This application is being presented to the Planning Committee as a Major Development (requiring a S106 legal agreement)

1.0 SUMMARY

1.1 The proposal is for a 106 bedroom apart-hotel with ancillary restaurant and an event hall at ground floor within a four to seven storey building. There would be no car parking provided, with cycle parking provision for both guests and staff.

1.2 The proposed building is considered to be of high design quality of an appropriate height and scale for this Metropolitan Town Centre location. The proposed use is suited to this location, benefiting from a highly accessible location with excellent public transport connections and a range of other services within the local area. It is considered that the proposal would not result in harm to existing neighbouring residents nor give rise to any significant impacts on the local highway network.

The application is recommended for approval subject to conditions and a S106 legal agreement

2.0 RELEVANT FACTS - SITE AND CONTEXT

2.1 The site is on the north side of Hounslow High Street, measuring roughly 0.095 hectares and is irregular in shape. At present it houses a three-storey building with a flat roof fronting the High Street and the building decreases in height to single-storey as the site extends to the rear. The last use of the premises was as a retail unit (Use Class A1) with ancillary storage at the upper levels. The service yard to the rear provides access to a single-storey dilapidated storage shed which was historically used in connection with the retail use of 108 High Street.
2.2 To the west, the building adjoins the existing four-storey, flat roofed building at 108 High Street. This building extends beyond the rear of the existing building on the application site. The ground floor uses consist of a retail unit (Use Class A1) and café (Use Class A3) with residential uses above. To the east is Radalco House/102 High Street, a four-storey building containing a ground floor commercial use (previously a bank) and serviced apartments above. To the rear of that building are separate, self-contained flats with undercroft ground level car parking accessed from Saddler’s Place between this site and the application site. To the rear is Pharmacia House, comprising flats at the fourth and fifth floors and office space at lower levels.

2.3 The site is within Hounslow Town Centre, forms part of both the Primary and Secondary Shopping Frontage and is within the Hounslow and Staines Road Archaeology Priority Areas.

3.0 RELEVANT HISTORY

3.1 00610/104-106/P19 Demolition of existing building, site clearance and redevelopment comprising of the construction of a four to six storey, mixed-use scheme, comprising of a 52 unit apart-hotel (Use Class C1) and a restaurant (Use Class A3)

RESOLUTION TO GRANT BY PLANNING COMMITTEE 14/07/2018
3.2 00610/108b/P12  Demolition of an existing single storey storage building and construction of a seven storey building comprising one Class A1 Retail unit and 22 one- and two-bedroom flats and associated facilities.

GRANTED WITH LEGAL AGREEMENT
09/08/2018

4.0 DETAILS OF PROPOSAL

4.1 Replacement of the existing three-storey building with a four- to seven-storey building to be used as a 106-room apart-hotel with ancillary restaurant and event hall.

4.2 An apart-hotel is typically a form of hotel having self-catering apartments instead of bedrooms or suites. Occupying one can be similar to renting a flat, but with no fixed contract and occupants can "check-out" whenever they wish.

4.3 The proposed building would have a height of between four and six storeys along the High Street and Saddlers Place frontages, increasing to seven by Prince Regent Road. The tallest, six-storey 'L-shaped' element would be towards the middle and front of the site, with the predominant four-storey element projecting rearwards beyond the rear elevation of 108 High Street. The building would have a flat roof, with low parapet roof and areas of external terrace on the rear projection.

4.4 The proposed ground floor restaurant would be located towards the front of the site and be accessed from both the High Street directly and internally from the apart-hotel. The apart-hotel would have its primary access from the pedestrianised east frontage, but a secondary access would also be available from the High Street, adjacent to 108 High Street. The proposed restaurant would be available to the public as well as guests of the apart-hotel. The proposed event hall/venue would be accessed directly from the hotel lobby, but there would also be a secondary entrance from Crown Yard.

4.5 The basement of the building would comprise servicing, ancillary and ‘back of house’ areas for the apart-hotel, including a staff room, office, laundry rooms, plant and refuse facilities, gym, sauna and two separate cycle stores (for staff and guests). The basement would be served by lifts, including one large enough to transport bicycles.

4.6 Ten separate short-stay cycle spaces in form of five Sheffield’ stands would also be provided close to the entrance to the apart-hotel. No car parking would be provided for either guests or staff.

