showers, lockers and changing facilities for users of the cycle parking spaces.

Each Development Plot shall thereafter be occupied only in accordance with the approved cycle parking provision scheme for the relevant Development Plot.

Reason: To ensure that the proposed development does not prejudice the free flow of traffic, the conditions of general safety along the neighbouring highway or the amenities of the area.

102) The number and type of residential cycle spaces for each Building shall be as provided in the table below. The residential cycle spaces within each Building shall be provided prior to occupation of the relevant Building and shall thereafter be retained.

Building number	**Two-tier cycle spaces**	**Sheffield stands 1m**	**Sheffield stands 1.8m**	**Total**
1	22	7	3	32
2	178	51	11	240
3	69	18	5	92
4	31	9	2	42
6	34	10	2	46
7	126	32	8	166
8	142	38	10	190
9	21	5	2	28
10	62	18	3	83
11	74	21	4	99
12	71	19	5	95
13	70	21	14	105
14	50	11	3	64
15	154	44	9	207
16	86	23	6	115
17	108	28	22	158
18	191	51	12	254
19	72	17	6	95
20		32		32
21		14		14
Total				**2,157**

Reason: To ensure that the proposed development does not prejudice the free flow of traffic, the conditions of general safety along the neighbouring highway or the amenities of the area.

103) Prior to occupation of Development Area 1, a scheme for the provision of commercial cycle storage spaces (including a programme for delivery) shall be submitted to and approved in writing by the Local Planning Authority. The number and type of commercial cycle spaces shall be in accordance with the table below. The commercial cycle spaces shall thereafter be installed in accordance with the approved details.

	Two-tier cycle spaces	**Sheffield stands 1m**	**Sheffield stands 1.8m**	**Total**
Cycle Parking in Block 6	86	12	2	100
Additional parking within commercial units			23	23
Total				**123**

Reason: To ensure that the proposed development does not prejudice the free flow of traffic, the conditions of general safety along the neighbouring highway or the amenities of the area.

104) Prior to occupation of each Development Plot, evidence (including photographs and installation contracts) shall be submitted to the Local Planning Authority to demonstrate that the sustainable drainage scheme approved pursuant to condition [40] has been completed as approved for the relevant Development Plot. The sustainable drainage scheme shall be managed and maintained thereafter in accordance with the approved management and maintenance plan for the relevant Development Plot.

Reason: To comply with the Non-Statutory Technical Standards for Sustainable Drainage Systems, the National Planning Policy Framework, the London Plan (Policies SI 12 and SI 13) along with associated guidance to these policies and Richmond's Local Plan Policy LP21.

105) Prior to occupation of each Building, a post-construction monitoring report related to that Building shall be completed in line with the GLA's Circular Economy Statement Guidance, with evidence to compare predicted and actual performance against numerical targets. The post-construction monitoring report shall be submitted to the GLA, via email at: circulareconomystatements@london.gov.uk, along with supporting evidence. Confirmation of submission to the GLA shall be submitted to, and approved in writing by, the Local Planning Authority prior to occupation of the relevant Building.

Reason: In the interests of sustainable waste management and in order to maximise the re-use of materials.

106) Prior to occupation of each Building, a scheme to detail the following shall be submitted to and approved in writing by the Local Planning Authority:

a) full qualitative design review (with regard to fire safety);

b) fire engineer arrangements, where travel distance within a block is greater than 15m;

c) confirmation that at least one lift per lift core will be a suitably-sized fire evacuation lift suitable for use for the evacuation of people who require level access; and

d) management procedures of the evacuation lift.

Each Building shall thereafter be operated in accordance with the details approved under parts b) and c) of this condition.

Reason: To ensure that there is no unacceptable risk arising from fire.

107) Prior to occupation of the residential floorspace within each Building in Development Area 1, evidence (e.g. water calculator with schedule of water fittings/fixtures installed with associated flow rates) to demonstrate that the use of mains water has been reduced as far as possible and achieves no more than 105 litres/person/day, with information on how this has been achieved, including measures implemented, shall be submitted and approved in writing by the Local Planning Authority. The residential units shall not be occupied other than in accordance with the approved details.

Reason: To ensure a sustainable form of development and in the interests of water efficiency in accordance with Local Plan (2018).

108) Prior to the occupation of any Flexible Floorspace within each Building, a detailed Operational Management Plan for the Flexible Floorspace within the relevant Building shall be submitted to and approved in writing by the Local Planning Authority. An Operational Management Plan shall include the following details:

a) operational hours;

b) number of staff;

c) how the unit will be operated;

d) details of servicing and deliveries;

e) outdoor seating (including location and hours of use);

f) demonstration of how any employment units are flexible and adaptable; and

g) details of built in fibre broadband access (for employment uses only).

The Flexible Floorspace shall thereafter be occupied in accordance with the relevant Operational Management Plan.

Reason: To ensure mixed and balanced communities.

109) Prior to occupation of each Building the PV Panel Scheme (approved pursuant to condition [71]) as it relates to the relevant Building shall be completed in full. The PV Panels shall thereafter be retained as approved.

Reason: To promote sustainable development and ensure that the proposed development is in keeping with the existing building(s) and does not prejudice the appearance of the locality.

110) Prior to occupation of each Building, a commissioning acoustic test and report of a representative number of residential properties within the relevant Building shall be undertaken. The results of the test shall be submitted to and approved in writing by the Local Planning Authority prior to occupation. In the event that further noise mitigation is required, details of the proposed mitigation shall be submitted to and approved in writing by the Local Planning Authority prior to occupation of the Building. The mitigation shall thereafter be provided in full and retained as approved.

Reason: To safeguard the amenities of neighbours and future occupiers of the development.

111) Prior to occupation of each unit of café, restaurant or drinking establishment floorspace, details of the proposed hours of use and management of the relevant unit of floorspace shall be submitted to and approved in writing by the Local Planning Authority. The relevant unit shall thereafter be occupied only in accordance with the approved details.

Reason: To protect the amenities of existing and proposed residents.

112) Prior to occupation of each unit of class E(g) floorspace, the following details for the relevant unit of Class E(g) floorspace shall be submitted to and approved in writing by the Local Planning Authority:

a) detailed floorplans (showing internal partitions);

b) Gross Internal Area (expressed in square metres);

c) staff capacity;

d) operational hours;

e) operational management;

f) changing / shower / locker facilities (where applicable);

g) confirmation that servicing and deliveries shall comply with the relevant approved Building Delivery and Servicing Plan;

h) location of storage for waste and recycling for the relevant unit;

i) outdoor seating (including location and hours of use) as applicable;

j) demonstration as to how the relevant unit is flexible and adaptable; and

k) built in fibre broadband access.

Each unit of class E(g) floorspace shall thereafter be occupied only in accordance with the approved details for the relevant unit of class E(g) floorspace.

Reason: To ensure mixed and balanced communities and to preserve the living conditions of surrounding occupiers.

113) Prior to occupation of the hotel within Building 5, the lift serving the hotel indicated on drawing C645_B05_P_00_001F shall be installed and operational and made available to visitors to the hotel. The lift shall thereafter be retained.

Reason: In the interests of inclusive access.

114) Prior to first occupation of the cinema within Building 1, an operational scheme shall be submitted to and approved in writing by the Local Planning Authority. The operational scheme shall include the following details:

a) operational hours;

b) number of staff;

c) details of servicing and deliveries; and

d) outdoor seating (including location and hours of use).

The cinema shall thereafter be occupied only in accordance with the approved details.

Reason: To accord with the terms of the application and to protect the amenities of nearby residents.

115) Prior to occupation of any residential unit within each of Building 1 and Building 2 and notwithstanding what is shown on the drawings listed at condition [116], a scheme for the obscure glazing of the windows at Building 1 and Building 2 shall be submitted to and approved in writing by the Local Planning Authority. The obscure glazing shall thereafter be installed as approved prior to occupation of the relevant Building and thereafter retained as installed.

Reason: To ensure a satisfactory residential environment.

116) The windows identified in red and with the annotation 'OB' on the following drawings shall not be installed other than with obscure glazing below 1.75m from floor level within the room the window serves:

- Ground floor - 18125_SQP-ZZ-SK-018_B
- 1st floor - 18125_SQP-ZZ-SK-020_B
- 2nd floor - 18125_SQP-ZZ-SK-022_B
- 3rd floor - 18125_SQP-ZZ-SK-024_B
- 4th floor - 18125_SQP-ZZ-SK-026_B
- 5th floor - 18125_SQP-ZZ-SK-028_C
- 6th floor - 18125_SQP-ZZ-SK-030_C
- 7th floor - 18125_SQP-ZZ-SK-032_B

In addition, all windows serving any bathroom, WC or en-suite bathroom shall not be installed other than with obscure glazing below 1.75m from floor level within the room the window serves.

The obscure glazing within a particular unit of occupation shall be installed prior to occupation of the relevant unit and shall thereafter be retained as installed.

Reason: To mitigate the effect of the development on the living conditions of the occupiers of adjoining property.

117) Prior to occupation of each Building, a post-construction monitoring report related to that Building shall be completed in line with the GLA's Whole Life Carbon Assessment Guidance. The post-construction monitoring report shall be submitted to the GLA, via email at: ZeroCarbonPlanning@london.gov.uk, along with supporting evidence. Confirmation of submission to the GLA shall be submitted to, and approved in writing by, the Local Planning Authority prior to occupation of the relevant Building.

Reason: To ensure that the development minimises its effects on climate change as far as possible.

118) There shall be no occupation of Plot 1A until a Heritage Interpretation Strategy has been submitted to and approved in writing by the Local Planning Authority. The Heritage Interpretation Strategy shall comprise:

a) details of a scheme of permanent heritage interpretation;

b) details of how the scheme will integrate with the public realm and landscaping proposals; and

c) details of a management and maintenance plan for the Heritage Interpretation Scheme.

The development shall thereafter be carried out in accordance with the Heritage Interpretation Strategy.

Reason: To illustrate and explain the history of the site and the retained buildings and to provide interpretation of and public engagement with the heritage of the site in accordance with National Planning Policy Framework paragraphs 195 to 214 and London Plan 2021 Policy HC1.

Post-occupation

119) Within six months of practical completion of Building 1 and Building 5 respectively, BREEAM certification demonstrating that a score of Excellent has been achieved for the cinema (Building 1) and class E(g) floorspace (Building 5) shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure a sustainable form of development.

120) Within six months of practical completion of each of Building 4 and Building 5, BREEAM certification demonstrating that:

a) a minimum of 2 credits under the Wat 01 category; and

b) a score of 'Excellent' has been achieved in respect of the domestic refurbishment category

has been achieved within the relevant Building shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure a sustainable form of development.

121) Within six months of practical completion of the Flexible Floorspace in each Building within Development Area 1 which contains Flexible Floorspace, BREEAM certification demonstrating that a score of Excellent has been achieved in respect of the Flexible Floorspace within the relevant Building shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure a sustainable form of development.

122) Within 5 years of the date of completion of EVCP infrastructure within each Development Plot, a review of the EVCP, with the aim of enhancing the active charging provision, shall be submitted to and approved in writing by the Local Planning Authority. Any further installation shall be carried out in accordance with the approved scheme and shall thereafter be retained as approved.

Reason: To mitigate the potential impact of the development on air quality.

Reserved matters / Development Area 2

123) No development (excluding demolition and the Temporary Access Works) within a Development Plot within Development Area 2 shall commence until written approval of the following reserved matters for the relevant Development Plot has been obtained from the Local Planning Authority:

a) the layout of the basement;

b) the layout of buildings below ground level;

c) the layout of Internal Routes and how the Internal Routes within a particular Development Plot link to adjacent Development Plot(s);

d) the scale of Buildings;

e) the appearance of the Buildings; and

f) the layout, appearance and landscaping of the Public Realm and how these details link to adjacent Development Plot(s).

In addition, there shall be no development (excluding demolition and the Temporary Access Works) within Development Plot 2C until written approval of the following additional reserved matters has been obtained from the Local Planning Authority:

g) the layout of entry to and exit from the basement access points; and

h) the appearance of access points to the basement.

Development in a Development Plot within Development Area 2 shall thereafter be carried out in accordance with the details approved for that Development Plot.

Reason: In accordance with Section 92 of the Town and Country Planning Act 1990.

124) Each application for reserved matters submitted in relation to a Development Plot within Development Area 2 shall be accompanied by an explanatory statement detailing how the proposed quantum and scale of development within the relevant Development Plot is consistent with the Parameter Plans, Site Sections, Site Elevations and Design Code and the conditions on this permission which address:

a) the number of residential units permitted [condition 159];

b) Building heights [condition 131];

c) requirements for play space [condition 175];

d) quantum of soft landscaping [condition 146];

e) number of vehicle parking spaces [condition 176]; and

f) number of cycle parking spaces [condition 102].

save that parts a), b), e) and f) shall not apply to applications for reserved matters approval submitted in relation to Development Plot 2E.

Reason: To ensure that the development is carried out in accordance with the Parameter Plans and Design Code and other submitted details and to ensure the development includes the mitigation measures to ensure that environmental considerations material to the development are not adversely affected.

125) Each application seeking approval for the reserved matter of layout shall include:

a) a report and plans detailing the layout of the proposed Building or Buildings and any relevant Internal Routes, parking and servicing areas and the detailed layout of Public Realm within the Development Plot to which the application relates;

b) a reconciliation plan showing how the proposed detailed layout of Internal Routes, parking and servicing areas and the detailed layout of Public Realm within the relevant Development Plot are consistent with the parameters and principles for the layout of the wider development set out in the Parameter Plans, drawing C645_MP_P_00_001 rev K and the Design Code;

c) a plan showing how the proposed detailed layout of the Internal Routes, parking and servicing areas and the detailed layout of Public Realm within the relevant Development Plot integrates with adjacent Development Plots;

d) a programme for delivery of the Internal Routes;

e) a daylight/sunlight report in accordance with the Building Research Establishment methodology assessing the performance of the external spaces and dwellings against the standards set out in Site Layout, Planning for Sunlight and Daylight (BRE: 2022) with respect to sunlight, daylight and shadowing;

f) save in respect of Development Plot 2E, a report and plans demonstrating how each Building and its associated external spaces (public, shared and private) have been designed to accord with the principles of maximum access, including step-free entrances, and inclusive design as set out in the Design Code and Mayors' Accessible London' Supplementary Planning Guidance, dated October 2014;

g) save in respect of Development Plot 2E, an explanatory statement and / or drawings demonstrating:

(i) that the relevant Building and the residential units therein comply with the design and construction standards contained in the DCLG Technical Housing Standards - Nationally Described Space Standard 2015 and the Mayor's Housing Supplementary Planning Guidance 2016; and

(ii) how the units within the relevant Building contribute to the overall requirement for wheelchair accessible units set out in the section 106 agreement;

h) save in respect of Development Plot 2E, a report and plans detailing the internal layout of Building(s) within the relevant Development Plot; and

i) where applicable, a report and plans detailing any layout below ground level;

j) in respect of Development Plot 2A and Development Plot 2B only, evidence that layout of the Buildings has been drawn in consultation with a registered provider of affordable housing.

Reason: To ensure that the development is carried out in accordance with the Parameter Plans and Design Code and other submitted details and to ensure

the development includes the mitigation measures to ensure that environmental considerations material to the proposed development are not adversely affected.

126) Each application seeking approval for the reserved matter of scale shall include a statement and accompanying design material to demonstrate that the scale of development is consistent with the Parameter Plans and the Design Code and the condition on this permission which controls the height of Buildings [condition 131].

Reason: To ensure that the development is carried out in accordance with the Parameter Plans and Design Code and other submitted details and to ensure the development includes the mitigation measures to ensure that environmental considerations material to the proposed development are not adversely affected.

127) Each application seeking approval for the reserved matter of appearance shall include:

a) plans, drawings, sections, elevations, photomontages (as appropriate) to explain in full detail the massing, design and materials to be used on all external surfaces, fenestration (including framing and glazing details and reveals 1 brick deep), balconies, canopies, entrances, porches, cladding systems, renewables technologies, Rooftop Plant, flues, vents and lift overruns;

b) a statement (including accompanying design and materials) to demonstrate that the selection of materials accords with the Design Code;

c) an external illumination or lighting strategy for each Building; and

d) in respect of Development Plot 2A and Development Plot 2B only, a statement to explain how the design of the Buildings is tenure blind in that dwellings of different tenures are indistinguishable when viewed from the Public Realm and private amenity areas.

Reason: To ensure that the development is carried out in accordance with the Parameter Plans and Design Code and other submitted details and to ensure the development includes the mitigation measures to ensure that environmental considerations material to the proposed development are not adversely affected.

128) Each application seeking approval for the reserved matter of landscaping shall include:

a) a landscape plan (including drawings and specification details) to comprise details of planting and hard and soft landscaping works and ecological enhancements measures;

b) demonstration as to how the landscaping and ecological measures contribute to the overall biodiversity net gain for the Site and the urban greening factors set out in WIE18671-114-TN-20-4-1-BNG App A and Landscape Design – Planning Addendum dated July 2022 except where superseded by the Biodiversity letter of conformity dated 3 November 2023 (WIE18671-118-C-BNG-231103) and Stag Brewery Landscape – Fire led addendum Rev: 00 dated 2/11/2023);

c) proposed finished levels or contours; means of enclosure; car parking layouts; Internal Routes and circulation areas; Public Realm; hard

surfacing materials (which should be permeable); and existing utility services above and below ground;

d) specification for anticipated surface changes between Development Plots and the size, type and appearance of paving or other hard surfaces within the relevant Development Plot;

e) explanation as to how the proposed details integrate with adjacent Development Plot(s);

f) soft landscape works including tree planting proposals (including in respect of Development Plot 2C and Development Plot 2E only, details of a green screen along the boundary with Lower Richmond Road); and

g) details of proposed green or brown roofs including specifications and a supporting explanatory statement to demonstrate the anticipated distribution of green or brown roofs within the relevant Development Plot and how 70% coverage within a Development Plot is achieved.

Reason: To ensure that the Development is carried out in accordance with the submitted Parameter Plans, Design Code and other submitted details and to ensure the Development includes the mitigation measures for the development to ensure that environmental considerations material to the proposed development are not adversely affected. To ensure that the proposed development does not prejudice the appearance of the locality and to preserve and enhance nature conservation interests and to minimise the risk of air pollution.

129) Development (other than the Temporary Access Works) in a Development Plot within Development Area 2 shall not be constructed other than accordance with the reserved matters approved pursuant to condition [123] for that Development Plot.

Reason: To ensure an acceptable form of development.

130) Notwithstanding what is shown on the drawings hereby approved, there shall be no footprint lines of deviation or horizontal lines of deviation in respect of the following:

a) Building 20 and Building 21;

b) Building 19 – most north, west and south elevations;

c) Building 18 – most northeast, northwest and most southern elevation;

d) Building 16 and Building 18 – northeast and south elevations;

e) Building 13 and Building 15 – north and south elevations.

Reason: To protect the amenities of nearby occupants.

131) No Building or part of a Building within Development Area 2 shall exceed the maximum storey and building heights indicated on drawing C645_Z2_P_PR_006 rev F, when measured against the Block Datum level indicated on drawing C645_Z2_P_PR_007 rev E.

Notwithstanding the building heights set out in the Design Code, the following elevations (including parapet) shall not exceed the height (as measured against the Block Datum level indicated on drawing C645_Z2_P_PR_007 rev E) set out below:

a) northwest elevation of Building 18 – 14.7m for the four-storey element; and

b) north elevation of Building 20 and Building 21 – 10.5m, extending upwards to the maximum height in a manner that splays away from the northern boundary of the Site.

There shall be no occupation of any Building within Development Area 2 at a height beyond the height specified in the Design Code.

Reason: To ensure that the development is carried in accordance with the submitted Parameter Plans and other submitted details and to ensure the development keeps within the parameters assessed.

132) Prior to commencement of development (excluding demolition and the Temporary Access Works) in a Development Plot within Development Area 2, a Fire Statement to satisfy Gateway One and London Plan for that Development Plot shall be submitted to and approved in writing by the Council (who shall consult with the Health and Safety Executive). The Fire Statement shall, where applicable, set out how it links with the Fire Statements approved for other Development Plots within Development Area 2.

Development within a Development Plot shall not be constructed other than in accordance with the approved Fire Statement for that Development Plot. The measures set out in the approved Fire Statement shall be implemented as approved and thereafter retained.

Reason: To ensure that the development does not present any unacceptable risk arising from fire.

133) Prior to the commencement of construction of the basement within Development Plot 2C an Operational Waste Management Strategy (OWMS) for Development Plot 2C shall be submitted to and approved in writing by the Local Planning Authority. The OWMS shall detail:

a) how the waste and recycling storage capacity complies with the 'Refuse and Recycling Requirements" SPD 2022 and provides for a weekly collection;

b) how waste and recycling will be stored and separated on site;

c) confirmation:

(i) that all storage areas will have free access to bins at all times using either a FB1 or FB2 lock; and

(ii) that the push route between the bin stores and refuse vehicle is hard standing, level and free of any steps or steep slopes;

(iii) that all refuse and recycling storage will be at ground floor level;

d) siting, design materials, access, and where appropriate signage thereof;

e) collection arrangements – to ensure accessibility and details of times and frequency; and

f) site management arrangements.

Development within Development Plot 2C shall be carried out in accordance with the approved OWMS, and there shall be no occupation of Development Plot 2C until the OWMS is fully operational unless agreed otherwise in writing by the Local Planning Authority.

Reason: To ensure the proper storage and collection of waste.