4.7 Each of the 106 units in the upper floors would comprise of a bathroom, kitchen facilities, bed and other provisions, including storage and desk.

4.8 Along High Street and Saddlers Place, the building would be brick at the lower four levels with the upper two floors set back from the front elevation with a lightweight metal cladding system (colours and details to be secured
by condition (5)). Along Prince Regent Road, the brick would reach the sixth storey, with metal cladding at the top floor.

5.0 CONSULTATIONS

5.1 266 neighbours were notified on 22 October 2018. Press and site notices also advertised the application. No objections have been received.

5.2 The application was placed on the Pending Decisions List dated 28 January – 4 February 2019 (week 4) to be heard at Planning Committee as a major development with s106 agreement

Transport for London

5.3 No objection, subject to conditions.

Historic England

5.4 No objection, subject to conditions.

6.0 POLICY

Determining applications for full or outline planning permission

6.1 The determination must be made in accordance with the development plan unless material considerations indicate otherwise. Local finance considerations must also be assessed.

The National Planning Policy Framework

6.2 The National Planning Policy Framework (NPPF) came into force on 27 March 2012, and from April 2014 National Planning Practice Guidance (NPPG) in the form of an online guidance resource to support the NPPF came into effect. The Local Planning Authority (LPA) considers that, where pertinent, the NPPF and NPPG are material considerations and as such, will be taken into account in decision-making as appropriate.

The Development Plan

6.3 The Development Plan for the Borough comprises the Council’s Local Plan (adopted by the Council on 15 September 2015), the West London Waste Plan and the London Plan Consolidated with Alterations since 2011.

6.4 The draft New London Plan was published on 29 November 2017, for consultation from 1 December 2017 to 2 March 2018. The policies of the draft Plan are capable of being a material consideration in planning decisions. Its policies will gain more weight as it moves through the examination process to adoption; however the weight given to it is a matter for the decision maker. At this stage only limited weight is to be given to the draft Plan due to it being only in the initial stages of consultation.

6.5 The Council are currently undertaking two Local Plan Reviews; the West of Borough Local Plan review and the Great West Corridor Local Plan review.
Consultation on the ‘Preferred Options Consultation’ document for both these reviews, and amendments to the adopted Local Plan, was undertaken between 23 October 2017 and 10 December 2017. The policies of these draft Plans are capable of being a material consideration in planning decisions. Their policies will gain more weight as it moves through the examination process to adoption; however the weight given to them is a matter for the decision maker. At this stage only limited weight is to be given to these draft Plans due to them being only in the initial stages of consultation.

6.6 The adopted Local Plan documents and emerging Local Plan Review documents can be viewed on the Hounslow website.

7.0 ASSESSMENT

The acceptability in principle of the proposal

7.1 The National Planning Policy Framework (NPPF) states that new applications should be considered in the context of the presumption in favour of sustainable development. It goes on to state (Paragraph 111) that planning policies and decisions should encourage effective use of land by re-using previously developed (brownfield) land, provided it is not of high environmental value, especially in locations with good transport accessibility.

7.2 The provision of an apart-hotel use would be supported at the site as an acceptable Town Centre use (as supported by Local Plan policies TC1, TC2 and TC4). This is also promoted in Policy ED3 which directs new visitor accommodation to town centre locations, as does London Plan Policy 4.5.

7.3 The existing site lies within the Primary and Secondary Shopping Frontage, identified in the Local Plan (it forms the easternmost boundary of the Primary Shopping Frontage). Local Plan Policy TC4 seeks to maintain and enhance the fundamental retail role of town centres, while ensuring that they are responsive to changing needs and provide scope for a diversity of uses, in appropriate places, that contribute to their vitality and viability. It goes on to state that a high proportion of retail uses (A1) should be retained within Primary Shopping Frontages, but that a diversity of uses would be supported where they will not undermine the retail function of that frontage, in particular in secondary frontages where proposals are encouraged which would contribute to the vitality and viability of the town centre, and achieve an active frontage during the day and evening.

7.4 The proposal would result in the loss of a shop and its replacement with an apart-hotel with ancillary restaurant at ground level fronting the High Street. Given the site’s location on the fringe of the Primary Shopping Frontage, and in light of the forthcoming High Street Quarter development further west towards the heart of the Primary Shopping area where new retail uses will dominate, it is considered that a non-shop use/frontage that contributes to the diversity of appropriate town centre uses would be justified in this instance. With the inclusion of the restaurant on the High Street, an active frontage would be retained, and the positioning of the primary entrance for
the apart-hotel on the Saddler’s Place frontage would help to enliven and activate this route.

7.5 It is therefore considered that the proposal would be acceptable in principle, introducing an appropriate town centre use suited to this Metropolitan Town Centre location, without undermining the retail function of the Primary Shopping Area. On this basis, the proposal is acceptable in principle, subject to the other planning issues which will be considered below.

7.6 The other planning issues to consider are:

- Urban Design: height, scale & appearance
- Impact on neighbouring properties
- Highway safety and parking implications
- Sustainability & all other environmental considerations

**Design and appearance**

7.7 The NPPF states good quality design is an integral part of sustainable development and that decision takers should always seek high quality design. It states that achieving good design is about creating places, buildings or spaces that work well for everyone, look good, will last well, and adapt for future needs, with good design responding in a practical and creative way to both the function and identity of a place, putting land, water, drainage, energy, community, economic, infrastructure and other such resources to the best possible use. The NPPF also says permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions. It is proper to seek to promote or reinforce local distinctiveness.

7.8 The degree to which new development reflects and responds to the character and history of its surrounds is a key element of good design as defined by the NPPF. This relationship should be considered throughout the design process, and should inform the positioning, massing, height, and materials of development proposals. Developing a design solution that works with its surrounding context should not prevent or discourage appropriate innovation.

7.9 The London Plan requires all large scale proposals to be of the highest quality design especially in terms of impact on views, townscape context and local environmental impact. The achievement of high quality urban design is also highlighted as a key factor in achieving a more attractive and green city.

7.10 London Plan Policy 7.4 (Local Character) sets out that buildings should provide a high quality design response to the urban grain, street pattern, natural features, human scale and the historic environment and is supported by Policy 7.6 (Architecture) which seeks to promote high architectural and design quality appropriate to its context.

7.11 Policy CC2 (Urban Design and Architecture) seeks to retain, promote and support high quality urban design and architecture to create attractive,
distinctive, and liveable places. Any development should respond meaningfully and sensitively to the site, its characteristics and constraints, and the layout, grain, massing and height of surrounding buildings.

7.12 Local Plan policy CC3 (Tall Buildings) seeks to focus new tall buildings of 20 metres or over in Hounslow Town Centre. It also expects them to be placed sensitively and of a height and scale in proportion to the location and setting which relates carefully and responds to the surrounding area’s character.

7.13 The massing and scale of the building are largely influenced by two previous permission on this site: 00610/104-106/P19 (the 54-bed apart-hotel) and 00610/108b/P12 (seven storey residential building fronting Prince Regent Road), both approved by the Planning Committee.

7.14 The proposed building provides a step down from the nearby neighbouring residential building of eight-nine storeys at Baroque Court to the five storey buildings to the east of the site and the three-four storey buildings on High street. The design is considered to make a positive contribution to the street scene to the north and would be of an attractive and interesting design which breaks up the massing of the building providing a mixture of vertical and horizontal. The upper floors above third would be set back on the elevations fronting High Street and Saddlers Place, which would avoid the overall bulk of the building form appearing oppressive. The recessed section would be set back from the street frontage. This ensures that the height of the development would not appear overly dominant in the street scene and would sit well with the scale and massing of surrounding buildings.
7.15 In relation to site context, the existing buildings are of little architectural merit and contribute little to the street scene. The site is, however, on a corner plot along Saddler’s Place, between High Street and Prince Regent Road, creating a landmark opportunity to which the existing buildings fail to respond. The surrounding area is of a varied architectural style, although there is a general uniformity in height and massing on this side of the High Street. Conversely, there are some taller buildings along the northern end of the plot, namely Pharmacia House and Baroque Court.

7.16 As proposed, the tallest element would be towards the front of the site (albeit with the upper two floors set back) which would further help to define the High Street. In views along the High Street from both the east and west, the building would be seen in the context of the surrounding buildings and would not appear out of keeping with its surroundings. It would also help to define the Prince Regent Road frontage that currently has a poor definition, being predominantly a rear access road for High Street properties.