134) Prior to the commencement of Above Ground Works in a Development Plot within Development Area 2, a Detailed Energy Strategy (DES) for that Development Plot shall be submitted to and approved in writing by the Local Planning Authority. A DES shall detail:

a) phasing plan for the delivery of the air source heat pumps to serve Development Area 2;

b) the % of carbon dioxide emission reductions achieved through 'Lean' measures, (against Part L 2013 baseline with SAP10 carbon factors applied);

c) confirmation the development as a whole is still on target to meet at least 73.9% reduction in carbon dioxide emissions (against Part L 2013 baseline with SAP10 carbon factors applied);

d) an Overheating Risk Assessment; and

e) if appropriate, a higher energy strategy target than that set out in paragraph c) above.

Development within a Development Plot within Development Area 2 shall thereafter be carried out in accordance with the approved DES for that Development Plot and the measures set out therein shall be maintained as approved.

Reason: In the interests of promoting a sustainable form of development and to accord with the terms of the application.

135) Prior to the commencement of Above Ground Works in relation to each of the Buildings listed below, wind mitigation schemes for the following locations shall be submitted to and approved in writing by the Local Planning Authority:

a) on the north-eastern corner of Building 19;

b) western and south-eastern corners of Building 18;

c) north-western corner of Building 15;

d) on the west façade at Building 16; and

e) seating west of Building 7.

Each wind mitigation scheme shall demonstrate that the relevant location is suitable for the intended use, in line with the Lawson Criteria. Each relevant Building shall be constructed only in accordance with the approved wind mitigation scheme for the Building. The approved wind mitigation shall be completed prior to occupation of the relevant Building and thereafter retained in situ.

Reason: To ensure an acceptable form of development.

136) Prior to the commencement of Above Ground Works within Development Plot 2A, Development Plot 2B or Development Plot 2D, detailed drawings at a scale no greater than 1:20 showing the works to the listed boundary wall to Reid Court shall be submitted to and approved in writing by the Local Planning Authority. The works to the listed boundary wall shall thereafter be carried out as approved.

Reason: to ensure that the proposed development is in keeping with off-site heritage assets and does not prejudice the appearance of the locality.

137) Prior to the commencement of Above Ground Works within Development Plot 2D, detailed drawings at a scale no greater than 1:20 showing the works to the boundary wall to the alley at the rear of The Ship Public House shall be submitted to and approved in writing by the Local Planning Authority. The works to the boundary wall shall thereafter be carried out as approved.

Reason: to ensure that the proposed development is in keeping with off-site heritage assets and does not prejudice the appearance of the locality.

138) Prior to the commencement of Above Ground Works on each Building within Development Area 2, an acoustic report for the outside balconies on the relevant Building shall be submitted to and approved in writing by the Local Planning Authority. An acoustic report shall demonstrate compliance with World Health Organization and British Standard recommendations for external amenity areas (taking into account adjoining / adjacent facilities and land uses).

Reason: To protect future occupants from undue noise.

139) Prior to the commencement of Above Ground Works within Development Area 2, an updated Urban Greening Factor document shall be submitted to and approved in writing by the Local Planning Authority. Development shall not be carried out other than in accordance with the approved Urban Greening Factor scheme. The measures set out in the updated Urban Greening Factor document shall thereafter be maintained as approved.

Reason: To achieve the appropriate greening of the site.

140) Prior to the commencement of Above Ground Works within Development Area 2, a Public Realm Strategy for Development Area 2 shall be submitted to and approved in writing the Local Planning Authority. The Public Realm Strategy shall demonstrate compliance with the Mayor of London's Public London Charter (dated September 2021) and GLA guidance 'Accessible Landscape – Achieving an inclusive environment' and 'Inclusive Urban Design – Creating Inclusive public spaces'. The public realm shall be delivered and thereafter maintained in accordance with the approved Public Real Strategy for Development Area 2.

Reason: To ensure an acceptable form of development.

141) Prior to commencement of Above Ground Works within Development Plot 2D, details of the means of enclosure, which shall include gaps or gates to allow passage of hedgehog and other small mammals to travel through, shall be submitted to and agreed in writing by the Local Planning Authority. The means of enclosure shall be provided in accordance with the approved details and thereafter maintained.

Reason: To safeguard the ecology of the site, to provide appropriate security and ensure neighbouring amenity is adequately safeguarded.

142) Prior to the commencement of Above Ground Works on each Building within Development Area 2, evidence as to how the limit of 105 litres of water / person / day and 5 litres or less per head per day for external use for the residential units within the relevant Building will be achieved shall be submitted to and approved in writing by the Local Planning Authority. Development shall thereafter be carried out in accordance with the details approved for the relevant Building.

Reason: To ensure a sustainable form of development.

143) Prior to the commencement of Above Ground Works within Development Plot 2A, 2B and 2D, an Operational Waste Management Strategy (OWMS) for the relevant Development Plot shall be submitted to and approved in writing by the Local Planning Authority. An OWMS shall detail:

a) how the waste and recycling storage capacity complies with the 'Refuse and Recycling Requirements" SPD 2022 and provides for a weekly collection;

b) how waste and recycling will be stored and separated on site;

c) confirmation:

(i) that all storage areas will have free access to bins at all times using either a FB1 or FB2 lock;

(ii) that the push route between the bin stores and refuse vehicle is hard standing, level and free of any steps or steep slopes; and

(iii) that all refuse and recycling storage will be at ground floor level;

d) siting, design materials, access, and where appropriate signage thereof;

e) collection arrangements – to ensure accessibility and details of times and frequency;

f) site management arrangements; and

g) how the OWMS integrates with other OWMSs across Development Area 2;

The development shall be carried out in accordance with the approved OWMS, and there shall be no occupation of the relevant Development Plot until the OWMS is fully operational unless agreed otherwise in writing by the Local Planning Authority.

Reason: To safeguard the appearance of the property and the amenities of the area.

144) With the exceptions of the affordable housing units within Building 18 and Building 19, which may be occupied prior to the discharge of this condition, prior to occupation of Development Area 2 a Basement Car Parking Management Plan for the vehicle parking spaces to be located within the basement within Development Area 2 shall be submitted to and approved in writing by the Local Planning Authority. The Basement Car Parking Management Plan shall be prepared in accordance with the TfL 'Guidance on car parking management and car park design' and shall include the following details:

a) arrangements for management and maintenance of the car park;

b) allocation of parking spaces;

c) controls for entering and leaving;

d) enforcement of parking controls;

e) arrangements for monitoring usage for the first ten years of operation of the relevant car park, to include annual reports which shall be made available to the Local Planning Authority on demand;

f) methods of communication with both residents and visitors.

Development Area 2 shall thereafter be occupied only in accordance with the approved Basement Car Parking Management Plan for Development Area 2.

Reason: To ensure a safe and convenient form of development and to safeguard the amenities of the area generally.

145) With the exception of Building 18 and Building 19, which may be occupied prior to the discharge of this condition, prior to occupation of Development Area 2 details of the ramp and bespoke cycle lift for access for cyclists to the basement within Development Area 2 shall be submitted to and approved in writing by the Local Planning Authority. The details shall include design, siting and timing for delivery. The ramp and bespoke cycle lift within Development Area 2 shall thereafter be installed and maintained in accordance with the approved details for Development Area 2.

Reason: To ensure safe access to the basement and in the interest of highway safety.

146) Prior to occupation of each Development Plot within Development Area 2, the quantum of soft landscaping for the relevant Development Plot as set out below shall be laid out in full as shown on drawing C645_MP_P_00_005 A:

a) Development Plot 2A: not less than 2,507 square metres of soft landscaping;

b) Development Plot 2B: not less than 178 square metres of soft landscaping;

c) Development Plot 2C: not less than 2,122 square metres of soft landscaping;

d) Development Plot 2D: not less than 3,153 square metres of soft landscaping;

e) Development Plot 2E: not less than 4,015 square metres of soft landscaping.

Reason: To accord with the terms of the application.

147) Prior to occupation of the residential floorspace within each Building in Development Area 2, evidence (e.g. water calculator with schedule of water fittings/fixtures installed with associated flow rates) to demonstrate that the use of mains water has been reduced as far as possible and achieves no more than 105 litres/person/day, with information on how this has been achieved, including measures implemented, shall be submitted and approved in writing by the Local Planning Authority. The residential units shall not be occupied other than in accordance with the approved details.

Reason: To ensure a sustainable form of development and in the interests of water efficiency in accordance with Local Plan (2018).

148) Prior to occupation of each of Building 18 and Building 20, the windows on the north-western elevation of each of Building 18 and Building 20 serving non-habitable rooms shall be obscure glazed below 1.75m from floor level within the relevant rooms and shall be fixed shut. The windows shall thereafter be retained as such.

Reason: To protect the amenities of neighbouring occupants.

149) Prior to occupation of Building 13, the windows on the southern elevation serving non-habitable rooms shall be obscure glazed below 1.75m from floor level within the relevant rooms and shall be fixed shut. The windows shall thereafter be retained as such.

Reason: To protect the amenities of neighbouring occupants.

Compliance

150) All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during demolition, site preparation and construction shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" dated July 2014 (SPG). Unless it complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the Local Planning Authority. The developer shall keep an up-to-date list of all NRMM used during demolition and construction on the online register at https://nrmm.london/

Reason: In the interests of highway and pedestrian safety, to reduce the impact of congested traffic/HGV's, to protect the health and safety of the existing residents and local people.

151) Development shall be carried out in accordance with the Flood Risk Assessment (version 5, March 2022 prepared by Hydro-Logic Services) and Flood Risk Assessment Addendum (512/SP02/ADDENDUM, dated April 2023, prepared by Corylus Planning and Environmental Ltd) and in particular the following mitigation measures:

a) finished floor levels for residential accommodation shall be set no lower than 7.03 metres Above Ordnance Datum;

b) no sleeping accommodation shall be located at basement level;

c) the crest level of the proposed new flood defence line shall be set at a minimum of 6.7 metres Above Ordnance Datum; and

d) the alignment of the proposed new defence line shall be as set out in drawing ref: P10736-00-004-GIL-106, Rev P02 (Gillespies, January 2022).

The above mitigation measures shall be fully implemented in accordance with a timing / phasing arrangement scheme that shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the development. The mitigation measures shall thereafter be maintained as approved.

Reason: To reduce the risk of flooding to the development and occupants. To comply with paragraph 165 of the NPPF, Policy LP 21- Flood Risk and Sustainable Drainage of the Richmond Local Plan (2018) and the requirements of the Thames Estuary 2100 plan.

152) Prior to the first use of any mechanical services plant including heating, ventilation and air conditioning (HVAC) and kitchen extraction plant, a Mechanical Services Noise Control scheme for the relevant plant shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall demonstrate that the noise design requirements set out below will be met:

a) the cumulative measured or calculated rating level of noise emitted from the plant shall be 10dB(A) below the existing background noise level at all times that the plant operates. The measured or calculated noise levels shall be determined at the boundary of the nearest ground floor noise sensitive premises or 1 metre from the facade of the nearest first floor (or

higher) noise sensitive premises (as applicable) and shall be measured or calculated in accordance with British Standard 4142. If an alternative position is used for ease of access, this must be shown on a map and noise propagation calculations detailed to show how the design criteria is achieved; and

b) plant shall be isolated on adequate proprietary anti-vibration mounts so as to ensure that vibration amplitudes which cause re-radiated noise do not exceed the limits detailed in table 4 detailed in section 7.7.2 of BS8233:2014 Guidance on sound insulation and noise reduction for buildings and to prevent the structural transmission of vibration and regenerated noise within adjacent or adjoining premises.

The plant shall thereafter be operated only in accordance with the approved Mechanical Services Noise Control scheme for the relevant plant and the anti-vibration mounts shall be maintained as approved.

Within the first two weeks of operation of the relevant plant, a commissioning acoustic test and report shall be undertaken to demonstrate that the noise design requirements have been achieved. The results of the test shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To safeguard the amenities of neighbours and future occupiers of the development.

153) No commercial kitchen shall be occupied until a scheme showing the siting, design, technical details and maintenance programme for the extraction system for the relevant commercial kitchen has been submitted to and approved in writing by the Local Planning Authority. The scheme shall apply the risk assessment approach outlined within the Local Planning Authority's Planning Guidance for Food and Drink Establishments and the odour abatement measures corresponding to the outcome of the risk assessment shall be installed.

The commercial extraction system shall thereafter be installed in accordance with the approved details prior to first use of a commercial kitchen, be maintained as such thereafter, and shall be operated in accordance with manufacturer's instructions.

Reason: To safeguard the amenities of neighbours and future occupiers of the development.

154) The recommendations within the Supplementary Protected Species Report (Waterman, dated September 2022) and the Environmental Statement Chapter 13: Ecology shall be implemented in full and in accordance with the timings set out therein. Should peregrine falcon be observed at any stage in the period that Development Area 1 or Development Area 2 is under construction, the advice of a qualified ecologist shall be sought immediately, and the advice implemented in full and in accordance with any recommended timetable.

Reason: To ensure species data is current and that good practice is implemented.

155) Vegetation clearance shall not be carried out other than outside of the bird nesting season (March to September inclusive), unless this is not feasible, in which case any vegetation to be removed or disturbed shall be checked by an experienced ecologist no more than 5 days prior to the works and an

exclusive zone set up or works delayed as necessary in accordance with the ecologist's recommendations.

Reason: In the interests of ecology and biodiversity together with the amenity of the area.

156) The development within Development Area 1 shall not be carried out or occupied other than in accordance with the recommendations contained within the Fire Statement dated 3 November 2023, Fire Strategy Planning Statement, and the Fire Strategy Gateway 1 Statement. Fire service appliance routes and parking areas shall permanently remain clear.

Reason: To ensure that there is no unacceptable risk from fire.

157) If, during development, contamination not previously identified is found to be present at the Site then no further development shall be carried out in the Development Area in which the contamination is identified until a remediation strategy detailing how this contamination will be dealt with, including the timetable for remediation, has been submitted to and approved in writing by the Local Planning Authority. Development shall thereafter be carried out only in accordance with the approved remediation strategy.

Reason: To ensure that the development does not contribute to, or is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution from previously unidentified contamination sources at the development site in line with paragraph 180 of the NPPF and Policies LP 10 and LP 23 of the Richmond upon Thames Local Plan (2018).

158) Up to 566 residential units within use class C3 shall be delivered within Development Area 1. The unit mix within Development Area 1 shall be as set out in the table below.

Unit Size	Unit Numbers
1bed	126
2bed	289
3bed	144
4bed	7

The unit mix shall be retained as approved thereafter.

Reason: To ensure an appropriate mix of housing types dependent upon site context and to accord with the terms of the application.

159) Up to 509 residential units within use class C3 shall be delivered within Development Area 2. The unit mix within Development Area 2 shall be as set out in the table below.

Studio	1bed	2bed	3bed	4bed	Total
27	153	191	117	21	509

The unit mix shall be retained as approved thereafter.

Reason: To ensure an appropriate mix of housing types dependent upon site context and to accord with the terms of the application.

160) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking or re-

enacting that Order), the development shall not be occupied other than in accordance with the approved uses within each Building (as identified in drawings C645_MP_P_00_001 K and C645_MP_P_TY_001 J) and as set out in the table below:

Building	**Approved uses**	
	Floors	**Uses (by use class)**
Building 1	Basement and part of ground	Cinema – Sui generis
	Upper	Residential – C3
Building 2	Ground	Part Flexible Floorspace – Class E / Sui generis – minimum of 2 flexible use units Part Residential - C3
	Upper	Residential C3
Building 3	Ground	Residential C3
	Upper	Residential C3
Building 4	Ground and part of 1st floor	Part Flexible Floorspace – Class E / Sui generis – minimum of 3 flexible use units Part Residential C3
	Upper	Residential C3
Building 5	Ground	Flexible Use - Class E / Sui generis drinking establishment / F1 - minimum of 2 flexible use units Hotel – C1 Class E(g)
	Upper	Class E(g) Hotel – C1
Building 6	Ground	Flexible Floorspace – Class E / Sui generis drinking establishment
	Upper	Residential C3
Building 7	Ground	Part Flexible Floorspace – Class E / Sui generis drinking establishment - minimum of 3 flexible use units Part Residential C3
	Upper	Residential C3
Building 8	Ground	Part Flexible Floorspace – Class E / Sui generis drinking establishment - minimum of 3 flexible use units Part Residential C3
	Upper	Residential C3
Building 9	Ground	Boathouse - sui generis
	Upper	Residential C3
Building 10	Ground	Flexible Floorspace - Class E / Sui generis drinking establishment / F1 - minimum of 1 flexible use units
	Upper	Residential C3

Building 11	Ground	Part Flexible Floorspace - Class E / Sui generis drinking establishment - minimum of 2 flexible use units Part Residential C3
	Upper	Residential C3
Building 12	Ground	Part Flexible Use – Class E / Sui generis drinking establishment - minimum of 2 flexible use units Part Residential C3
	Upper	Residential C3
Building 13	All	Residential C3
Building 14	All	Residential C3
Building 15	All	Residential C3
Building 16	All	Residential C3
Building 17	All	Residential C3
Building 18	All	Residential C3
Building 19	All	Residential C3
Building 20	All	Residential C3
Building 21	All	Residential C3

Reason: To accord with the terms of the application, ensure an appropriate mix of uses is delivered and to ensure the development does not prejudice the free flow of traffic and highway safety and to protect existing residential amenities.

161) No individual class E retail unit shall exceed 568 square metres measured internally, and no individual class E retail unit may be amalgamated with another class E retail unit if it would, as combined, exceed 568 square metres internally without the prior written consent of the Local Planning Authority.

Reason: To accord with the terms of the application, to ensure the development does not prejudice the free flow of traffic and highway safety and to protect the vitality and viability of nearby centres.

162) The total quantum of units or maximum built floorspace (as applicable) in respect of each of the following uses shall be as set out in the table below.

Part of Site	**Use**	**Unit numbers**	**Maximum Floor Space (GEA Sqm)**
Development Area 1	Residential (C3)	566	69,799m2
	Flexible Floorspace	-	5,621m2
	Cinema (sui generis)	-	2,121m2
	Hotel (C1)	-	1,937m2
	Office	-	2,099m2

	Basement Parking		20,176m2
Plot 2A (Outline)	Residential (C3)	124	-
Plot 2B (Outline)	Residential (C3)	38	-
Plot 2C (Outline)	Residential (C3)	324	-
Plot 2D (Outline)	Residential (C3)	23	-
Plot 2E (Outline)	No built development		

Reason: To ensure that the Development is carried out in accordance with the submitted Parameter Plans and terms of the application.

163) Not less than 4,909 square metres (measured internally) of Flexible Floorspace shall be provided within Development Area 1. The Flexible Floorspace shall be provided in accordance with drawing C645_MP_P_00_001 Rev K. The Flexible Floorspace shall not be occupied other than in accordance with the minima and maxima floorspace set out in the table below. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or re-enacting that Order), there shall be no change of use of the Flexible Floorspace which would result in the minima or maxima floorspace for the uses set out below being breached.

Use Class	**Minimum Floor Space (GIA Sqm)**	**Maximum Floor Space (GIA Sqm)**
Retail (Class E)	983m2	2,200m2
Financial and Professional services (Class E)	-	220m2
Cafes/restaurants (Class E)	-	2,400m2
Drinking establishments (sui generis)	-	1,800m2
Offices (Class E)	2,000m2	2,200m2
Community (Class F1)	347m2	1,300m2
Boathouse (sui generis)	342m2	342m2

Reason: To ensure that the Development is carried out in accordance with the terms of the application, delivers an appropriate mix of uses and does not harm the vitality and viability of nearby centres.

164) Not less than 1,965 square metres (measured internally) of Flexible Floorspace shall be provided in the High Street Zone indicated on drawing

C645_Z1_P_00_001F, and within the High Street Zone not less than 983 square metres of Flexible Floorspace shall be used as class E retail floorspace.

Reason: To ensure that the development is carried out in accordance with the terms of the application and delivers an appropriate mix of uses.

165) The cinema facility located within Building 1 shall be used solely for the use for which it is approved. The cinema shall be accessible to members of the general public. The doors on the north elevation of the cinema shall be kept closed and shall be used solely for emergency access and egress.

Reason: To accord with the terms of the application and to protect the amenities of nearby residents.

166) The hotel within Building 5 shall be used solely as a hotel falling within use class C1. The hotel floorspace shall not be used for any other uses falling within class C1 of the Town and Country Planning (Use Classes) Order 1987 (as amended, or any order revoking and re-enacting that Order with or without modification).

Reason: To accord with the terms of the planning application and to ensure that there is appropriate visitor economy provision in accordance with LP 43 of the Local Plan.

167) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or re-enacting that Order) no external alterations or extensions shall be carried out to the Buildings without the express grant of planning permission from the Local Planning Authority.

Reason: To safeguard the amenities of the occupiers of adjoining property and the area generally.

168) Notwithstanding the provisions of The Town and Country Planning (Control of Advertisements) (England) Regulations 1992 (or any amending regulations) no advertisements shall be displayed without the prior written consent from the Local Planning Authority.

Reason: To safeguard the visual amenities and public safety the site and area in general.

169) Other than approved pursuant to a condition on this permission or a subsequent reserved matters approval, there shall be no seating, tables or chairs set out within the Public Realm unless a scheme for the seating, tables or chairs has been submitted to and approved in writing by the Local Planning Authority prior to the laying out of the seating, tables or chairs. A scheme shall include the location, design, hours of use, purpose and management of the relevant seating, tables or chairs.

Reason: To protect the amenities of nearby residents and for highway and pedestrian safety.

170) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or re-enacting that Order) no part(s) of the roof of each Building shall be used as a balcony or terrace nor shall any access be formed thereto, unless otherwise as indicated on the approved drawings.

Reason: To safeguard the amenities of the occupiers of adjoining property.

171) No refuse or waste material of any description shall be left or stored anywhere other than within a building or refuse enclosure, except on waste collection days.

Reason: To safeguard the appearance of the property and the amenities of the area.

172) No alteration to the structure, roof, doors, windows or external facades of each Building shall be undertaken without the grant of further specific consent of the Local Planning Authority.

Reason: To protect future and existing occupants from undue noise.

173) No surface level access road within Development Area 1 (with the exception of the existing public highway) shall be used other than by servicing or delivery or maintenance vehicles, or in case of emergency. The access road to the south of Building 18 and Building 19 as indicated on drawing P10736-00-004-GIL-0100 P04 shall not be used by motorised vehicles other than maintenance vehicles and school buses, or in case of emergency.

Reason: To accord with the terms of the application, in the interests of highway safety and to ensure safe pedestrian access around the site and to ensure safety and high standard of public realm.

174) Save as is necessary for safety reasons during the construction of the development or as provided within a document approved pursuant to a condition, no pedestrian or vehicular access gates at the boundaries of, or within, Development Area 1 or Development Area 2 shall be closed at any time, unless agreed otherwise in writing by the Local Planning Authority.

Reason: To encourage the integration within the existing neighbourhood and permeability.

175) The total quantum of playspace provided across Development Area 1 and Development Area 2 shall be as follows at minimum:

	Development Area 1	**Development Area 2**
Ages 0, 1, 2, 3 & 4	1306m2	1850m2
Ages 5, 6, 7, 8, 9, 10 & 11	1996m2	1445m2
Ages 12 - 17	680m2	193m2
Total play area required (m2)	3982m2	3488m2

Reason: To ensure that suitable provision of play space and incidental play opportunities for children throughout the development.

176) Vehicular parking spaces shall be provided in accordance with drawings 38262/5520/15 Rev: D and 38262/5520/16 Rev: D. The total quantum of parking spaces provided in the following parts of the Site shall be in accordance with the table below (and for the avoidance of doubt the number of disabled space specified in brackets is included within, rather than additional to, the total number of spaces):

Part of Site	Number of residential spaces (disabled spaces)	Number of non-residential spaces (disabled spaces)	Number of Car Club spaces
Development Area 1 – Eastern Basement	313 (17)	71 (7)	12
Development Area 2 – Western Basement	67 (21)	-	-
Development Area 2 – Townhouse surface parking	23	-	-

Vehicular parking spaces shall be clearly marked out at all times and shall not be used for any purposes other than for the parking of motor vehicles used by occupiers, staff and visitors to Development Area 1 and Development Area 2 and users of the Car Club.

Reason: To ensure that the proposed development does not prejudice the free flow of traffic, the conditions of general safety along the neighbouring highway or the amenities of the area.

177) The hotel within Building 5 shall have 10% of the bedrooms constructed in accordance with The Building Regulations 'Access to and use of Buildings M1: Access and use of buildings other than dwellings' (2015) and those bedrooms shall thereafter be retained as such.

Reason: In the interest of inclusive access.

ANNEX B: LIST OF PLANS FOR APPEAL A (APP/L5810/W/24/3339060)

As set out in condition 5 of Annex A

Schedule of drawings:

Existing Site	**Drawing Number**	**Revisions**
Former Maltings Building - Existing East Elevation	16019_JA12_B4_E_E_001	-
Former Maltings Building - Existing East Elevation Demolition	16019_JA12_B4_E_E_002_A	A
Former Maltings Building - Existing North Elevation	16019_JA12_B4_E_N_001	-
Former Maltings Building - Existing North Elevation Demolition	16019_JA12_B4_E_N_002_A	A
Former Maltings Building - Existing South Elevation	16019_JA12_B4_E_S_001	-
Former Maltings Building - Existing South Elevation Demolition	16019_JA12_B4_E_S_002_B	B
Former Maltings Building - Existing West Elevation	16019_JA12_B4_E_W_001	-
Former Maltings Building - Existing West Elevation Demolition	16019_JA12_B4_E_W_002_A	A
Former Bottling and Hotel Buildings - Existing South Elevation	16019_JA12_B5_E_S_001_A	A
Former Bottling and Hotel Buildings Existing South Elevation Demolition	16019_JA12_B5_E_S_002_A	A
Former Bottling and Hotel Building - Existing West Elevation	16019_JA12_B5_E_W_001_A	A
Former Bottling and Hotel Buildings - Existing West Elevation Demolition	16019_JA12_B5_E_W_002	-
Former Bottling and Hotel Buildings - Existing North & East Elevation 1	16019_JA12_B5_E_ZZ_001	-
Former Bottling and Hotel Buildings - Existing North & East Elevation 2	16019_JA12_B5_E_ZZ_002	-
Former Bottling and Hotel Buildings - Existing North & East Elevation Demolition 1	16019_JA12_B5_E_ZZ_003	-
Former Bottling and Hotel Buildings - Existing North & East Elevation (2) Demolition	16019_JA12_B5_E_ZZ_004_A	A
Existing Site Plan	16019_JA12_Z0_P_00_001	-
Demolition Plan - Entire Site	16019_JA12_Z0_P_00_002	-
Existing Site Elevation AA	16019_JA12_Z1_E_AA_001	-
Existing Site Elevation FF	16019_JA12_Z1_E_FF_001	-
Demolition Plan - Development Area 1	16019_JA12_Z1_P_00_001_B	B
Existing Site Elevation NN	16019_JA12_Z2_E_NN_001	-
Demolition Plan - Development Area 2	16019_JA12_Z2_P_00_001	-
Existing Site Survey	18125_JA12_Z0_P_00_009	-
Application and Ownership Boundaries	**Drawing Number**	**Revisions**
Application A Red Line Site Location Plan	16019_JA12_Z0_P_00_005	-
Development Area 1 And Development Area 2 Boundaries	JA12_Z0_P_00_008	A
Site Application Boundaries Application A & B	18125_C645_Z0_P_00_001_B	B
Application A Block Plan	18125_C645_Z0_P_00_002_A	A
Red Line Site Location Plan	18125_JA12_Z0_P_00_003_	-
Red Line Site Location and Ownership Plan	18125_JA12_Z0_P_00_004_	-
Masterplan	**Drawing Number**	**Revisions**
Proposed Masterplan Ground Floor Level	C645_MP_P_00_001	L

Proposed Masterplan Typical Floor Level	C645_MP_P_TY_001	J
Proposed Development Area 01 Ground Level Plan	C645_Z1_P_00_001	F
Proposed Development Area 01 Typical Level Plan	C645_Z1_P_TY_001	G
Proposed Development Area 02 Ground Level Plan	C645_Z2_P_00_001	H
Proposed Development Area 02 Ground Level Plan	C645_Z2_P_00_002	H
Proposed Development Area 02 Typical Level Plan	C645_Z2_P_TY_001	H
Proposed Development Area 02 Typical Level Plan	C645_Z2_P_TY_002	H
Basement Plans And Sections	**Drawing Number**	**Revisions**
Proposed Development Area 01 Basement Plan	C645_Z1_P_B1_001	G
Proposed Development Area 01 Basement Section AA	C645_Z1_S_B1_001_C	C
Proposed Development Area 01 Basement Section BB	C645_Z1_S_B1_002_C	C
Proposed Development Area 02 Basement Plan	C645_Z2_P_B1_001	G
Proposed Development Area 02 Basement Section CC	C645_Z2_S_B1_001_C	C
Building Plans (GA Plans)	**Drawing Number**	**Revisions**
Building 01 - Proposed Ground Floor Plan	C645_B01_P_00_001	G
Building 01 - Proposed First Floor Plan	C645_B01_P_01_001	G
Building 01 - Proposed Second Floor Plan	C645_B01_P_02_001	G
Building 01 - Proposed Third Floor Plan	C645_B01_P_03_001	H
Building 01 - Proposed Level Basement 1 Plan	C645_B01_P_B1_001	G
Building 01 - Proposed Level Basement 2 Plan	C645_B01_P_B2_001	G
Building 01 - Proposed Roof Plan	C645_B01_P_RF_001	H
Building 02 - Proposed Ground Floor Plan	C645_B02_P_00_001	G
Building 02 - Proposed Seventh Floor Plan	C645_B02_P_07_001	G
Building 02 - Proposed Eighth Floor Plan	C645_B02_P_08_001	G
Building 02 - Proposed Roof Plan	C645_B02_P_RF_001	G
Building 02 - Proposed Typical Floor 1 (Second to Fifth Levels)	C645_B02_P_TY1_001	G
Building 02 - Proposed Typical Floor 2 (First and Sixth Levels)	C645_B02_P_TY2_001	G
Building 03 - Proposed Ground Floor Plan	C645_B03_P_00_001	G
Building 03 - Proposed Fourth Floor Plan	C645_B03_P_04_001	B
Building 03 - Proposed Fifth Floor Plan	C645_B03_P_05_001	F
Building 03 - Proposed Roof Plan	C645_B03_P_RF_001	E
Building 03 - Proposed Typical Floor (First to Third Levels)	C645_B03_P_TY_001	F
Building 04 - Proposed Ground Floor Plan	C645_B04_P_00_001	G
Building 04 - Proposed First Floor Plan	C645_B04_P_01_001	G
Building 04 - Proposed Second Floor Plan	C645_B04_P_02_001	G
Building 04 - Proposed Third Floor Plan	C645_B04_P_03_001	G
Building 04 - Proposed Fourth Floor Plan	C645_B04_P_04_001	G
Building 04 - Proposed Fifth Floor Plan	C645_B04_P_05_001	G
Building 04 - Proposed Roof Level	C645_B04_P_RF_001	F
Building 05 - Proposed Ground Floor Plan	C645_B05_P_00_001	F

Building 05 - Proposed First Floor Plan	C645_B05_P_01_001	E
Building 05 - Proposed Second Floor Plan	C645_B05_P_02_001	E
Building 05 - Proposed Lower Ground Floor Plan	C645_B05_P_LG_001	F
Building 05 - Proposed Roof Plan	C645_B05_P_RF_001	E
Building 06 - Proposed Ground Floor Plan	C645_B06_P_00_001	F
Building 06 - Proposed Fourth Floor Plan	C645_B06_P_04_001	F
Building 06 - Proposed Roof Plan	C645_B06_P_RF_001	E
Building 06 - Proposed Typical Floor (First to Third Levels)	C645_B06_P_TY_001	F
Building 07 - Proposed Ground Floor Plan	C645_B07_P_00_001	G
Building 07 - Proposed Seventh Floor Plan	C645_B07_P_07_001	G
Building 07 - Proposed Eighth Floor Plan	C645_B07_P_08_001	F
Building 07 - Proposed Roof Plan	C645_B07_P_RF_001_E	F
Building 07 - Proposed Typical Floor 1 (Second to Fifth Levels)	C645_B07_P_TY1_001	G
Building 07 - Proposed Typical Floor 2 (First and Sixth Levels)	C645_B07_P_TY2_001	G
Building 08 - Proposed Ground Floor Plan	C645_B08_P_00_001	G
Building 08 - Proposed First Floor	C645_B08_P_01_001	C
Building 08 - Proposed Sixth Floor Plan	C645_B08_P_06_001	C
Building 08 - Proposed Seventh Floor Plan	C645_B08_P_07_001	G
Building 08 - Proposed Eighth Floor Plan	C645_B08_P_08_001	G
Building 08 - Proposed Roof Plan	C645_B08_P_RF_001	F
Building 08 - Proposed Typical Floor 1 (Second to Fifth Levels)	C645_B08_P_TY1_001	G
Building 09 - Proposed Ground Floor Plan	C645_B09_P_00_001	F
Building 09 - Proposed Fourth Floor Plan	C645_B09_P_04_001	F
Building 09 - Proposed Roof Plan	C645_B09_P_RF_001	E
Building 09 - Proposed Typical Floor Plan (First to Third Levels)	C645_B09_P_TY_001	F
Building 10 - Proposed Ground Floor Plan	C645_B10_P_00_001	G
Building 10 - Proposed Fifth Floor Plan	C645_B10_P_05_001	D
Building 10 - Proposed Roof Plan	C645_B10_P_RF_001	E
Building 10 - Proposed Typical Floor Plan (First to Fifth Levels)	C645_B10_P_TY_001	F
Building 11 - Proposed Ground Floor Plan	C645_B11_P_00_001	G
Building 11 - Proposed Seventh Floor Plan	C645_B11_P_07_001	G
Building 11 - Proposed Roof Plan	C645_B11_P_RF_001	F
Building 11 - Proposed Typical Floor 1 (Second to Fifth Levels)	C645_B11_P_TY1_001	G
Building 11 - Proposed Typical Floor 2 (First and Sixth Levels)	C645_B11_P_TY2_001	G
Building 12 - Proposed Ground Floor Plan	C645_B12_P_00_001	G

Building 12 - Proposed Sixth Floor Plan	C645_B12_P_06_001	G
Building 12 - Proposed Seventh Floor Plan	C645_B12_P_07_001	G
Building 12 - Proposed Roof Plan	C645_B12_P_RF_001	F
Building 12 - Proposed Typical Floor Plan (First to Fifth Levels)	C645_B12_P_TY_001	G
Wheelchair Accessible Unit Plans	**Drawing Number**	**Revisions**
Building 02 - Proposed Accessible Unit Apartment 2.G.3	C645_B02_P_00_003	E
Building 02 - Proposed Accessible Unit Apartment 2.G.6	BUILDING 02 - PROPOSED ACCESSIBLE UNIT APARTMENT 2.G.5- C645_B02_P_00_005	E
Building 02 - Proposed Accessible Unit Apartment 2.G.7	BUILDING 02 - PROPOSED ACCESSIBLE UNIT APARTMENT 2.G.8- C645_B02_P_00_006	E
Building 02 - Proposed Accessible Unit Apartment 2.G.5	C645_B02_P_00_007	A
Building 2 - Accessible Unit Apartment 2.G.1	C645_B02_P_00_008	-
Building 02 - Proposed Accessible Unit Apartment 2.TY1.3	C645_B02_P_TY1_002	F
Building 02 - Proposed Accessible Unit Apartment 2.TY1.16	C645_B02_P_TY1_003	F
Building 03 - Accessible Unit Apartment 3.G.1	C645_B03_P_00_002	E
Building 03 - Accessible Unit Apartment 3.G.2	C645_B03_P_00_005	A
Building 03 - Accessible Unit Apartment 3.4.4	C645_B03_P_04_002	-
Building 03 - Accessible Unit Apartment 3.TY.4	C645_B03_P_TY_002	E
Building 06 - Accessible Unit Apartment 6.TY.5	C645_B06_P_TY_002	E
Building 07 - Accessible Unit Apartment 7.G.1	C645_B07_P_00_002	E
Building 07 - Accessible Unit Apartment 7.G.4	C645_B07_P_00_004	F
Building 08 - Accessible Unit Apartment 8.G.5	C645_B08_P_00_002	F
Building 08 - Accessible Unit Apartment 8.G.3	C645_B08_P_00_003	E
Building 08 - Accessible Unit Apartment 8.TY1.4	C645_B08_P_TY1_002	F
Building 08 - Accessible Unit Apartment 8.TY1.2	C645_B08_P_TY1_004	B
Building 09 - Accessible Unit Apartment 9.TY.1	C645_B09_P_TY_002	E
Building 11 - Accessible Unit Apartment 11.G.1	C645_B11_P_00_002	F
Refuse Store Plans	**Drawing Number**	**Revisions**
Building 03 - Ground Floor Level Refuse Store Plan	C645_B03_P_00_004	F
Building 04 - Ground Floor Level Refuse Store Plan	C645_B04_P_00_002	F
Building 06 - Ground Floor Level Refuse Store Plan	C645_B06_P_00_002	E
Building 08 - Ground Floor Level Refuse Store Plan	C645_B08_P_00_005	F
Building 09 - Ground Floor Level Refuse Store Plan	C645_B09_P_00_002	E
Building 10 - Ground Floor Level Refuse Store Plan	C645_B10_P_00_003	E
Building 12 - Ground Floor Level Refuse Store Plan	C645_B12_P_00_004	F
Building Elevations	**Drawing Number**	**Revisions**
Building 01 - Proposed East Elevation	C645_B01_E_E_001	H
Building 01 - Proposed North Elevation	C645_B01_E_N_001	H
Building 01 - Proposed South Elevation	C645_B01_E_S_001	H
Building 01 - Proposed West Elevation	C645_B01_E_W_001	H

Building 02 - Proposed East Elevation	C645_B02_E_E_001	G
Building 02 - Proposed North Elevation 1	C645_B02_E_N_001	E
Building 02 - Proposed North Elevation 2	C645_B02_E_N_002	F
Building 02 - Proposed South Elevation	C645_B02_E_S_001	G
Building 02 - Proposed West Elevation 1	C645_B02_E_W_001	F
Building 02 - Proposed West Elevation 2	C645_B02_E_W_002	F
Building 03 - Proposed East Elevation	C645_B03_E_E_001	G
Building 03 - Proposed North Elevation	C645_B03_E_N_001	G
Building 03 - Proposed South Elevation	C645_B03_E_S_001	E
Building 03 - Proposed West Elevation	C645_B03_E_W_001	G
Building 04 - Proposed East Elevation	C645_B04_E_E_001	G
Building 04 - Proposed North Elevation	C645_B04_E_N_001	F
Building 04 - Proposed South Elevation	C645_B04_E_S_001	G
Building 04 - Proposed West Elevation	C645_B04_E_W_002	F
Building 05 - Proposed Bottleworks Elevations - North, East & West	C645_B05_E_H_001	F
Building 05 - Proposed South Elevation	C645_B05_E_S_001	F
Building 05 - Proposed East & North Elevations	C645_B05_E_Z_001	F
Building 05 - Proposed North & West Elevations	C645_B05_E_Z_002	F
Building 06 - Proposed East Elevation	C645_B06_E_E_001	E
Building 06 - Proposed North Elevation	C645_B06_E_N_001	F
Building 06 - Proposed South Elevation 01	C645_B06_E_S_001	F
Building 06 - Proposed South Elevation 02	C645_B06_E_S_002	E
Building 06 - Proposed West Elevation	C645_B06_E_W_001	E
Building 07 - Proposed East Elevation	C645_B07_E_E_001	G
Building 07 - Proposed North Elevation	C645_B07_E_N_001	E
Building 07 - Proposed South Elevation	C645_B07_E_S_001	E
Building 07 - Proposed West Elevation	C645_B07_E_W_001	G
Building 08 - Proposed East Elevation	C645_B08_E_E_001	G
Building 08 - Proposed North Elevation	C645_B08_E_N_001	E
Building 08 - Proposed South Elevation	C645_B08_E_S_001	G
Building 08 - Proposed West Elevation 1	C645_B08_E_W_001	G
Building 08 - Proposed West Elevation 2	C645_B08_E_W_002	F
Building 09 - Proposed East Elevation	C645_B09_E_E_001	E
Building 09 - Proposed North Elevation	C645_B09_E_N_001	E
Building 09 - Proposed South Elevation	C645_B09_E_S_001	E
Building 09 - Proposed West Elevation	C645_B09_E_W_001	E
Building 10 - Proposed East Elevation	C645_B10_E_E_001	G

Building 10 - Proposed North Elevation	C645_B10_E_N_001	G
Building 10 - Proposed South Elevation	C645_B10_E_S_001	G
Building 10 - Proposed West Elevation	C645_B10_E_W_001	G
Building 11 - Proposed East Elevation	C645_B11_E_E_001	G
Building 11 - Proposed North Elevation	C645_B11_E_N_001	E
Building 11 - Proposed South Elevation	C645_B11_E_S_001	E
Building 11 - Proposed West Elevation	C645_B11_E_W_001	G
Building 12 - Proposed East Elevation	C645_B12_E_E_001	G
Building 12 - Proposed North Elevation 1	C645_B12_E_N_001	E
Building 12 - Proposed North Elevation 2	C645_B12_E_N_002	G
Building 12 - Proposed South Elevation	C645_B12_E_S_002	E
Building 12 - Proposed West Elevation	C645_B12_E_W_001	F
Bay Study Elevations	**Drawing Number**	**Revisions**
Mansion Typology Bay Study Elevation - Double Gable	C645_Z1_E_01_001	D
Proposed Mansion Typology Bay Study Elevation - Single Bay	C645_Z1_E_01_002	D
Mansion Typology Bay Study Elevation - Single Gable	C645_Z1_E_01_003	E
Bottling And Hotel Building Bay Study - Existing Facade Office	C645_Z1_E_01_005	D
Bottling Building Bay Study - New Facade	C645_Z1_E_01_006	D
Bottling And Former Hotel Building Bay Study - Existing Facade	C645_Z1_E_01_007	D
Cinema Bay Study Elevation	C645_Z1_E_01_008	G
Proposed Warehouse Typology Bay Study	C645_Z1_E_01_009	D
Site Sections And Elevations	**Drawing Number**	**Revisions**
Proposed Site Elevation AA	C645_Z1_E_AA_001	G
Proposed Site Elevation BB	C645_Z1_E_BB_001	G
Proposed Site Elevation CC	C645_Z1_E_CC_001	D
Proposed Site Elevation DD	C645_Z1_E_DD_001	E
Proposed Site Elevation EE	C645_Z1_E_EE_001	E
Proposed Site Elevation FF	C645_Z1_E_FF_001	G
Proposed Site Elevation GG	C645_Z1_E_GG_001	E
Proposed Site Elevation HH	C645_Z1_E_HH_001	G
Proposed Site Elevation II	C645_Z1_E_II_001	G
Proposed Site Elevation JJ	C645_Z2_E_JJ_001	E
Proposed Site Elevation KK	C645_Z2_E_KK_001	E
Proposed Site Elevation LL	C645_Z2_E_LL_001	E
Proposed Site Elevation MM	C645_Z2_E_MM_001	F
Proposed Site Elevation NN	C645_Z2_E_NN_001	E
Proposed Site Elevation OO	C645_Z2_E_OO_001	E
Proposed Site Elevation PP	C645_Z2_E_PP_001	E
Proposed Site Elevation QQ	C645_Z2_E_QQ_001	E
Proposed Site Elevation RR	C645_Z2_E_RR_001	G