7.17 The new building has been articulated through a uniform fenestration arrangement, featuring deep window reveals on the High Street and Prince Regent Road frontage for example, that adds interest to the elevations as well as breaking up the various facades, ensuring these would not be otherwise unduly overbearing. The glazed ground floor treatment would help create an active and animated frontage, which would reflect this High Street setting. Simple, but well considered design features would help the primary apart-hotel entrance to be legible when viewed from the High Street, directing guests to the entrance without the need for masses of signage. The robust brickwork for the main element of the building would reflect the general theme of materials in the surrounding area with the metal cladding on the upper storeys helping to create a distinct, but integrated feature with the same colours used throughout (e.g. window frames, infill panels, etc.). On the other hand, the Prince Regent elevation would have the last, seventh, storey set back from the front. This would respond well to the changing scale of setting and respond better to larger neighbouring buildings. This part of the building would retain an architectural consistency with the High Street frontage of the building. Moreover, it would create an active frontage to Prince Regent Road in the form of an event/function hall. This would improve the comparatively poor street scene and would encourage more activity and passive surveillance of a currently underused space.

7.18 It is therefore considered that the proposal would be of an appropriate height, scale and design, which would contribute positively to the street scene and general townscape without appearing as an unduly prominent or overbearing feature. It has been designed to respond to the various sensitivities around the site, including existing residential properties. With appropriate safeguarding conditions to ensure a high quality finish, the proposal is considered acceptable and appropriate for this town centre site, and in accordance with Local Plan policies CC1, CC2 and CC3.
The impact on the amenity of surrounding uses

7.19 London Plan policy 7.6 states that buildings and structures should not harm the amenity of surrounding land and buildings, particularly homes, in relation to privacy, overshadowing, wind and microclimate. Local Plan Policy CC2 reflects this and particularly emphasises existing residents' living conditions.

7.20 The key concern here is the effect on light privacy and outlook for residential neighbours opposite and adjacent.

7.21 A detailed daylight and sunlight assessment has been submitted with the application which assesses seven properties surrounding the site.

7.22 Of the properties assessed that have habitable rooms facing the site, three out of seven would comply with or exceed daylight and sunlight amenity and would meet the suggested in the Building Research Establishment (BRE) Guidelines.

7.23 The assessment concludes that 90% of the assessed windows in neighbouring properties meet the BRE recommendations in terms of daylight (achieving 27% Vertical Sky Component - VSC). Where windows would fail, this is described as being due to low existing levels (producing disproportionate percentage alterations) or existing design features of the neighbouring building (such as deep set balconies above windows of Radalco House and 102 High Street).

7.24 In terms of sunlight, the assessment found that 78% of all rooms assessed would comply with the relevant BRE criteria. Where there are failures, this is highlighted as being due to the orientation of the windows (only just within 90 degrees of due south and therefore the amount of available sunlight is already considerably constrained) or existing design features of the neighbouring building (e.g. deep set balconies above windows). This is further highlighted when a 'no balcony' assessment was undertaken which significantly improves the results in respect of sunlight to these properties.
7.25 To the east is a number of dwellings that overlook the application site with their only windows on this elevation. Similarly to the previously consented scheme, in order to prevent any loss of privacy to existing residents of these flats, the proposal has been designed such that visibility from each room window would be obscured by a lightweight metal screen composed of two panels slightly angled to open away from the façade and allow natural light to enter the rooms, whilst preventing views across to the existing flats opposite. Subject to the detailed design of these privacy screens, which are an integral feature of the design and appearance of this elevation, it is not considered that there would be an unacceptable loss of privacy for neighbouring residents. These details would be secured by condition (5).

7.26 The proposal also includes a number of small roof terraces along the eastern edge of the building at the upper two levels. Inclusion of planters along the roof edge, as well as the set-ins would prevent any direct overlooking from these spaces to the existing flats opposite.

7.27 Because of the separation between the existing flats to the east and the proposed building, across Saddler’s Place, and the scale and design of the proposal, it is not considered that this would have an overbearing impact on residents or appear as an unacceptably prominent feature.

7.28 The proposal would have no unacceptable effect on residents of Baroque Court to the north, because the distance to it is over 30 metres.