Proposed Site Section AA	C645_Z1_S_AA_001	G
Proposed Site Section BB	C645_Z1_S_BB_001	E
Proposed Site Section CC	C645_Z1_S_CC_001	E
Proposed Site Section DD	C645_ZZ_S_DD_001	E
Proposed Site Section EE	C645_Z2_S_EE_001	G
Proposed Site Section FF	C645_Z2_S_FF_001	E
Parameter Plans	**Drawing Number**	**Revisions**
Block Footprint and Horizontal Lines of Deviation One to Two Storeys	C645_Z2_P_PR_001	G
Block Footprint and Horizontal Lines of Deviation Four Storeys	C645_Z2_P_PR_002	F
Block Footprint and Horizontal Lines of Deviation Five Storeys	C645_Z2_P_PR_003	F
Block Footprint and Horizontal Lines of Deviation Six Storeys	C645_Z2_P_PR_004	F
Block Footprint and Horizontal Lines of Deviation Seven Storeys	C645_Z2_P_PR_005	F
Proposed Block Heights and Vertical Lines of Deviation	C645_Z2_P_PR_006	F
Proposed Building Levels - Ground Floor	C645_Z2_P_PR_007	E
Proposed Land Use Distribution - Ground and Upper Floors	C645_Z2_P_PR_008	E
Proposed Land Use Distribution - Basement	C645_Z2_P_PR_009	G
Proposed Basement Maximum Depth and Extent	C645_Z2_P_PR_010	E
Demolition And Retention Plan	C645_Z2_P_PR_011	E
Proposed Active Frontages - Ground Floor	C645_Z2_P_PR_012	E
Block Footprint and Horizontal Lines of Deviation Eight Storeys	C645_Z2_P_PR_013	F
Conditions Plan	**Drawing Number**	**Revisions**
Application A - Conditions Plot Plan	C645_MP_P_00_005	A
Application A - Conditions Plot Plan (Basement Works Only)	C645_MP_P_00_006	A
Obscured Glazing (Overlooking Plans)	**Drawing Number**	**Revisions**
Proposed Masterplan Ground Floor Level - Obscure Glazing Exercise	SQP-ZZ-SK-018	B
Proposed Masterplan First Floor Level - Obscure Glazing Exercise	SQP-ZZ-SK-020	B
Proposed Masterplan Second Floor Level - Obscure Glazing Exercise	SQP-ZZ-SK-022	B
Proposed Masterplan Third Floor Level - Obscure Glazing Exercise	SQP-ZZ-SK-024	B
Proposed Masterplan Fourth Floor Level - Obscure Glazing Exercise	SQP-ZZ-SK-026	B
Proposed Masterplan Fifth Floor Level - Obscure Glazing Exercise	SQP-ZZ-SK-028	C
Proposed Masterplan Sixth Floor Level - Obscure Glazing Exercise	SQP-ZZ-SK-030	C
Proposed Masterplan Seventh Floor Level - Obscure Glazing Exercise	SQP-ZZ-SK-032	B
Drawing Schedule	**Drawing Number**	**Revisions**
18125_ C645 Planning Drawing List	Planning Drawing List	03-Nov-23
P10736-00-004-GIL Issue-Sheet Planning.xlsx Application A Drawings	GIL Issue-Sheet	21-Nov-23
General Arrangement- Gillespie's	**Drawing Number**	**Revisions**

Proposed Site Wide Landscape Rendered Masterplan	P10736-00-004-GIL-0100	P04
Landscape Site Wide GA	P10736-00-004-GIL-0101	P03
Development Area 1 Landscape Rendered Masterplan	P10736-00-004-GIL-0102	P02
Development Area 1 GA	P10736-00-004-GIL-0103	P03
Proposed Development Area 1: Seating Plan	P10736-00-004-GIL-0104	01
Proposed Site Wide Landscape Level Plan	P10736-00-004-GIL-0105	0
Proposed River Terrace Boundary Wall Treatment Plan	P10736-00-004-GIL-0106	P02
Proposed Site Wide Circulation Plan - Vehicular	P10736-00-004-GIL-0107	02
Proposed Site Wide Circulation Plan - Cycle	P10736-00-004-GIL-0108	0
Proposed Site Wide Circulation Plan - Pedestrian	P10736-00-004-GIL-0109	P01
Development Area 1 Flood Defence Plan	P10736-00-004-GIL-0116	P02
Hard & Soft Landscape Parameter Plan	P10736-00-004-GIL-0120	01
Open Space Parameter Plan	P10736-00-004-GIL-0121	0
Landscape Principles Plan	P10736-00-004-GIL-0122	01
Open And Play Space Parameter Plan	P10736-00-004-GIL-0123	01
Vehicular Circulation Parameter Plan	P10736-00-004-GIL-0124	0
Cycle Circulation Parameter Plan	P10736-00-004-GIL-0125	0
Pedestrian Circulation Parameter Plan	P10736-00-004-GIL-0126	0
Proposed Site Wide Hard Landscape Plan	P10736-00-004-GIL-0140	P02
Existing Site Wide Hard Landscape Plan	P10736-00-004-GIL-0141	0
Indicative Proposed Watersports Centre	P10736-00-004-GIL-0150	01
Sections/Elevations- Gillespie's	**Drawing Number**	**Revisions**
Green Link Section	P10736-00-004-GIL-0200	0
Entry Plaza Section	P10736-00-004-GIL-0201	0
Thames Street Section	P10736-00-004-GIL-0202	0
Residential Street Section	P10736-00-004-GIL-0203	0
Proposed Bottleworks Square Section	P10736-00-004-GIL-0204	0
Proposed Maltings Plaza Section	P10736-00-004-GIL-0205	01
Proposed River Terrace Section 1	P10736-00-004-GIL-0206	0
Proposed River Terrace Section 2	P10736-00-004-GIL-0207	0
Proposed Ship Lane Section 1	P10736-00-004-GIL-0208	01
Proposed Ship Lane Section 2	P10736-00-004-GIL-0209	0
Lower Richmond Road Section	P10736-00-004-GIL-0210	0
Proposed Detailed Application Typical Courtyard Section	P10736-00-004-GIL-0211	0
Riverwall Elevation from Towpath	P10736-00-004-GIL-0220	0
Hard Details	**Drawing Number**	**Revisions**
Rain Garden Typical Detail	P10736-00-004-GIL-0300	-
Rain Garden with Tree Pit Typical Detail	P10736-00-004-GIL-0301	-
Typical Residential Street Tree Pit over Basement Car Park Detail	P10736-00-004-GIL-0302	-
Typical Tree and Planting in Green Link Detail	P10736-00-004-GIL-0303	-
Boat House Access to Existing Public Draw Dock Plan	P10736-00-004-GIL-0310	**-**
Soft Details	**Drawing Number**	**Revisions**
Typical Extensive Brown Roof Detail	P10736-00-004-GIL-0400	**-**
Typical Extensive Green Roof Detail	P10736-00-004-GIL-0401	**-**

Play Provision - Sketch (Drawing for Information Purposes Only)	P10736-00-003-GIL-0800	0
High Street Zone Sketch	231031_High Street Zone Sketch C645_Z1_P_00_001	F
Transport Drawings (7 No. Drawings)	**Drawing Number**	**Revisions**
Stag Brewery, Mortlake, Proposed Highway Layout, Possible Areas for Adoption	38262-5501-100	H
Stag Brewery, Mortlake, School Access Road, Temporary Access Road and Towpath Works	38262-5501-108	I
Stag Brewery, Mortlake, Proposed Highway Layout Clifford Avenue / Lower Richmond Rd (Chalkers Corner)	38262/5520/01	**C**
Stag Brewery, Mortlake Residential Car Park Layout Clifford Avenue / Lower Richmond Rd (Chalkers Corner)	38262/5520/36	Rev -
Stag Brewery, Mortlake, Proposed Highway Layout Lower Richmond Rd / Mortlake High St Highway Works (Phase 1 and 2)	38262-5520-02	D
Stag Brewery, Mortlake, Delivery & Servicing Strategy - Phase 1, Vehicle Swept Path Analysis for a Small Mobile Crane	38262-5520-09	B
Stag Brewery, Mortlake, Delivery & Servicing Strategy - Phase 1, Vehicle Swept Path Analysis for a 10m Rigid Lorry (Maintenance Access)	38262-5520-23	B
For Info Only: Stag Brewery, Mortlake, Proposed Clifford Avenue Toucan Crossing - Concept Layout	38262-5520-29	B
Lighting Drawings (4 No. Drawings)	**Drawing Number**	**Revisions**
Photometric Lux Contour Plan	547-500-CA-EX-MP	C
Area 01, Planning Lighting Arrangement	547-(001)-DR-EX-MP	G
Area 02, Planning Lighting Arrangement	547-(002)-DR-EX-MP	F
Full Site, Planning Lighting Arrangement	547-(005)-DR-EX-MP	G

Plans submitted for information only:

Drawings	**Revision/Issue**
Proposed Masterplan Ground Floor Level - Aspect Exercise (SQP-ZZ-SK-054)	A
Proposed Masterplan First Floor Level - Aspect Exercise (SQP-ZZ-SK-055)	A
Proposed Masterplan Second Floor Level - Aspect Exercise (SQP-ZZ-SK-056)	A
Proposed Masterplan Third Floor Level - Aspect Exercise (SQP-ZZ-SK-057)	A
Proposed Masterplan Fourth Floor Level - Aspect Exercise (SQP-ZZ-SK-058)	A
Proposed Masterplan Fifth Floor Level - Aspect Exercise (SQP-ZZ-SK-059)	A
Proposed Masterplan Sixth Floor Level - Aspect Exercise (SQP-ZZ-SK-060)	A
Proposed Masterplan Seventh Floor Level - Aspect Exercise (SQP-ZZ-SK-061)	A
Proposed Masterplan Eighth Floor Level - Aspect Exercise (SQP-ZZ-SK-062)	Rev -
Proposed Clifford Avenue Toucan Crossing - Concept Layout	B
A316 Clifford Avenue Shared Use Path Constraints Plan	Rev -
Sheen Lane Level Crossing Plan 38262/5501/095	F

Further drawings:

Drawings	**Revision/Issue**
Block Footprint and Horizontal Lines of Deviation Three Storeys C645_Z2_P_PR_014	Rev -

Proposed Masterplan Phasing C645_MP_P_TY_002	Rev E
Simple Phasing Diagram C645_MP_P_00_007	-
Proposed Development Area 01 Basement Phasing Plan C645_Z1_P_B_001	-
Proposed Site Wide Soft Landscape GA Plan P10736-00-004-GIL-0803	P01
Chalker's Corner Parking 38262_5501_144	-
Community Park P10736-00-004-GIL-0110	P02
Public Realm P10736-00-004-GIL-0112	P02
Accessible Unit Apartment 1.TY.3 C645_B01_P_01_002	-
Accessible Unit Apartment 4.TY.4 C645_B04_P_TY_001	-
Accessible Unit Apartment 11.G.5 C645_B11_P_00_003	F
Accessible Unit Apartment 12.TY.7 C645_B12_P_TY_002	-
Building 1 - Ground Floor Level Refuse Store Plan C645_B01_P_00_002	-
Basement Refuse Store Plans C645_Z1_P_B1_002	-

ANNEX C: CONDITIONS FOR APPEAL B (APP/L5810/W/24/3339062)

Definitions and time limits

1) Where in these conditions the following defined terms and expressions are used they shall have the following meanings:

   - **Above Ground Works:** construction works above ground and for the avoidance of doubt excludes excavation and other enabling works (including installation of utilities);
   - **MUGA:** means the multi-use games area shown drawing C645_Z3_P_AL_001 rev C;
   - **Site**: means the area shown outlined in orange on drawing 16019_JA12_Z0_P_00_006.

2) The development to which this permission relates must be begun not later than the expiration of three years beginning with the date of this permission.

   Reason: To conform with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

3) The development shall be carried out in accordance with the list of approved plans and documents appended to this decision at Annex D.

   Reason: To accord with the terms of the application and in the interests of proper planning.

Pre-commencement

4) No development shall take place until a Construction Logistics Plan (CLP) has been submitted to and approved in writing by the Local Planning Authority. The CLP shall demonstrate compliance with the guidance found in the Construction Logistics Plan for developers produced by Transport for London, dated March 2021, the mitigation set out in the approved Environmental Statement and shall include:

   a) details of the phasing programming and timing of construction works;

   b) a construction programme including a 24 hour emergency contact number;

   c) hours of work;

   d) the size, number, routing and manoeuvring tracking of construction vehicles to and from the site, and holding areas for these on/off site;

   e) timing for deliveries (no deliveries will be permitted term-time 8:00-09:30 and 15:00–16:00 other than in exceptional circumstances agreed with the Local Planning Authority; and the CLP should aim for load consolidation and avoid peak rush hour to work delivery times);

   f) a site layout plan showing manoeuvring tracks for vehicles accessing the site to allow these to turn and exit in forward gear;

   g) details and location of parking for site operatives and visitor vehicles (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction);

h) measures/targets to encourage sustainable travel by construction workers;

i) details and location where plant and materials will be loaded, unloaded and stored;

j) the use of low emission construction plant and vehicles;

k) confirmation of:

i) modern, quiet, well-maintained machinery;

ii) exhaust silencers to construction vehicles and mechanical plant;

iii) plant to be maintained and operated in accordance with manufacturers recommendations;

l) details of any necessary suspension of pavement, road space, bus stops and/or parking bays;

m) details where hoardings and building protection (including decorative displays and facilities for public viewing) and the maintenance of such;

n) details of any wheel washing facilities and measures to ensure a safe pedestrian environment along the street frontages of the site;

o) details of external lighting during construction;

p) measures to ensure adequate drainage and control surface water runoff from the site;

q) details to demonstrate the construction will not impact the aquifer;

r) details of any highway licenses and traffic orders that may be required (such as for licences for any structures / materials on the highway or pavement; or suspensions to allow the routing of construction vehicles to the site);

s) communication strategy for residents during construction;

t) coordination with other CLPs that may be in operation within the Site; and

u) where applicable, the Construction Management Statement and CLP should be written in compliance with the Arboricultural Method Statement, and in accordance with British Standard 5837:2012 'Trees in relation to design, demolition and construction – recommendations', in particular section 5.5, 6.1, 6.2, 6.3 and 7.

Construction and excavation works shall not be carried out other than in accordance with the approved CLP.

Reason: In the interests of highway and pedestrian safety, to reduce the impact of congested traffic/HGV's, to protect the health and safety of the existing residents and local people.

5) No development shall take place until a Construction Waste Management Plan (CWMP) has been submitted to and approved in writing by the Local Planning Authority. The CWMP shall include a scheme for recycling/disposing of waste resulting from construction works and a feasibility study for the use of river transport for the collection of waste.

Construction and excavation works shall not be carried out other than in accordance with the approved CWMP.

Reason: To safeguard the amenities of nearby occupiers and the area generally and minimise the impact on road traffic.

6) No development shall take place until a Noise and Vibration Construction Method Statement (NVCMS) has been submitted to and approved in writing by the Local Planning Authority. A NVCMS shall include the following, which should be informed by the mitigation as outlined in the approved Environmental Statement and best practice detailed within BS 5228:2009+A1:2014 Code of Practice for Noise and Vibration Control on construction and open sites:

   a) an acoustic report undertaken by a suitably qualified and experienced consultant and including:
      i) a baseline noise assessment – undertaken for a least 24-hours under representative conditions to determine the pre-existing ambient noise environment;
      ii) noise predictions and the significance of noise effects – Predictions should be included for construction and vehicle movements and an assessment of the significance of noise effects must be included based on the guidance in BS 5228:2009+A1:2014 Annex E;
      iii) vibration Predictions and the significance of vibration effects – an assessment of the significance of vibration effects must be included as per BS 5228:2009+A1:2014 e;
      iv) noise and vibration monitoring – Permanent real time web enabled, and/or periodic noise and vibration monitoring must be undertaken for the duration of the construction period. The location, number of monitoring stations and the measurement data must be agreed with the Local Planning Authority prior to the start of construction;
      v) cumulative impacts on noise and vibration arising from works taking place within the Site;
   b) the appointment, roles and responsibilities of Project Environmental Management;
   c) the use of a low noise and vibration method must be utilised where possible;
   d) community engagement – The steps that will be taken to notify and update residents and businesses that may be affected by excavation and construction;
   e) control measures for noise and vibration including working hours; and
   f) where relevant, the NVCMS shall demonstrate how it coordinates with other NVCMSs that may be in operation within the Site.

   Construction and excavation works shall not be carried out other than in accordance with the approved NVCMS.

   Reason: To safeguard the amenities of neighbouring residents, and ecological and air quality of the site.

7) No development shall take place until a Construction Dust Management Plan (CDMP) has been submitted to and approved in writing by the Local Planning Authority. A CDMP shall be prepared in accordance with the GLA Control of Dust Emissions from Construction and Demolition SPG and shall include:

a) details for the siting, implementation and reporting of automatic PM10 monitors;

b) dust monitoring at site boundary and close to new receptors within the Site (i.e. close to school/residential once school/residential are occupied and before building works are complete) including trigger levels and agreed abatement actions, and confirmation that monitoring reports shall be forwarded to the Local Planning Authority on a regular basis;

c) a risk assessment of dust generation, to include the principles of prevention, suppression and containment and follow the format detailed in SPG;

d) where the outcome of the risk assessment indicates that monitoring is necessary, a monitoring protocol including information on monitoring locations, frequency of data collection and how the data will be reported to the Local Planning Authority;

e) details of dust generating operations and the subsequent management and mitigation of dust demonstrating full best practicable means compliance and covering on and off-site haul routes, operational control and exhaust emissions;

f) where a breach of the dust trigger level may occur, a response procedure including measures to prevent repeat incidence; and

g) where relevant, a CDMP shall demonstrate how it coordinates with other CDMPs that may be in operation within the Site.

Construction and excavation works shall not be carried out other than in accordance with the approved CDMP.

Reason: To safeguard the amenities of neighbouring residents and to ensure that the construction phase of the development will not result in a deterioration of local air quality for existing and new receptors.

8) No development shall be carried out until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall take into account the mitigation set out in the approved Environmental Statement and shall address the following matters:

a) appropriate working practices and safeguards for other wildlife, flora and fauna, and the River Thames that are to be employed whilst works take place on site, including appropriate environmental controls to protect the River Thames (or groundwater/surface drainage) from dust, noise, vibration, surface water runoff, contamination, light pollution and to prevent silt and pollution entering the water River Thames or groundwater/surface drainage;

b) measures to ensure adequate drainage and control surface water runoff from the Site during construction; and

c) where relevant, how the Plan coordinates with other CEMPs that may be in operation within the Site.

Construction and excavation works shall not be carried out other than in accordance with the approved CEMP.

Reason: In the interests of ecology and the amenities of the area.

9) Prior to the commencement of any piling, the following documents shall be submitted to and approved in writing by the Local Planning authority (in consultation with Thames Water and the Environment Agency):

   a) a Piling Risk Assessment, prepared in accordance with the Environment Agency Guidance Document "Piling and Penetrative Ground Improvement Methods on Land Affected by Contamination: Guidance on Pollution Prevention. National Groundwater & Contaminated Land Centre report NC/99/73)"; and

   b) a Piling Method Statement, which shall detail the depth and type of piling to be undertaken, and the methodology by which piling shall be carried out. The methodology shall include measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure and shall also include the programme for the piling works.

   Piling shall thereafter be undertaken only in accordance with the terms of the approved Piling Method Statement.

   Reason: To protect underground infrastructure and the amenities of nearby receptors and to ensure that the development does not contribute to, or is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution caused by mobilised contaminants in line with paragraph 180 of the NPPF and Policy LP 23 of the Richmond upon Thames Local Plan (2018). Piling can result in risks to groundwater quality by mobilising contamination when boring through different bedrock layers and creating preferential pathways. Thus it should be demonstrated that any proposed piling will not result in contamination of groundwater.

10) No construction shall take place within 5m of the water main unless and until information detailing how the developer intends to prevent the potential for damage to subsurface potable water infrastructure (including diversion of the asset, if necessary) has been submitted to and approved in writing by the Local Planning Authority in consultation with Thames Water. Construction within 5m of the water main must be undertaken in accordance with the terms of the approved information. Unrestricted access to the water main must be available at all times for maintenance and repair during and after the construction works.

    Reason: The proposed works will be in close proximity to underground strategic water main, utility infrastructure. The works have the potential to impact on local underground water utility infrastructure.

11) Prior to the commencement of development, an Energy Strategy for the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority. The Energy Strategy shall demonstrate that the school building will achieve:

    a) compliance with Part L 2013 with passive design and energy efficiency measures;

    b) at least 15% reduction in CO2 emissions via 'Be Lean' measures; and

    c) at least 79.5% reduction in CO2 emissions.

    The development shall not be constructed other than in accordance with the approved Energy Strategy.

Reason: In the interests of promoting sustainable forms of developments and to meet the terms of the application.

12) Prior to commencement of development, and notwithstanding what is shown on the approved drawings, details of the design and layout of the artificial 3G pitch and MUGA shall be submitted to and approved in writing by the Local Planning Authority. The details shall be prepared in accordance with Sport England design guidance and shall include details of pitch construction and details of flood light ducting for the MUGA. Development shall thereafter be carried out in accordance with the approved details and the artificial 3G pitch and MUGA shall thereafter retained as approved.

Reason: To ensure that the development is fit for purpose and promotes sporting benefits.

13) Prior to commencement of development, a scheme for electric vehicle charging infrastructure shall be submitted to and approved in writing by the local planning authority. The scheme shall demonstrate that 20% of the vehicle parking spaces to be provided in connection with the development have active charging provision, and that the remaining 80% have passive provision.

The electric vehicle charging points shall be installed and made available for use in accordance with the approved details prior to occupation of the development. The electric vehicle charging points shall thereafter be maintained as approved.

Reason: To encourage the use of ultra-low emission vehicles.

14) Unless condition [13] of planning permission 22/0900/OUT has been discharged in respect of Development Area 2 (in which case this condition shall be of no further effect) no development shall be carried out until a preliminary risk assessment to identify the potential risks associated with any contamination has been submitted to, and approved in writing by, the Local Planning Authority. The preliminary risk assessment shall identify:

a) all previous uses;

b) potential contaminants associated with those uses;

c) a conceptual model of the site indicating sources, pathways and receptors; and

d) potential risks arising from contamination at the site.

Thereafter, development shall proceed in accordance with recommendations arising from the preliminary risk assessment and in accordance with the mitigation within chapter 11 of the Environmental Statement.

Reason: To ensure that the development does not contribute to, or is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution in line with paragraph 180 of the NPPF and Policies LP 10 and LP 23 of the Richmond upon Thames Local Plan (2018).

15) No development shall be carried out until a strategy to deal with the potential risks associated with any contamination has been submitted to, and approved in writing by, the Local Planning Authority. The strategy shall be informed by the preliminary risk assessment approved pursuant to condition [14] and shall comprise:

a) an investigation scheme to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off-site;

b) the results of the site investigation and detailed risk assessment and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken; and

c) a verification plan, which shall make provision for sampling and monitoring and shall provide details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy have been completed and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

The remediation strategy shall thereafter be carried out as approved and shall be completed prior to first occupation of the development. Development shall be carried out only in accordance with the mitigation set out in chapter 11 of the Environmental Statement.

Reason: To ensure that the development does not contribute to, or is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution in line with paragraph 180 of the NPPF and Policies LP 10 and LP 23 of the Richmond upon Thames Local Plan (2018).

16) Unless condition [14] of planning permission 22/0900/OUT has been discharged in respect of Development Area 2 (in which case this condition shall be of no further effect) no development shall be carried out until a stage 1 written scheme of investigation (WSI) for that Development Area has been submitted to and approved by the Local Planning Authority in writing. The WSI shall include a programme and methodology for site evaluation and the nomination of a competent person(s) or organisation to undertake the works. No development shall take place other than in accordance with the approved WSI.

If heritage assets of archaeological interest are identified by stage 1 then for those parts of the land which have archaeological interest a stage 2 WSI shall be submitted to and approved by the Local Planning Authority in writing. The stage 2 WSI shall include:

a) the statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works;

b) where appropriate, details of a programme for delivering related positive public benefits;

c) the programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material.

For land that is included within the stage 2 WSI, no development shall take place other than in accordance with the agreed stage 2 WSI. The details approved under part c) of this condition shall be fulfilled in accordance with the programme set out in the WSI.

Reason: To preserve historic knowledge.

17) Prior to commencement of groundworks, the following details shall be submitted to and approved in writing by the Local Planning Authority:

a) a final detailed drainage design, including drawings and supporting calculations and updated Drainage Assessment Form; and

b) a detailed management plan confirming routine maintenance tasks for all drainage components to demonstrate how the drainage system is to be maintained for the lifetime of the development.

The details shall be prepared in accordance with the approved Drainage Strategy (Seventh Issue, April 2023, WIE18671-104-R-11-7-1-DS).

Development shall thereafter be carried out in accordance with the approved details. There shall be no infiltration of surface water drainage into the ground other than with the written consent of the Local Planning Authority.

Reason: To prevent the risk of flooding to and from the site in accordance with relevant policy requirements including but not limited to London Plan Policy SI 13, its associated Sustainable Design and Construction SPG, the Non-Statutory Technical Standards for Sustainable Drainage Systems and Richmond's Local Plan Policy LP21.

18) No construction shall take place until a Construction River Transport Feasibility Study (CRTFS) has been submitted to and approved in writing by the Local Planning Authority. The CRTFS shall include:

a) an assessment of the feasibility of using river transport for the transportation of construction waste, spoil and materials; and

b) where the use of river transport has been demonstrated to be feasible, details of the proposed river transport.

Construction shall be carried out only in accordance with the approved CRTFS.

Reason: To reduce the impact of construction and excavation on the amenities of the area.

19) Prior to commencement of development, a Construction Arboricultural Method Statement (CAMS) shall be submitted to and approved in writing by the Local Planning Authority. The CAMS shall be informed by the following application documentation:

- Arboricultural Impact Assessment Ref: WIE18671- 102-R-6-4-2-AIA" "drawing ref: Arboricultural Survey Report and Impact Assessment (AS&IA) Ref: WIE18671-102-R-6-2-1-AIA, dated March 2022
- Briefing Note – Response to Consultee Comments on Arboriculture, from Waterman I&E Ltd Ref: WIE18671-114-BN-3.4.1-Arboriculture Response"

The CAMS shall:

a) be prepared in accordance with and address sections 5.5, 6.1, 6.2, 6.3 and 7 of British Standard 5837:2012 Trees in relation to design, demolition and construction – recommendations;

b) outline any tree constraints and explain any impacts for both above and below ground and specify mitigation measures in line with BS5837;

c) detail all tree protection by way of a specification, in line with BS5837 (including plans);

d) detail any special engineering for construction within root protection areas, paying specific attention to foundation design and methodology for installation and construction that does not deleteriously impact nearby

trees, to include the use, access and footprint of machinery used in the construction of the foundations;

e) detail any facilitation pruning that may be required. The specification for tying back and/or pruning must be measurable and prepared by a suitably qualified arboriculturist or arboricultural contractor and must be in accordance with BS3998:2010 Tree work – Recommendations;

f) detail all underground service lines and methods of installation, which must be in accordance with section 7.7 of BS5837:2012 Trees in relation to design, demolition and construction – Recommendations;

g) confirm the appointment of an arboricultural consultant for the duration of the construction;

h) detail a schedule of inspections to achieve an auditable monitoring and supervision programme, including a timetable for submission to the Local Planning Authority.

Development shall thereafter be carried out only in accordance with the approved CAMS.

Reason: To ensure that sufficient tree protection is in place and to prevent the trees from being damaged or otherwise adversely affected by building operations and soil compaction.

20) The tree protection indicated on the approved Construction Arboricultural Method Statement shall be installed no later than 14 days prior to the commencement of development. Following the laying out of the tree protection and no later than 14 days prior to the commencement of development, the Local Planning Authority's arboricultural officer shall be invited to attend a pre-start meeting with the site manager, project arboriculturist and other key site personnel. Minutes of the meeting shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development. The tree protection shall thereafter remain in place as approved for the duration of development.

Reason: To ensure that sufficient tree protection is in place and to prevent the trees from being damaged or otherwise adversely affected by building operations and soil compaction.

21) No later than 7 days after the commencement of trial excavations for the proposed foundations for the building, the Local Planning Authority's arboricultural officer shall be invited to attend to view the excavation and exposed tree roots. Exposed roots shall be immediately wrapped, kept damp and covered to prevent desiccation and protect them from rapid temperature changes. Minutes of the meeting shall be submitted to and approved in writing by the Local Planning Authority prior to the carrying out of any further development within the relevant Development Plot, unless agreed otherwise in writing by the Local Planning Authority. Any agreed root pruning shall be undertaken by the appointed supervising arboriculturist. Root wrapping shall be removed prior to backfilling.

Reason: To ensure that sufficient tree protection is in place and to prevent the trees from being damaged or otherwise adversely affected by building operations and soil compaction.

22) Prior to commencement of Above Ground Works, a phasing plan for the delivery of the Energy Strategy approved pursuant to condition [11] above

shall be submitted and approved by the Local Planning Authority. Development shall thereafter be carried out only in accordance with the approved phasing plan.

Reason: In the interests of promoting sustainable forms of developments and to meet the terms of the application.

23) Prior to commencement of Above Ground Works, an overheating risk assessment shall be submitted to and approved in writing by the Local Planning Authority. The overheating risk assessment shall demonstrate that the school will meet the CIBSE Guide A criteria in the summer months and shall detail any mitigation measures required in order to achieve that criteria. Any mitigation measures shall be installed as approved prior to occupation of the development and thereafter maintained as approved.

Reason: In the interests of promoting sustainable forms of development and to meet the terms of the application.

24) Prior to commencement of Above Ground Works, full details of the biodiverse green wall shall be submitted to and approved in writing by the Local Planning Authority. These details shall include:

a) technical specifications, including substrate depth and composition

b) details of species mix including, number, size and planting density of plants

c) full maintenance details (including watering and access arrangements)

The biodiverse green wall shall be provided in accordance with the approved details prior to occupation of the development and shall thereafter be maintained in accordance with the approved details.

Reason: To preserve the ecological value of the site hereby approved, to promote sustainable development and ensure that the proposed development is in keeping with the existing building(s) and does not prejudice the appearance of the locality.

25) Prior to commencement of Above Ground Works, BREEAM documentation demonstrating that the following can be achieved in respect of the school shall be submitted to and approved in writing by the Local Planning Authority:

a) a rating of 'Excellent';

b) a minimum of 2 credits under the Wat 01 category.

Reason: In the interests of promoting a sustainable form of development.

26) Prior to commencement of Above Ground Works, a scheme demonstrating that development shall achieve 70% green / brown roof provision shall be submitted to and approved in writing by the Local Planning Authority. In the event that 70% green / brown Roof provision is not feasible, justification for this shall be provided and an alternative green / brown roof scheme shall be submitted to and approved in writing by the Local Planning Authority.

The scheme shall be prepared in accordance with P10736-00-004-GIL-0400 Rev: P00 – April 2021 and P01736-00-004-GIL-0401 Rev: P00 – April 2021 and shall include the following details:

a) species mix (focused on wildflower planting, and no more than a maximum of 25% sedum coverage);

b) number, size and planting density of plants;

c) depth of substrate;

d) type of membrane;

e) how levels of light, moisture, aeration and nutrients will be achieved; and

f) maintenance plan, including access.

The development shall not be occupied until the approved scheme has been fully installed in accordance with the approved details. The green / brown roof shall thereafter be maintained as approved.

Reason: To preserve the ecological value of the site hereby approved, to promote sustainable development and ensure that the proposed development is in keeping with the existing building(s) and does not prejudice the appearance of the locality.

27) Prior to the commencement of Above Ground Works, details of the proposed hard and soft landscaping works shall be submitted to and approved in writing by the Local Planning Authority. The details shall demonstrate that the landscaping works deliver at least 1.23 habitat units and 0.47 hedgerow creation units.

a) In respect of hard landscaping works, the details shall include:
   i) proposed finished levels or contours;
   ii) vehicle and pedestrian access and circulation areas;
   iii) materials (which should be permeable);
   iv) confirmation that the MUGA will have a green finish;
   v) method of construction, including no-dig solution within the root protection areas of existing retained trees;
   vi) proposed and existing utility services above and below ground (drainage, power, communications cables, pipelines etc, indicating lines, manholes, supports etc); and
   vii) a programme for delivery of the hard landscaping works.

b) In respect of the soft landscaping works, the details shall include:
   i) planting plans;
   ii) written specifications, including cultivation;
   iii) quantity, density, size, species, position;
   iv) proposed time or programme of planting of all trees, shrubs, hedges, grasses etc;
   v) planting methodology including soil volume calculations and roof deflection measures;
   vi) indication of how the planting will integrate with the development in the long term with regard to their mature size; and
   vii) the green screening along Lower Richmond Road, including screening for the MUGA.

The soft landscaping details shall be prepared in accordance with the British Standard 5837:2012 Trees in relation to design, demolition and construction – Recommendations (sections 5.6) and BS 8545:2014 Trees: from nursery to independence in the landscape – Recommendations.

All tree, shrub and hedge planting shall be carried out in accordance with BS 3936:1986 (parts 1, 1992, Nursery Stock, Specification for trees and shrubs, and 4, 1984, Specification for forest trees); BS 4043: 1989, Transplanting root-balled trees; and BS 4428:1989, Code of practice for general landscape operations (excluding hard surfaces). If, within a period of 10 years from the date of planting a tree (or any tree planted in replacement for it) that tree is removed, uprooted, destroyed or dies (or becomes in the opinion of the Local Planning Authority seriously damaged) then the tree hall be replaced in accordance with the approved planting plan in the next available planting season or in accordance with a timetable agreed in writing with the Local Planning Authority.

Development shall be carried out only in accordance with the approved details. The development shall not be occupied until the hard and soft landscaping have been carried out in full. The hard and soft landscaping shall be maintained thereafter.

Reason: To ensure that the proposed development does not prejudice the appearance of the locality and to preserve and enhance nature conservation interests.

28) Prior to the commencement of Above Ground Works, a tree pit design scheme shall be submitted to and approved in writing by the Local Planning Authority containing details of:

a) the tree pit design for trees in hard landscape and soft landscape;

b) the methods that will be adopted to mitigate the effect of hard surfacing on tree growth and survival and the design elements that will mitigate potential damage to hard surfacing by tree roots;

c) the available (useable) soil volume for each tree wherever they are planted in locations with limited soil volume because they are in tree pits, within or adjacent to hard landscape and structures or where any other barriers to root growth exist or are constructed.

The development shall thereafter be carried out only in accordance with the approved tree pit design scheme.

Reason: To safeguard the appearance of the locality and ensure that the replacement trees can make a lengthy and sustainable contribution to the landscape.

29) Prior to the commencement of Above Ground Works, details of the parking arrangements for minibuses and coaches shall be submitted to and approved in writing by the Local Planning Authority. The details shall be in accordance with drawing C645_Z3_P_00_001 A and shall identify how the parking arrangements are to be managed.

Development shall thereafter be carried out only in accordance with the approved parking arrangements, which shall be provided as approved prior to first occupation of the school. The bus waiting / drop-off area indicated on drawing C645_Z3_P_00_001 A shall not be used for any other purpose than waiting for, picking-up and dropping-off pupils of the school hereby approved.

Reason: To ensure that the development does not prejudice the free flow of traffic, the conditions of general safety along the neighbouring highways or the amenities of the area.

30) Prior to the commencement of Above Ground Works, sample panels of facing brickwork showing the proposed colour, texture, face-bond and pointing shall be made available for viewing at the site and the Local Planning Authority shall be notified in writing of the location at which they may be viewed. Above Ground Works may not commence until the sample panels have been approved in writing by the Local Planning Authority. The school shall thereafter be constructed using the approved brickwork and the sample panels shall be retained at the site until the school has been practically completed.

Reason: To ensure that the development does not prejudice the appearance of the locality.

31) Prior to the commencement of Above Ground Works, details of the materials to be used on the external surfaces of the school building (including fenestration and roof screening) shall be submitted to and approved in writing by the Local Planning Authority. The details shall include the provision of bat and bird boxes within the fabric of the building. The school building shall thereafter be constructed only in accordance with the approved details.

Reason: To ensure that the development does not prejudice the appearance of the locality.

32) Prior to the commencement of Above Ground Works, the following details shall be submitted to and approved in writing by the Local Planning Authority:

a) fenestration and section through façade treatment to show reveal depth;

b) roof plant; and

c) roof boundary treatment.

The development shall thereafter be carried out only in accordance with the approved details.

Reason: To ensure that the development does not prejudice the appearance of the locality.

33) Save for the floodlighting hereby approved, there shall be no external illumination installed unless the following details have first been submitted to and approved in writing by the Local Planning Authority:

a) demonstration that there would be no upward lighting or lighting onto the open sky, trees and vegetation, or potential roost features;

b) locations of external lighting;

c) technical specifications including design;

d) vertical and horizontal lux plans;

e) spectrum of proposed lighting;

f) proposed timings of operation; and

g) measures to reduce light spillage.

The details shall be prepared in accordance with CIBSE guide LG6 and ILP/BCT guidance. The external lighting shall thereafter be installed as approved and operated only in accordance with the approved details.

Reason: To safeguard the amenities of neighbouring residents, the character of the area in general and in the interests of biodiversity.

Prior to occupation

34) Prior to occupation of the development, the data collected in connection with the approved verification plan (pursuant to condition [15]) shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the development does not contribute to, or is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution in line with paragraph 180 of the NPPF and Policies LP 10 and LP 23 of the Richmond upon Thames Local Plan (2018).

35) Prior to occupation of the development, a scheme of ecological enhancements shall be submitted to and approved in writing by the Local Planning Authority. The ecological enhancement scheme shall be prepared in accordance with the recommendations of the Supplementary Protected Species Report and chapter 13 of the Environmental Statement (both prepared by Waterman) and shall include:

a) habitat areas;

b) bat and bird boxes installed on trees;

c) invertebrate habitat throughout the ground and on the roof;

d) stag beetle loggeries within the hedge planting.

The details provided shall include locations, heights, aspects, product specifications, construction method, maintenance plan and named responsible body, and a timetable for implementation. The ecological enhancements shall thereafter be delivered in full in accordance with the approved timetable and thereafter retained as approved.

Reason: to enhance nature conservation interest in the area.

36) No occupation shall take place until a Landscape and Ecological Management Plan (LEMP) for a period of 30 years, including long-term design objectives, management responsibilities and maintenance schedules for all landscaped areas has been submitted to, and approved in writing by, the Local Planning Authority. The LEMP shall include a named responsible organisation and the following:

a) Demonstrate the development delivers at least 1.23 of habitat units and 0.47 of hedgerow creation units in accordance with the Biodiversity Net Gain Design Stage Assessment (WIE18671-114-TN-21-4-1-BNG App B), and achieves an Urban Greening Factor of 0.22 (without a green roof) or 0.24 (with a green roof);

b) detailed management and maintenance information for the first five years following occupation of the development;

c) broad management aims and maintenance programme for the years 5 – 30 following occupation of the development;

d) methods for habitat creation, including the management options and the timeframes for management;

e) proposals for monitoring biodiversity, including methods, frequency, timing, reporting procedures (which shall include the reporting of remedial works, if needed);

f) spatially-accurate GIS data for monitoring purposes;

g) details of the roles, responsibility and competency requirements of those involved in implementing and monitoring the landscape and biodiversity net gain requirements; and

h) funding mechanisms for the creation and management of habitats.

The LEMP shall be implemented as approved and maintained thereafter, and any subsequent variations shall be agreed in writing by the Local Planning Authority.

Reason: To ensure the protection of wildlife and supporting habitat.

37) Prior to occupation of the development, details of the siting, design and finish of the proposed boundary treatments shall be submitted to and approved in writing by the local planning authority. The approved boundary treatments shall be provided in full prior to occupation and thereafter maintained as approved.

Reason: To ensure that the development does not prejudice the appearance of the locality.

38) Prior to occupation of the development, the following details shall be submitted to and approved in writing by the Local Planning Authority:

a) certification that the artificial 3G grass pitch meets the FIFA Quality Concept for Football Turf – FIFA Quality or equivalent International Artificial Turf Standard (IMS); and

b) confirmation that the artificial 3G grass pitch has been registered on the Football Association's Register of Football Turf Pitches.

Reason: To ensure that the development is fit for purpose, is sustainable and promotes sporting benefits.

39) Prior to occupation of the development, a management and maintenance scheme for the artificial 3G grass pitch, MUGA and sports hall shall be submitted to and approved in writing by the Local Planning Authority (in consultation with Sport England). The scheme shall set out management responsibilities, a maintenance schedule and a mechanism for review of the approved scheme. In respect of the artificial 3G grass pitch, the scheme shall include measures to replace the surface at the end of its life.

The approved management and maintenance scheme shall thereafter be complied with in full.

Reason: To ensure that the new facilities are capable of being managed and maintained to deliver facilities which are fit for purpose, sustainable and to ensure sufficient benefit of the development to sport and to accord with policy LP31 of the Local Plan.

40) The development shall not be occupied until the artificial 3G grass pitch, MUGA, rooftop play space and other external amenity space has been provided in full and is ready for use.

Reason: To ensure an acceptable quality of school accommodation.

41) Prior to occupation of the development, the following details relating to the floodlighting hereby approved shall be prepared by a qualified lighting engineer and submitted to and approved in writing by the Local Planning Authority:

a) post-completion monitoring to demonstrate that the floodlighting complies with Sport England Design Guidance Note – Artificial Sports Lighting (2012) and the Sports Pitch Lighting Assessment dated April 2023;

b) a scheme identifying the illuminance measurements in the treeline adjacent to the artificial grass pitch;

c) only if the results of a) identify that compliance has not been achieved, a mitigation scheme to rectify the non-compliance;

d) only if the results of b) identify that there is light spillage within the tree canopy, mitigation measures and an implementation programme.

The floodlighting shall thereafter be used only in accordance with the approved details, including the mitigation measures (if any mitigation measures are required following the outcome of parts a) and b) of this condition).

Reason: To safeguard the amenities of neighbouring residents, the character of the area in general and in the interests of biodiversity.