7.29 Thus, whilst there would be some loss of daylight and sunlight to neighbouring properties, in particular to the east at Radalco House and 102 High Street, this would not be sufficient to merit refusal, and buildings of almost identical bulk at the same site have already been approved or had resolution to grant by the Planning Committee. The effect largely results from existing deep-set balconies and the orientation of windows in those properties. The harm arising would not outweigh the benefits of the proposal, namely the regeneration benefits arising from redevelopment of this town centre site to provide new visitor accommodation that would contribute towards the town centre’s vitality and viability. Furthermore, it is considered that considerate design, has avoided loss of privacy or outlook for existing residents. On balance therefore, the proposals are considered to accord with Local Plan Policies CC2 and EQ5, and the London Plan.

The impact of the proposal on traffic and parking

7.30 London Plan Policy 6.3 states that developments should ensure that impacts on the transport capacity and the transport network are fully assessed.

7.31 London Plan Policy 6.9 seeks secure, integrated and accessible cycle parking facilities. Policy 6.13 seeks an appropriate balance between promoting new development and preventing excessive car parking provision that can undermine cycling, walking and public transport use. It sets maximum car parking standards in Table 6.2 and developments must provide electrical charging points to encourage uptake of electric vehicles.
7.32 Policy EC2 (Developing a Sustainable Local Transport Network) of the adopted Local Plan has regard to transportation and seeks to secure a more sustainable local travel network that maximises opportunities for walking, cycling and using public transport, reduces congestion, improves the public realm and improves health and well-being. It echoes the London Plan in terms of standards established for car parking, cycle parking, motorcycle parking, coach parking, and electric vehicle charging, along with any additional standards set out in supplementary guidance.

7.33 The site is in an area of ‘Excellent’ public transport accessibility, with a public transport accessibility level (PTAL) rating of 6a (the highest on a scale of 1-6). As a consequence, the development is proposed to be ‘car-free’ with no car parking provided for either guests or staff.

7.34 The site is in the Hounslow Town Centre North Controlled Parking Zone (CPZ) which operates Monday-Friday 9:30 am - 6:00 pm and Saturday 9:30 am - 12:30 pm. To the south, the Hounslow Town Centre South CPZ operates at the same times. As a consequence of these parking restrictions on local streets, it is not considered likely that a development of this nature would lead to overspill parking on or pressure for parking outside the hours of the CPZ. Furthermore, a restriction removing guests’ eligibility to obtain parking permits would be included within any S106 agreement.

**Cycle parking**

7.35 Based on the number of rooms and floor areas above, at least eight long-stay (staff) and ten short-stay (customer/visitor) cycle spaces need to be provided for the development to accord with London Plan standards. The long-stay spaces must be secure, sheltered, easily accessible, conveniently located, and separate from the short stay provision. The short stay spaces should be obvious to visitors and convenient to the building’s entrances.

7.36 There would be two cycle stores in the basement of the – one for staff and one for guests. The first one includes five ‘Sheffield’ stands (ten cycles) including storage for two adapted cycles. Adapted cycle storage would be provided with 1.5-metre spacing to comply with TfL guidance. The second store would provide storage for ten cycles, including, as a minimum, a single ‘pool’ bike. However, the Council would expect this number to be increased and this increase would be built in to the Travel Plan. Moreover, the applicant has demonstrated that the basement cycle stores would be accessible easily via a large lift and sufficiently wide corridors. Overall, the cycle storage would comply with the requirements of the West London Cycle Parking Guidance and TfL London Cycling Design Standards (LCDS). There would also be ten short-term cycle parking spaces comprising five Sheffield stands next to the entrance to the hotel, which is sufficient.

7.37 The details of cycle parking infrastructure can be secured via a condition (13).
Trip generation

7.38 The applicant has undertaken an assessment of trip generation compared to the previous use of the site as a shop and office space. The garage/warehouse at 108B High Street that forms part of the site has been discounted. There are reservations about the sites that the applicant has chosen for comparison purposes and about some of the conclusions drawn from the data. However, due to the nature of the proposal, its location in a town centre with excellent public transport accessibility, and the lack of on-site parking, it is not considered that the apart-hotel or restaurant element would significantly or unacceptably increase vehicle trips or public transport trips associated with the site. Notably, TfL have not raised any objection in this regard.