42) Prior to occupation of the development, the parking spaces indicated on drawing C645_Z3_P_00_001 rev C shall be clearly marked out. Two of the parking spaces shall be marked as disabled bays and shall be retained as such. The parking spaces shall thereafter be retained and not be used for any purpose other than for the parking of private motor vehicles by school staff and for the purposes specified in the community use agreement agreed pursuant to the section 106 agreement.

Reason: To ensure that the development does not prejudice the free flow of traffic, the conditions of general safety along the neighbouring highway or the amenities of the area.

43) Prior to occupation of the development, a cycling storage scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be prepared in accordance with the London Cycling Design Standards (2014) and shall include:

a) not less than 178 sheltered and/or secure cycle spaces, of which not less than 165 shall be long-stay and not less than 13 shall be short-stay;

b) the position, design, materials and finishes of the cycle spaces;

c) an area to be reserved for further cycle storage if needed in the future.

Reason: To promote sustainable modes of transport.

44) Prior to occupation of the development, the staff, male and female changing rooms, shower facilities and lockers indicated on drawing C645_Z3_P_00_001 rev C and the sports hall shown on drawing C645_Z3_P_01_001 rev A shall be provided in full and made available to users of the school building. The facilities shall thereafter be maintained as approved.

Reason: To encourage the use of sustainable modes of transport and to ensure that the development is fit for purpose.

45) Prior to occupation of the development, the air source heat pumps serving the school shall be provided in full to meet the 79.5% reduction in CO2 emissions and made available for use.

Reason: To accord with the terms of the application.

46) Prior to occupation of the development, an Internal Noise Protection Scheme (INPS) shall be submitted to and approved in writing by the Local Planning Authority. The INPS shall demonstrate that:

a) sound attenuation against externally-generated transportation noise sources will be provided so as to achieve the internal ambient noise levels detailed in Table 1: noise activity and sensitivity levels and upper limits for indoor ambient noise levels in Acoustic Design of Schools: Performance Standards Building Bulletin 93 February 2015; and

b) the internal noise levels required by a) shall be achieved with windows open. In the event that this cannot be achieved, the INPS shall also provide for an alternative means of ventilation and cooling which shall provide for acoustically treated inlets and outlets to be located away from the facades most exposed to noise and any local sources of air pollution.

The INPS shall thereafter be provided in full as approved and maintained as such.

Reason: To ensure a satisfactory internal environment.

47) Prior to occupation of the development, the following documents to protect noise sensitive premises against noise generated by the use of the artificial 3G grass pitch and MUGA shall be submitted to and approved in writing by the Local planning Authority:

a) a scheme prepared in accordance with the Sport England guidance 'Artificial Grass Pitch (AGP) Acoustics – Planning Implications 2015' (to include the weld mesh, twin bar super rebound with EPDM rubber insets and fixed fencing) to demonstrate that the equivalent continuous sound Level LAeq,T emitted from the use of the artificial 3G grass pitch and the MUGA as measured from the locations listed below, or when measured or predicted elsewhere and calculated to said locations, shall not exceed 50dB(A) LAeq, 1hour at all times that the artificial grass pitch and MUGA are in use. The locations are:

i) 1 metre from the façade of the closest residential property on Williams Lane;

ii) 1 metre from the façade of the closest residential property on Lower Richmond Road; and

iii) 1 metre from the façade of the closest new residential dwellings formed (or to be formed) pursuant to planning permission ref. 22/0900/OUT.

b) a noise management plan detailing measures to reduce noise, deal with the reporting and resolution of complaints and containing mechanisms by which noise levels will be monitored.

The artificial grass pitch and MUGA shall thereafter be used only in accordance with the approved noise management plan.

Reason: To protect the amenities of nearby occupants.

48) Prior to occupation of the development:

a) commissioning acoustic tests shall be undertaken to demonstrate that the internal noise levels required by part a) of condition [46] have been achieved, and the results of the tests shall be submitted to and approved in writing by the Local Planning Authority; and

b) in the event that the required noise levels have not been achieved, a noise mitigation scheme(s) and timetable for implementation of the noise mitigation measures shall be submitted to and approved in writing by the Local Planning Authority. The noise mitigation scheme(s) shall thereafter be provided in full as approved and maintained thereafter.

Reason: To protect the amenities of nearby occupants.

49) Prior to occupation of the development, a scheme for the extraction and treatment of fumes and odours generated from cooking, and a maintenance programme for the same, shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be prepared in accordance with the Local Planning Authority's Planning Guidance for Food and Drink Establishments.

Any extraction system shall thereafter be installed in accordance with the approved details prior to first use of a commercial kitchen, be maintained as such thereafter, and shall be operated in accordance with manufacturer's instructions.

Reason: To safeguard the amenities of neighbours and future occupiers of the development.

50) Prior to the first use of any mechanical services plant including heating, ventilation and air conditioning (HVAC) and kitchen extraction plant, a Mechanical Services Noise Control scheme for the relevant plant shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall demonstrate that the noise design requirements set out below will be met:

a) the cumulative measured or calculated rating level of noise emitted from the plant shall be 10dB(A) below the existing background noise level at all times that the plant operates. The measured or calculated noise levels shall be determined at the boundary of the nearest ground floor noise sensitive premises or 1 metre from the facade of the nearest first floor (or higher) noise sensitive premises (as applicable) and shall be measured or calculated in accordance with British Standard 4142. If an alternative position is used for ease of access, this must be shown on a map and noise propagation calculations detailed to show how the design criteria is achieved; and

b) the plant shall be isolated so as to ensure that vibration amplitudes which cause re-radiated noise do not exceed the limits detailed in table 4, section 7.7.2 of BS8233:2014 Guidance on sound insulation and noise reduction for buildings.

The plant shall thereafter be operated only in accordance with the approved Mechanical Services Noise Control scheme for the relevant plant.

Within the first two weeks of operation of the relevant plant, a commissioning acoustic test and report shall be undertaken to demonstrate that the noise design requirements have been achieved. The results of the test shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To safeguard the amenities of neighbours and future occupiers of the development.

51) Prior to occupation of the development, a Delivery and Servicing Plan shall be submitted to and approved in writing by the Local Planning Authority. The Delivery and Servicing Plan shall:

a) detail measures to secure the use of sustainable transport modes, including electric vehicles / cargo bikes;

b) detail measurable targets, incentives and penalties, with performance to be reported to the Local Planning Authority at regular intervals; and

c) confirm that deliveries and servicing shall be carried out only between the hours of 09.30 and 15.00.

The development shall thereafter be occupied only in accordance with the approved Delivery and Servicing Plan.

Reason: To ensure a safe and convenient form of development with limited impact on local roads and to safeguard the amenities of nearby occupiers and the area generally and as part of the Air Positive mitigation.

52) Prior to occupation of the development, an Operational Waste Management Plan (OWMP) shall be submitted to and approved in writing by the Local Planning Authority. The OWMP shall detail arrangements for the storage of refuse, waste and recycling (general, paper, plastic and food) including hours of servicing.

The approved storage facilities shall be provided in full prior to occupation of the development and shall thereafter be maintained and operated as approved.

Reason: To ensure appropriate storage and management of waste and to safeguard the amenities of nearby occupiers and the area generally.

53) Prior to occupation of the development, details of a dropped kerb to the servicing bay shall be submitted to and approved in writing by the Local Planning Authority. The dropped kerb shall thereafter be installed as approved prior to occupation.

Reason: To serve waste vehicles.

54) Prior to occupation of the development, evidence that the development has achieved accreditation under the 'Secured by Design' scheme administered by the Design-Out Crime Officer from the Metropolitan Police Service shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure a safe and secure environment.

55) Prior to occupation of the development, evidence (including photographs and installation contracts) shall be submitted to the Local Planning Authority to demonstrate that the drainage scheme approved pursuant to condition [17] has been completed as approved. The drainage scheme shall thereafter be managed and maintained in accordance with the approved management plan.

Reason: To comply with the Non-Statutory Technical Standards for Sustainable Drainage Systems, the National Planning Policy Framework, the London Plan (policies SI 12 and SI 13) along with associated guidance to these policies and Richmond's Local Plan policy LP21.

56) Prior to occupation of the development a flood evacuation plan shall be submitted to and approved in writing by the Local Planning Authority. The flood evacuation plan shall be prepared in accordance with the Council's

guidance on 'Producing a Flood Emergency Plan'. The development shall be occupied only in accordance with the approved flood evacuation plan.

Reason: To reduce the impact of flooding to the proposed development and future occupants, in accordance with the NPPF (2023) and policy LP 21 of the Local Plan.

57) The development shall not be occupied until confirmation has been provided that either:

a) all water network upgrades (including foul water and surface water) required to accommodate the additional flows and additional demand from the development have been completed; or

b) a development and infrastructure phasing plan has been agreed with the Local Authority in consultation with Thames Water to allow development to be occupied. Where a development and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan.

Reason: Network reinforcement works are likely to be required to accommodate the proposed development. Any reinforcement works identified will be necessary to avoid sewage flooding and/or potential pollution incidents.

Post occupation

58) Within six months of practical completion of the school, BREEAM certification demonstrating that the following has been achieved shall be submitted to and approved in writing by the Local Planning Authority:

a) a score of 'Excellent'; and

b) a minimum of 2 credits under the Wat 01 category.

Reason: To ensure a sustainable form of development.

59) Following the first six months of use of the artificial 3G grass pitch and MUGA (and within 9 months of occupation of the development) a noise monitoring report assessing the effectiveness of the noise management plan approved pursuant to part b) of condition [47] shall be submitted to and approved in writing by the Local Planning Authority.

If, in the opinion of the Local Planning Authority, further noise mitigation is required, a mitigation scheme (including timetable for implementation) shall be submitted to the Local Planning Authority for its written approval, with 8 weeks of written notification of the Local Planning Authority's decision that further noise mitigation is required. The mitigation scheme shall be implemented in full as approved and thereafter maintained.

Reason: To ensure that the development does not have an unacceptable effect on the amenities of neighbours.

60) Within six months of first occupation of the development, written and photographic records of the tree planting to demonstrate that the approved planting has been carried out in full shall be submitted to and approved in writing by the local planning authority.

Reason: To safeguard the appearance of the locality and maintain tree cover.

Compliance

61) All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of demolition shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" dated July 2014 (SPG). Unless it complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the Local Planning Authority. The developer shall keep an up-to-date list of all NRMM used during demolition and construction on the online register at https://nrmm.london/.

Reason: In the interests of highway and pedestrian safety, to reduce the impact of congested traffic/HGV's, to protect the health and safety of the existing residents and local people.

62) The recommendations within the Supplementary Protected Species Report (Waterman, dated September 2022) and the Environmental Statement Chapter 13: Ecology shall be implemented in full and in accordance with the timings set out therein. Should peregrine falcon be observed at any stage in the period that the Site is under construction, the advice of a qualified ecologist shall be sought immediately, and the advice implemented in full and in accordance with any recommended timetable.

Reason: To ensure species data is current and that good practice is implemented.

63) Vegetation clearance shall not be carried out other than outside of the bird nesting season (March to September inclusive), unless this is not feasible, in which case any vegetation to be removed or disturbed shall be checked by an experienced ecologist no more than 5 days prior to the works and an exclusive zone set up or works delayed as necessary in accordance with the ecologist's recommendations.

Reason: In the interests of ecology and biodiversity together with the amenity of the area.

64) If, during development, contamination not previously identified is found to be present at then no further development shall be carried out in until a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved.

Reason: To ensure that the development does not contribute to, or is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution from previously unidentified contamination sources at the development site in line with paragraph 180 of the NPPF and Policies LP 10 and LP 23 of the Richmond upon Thames Local Plan (2018).

65) The artificial grass pitch shall not be used other than between the hours of:

a) 08.00 and 21.00 Monday to Friday;

b) 09.00 and 21.00 on Saturdays; and

c) 09.00 and 20.00 on Sundays and public holidays.

Reason: To balance maximum use of the pitch and benefits to sport with the interests of amenity.

66) The floodlighting shall not be installed or operated other than in accordance with the details outlined in the Sports Pitch Lighting Assessment (April 2023), including the levels and method of illumination and internal and external louvres. The floodlighting shall not be operated other than between the hours of: Monday to Friday, dusk to 9pm; and Sundays and Bank Holidays, dusk to 8pm. The luminaires shall at all times be oriented downwards on to playing areas only. The illumination shall not exceed 120 lux at any time.

Reason: To safeguard the amenities of neighbouring residents, the character of the area in general and in the interests of biodiversity.

67) No refuse or waste material of any description shall be left or stored anywhere other than within a building or refuse enclosure.

Reason: To safeguard the appearance of the property and the amenities of the area.

68) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or re-enacting that Order) no external alterations or extensions shall be carried out to the building hereby approved unless express planning permission is granted by the Local Planning Authority.

Reason: To safeguard the amenities of the occupiers of adjoining property and the area generally.

69) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 and Town and Country Planning (Use Classes) Order 1987 (or any orders revoking or re-enacting those orders) the site shall not be used other than as use class F.1(a) for the provision of education and associated ancillary use, including community use of the school sports facilities.

Reason: To accord with the terms of the application, to preserve the Borough's stock of social infrastructure space, to ensure the development does not prejudice the free flow of traffic and highway safety and to protect existing residential amenities.

70) The roof of the building shall not be used other than as rooftop playspace and for the installation and maintenance of the equipment indicated on drawing C645_Z3_P_RF_001 Rev C, or as a means of escape in an emergency.

Reason: To safeguard the amenities of the adjoining premises and the area generally.

71) The school shall:

a) have no more than 1,200 pupils registered to attend at any one time; and

b) have no more than 60 full time-equivalent staff employed at any one time.

Reason: To safeguard highway and pedestrian safety and to protect the amenities of neighbouring residential occupiers.

72) The access road to the north of the school building, as shown on drawing C645_Z3_P_AL_001 rev C shall not be used by vehicles other than school buses, or other vehicles for maintenance purposes or in case of emergency.

Reason: To accord with the terms of the application, in the interests of highway safety and to ensure safe pedestrian access around the site.

73) Prior to the first use of the artificial 3G pitch, MUGA and indoor sports hall, a scheme for the lining of the layout of the sports courts within each of the artificial 3G pitch, MUGA and indoor sports hall shall be submitted to and approved in writing by the Local Planning Authority. Each of the artificial 3G pitch, MUGA and indoor sports hall shall thereafter be laid out as approved prior to their first occupation.

Reason: To maximise the potential for each of the facilities to be used for a range of sports.

ANNEX D: LIST OF PLANS FOR APPEAL B (APP/L5810/W/24/3339062)

As set out in condition 3 of Annex C

Schedule of drawings:

Application And Ownership Boundaries (5 No. Drawings)	**Drawing Number**	**Revisions**
Application B Red Line Site Location Plan	16019_JA12_Z0_P_00_006	-
Site Application Boundaries Application A & B	18125_C645_Z0_P_00_001_B	B
Application B Block Plan	18125_C645_Z0_P_00_003_A	A
Red Line Site Location Plan	18125_JA12_Z0_P_00_003_	-
Red Line Site Location and Ownership Plan	18125_JA12_Z0_P_00_004_	-
Existing Site (24 No. Drawings)	**Drawing Number**	**Revisions**
Existing Site Plan	16019_JA12_Z0_P_00_001	-
Demolition Plan - Entire Site	16019_JA12_Z0_P_00_002	-
Existing Site Elevation NN	16019_JA12_Z2_E_NN_001	-
Demolition Plan - Development Area 2	16019_JA12_Z2_P_00_001	-
Existing Site Survey	18125_JA12_Z0_P_00_009	-
School Application (9 No. Drawings)	**Drawing Number**	**Revisions**
Z3 School - Proposed Bay Study Elevation	18125_C645_Z3_E_01_001_A	A
Z3 School - Proposed Elevations	18125_C645_Z3_E_AL_001_B	B
Z3 School - Proposed Ground Floor Plan	18125_C645_Z3_P_00_001	C
Z3 School - Proposed First Floor Plan	18125_C645_Z3_P_01_001_A	A
Z3 School - Proposed Second Floor Plan	18125_C645_Z3_P_02_001_A	A
Z3 School -Proposed Site Plan	18125_C645_Z3_P_AL_001_C	C
Z3 School - Proposed Roof Plan	18125_C645_Z3_P_RF_001	C
Z3 School - Proposed Sections	18125_C645_Z3_S_AA_001_A	A
Z3 School - Indicative Green Wall Location	C645_Z3_E_AL_002	-
Drawing Schedule- Squires	**Reference**	**Revisions**
18125_ C645 Planning Drawing List	Planning Drawing List	20-Jun-23
Landscape Drawings	**Drawing Number**	**Revisions**
P10736-00-004-Gil Issue-Sheet Application B	-	-
School Rendered Masterplan (Interim)	P10736-00-004-GIL-0130	P00
School Rendered Masterplan (Final)	P10736-00-004-GIL-0131	P00
School Landscape Ga Plan (Interim)	P10736-00-004-GIL-0132	P00
School Landscape Ga Plan (Final)	P10736-00-004-GIL-0133	P00
Proposed Site Wide Landscape Rendered Masterplan	P10736-00-004-GIL-0100	P04
Landscape Site Wide GA	P10736-00-004-GIL-0101	03
Proposed Site Wide Circulation Plan - Vehicular	P10736-00-004-GIL-0107	02
Proposed Site Wide Circulation Plan - Pedestrian	P10736-00-004-GIL-0109	P01
Proposed Site Wide Hard Landscape Plan	P10736-00-004-GIL-0140	02
Transport Drawings	**Drawing Number**	**Revisions**
Stag Brewery, Mortlake, Proposed Highway Layout, Possible Areas for Adoption	38262-5501-100	H
Stag Brewery, Mortlake, School Access Road, Temporary Access Road and Towpath Works	38262-5501-108	I

Stag Brewery, Mortlake, Proposed Highway Layout Clifford Avenue / Lower Richmond Rd (Chalkers Corner)	38262-5520-01	C
Stag Brewery, Mortlake Residential Car Park Layout Clifford Avenue / Lower Richmond Rd (Chalkers Corner)	38262-5520-36	
Stag Brewery, Mortlake, Proposed Highway Layout Lower Richmond Rd / Mortlake High St	38262-5520-02	D
For Info Only: Stag Brewery, Mortlake, Proposed Clifford Avenue Toucan Crossing - Concept Layout	38262-5520-29	B
Further Drawings	**Drawing Number**	**Revisions**
Play Provision - Sketch (Drawing for Information Purposes Only)	P10736-00-003-GIL-0800	0
Lighting Drawings (4 No. Drawings)	**Drawing Number**	**Revisions**
Photometric Lux Contour Plan	547-500-CA-EX-MP	C
Area 01, Planning Lighting Arrangement	547-(001)-DR-EX-MP	D
Area 02, Planning Lighting Arrangement	547-(002)-DR-EX-MP	D
Full Site, Planning Lighting Arrangement	547-(005)-DR-EX-MP	D

ANNEX E: CORE DOCUMENTS LIST

CDA Application documents – Appeal A

CDA.01 Application Form
CDA.02 Design and Access Statement (March 2022)
CDA.03 DAS First Addendum (July 2022)
CDA.04 DAS Second Addendum (November 2023)
CDA.05 Affordable Housing Statement (March 2022)
CDA.06 Affordable Housing Offer Note (November 2023)
CDA.07 Design Code (February 2023)
CDA.08 Design Code Aspect File Note (February 2023)
CDA.09 Design Code Addendum (November 2023)
CDA.10 ES Non-Technical Summary (March 2022)
CDA.11 ES Volume 1 Contents (March 2022)
CDA.12 ES Chapter 1 – Introduction (March 2022)
CDA.13 ES Chapter 2 – Methodology (March 2022)
CDA.14 ES Chapter 3 – Existing Site and Land Uses (March 2022)
CDA.15 ES Chapter 4 – Alternatives and Design Evolution (March 2022)
CDA.16 ES Chapter 5 – The Proposed Development (March 2022)
CDA.17 ES Chapter 6 - Development Programme, Demolition, Alteration, Refurbishment and Construction (March 2022)
CDA.18 ES Chapter 7 – Socio-Economics (March 2022)
CDA.19 ES Chapter 8 – Transport and Access (March 2022)
CDA.20 ES Chapter 9 – Noise and Vibration (March 2022)
CDA.21 ES Chapter 10 – Air Quality (March 2022)
CDA.22 ES Chapter 15 – Built Heritage (March 2022)
CDA.23 ES Chapter 16 – Townscape and Visual Assessment (March 2022)
CDA.24 ES Chapter 17 – Wind Microclimate (March 2022)
CDA.25 ES Chapter 18 – Daylight, Sunlight, Overshadowing and Light Pollution, ES Appendix 18.5 and Statement of Conformity (May 2023)
CDA.26 ES Chapter 20 – Cumulative Effects (March 2022)
CDA.27 ES Chapter 21 – Mitigation Measures and Likely Residual Effects (March 2022)
CDA.28 ES Appendix 6.1 – Phasing Plans (March 2022)
CDA.29 ES Appendices 7.1 – 7.3 – Schools – (March 2022)
CDA.30 ES Appendix 8.1 – Transport Assessment (March 2022)
CDA.31 Transport Assessment First Addendum (July 2022)
CDA.32 Transport Assessment Second Addendum (April 2023)
CDA.33 Transport Assessment Third Addendum (October 2023)
CDA.34 ES Appendix 9.1 – Acoustic Terminology (March 2022)
CDA.35 ES Appendix 9.2 – Baseline Noise Monitoring (March 2022)
CDA.36 ES Appendix 9.3 – Demolition and Construction Noise Assessment (March 2022)
CDA.37 ES Appendix 9.4 – Road Traffic Noise Assessment Calculations (March 2022)
CDA.38 ES Appendix 10.1 – Air Quality Modelling Study (March 2022)
CDA.39 ES Appendix 10.2 – Air Quality Neutral Assessment (March 2022)
CDA.40 ES Appendix 10.3 – Air Quality Monitoring Report (March 2022)
CDA.41 ES Appendix 10.4 – Air Quality Positive Statement (March 2023)
CDA.42 ES Appendix 11.1 – Preliminary Risk Assessment (March 2022)
CDA.43 ES Appendix 11.1 Letter of Conformity (November 2023)
CDA.44 ES Appendix 11.2 – Environmental Risk Assessment for Development Area 1 (March 2022)
CDA.45 ES Appendix 12.3 – Condition Survey of the Flood Defence Wall (March 2022)
CDA.46 ES Appendix 12.4 – Maltings Building Wall Assessment (March 2022)
CDA.47 ES Appendix 12.5 – Flood Defence Wall Summary Note (August 2022)
CDA.48 ES Appendix 13.1 – Preliminary Ecological Appraisal (September 2022)
CDA.49 ES Appendix 13.2 – Protected Species Report (September 2022)
CDA.50 Supplementary Protected Species Report (September 2022) – Parts 1-2

CDA.51 ES Appendix 13.3 – Water Framework Directive (WFD) screening (September 2022)
CDA.52 ES Appendix 13.4 – Biodiversity Net Gain Assessment (September 2022)
CDA.53 BNG Design Stage Assessment (March 2023)
CDA.54 BNG Letter of Conformity (November 2023)
CDA.55 ES Appendix 14.1 – Archaeological Desk Based Assessment (March 2022)
CDA.56 ES Appendix 14.2 – Archaeological Evaluation Report (March 2022)
CDA.57 ES Appendix 15.1 – Built Heritage Statement (March 2022)
CDA.58 ES Appendix 16.1 – Townscape and Visual Consultation Correspondence (March 2022)
CDA.59 ES Appendix 16.2 – Night-time Views (March 2022)
CDA.60 ES Appendix 17.1 – Pedestrian Level Wind Microclimate Assessment (March 2022)
CDA.61 ES Appendices 18.1-18.5 – Daylight, Sunlight, Overshadowing and Light Pollution (March 2022)
CDA.62 ES Appendices 19.1-19.2 – Greenhouse Gases (March 2022)
CDA.63 ES Letter of Conformity (August 2022)
CDA.64 ES Letter of Conformity (September 2022)
CDA.65 ES Statement of Conformity (May 2023)
CDA.66 Environmental Statement Addendum (November 2023)
CDA.67 Financial Viability Appraisal Addendum (October 2022)
CDA.69 Financial Viability Appraisal Note (June 2023)
CDA.70 Full Financial Viability Appraisal Addendum (November 2023)
CDA.71 Basement – Note on Viability (August 2022)
CDA.72 Basement – Note on Viability Letter of Conformity (November 2023)
CDA.73 Marketing Cost Note (January 2024)
CDA.74 Financial Viability Appraisal Outputs Summary (January 2024)
CDA.75 Financial Viability Appraisal Outcome Summary (March 2023)
CDA.76 Health Impact Assessment (March 2022)
CDA.77 Health Impact Assessment Statement of Conformity (August 2022)
CDA.78 Health Impact Assessment Addendum (October 2023)
CDA.79 Internal Daylight and Sunlight Report (March 2022)
CDA.80 Internal Daylight and Sunlight Report Addendum (July 2022)
CDA.81 Internal Daylight and Sunlight Letter (February 2023)
CDA.82 Internal Daylight and Sunlight Letter (November 2023)
CDA.83 Landscape Design and Access Statement (March 2022)
CDA.84 Landscape Design and Access Statement Addendum (July 2022)
CDA.85 Landscape Design and Access Statement Addendum – Play Calculation (April 2023)
CDA.86 Landscape Design and Access Statement Addendum (November 2023)
CDA.87 Lighting Masterplan (March 2022)
CDA.88 Lighting Masterplan Letter of Conformity (October 2023)
CDA.89 Waterfront Lighting Assessment (October 2023)
CDA.90 Noise Impact Assessment (March 2022)
CDA.91 Play Noise Assessment (April 2023)
CDA.92 Odour Impact Assessment (February 2022)
CDA.93 Odour Impact Assessment Letter of Conformity (November 2023)
CDA.94 Open Space and Playing Pitches Assessment (March 2022)
CDA.95 Open Space and Playing Pitches Assessment Letter of Conformity (November 2023)
CDA.96 Operational Waste Management Plan (October 2023)
CDA.97 Outline Car Park Management Plan (October 2023)
CDA.98 Town Planning Statement (April 2022)
CDA.99 Town Planning Statement – Facts and Figures Appendix (December 2023)
CDA.100 Sheen Lane Level Crossing Assessment (April 2021)
CDA.101 Sheen Lane Level Crossing Statement of Conformity (October 2023)
CDA.102 Rail Impact Assessment (June 2022)
CDA.103 Rail Impact Assessment Statement of Conformity (October 2023)

CDA.104 Assessment of Bus Stops (April 2023)
CDA.105 Traffic Data Comparison (July 2022)
CDA.106 PTAL Technical Note (July 2022)
CDA.107 Site Wide Travel Plan (March 20220
CDA.108 Residential Travel Plan (March 2022)
CDA.109 Travel Plans Letter of Conformity (October 2023)
CDA.110 Arboricultural Impact Assessment (March 2023)
CDA.111 Arboricultural Impact Assessment Letter of Conformity (November 2023)
CDA.112 Drainage Strategy (April 2023) – Part 1
CDA.113 Drainage Letter of Conformity (November 2023)
CDA.114 Accommodation Schedule (November 2023)
CDA.115 Gross External Area Schedule (November 2023)
CDA.116 Gross Internal Area Schedule (November 2023)
CDA.117 Unit Mix Schedule (November 2023)
CDA.118 Chiswick Bridge View Comparison (February 2023)
CDA.119 Waterman response on air quality matters (August 2022)
CDA.120 Townscape Briefing Note dated 9 August 2022
CDA.121 Statement of Community Involvement (March 2022)
CDA.122 ES Appendix 12.1 – Flood Risk Assessment (March 2022)
CDA.124 Structural Impact Assessment** (March 2022)
CDA.125 Structural Impact Assessment Letter of Conformity (November 2023)
CDA.126 ES Chapter 12 – Flood Risk
CDA.127 ES Chapter 13 – Ecology
CDA.128 Framework Construction Management Statement (March 2022)
CDA.128 Framework Construction Management Statement (March 2022)
CDA.129 Framework Construction Management Statement Letter of Conformity (January 2024)
CDA.130 Delivery and Servicing Plan (March 2022)
CDA.131 Delivery and Servicing Plan - Statement of Conformity (November 2023)
CDA.132 Employment Assessment Addendum
CDA.301-649 Plans

CDB Application documents – Appeal B

CDB.01 Application Form
CDB.02 Arboricultural Impact Assessment (March 2023)
CDB.03 BNG Design Stage Assessment (March 2023)
CDB.04 Design and Access Statement (March 2022)
CDB.05 Delivery and Servicing Plan (March 2022)
CDB.06 Landscape Design and Access Statement (March 2022
CDB.07 Landscape Design and Access Statement Addendum (August 2022)
CDB.08 Duplicate of CDA.96 - Operational Waste Management Plan (April 2023)
CDB.09 Outline Car Parking Management Plan (March 2022)
CDB.10 Overheating Risk Assessment (January 2023)
CDB.11 School Travel Plan (March 2022)
CDB.12 Site Waste Management Plan (March 2022)
CDB.13 Sports Pitch Lighting Assessment (April 2023)
CDB.300-378 Plans

CDC Correspondence and consultation responses

CDC.01 Email from LBR dated 22 February 2023, concerning air quality
CDC.02 Letter from Richmond Design Review Panel dated 28 February 2022
CDC.03 Letter from Department for Education dated 18 July 2023
CDC.04 Consultation response of Port of London Authority dated 29 April 2022
CDC.05 Consultation response of Lead Local Flood Authority dated 5 May 2022
CDC.06 Consultation response of Lead Local Flood Authority dated 20 December 2022
CDC.07 Consultation response of Lead Local Flood Authority dated 2 May 2023

CDC.08 Consultation response of Metropolitan Police dated 9 May 2022
CDC.09 Consultation response of Metropolitan Police dated 4 January 2023
CDC.10 Consultation response of Sport England dated 15 December 2022
CDC.11 Consultation response of Thames Water dated 22 December 2022
CDC.12 Consultation response of Transport for London dated 3 February 2023
CDC.13 Consultation response of Environment Agency dated 8 December 2023
CDC.14 Consultation response of Council Transport Strategy Team (undated)
CDC.15 Consultation response of Natural England dated 4 May 2022
CDC.16 Consultation response of Natural England dated 30 November 2023
CDC.17 Consultation response of Network Rail dated 23 December 2022
CDC.18 Second consultation response of Network Rail dated 23 December 2022
CDC.19 Letter from Department for Education dated 31 May 2023
CDC.20 Consultation response of Thames Path Manager and related correspondence (June 2023)
CDC.21 Consultation response of Transport for London dated 20 May 2022
CDC.22 Consultation response of Achieving for Children dated 9 May 2022
CDC.23 Consultation response of Historic England dated 8 December 2022
CDC.24 Consultation response of Historic England dated 22 November 2023
CDC.25 Letter from the Department for Education dated 30 April 2024
CDC.26 Consultation responses of the Council's Conservation and Design Officers (May 2022 – January 2023)

CDD National and regional planning policy and guidance

CDD.01 *Not in use*
CDD.02 Planning Practice Guidance on Viability (February 2024)
CDD.03 Local Air Quality Management Technical Guidance (August 2022)
CDD.04 Land-Use Planning & Development Control: Planning for Air Quality (January 2017)
CDD.05 National Design Guide (updated January 2021)
CDD.06 London Plan 2021
CDD.07 Housing SPG (2016)
CDD.08 Play and Informal Recreation SPG (2012)
CDD.09 Affordable Housing and Viability SPG (2017)
CDD.10 Accessible London: Achieving an Inclusive Environment SPG (2014)
CDD.11 LPG on Air Quality Neutral dated 8 February 2023
CDD.12 LPG on Air Quality Positive dated 8 February 2023
CDD.13 Mayor's Transport Strategy dated March 2018
CDD.14 London Local Air Quality Management Technical Guidance dated October 2019
CDD.15 Thames Landscape Strategy dated December 2012
CDD.16 Thames Strategy – Kew to Chelsea dated June 2002
CDD.17 GLA Practice Note: Heritage Impact Assessments and the Setting of Heritage Assets
CDD.18 Planning Practice Guidance on Air Quality (November 2019)
CDD.19 DfE Estimating pupil yield from housing development (August 2023)
CDD.20 GLA Pupil Yield Calculator Methodology (updated September 2019)
CDD.21 Draft Development Viability LPG (May 2023)
CDD.22 MCIL2 Charging Schedule (taking effect 1 April 2019)
CDD.23 Addendum to Mayor's Transport Strategy: Proposal 24.1 (November 2022)
CDD.24 National Model Design Code (July 2021)
CDD.25 Planning Practice Guidance on the Historic Environment (extracts)
CDD.26 Education Funding Agency Baseline design for a 1,200-place secondary school: superblock (March 2014)
CDD.27 London Strategic Housing Market Assessment (November 2017)
CDD.28 Draft LPG on Affordable Housing (May 2023)
CDD.29 Housing in London 2023: The evidence base for the London Housing Strategy (October 2023) – extract, pages 29-31

CDD.30 Housing Research Note 7: Who moves into social housing in London? (November 2021)
CDD.31 Using Green Infrastructure to Protect People from Air Pollution (April 2019)
CDD.32 Report of the Examination in Public of the London Plan 2019
CDD.33 Consultation draft text of the National Planning Policy Framework dated 2 August 2024
CDD.34 Proposed reforms to the National Planning Policy Framework and other changes to the Plan

CDE Council/local planning policy and documents

CDE.01 Richmond Local Plan adopted July 2018
CDE.02.1 Stag Brewery Planning Brief SPD adopted July 2011
CDE.02.2 Appendices to Stag Brewery Planning Brief SPD adopted July 2011
CDE.03 Affordable Housing SPD adopted on 6 March 2014
CDE.04 Buildings of Townscape Merit SPD adopted 22 May 2015
CDE.05 Design Quality SPD adopted February 2006
CDE.06 Residential Development Standards SPD adopted March 2010
CDE.07 Transport SPD adopted 2 June 2020
CDE.08 Planning Obligations SPD adopted 2 June 2020
CDE.09 Third Local Implementation Plan (LIP3) dated 17 June 2019
CDE.10 Air Quality SPD adopted 2 June 2020
CDE.11 Construction Code of Practice adopted January 2022
CDE.12 Air Quality Action Plan 2020 – 2025
CDE.13 Air Quality Annual Status Report 2023
CDE.14 Mortlake Village Planning Guidance adopted 8 January 2016
CDE.15 Urban Design Study 2023
CDE.16 Mortlake, Mortlake Green and Queens Road Conservation Area Study (undated)
CDE.17 Mortlake Conservation Area Statement (undated)
CDE.18 Mortlake Green Conservation Area Statement (undated)
CDE.19 Publication Version Local Plan dated 19 January 2024
CDE.20 Consultation draft Local Views SPD (2022)
CDE.21 Authority Monitoring Report 2022/23
CDE.22 Local Housing Market Assessment (December 2021)
CDE.23 Council's written statement to the Local Plan examination (extract relating to allocation policy SA24 and need for a secondary school) dated 8 September 2017
CDE.24 Report on the Examination of the Richmond upon Thames Local Plan dated 26 April 2018
CDE.25 Green Belt, MOL, LGS and OOLTI Review Final Report dated 31 August 2021
CDE.26.1 Other Open Land of Townscape Importance (OOLTI) Review Annex Report dated 25 August 2021 (extract)
CDE.26.2 Further Extract (Site Number 140)
CDE.27 Playing Pitch and Outdoor Sport Strategy Assessment Report dated July 2023
CDE.28 *Not in use*
CDE.29 Employment Land and Premises Needs Assessment dated December 2021
CDE.30 Richmond School Place Planning Strategy 2023
CDE.31 Richmond School Capacity Forecasts 2023
CDE.32 Richmond School Capacity 2023
CDE.33 Richmond School Capacity Planned Places 2023
CDE.34 Richmond School Capacity Forecast Methodology 2023
CDE.35 Richmond School Capacity Commentary 2023
CDE.36 Local Plan Viability Assessment (April 2023)
CDE.37 *Not in use*
CDE.38 Local Housing Market Assessment – Update Report (April 2023)
CDE.39 CIL Charging Schedule adopted July 2014
CDE.40 Mortlake, Mortlake Green & Queens Road Conservation Areas Study Analysis Map (undated)

CDE.41 Mortlake, Mortlake Green & Queens Road Conservation Areas Study Proposals Map (undated)
CDE.42 Adopted Local Plan Policies Map (updated July 2020)
CDE.43 Barnes Green Conservation Area Statement (undated)
CDE.44 Draft Affordable Housing SPD (June 2022)
CDE.45 Historic Buildings Report prepared by Donald Insall Associates dated October 2009
CDE.46 Statement of Consultation on the Local Plan dated June 2023
CDE.47 Authority Monitoring Report 2023/24
CDE.48 Housing Delivery Test Action Plan dated April 2024

CDF Heritage documents and guidance

CDF.01 Historic England, Good Practice Advice 2 - Managing Significance in Decision-Taking in the Historic Environment (July 2015)
CDF.02 Historic England, Good Practice Advice 3 – The Setting of Heritage Assets (2nd Edition) (December 2017)
CDF.03 Historic England, Advice Note 4 – Tall Buildings (March 2022)
CDF.04 Building in Context Toolkit (2001) – extract, pages 4-5 and 36-37
CDF.05 Historic England, Listing Advice Report on The Malt House at the Stag Brewery (May 2012)
CDF.06 Historic England, Conservation principles, policies and guidance consultation draft (2017)
CDF.07 English Heritage, Conservation Principles: Policies and Guidance for the sustainable management of the historic environment (2008)
CDF.08 Historic England web page on Design in the Historic Environment, as at 30 April 2024
CDF.09 Guidance and Toolkit for Impact Assessments in a World Heritage Context (2022)
CDF.10 Design Manual for Roads and Bridges LA 106: Cultural Heritage Assessment, revision 1 (January 2020)
CDF.11 ICOMOS Guidance on Heritage Impact Assessments for Cultural World Heritage Properties (2010)

CDG Greater London Authority documents

CDG.01 Stage I report on the appeal proposals dated 20 June 2022
CDG.02 Stage II report on the refused scheme dated 4 May 2020
CDG.03 Stage II letter on the refused scheme dated 4 May 2020
CDG.04 Stage III hearing report on the refused scheme dated 27 July 2021
CDG.05 Stage III addendum report on the refused scheme dated 27 July 2021
CDG.06 Decision notices for refused scheme dated 17 August 2021

CDH Legislation, case law and appeal decisions

CDH.01 Sections 66 and 72 of the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990
CDH.02 City and Country Bramshill Ltd v Secretary of State for Housing, Communities and Local Government [2021] EWCA Civ 320
CDH.03 R (oao Hillingdon LBC) v Mayor of London [2021] EWHC 3387 (Admin)
CDH.04 Part IV (Air Quality) of Environment Act 1995
CDH.05 Air Quality (England) Regulations 2000
CDH.06 Air Quality (England) (Amendment) Regulations 2002
CDH.07 Air Quality Standards Regulations 2010

CDH.08	Part I, Chapter I (Environmental Targets: Particulate Matter) of Environment Act 2021
CDH.09	R. v Rochdale Metropolitan Borough Council, ex parte Milne [2000] EWHC 650 (Admin)
CDH.10	Jones v Mordue, Secretary of State for Communities and Local Government and South Northamptonshire Council [2015] EWCA Civ 1243
CDH.11	The Environmental Targets (Fine Particulate Matter) (England) Regulations 2023
CDH.12	Appeal decision at 20 Wycombe Road, ref. APP/K0425/W/22/3296128
CDH.13	Cover note for appeal decision at 20 Wycombe Road
CDH.14	(Save Stonehenge World Heritage Site Ltd) v Secretary of State for Transport [2021] EWHC 2161 (Admin)
CDH.15	R v Shadow Education Committee of the London Borough of Greenwich ex parte the Governors of John Ball Primary School & Others
CDH.16	Section 86 of the School Standards and Framework Act 1998
CDH.17	MBCG cover note for Save Stonehenge case (CDH.14)
CDH.18	Council cover note for John Ball Primary School case (CDH.15)
CDH.19	Shimizu (UK) Limited v Westminster City Council [1997] 1 WLR 168
CDH.20	Palmer v Herefordshire Council [2016] EWCA Civ 1061
CDH.21	Dorothy Bohm v Secretary of State for Communities and Local Government [2017] EWHC 3217
CDH.22	Appeal decision at Edith Summerskill House, ref. APP/H5390/V/21/3277137
CDH.23	Section 55 of the Town and Country Planning Act 1990
CDH.24	R (Khodari) v Royal Borough of Kensington and Chelsea and others [2017] EWCA Civ 333
CDH.25	Travis Perkins v Westminster City Council and others [2017] EWHC 2738
CDH.26	Starbones Ltd v Secretary of State for Housing, Communities and Local Government [2020] EWHC 526
CDH.27	Newcastle upon Tyne City Council v Secretary of State for Levelling Up, Housing and Communities [2022] EWHC 2752 (Admin)
CDH.28	Catesby Estates Ltd v Steer [2018] EWCA Civ 1697
CDH.29	Appeal decision at Land at Bird in Eye Farm, ref. APP/C1435/W/22/3307820
CDH.30	Section 14 of the Education Act 1996
CDH.31	GLA cover note for Khodari case (CDH.24)
CDH.32	GLA cover note for Travis Perkins case (CDH.25)
CDH.33	GLA cover note for Starbones case (CDH.26)
CDH.34	GLA cover note for Newcastle upon Tyne case (CDH.27)
CDH.35	GLA cover note for Steer case (CDH.28)
CDH.36	GLA cover note for Land at Bird in Eye Farm appeal decision (CDH.29)
CDH.37	GLA cover note for Bramshill case (CDH.02)
CDH.38	Clin v Walter Lilly & Co [2021] EWCA Civ 136
CDH.39	Appeal decision at Former Westferry Printworks, ref. APP/E5900/W/19/3225474
CDH.40	East Northamptonshire DC v Secretary of State for Communities and Local Government [2014] EWCA Civ 137
CDH.41	R (Forge Field Society) v Sevenoaks District Council [2014] EWHC 1895
CDH.42	R v London Borough of Tower Hamlets, ex parte Barratt Homes [2000] 3 WLUK 74
CDH.43	Town and Country Planning (Mayor of London) Order 2008
CDH.44	GLA cover note for Westferry Printworks appeal decision (CDH.39)
CDH.45	GLA cover note for Barnwell Manor case (CDH.40)
CDH.46	GLA cover note for Forge Field case (CDH.41)
CDH.47	GLA cover note for Barratt Homes case (CDH.42)
CDH.48	Appellant's cover note for Bramshill, Palmer, Shimizu, Clin, Bohm and Master Brewer cases and Edith Summerskill House Appeal Decision
CDH.49	Appeal decision at Chiswick Curve, refs. APP/F5540/W/17/3180962 and APP/F5540/Z/17/3173208
CDH.50	Appeal decision at 92-100 Warwick Road, ref. APP/A5270/W/20/3264195
CDH.51	Appeal decision at Conington Road, Lewisham, ref. APP/C5690/W/18/3205926
CDH.52	Costs decision at Conington Road, Lewisham, ref. APP/C5690/W/18/3205926

CDH.53 Appeal decision at New City Court, ref. APP/A5840/W/22/3290473
CDH.54 Appeal decision at Land adjacent to 20 Bury Street (The Tulip), ref. APP/K5030/W/20/3244984
CDH.55 Appeal decision at 40 & 40A High Street, Brentford, ref. APP/F5540/V/19/3226900
CDH.56 Appeal decision at Southgate Office Village, ref. APP/Q5300/W/21/3270885
CDH.57 Appeal decision at South Kensington Station, ref. APP/K5600/W/22/3300872 and APP/K5600/Y/22/3301446
CDH.58 Juden v Tower Hamlets LBC [2021] EWHC 1368 (Admin)
CDH.59 Appeal decision at Chiswick Curve, refs. APP/F5540/W/17/3180962 and APP/F5540/Z/17/3173208 (duplicate of CDH.49)
CDH.60 Appeal decision at 92-100 Warwick Road, ref. APP/A5270/W/203264195
CDH.61 Appeal decision at Conington Road, Lewisham, ref. APP/C5690/W/18/3205926
CDH.62 Costs decision at Conington Road, Lewisham, ref. APP/C5690/W/18/3205926
CDH.63 Appeal Decision at Arlington Works, ref APP/L5810/W/20/3249153
CDH.64 Appeal Decision Land at Citroen Site, Brentford TW8 0E

CDI Statements of case

CDI.01 The Appellant's Statement of Case
CDI.02 The Council's Statement of Case
CDI.03 Mortlake Brewery Community Group's Statement of Case
CDI.04 West London River Group's Statement of Case
CDI.05 Greater London Authority's Statement of Case

CDJ Statements of common ground (SoCGs)

CDJ.01-1 Working draft principal SoCG between the Appellant and the Council as at 1 May 2024 – superseded
CDJ.01-2 Working draft principal SoCG between the Appellant and the Council updated 8 October 2024 – superseded
CDJ.01-3 Agreed Planning Matters SoCG between the Appellant and the Council updated 1 November 2024
CDJ.02-1 Working draft viability SoCG between the Appellant, the Council and the GLA as at 1 May 2024 – superseded
CDJ.02-2 Stag Brewery Supplementary Statement of Common Ground on Scheme Viability – signed 9 October 2024
CDJ.02-3 Stag Brewery Financial Viability SoCG updated 24 May 2024
CDJ.03 Working draft heritage and townscape SoCG between the Appellant and the Council as at 1 May 2024
CDJ.04 Working draft transport SoCG between the Appellant and the Council as at 1 May 2024
CDJ.05 Agreed draft transport SoCG between the Appellant and the MBCG as at 8 October 2024
CDJ.06-1 Agreed draft principal SoCG between the APP, MBCG and WLRG as at 1 November 2024
CDJ.06-2 Agreed draft principal SoCG between the APP, MBCG and WLRG as at 5 November 2024
CDJ.07.1 Draft principal SoCG between the APP, LPA & GLA (for signing) – superseded
CDJ.07.2 Signed principal SoCG between the APP, LPA & GLA
CDJ.08 Signed Heritage SoCG between the APP, LPA & GLA as at 5 November 2024

CDK Section 106 agreements and conditions

CDK.01-1 Appeal A Conditions as at 8 October 2024
CDK.01-2 Appeal A Conditions, updated 13 November 2024
CDK.01-3 Appeal A Conditions, updated 5 December 2024

CDK.01-4 Master List - APP A - updated to 17 January 2025
CDK.01-5 APP A - replacement condition 174 - alternative AH scenario – 17 January 2025
CDK.01-6 Letter to PINS - pre-commencement conditions APP A & APP B – 17 January 2024
CDK.01-7 Litera Compare Redline with tracked changes - Proposed updates to agreed draft conditions - Appeal A – 5 December 2024 and Master List
CDK.02-1 Appeal B Conditions as at 8 October 2024
CDK.02-2 Master List - APP B - updated to 17 January 2025
CDK.02-3 Litera Compare Redline with tracked changes - Proposed updates to agreed draft conditions - Appeal A – 5 December 2024 and Master List
CDK.03-1 Draft Section 106 Agreement dated 22 October 2024
CDK.03-2 Draft Section 106 Agreement dated 22 October 2024 Appendices
CDK.03-3 Draft Section 106 Agreement dated 22 October 2024 Plans
CDK.03-4 Draft Section 106 Agreement dated 22 October 2024
CDK.03-5 Redline showing changes between 22 October 2024 version and 2 December 2024 version
CDK.03-6 Draft Section 106 Agreement dated 22 October 2024 updated Plans and Appendices
CDK03-7 Draft Section 106 Agreement dated 6 December 2024
CDK03-8 Draft Section 106 plans and appendices – 6 December 2024
CDK03-9 Redline showing changes between 02.12.2024 version and 06.12.2024 version
CDK03-10 Stag Brewery s106 – proposed amendments and matters not agreed – 10 December 2024
CDK03-11 Stag Brewery s106 – Appendix A – draft dated 10 December 2024
CDK03-12 Revised Plan 10 dated 10 December 2024
CDK03-13 s106 agreement – Final dated 15 January 2025
CDK03-14 s106 showing changes between 6 December 2024 version (discussed at inquiry roundtable) and final version
CDK03-15 Completed s106 agreement dated 20 January 2025
CDK04-1 Draft CIL Compliance Statement dated 6 December 2024
CDK04-2 Draft CIL Compliance Statement updated 10 December 2024

CDL Miscellaneous

CDL.01-1 Officer’s report to Planning Committee on 19 July 2023
CDL.01-2 Addendum to Officer's report to Planning Committee on 19 July 2023
CDL.02-1 Officer’s report to Planning Committee on 31 January 2024
CDL.02-2 Addendum to Officer's report to Planning Committee on 31 January 2024
CDL.03 Air Quality Strategy for England, Scotland, Wales and Northern Ireland (July 2007)
CDL.04 The Road to Zero Strategy (July 2018) – Executive Summary
CDL.05 Clean Air Strategy 2019 (January 2019) – Executive Summary
CDL.06 Air Quality Strategy: Framework for Local Authority Delivery (2023)
CDL.07 Chapter 4 (Air Quality) of the London Environment Strategy (May 2018)
CDL.09 TfL Traffic Modelling Guidelines version 4.0 (September 2021)
CDL.10 Network Rail Mortlake Level Crossing Risk Assessment (July 2017)
CDL.11 Network Rail’s Station Capacity Assessment Guidance (November 2016)
CDL.12 The Port of London Authority and London Borough of Richmond upon Thames Wooded Towpath Plan 2022-2035
CDL.13 ILP Guidance Note 1 for the Reduction of Obtrusive Light 2021
CDL.16 Former Stag Brewery FVA (Final Review Report) (January 2024)
CDL.17 Environmental Improvement Plan 2023, page 77
CDL.18 Comparison of Emissions Factors Toolkit (EFT) v10 with v9 (September 2020)
CDL.19 Chief Planner’s Newsletter dated March 2023
CDL.20 DfE Area Guidelines for mainstream schools Building Bulletin 103 (June 2014)
CDL.21 Paragraph 15 of the DfE School Admissions Code 2021
CDL.22 Consultation on strengthening planning policy for brownfield development (February 2024)

CDL.23 LB Hounslow Grove Park Conservation Area Appraisal (2021) – extract, pages 9-16, 26-29, 30-32 and 35-36
CDL.24 Officer's report to Planning Committee in March 2024 on application ref. 23/1937/FUL
CDL.25 Financial Viability Assessment for the Stag Brewery, Mortlake (February 2018)
CDL.26 RICS Professional Statement: Assessing viability in planning under the National Planning Policy Framework 2019 for England (March 2021)
CDL.27 RICS Professional Statement: Financial viability in planning: conduct and reporting (May 2019)
CDL.28 RICS Professional Statement: Valuation of development property (October 2019)
CDL.29 Report to Cabinet on update to School Place Planning Strategy (October 2015)
CDL.30 Guidelines for Landscape and Visual Impact Assessment Third Edition (GLVIA) (2013)
CDL.31 Landscape Institute Technical Guidance Note on Visual Representation of Development Proposals (2019)
CDL.32 Travel to school for children of compulsory school age – Statutory guidance for local authorities (January 2014) extract, page 10
CDL.33 Nikolaus Pevsner, Bridget Cherry and Judy Nairn, The Buildings of England, London 2: South (1983) – extract, pages 513 – 514 and 715
CDL.34 Barnes and Mortlake History Society, Celebrating Mortlake's Rich Historical Past leaflet (undated)
CDL.35 Managing falling school rolls in London (January 2024)
CDL.36 Design Manual for Roads and Bridges LA 104 – Environmental assessment and monitoring (August 2020) extract, pages 1 – 26
CDL.37 Office for National Statistics, National population projections quality and methodology information (12 January 2022)
CDL.38 London Plan Review – Report of Expert Advisers dated 15 January 2024
CDL.39 Letter from Secretary of State for Levelling Up, Housing and Communities to the Mayor of London dated 12 February 2024
CDL.40 Delivering on London's Housing Requirement Interim Report (August 2021)
CDL.41 Article from London Councils, "£90 million monthly spending on homeless accommodation" (undated)
CDL.42 Richmond Temporary Accommodation Allocation Guidelines 2023
CDL.43 Letter from Secretary of State for Levelling Up, Housing and Communities to the Mayor of London dated 18 December 2023
CDL.44 Report on Internal Rate of Return for Financial Viability Assessments dated August 2023
CDL.45 Visual Survey Record submitted by MBCG
CDL.46 Extract from Bromley by Bow Gasworks Viability Review November 2023
CDL.47 Extract from Edgware Central Masterplan Viability Review January 2024
CDL.48 Housing Delivery Test 2022 Measurement.
CDL.49 'The Next Stage in Our Long-Term Plan for Housing Update' Ministerial Statement dated 19 December 2023
CDL.50 Speech of Rt Hon Rachel Reeves MP dated 8 July 2024
CDL.51 'Building the homes we need' Ministerial Statement dated 30 July 2024
CDL.52 Letter from Rt Hon Angela Rayner MP to local authority leaders in England dated 30 July 2024
CDL.53 Planning Reform Working Paper Brownfield Passport: Making the most of Urban Land
CDL.54 Outcome of the revised standard method published 30 July 2024
CDL.55 Letter from Rt Hon Angela Rayner MP to Sadiq Khan dated 30 September 2024
CDL.56 GLA's Response to the Draft National Planning Policy Framework (September 2024)
CDL.57 The former Secretary of State for Levelling up Housing and Communities letter to the Mayor of London (18 March 2024)
CDL.58 The Case for a River Thames Cultural Vision, September 2019
CDL.59 Free Schools - pre-opening guide October 2023

CDL.60 School Capacity (SCAP) Survey 2024 Guide for Local Authorities April 2024
CDL.61 Richmond Upon Thames mainstream pipeline free schools letter dated 22 October 2024
CDL.62 WMS Mainstream Free Schools Review October 2024

ANNEX F: INQUIRY DOCUMENTS

Documents submitted during the Inquiry

INQ-01.1 List of Appearances on behalf of the Appellant (APP)
INQ-01.2 Appellant List of Appearances Updated (including S106/Conditions
INQ-02 List of Appearances on behalf of London Borough of Richmond Upon Thames
INQ-03 List of Appearances on behalf of the Greater London Authority (GLA)
INQ-04 Opening Statement on behalf of the AP
INQ-05 Opening Statement on behalf of LB
INQ-06 Opening Statement on behalf of GLA
INQ-07 List of Appearances on behalf of Mortlake Brewery Community Group (MBCG)
INQ-08 Opening Statement on behalf of MBCG
INQ-09 Opening Statement on behalf of West London River Group (WLRG)
INQ-10 Route for formal site visit on 5 November 2024

INQ-11 Appellant's Design Presentation of 6 November 2024
INQ-12 Councillor Penny Frost (Richmond Council) Statement presented 7 November 2024
INQ-13 Mark Tuffney, Lowther Primary School, Statement presented 7 November 2024
INQ-14 Tim Catchpole, Mortlake with East Sheen Society, Statement presented 8 November 2024
INQ-15 Councillor Niki Crookdake Objection dated 18 April 2024
INQ-16 Councillor Niki Crookdake Statement presented 8 November 2024
INQ-17 Errata Note to the Supplementary Proof of Tim Walder dated 11 November 2024
INQ-18 Richard White Statement and Accompanying Document dated 7 November 2024
INQ-19 Kelly McEvoy, Thomson House School, statement presented 7 November 2024, including a link to video footage shown to the Inquiry on that date
INQ-20 Andy Heath Statement presented on 12 November 2024

INQ-21 OS map and flood plans introduced by John Ancock during the environmental round-table discussion on 7 November 2024
INQ-22.1 Statement of Common Ground (Education) between MBCG and the Council dated 13 November 2024
INQ-22.2 Addendum to Education Statement of Common Ground dated 13 November 2024
INQ-23 Stag Brewery Second (signed) Supplementary Statement of Common Ground on Viability between the Appellant, the Council and the GLA dated 29 November 2024
INQ-24 Statement presented by Geoff Stanton on 7 November 2024
INQ-25 Laura Ellener, Chiswick School, Statement presented 7 November 2024
INQ-26.1 Mark Weston Statement presented 3 December 2024
INQ-26.2 Mark Weston Statement Appendix (Decaying Homes, Forgotten Lives Report)
INQ-27 Statement from Paul Giles presented 3 December 2024
INQ-28 David Seddon Statement presented 3 December 2024
INQ-29 Appeal Decision - Land at 1 Cambridge Heath Road (Appeal Ref: APP/E5900/W/17/3190685)
INQ-30 Appeal Decision - Tolworth Tower (Appeal Ref: APP/Z5630/W/21/3278268)

INQ-31.1 Tim Catchpole, Mortlake with East Sheen Society, Statement on Air Quality
INQ-31.2 Tim Catchpole Supplementary Summary on Air Quality
INQ-32 Appellant's Supplementary Note on Flood Risk Matters dated 2 December 2024
INQ-33 Appellant's Surface Water Drainage Strategy Summary Note dated 2 December 2024
INQ-34 Heritage & Townscape Matters Statement of Common Ground between the appellant and the Council signed 6 December 2024
INQ-35.1 Jane Seymour Initial enquiry email to Foxtons dated 6 March 2024
INQ-35.2 Foxtons email to GLA dated 11 March 2024

INQ-36 Ann Hewitt Statement presented 6 December 2024
INQ-37 Council Note on Five-Year Housing Land Supply presented on 6 December 2024
INQ-38 WLRG Flooding and Drainage comments presented on 9 December 2024
INQ-39 Graham Kench email to Inquiry dated 8 December 2024
INQ-40 MBCG submission on Kew Retail Park dated 9 December 2024

INQ-41 Mark Worledge Representation Letter submitted on 6 December 2024
INQ-42 GLA letter to the Council for the Richmond Local Plan Examination Main Matter 3 (Policy 11 – Affordable Housing) dated 6 June 2024
INQ-43 Council Note to Local Plan Examination Inspectors on Key Actions Arising from Week 3 Hearings dated 16 July 2024
INQ-44 Appellant and Council Note on a Potential No-School Scenario dated 10 December 2024
INQ-45 Appellant's Response to WLRG's Comments on Flood Risk Matters dated 11 December 2024
INQ-46 TPG Email Response from Port of London Authority Regarding Towpath Land Ownership submitted on 11 December 2024
INQ-47 Appellant's Rebuttal Response to Mr Catchpole's Representations on Air Quality Dated 6 December 2024
INQ-48 Appellant's Technical Note Responding to the Comments of Mr Kench and Mr Worledge dated 11 December 2024
INQ-49 Council Note on the Section 106 Education Contribution dated 12 December 2024

Closing submissions

CS-01 Interested Party - Councillor Niki Crookdake
CS-02 Rule 6 Party – West London River Group / The Towpath Group
CS-03 Rule 6 Party – Mortlake Brewery Community Group
CS-04 Rule 6 Party – Greater London Authority
CS-05 Richmond upon Thames Council
CS-06 The Appellant

Documents submitted after the Inquiry closed

INQ-50 Inspector's Post-Inquiry Note 1 dated 13 December 2024
INQ-51 Council Note on its Updated Five-Year Housing Land Supply Position (Update to INQ-37) dated 19 December 2024
INQ-52 GLA Accelerating Housing Delivery Planning and Housing Practice Note dated December 2024
INQ-53 MBCG Response to INQ-50 dated 10 January 2025
INQ-54 GLA Response to INQ-50 dated 10 January 2025
INQ-55 Council Response to INQ-50 dated 10 January 2025
INQ-56 Appellant's Response to INQ-50 dated 10 January 2025
INQ-57 Appellant's Response to the GLA Practice Note (INQ-52) dated 10 January 2025
INQ-58 Inspector's Post-Inquiry Note 2 dated 17 February 2025
INQ-59 Council Response to INQ-58 dated 24 February 2025
INQ-60 MBCG Response to INQ-58 dated 1 March 2025
INQ-61 GLA ELP Response to INQ-58 dated 3 March 2025
INQ-62 Appellant's Response to INQ-58 dated 3 March 2025

ANNEX G: APPEARANCES

For the Local Planning Authority:		
Matthew Reed KC		*Instructed by* Head of Legal Services, London Borough of Richmond upon Thames
He called		
	Marc Wolfe-Cowen MRTPI CMLI MA DipLA	Principal Urban Design Officer, London Borough of Richmond upon Thames
	Barry Sellers MRTPI IHBC MA(UD), BA(HONS ARCH), BA(HONS TP) DIP UD	Principal Planner (Urban Design), London Borough of Richmond upon Thames
	Henry Kilpin BA(Hons) PGDip MSc	Associate Director for School Place Planning, Achieving for Children
	Guy Ingham MRICS BSc	Director, Carter Jonas LLP
	Lucy Thatcher MTP, MRTPI	Strategic Applications Manager, London Borough of Richmond upon Thames
For the appellant:		
Russell Harris KC Anjoli Foster, Counsel		*Instructed by* Elizabeth Christie and Aline Hyde, Town Legal LLP
They called		
	Murray Levinson RIBA	Partner, Squire and Partners
	Dr Chris Miele IHBC MRTPI FRHS FSA	Senior Partner, Montagu Evans LLP
	Stephen Moorcroft MIES MIAQM CEnv	Director, Air Quality Consultants
	Margaret Theobald BSc(Hons) CIHT	Senior Associate, Stantec UK
	Dr Anthony Lee BSc(Hons) MSc(Econ) MA(TP) PhD MRTPI MRICS	Senior Director and Head of UK Development Viability, BNP Paribas Real Estate
	Neil Henderson MTP MRTPI	Senior Planning Partner, Gerald Eve LLP
Also appearing (s106 and conditions discussion)		
	Elizabeth Christie Aline Hyde Anna Gargan	Town Legal LLP Town Legal LLP Gerald Eve LLP
For the Greater London Authority (Rule 6 Party):		
Douglas Edwards KC Esther Drabkin-Reiter, Counsel		*Instructed by* Steen Smedegaard LARTPI, Transport for London (TfL) Legal Department
They called		
	Elizabeth Adams AADip RIBA ARB	Director, Adams & Sutherland Architects

	Timothy Walder IHBC BA(Hons) MA MSc PGCE	Principal Conservation Officer, Greater London Authority
	Joseph Ward MRICS	Development Viability Advisor, Greater London Authority
	Emily Leslie BSc MPlan	Principal Strategic Planner, Greater London Authority
Further evidence provided by		
	Jane Seymour MRICS	Development Viability Expert, Greater London Authority
Also appearing (s106 and conditions discussion)		
	Jamie Lockerbie Steen Smedegaard	Pinsent Masons TfL
For the Mortlake Brewery Community Group (Rule 6 Party):		
Nick Grant, Counsel		*Instructed by* Peter Eaton (Direct Access)
He called		
	Peter Eaton ARB RIBA FRIAI FRGS BScArch DipArch	Co-Chair, Mortlake Brewery Community Group, Retired Architect
	Dorian Crone RIBA MRTPI IHBC BA BArch DipTP	Heritage and Design Consultant, Heritage Information
	Dr Geoffrey Woodhouse MA9Cantab) MSc PhD	Retired lecturer in educational statistics and teacher of mathematics
	Howard Scott Potter FICE MRTPI(Retired) MTPS BEng DipTP CEng	Principal, Howard Scott Potter Associates
	John Ancock	Engineer
For the West London River Group / The Towpath Group (Rule 6 Party):		
Philip Whyte		Co-chair, West London River Group, Retired investment and development surveyor
Interested parties:		
Cllr Niki Crookdake,		Ward Member For Mortlake & Barnes Common
Cllr Penny Frost		Chair of the Council's education and children's services committee and ward councillor for Ham, Petersham and Richmond Riverside
Tim Catchpole		Chair, Mortlake with East Sheen Society
Mark Tuffney		Lowther Primary School
Kelly McEvoy		Thomson House Primary School
James Whelan		Richmond Park Academy
Laura Ellener		Chiswick School

Local residents:
Francine Bates
Ian Wallace
Una O'Brien
Geoffrey Stanton
Graham Kench
Richard White
Andy Heath
Bernard Adams
Mark Weston
Paul Giles
David Seddon
Mark Worledge