7.39 It is anticipated that the ‘event hall’ facility on site would be used for functions including seated lunches, dinners, dinner dances, conferences and wedding receptions. The number of people attending such events would range between 50 and 250. Larger events such as wedding receptions would likely take place approximately once a month whilst smaller events with up to 100 guests would occur on a more frequent basis. To estimate the likely mode of travel used by those attending the event hall space, the submitted Transport Technical Note has used survey data from a similar venue. This found that 14% of trips were undertaken by ‘car driver’ and would equate to 35 inbound and outbound trips assuming maximum occupancy of the hall.

7.40 To limit the local highway impact, the applicant proposes a shuttle bus, and a detailed Event Management Plan would be secured in the S106 agreement. This would need to include details of the shuttle bus system and when it would be implemented; any park-and-ride or park-and-stride initiatives and their locations; measures to stagger arrivals and departures as much as possible, and a commitment that they avoid peak times particularly school drop-off and pick-up; and promotion of the venue’s proximity to public transport options and the lack of dedicated parking or drop-off/pick-up facilities at the site.

Deliveries and servicing

7.41 The applicant proposes that smaller, more frequent servicing activities, including minibus drop-offs and pick-ups associated with the event hall, expected to make up the majority of trips to the site, would occur from Saddlers Place. Deliveries by vehicles longer than eight metres would be undertaken from loading bays on the High Street. A Delivery and Servicing Plan and swept paths have been produced to show how this would occur.

7.42 All site refuse collections would take place from Matisse Road and this would be specified in the Event Management Plan and Delivery and Servicing Plan.

7.43 There are two loading bays on the opposite side of the High Street within 20 metres of the site. Each bay can accommodate two vehicles at once. A camera survey of the two bays over a 24-hour/seven-day period identified that the average occupancy of Bay One was 68% and Bay Two was 31%. It is considered that it is has been demonstrated adequately that there would
be capacity for the one-two daily deliveries that are expected to be facilitated by vehicles between eight and ten metres long. The finalised Delivery and Servicing Plan would need to include measures to prevent these larger vehicles attempting to unload from Saddlers Place.

7.44 Considering these points, it is accepted that the apart-hotel would be in the town centre, on the High Street, and close to many shops and services. The Delivery and Servicing Plan states that a delivery and post room would be provided in the Reception area. If properly managed, this could minimise any dwell time for personal deliveries. As such, more details on this arrangement must be included in the Delivery and Servicing Plan secured by condition (14).

**Highway works**

7.45 The proposal includes public realm improvements to Saddlers Place consisting of raising the carriageway to the level of the pedestrian section to the south and converting it into a shared surface arrangement with dedicated loading area. The design would need to promote pedestrian priority and provide a safe and inviting place for people to linger. The highway works would need to be subject to a S278 agreement.

7.46 Any changes to the verge along the northern elevation of the building would need to be discussed with the Council’s Corporate Property Team, and appropriate legal arrangements made, because it is not part of the highway.

**Travel Plan**

7.47 A Framework Travel Plan has been submitted with the application, but a detailed Travel Plan would need to be secured by condition (16).

**Construction**

7.48 A detailed Construction Logistics Plan, with input from the contractor once known, would be required by condition (4) before the development can start. The Construction Logistics Plan must adhere to TfL’s latest guidance.

**Sustainability & all other environmental considerations**

**Sustainable Design & Construction**

7.49 The London Plan provides at Policy 5.2 (Minimising Carbon Dioxide Emissions) that development should make the fullest contribution to minimising carbon dioxide emissions in accordance with the following energy hierarchy: be lean: use less energy; be clean: supply energy efficiently; and be green: use renewable energy.

7.50 Policy 5.3 of the London Plan states that the highest standards of sustainable design and construction should be achieved in London to improve the environmental performance of new developments and to adapt to the effects of climate change over their lifetime.
Policy EQ1 (Energy and Carbon Reduction) aims to move towards being a low carbon borough, by minimising the demand energy and promoting renewable and low carbon technologies. Policy EQ2 (Sustainable Design and Construction) aims to promote the highest standards of sustainable design and construction in development to mitigate and adapt to climate change. It outlines that major developments should achieve a minimum of ‘excellent’ on the BREEAM non-domestic refurbishment assessment.

The proposals indicate that the development can achieve 18.78% reduction in CO$_2$ emissions. That assessment follows the energy hierarchy in the London Plan. The Council’s Sustainability consultants have reviewed the information provided and note that the proposal falls well short of the 35% emissions reduction target in the London Plan. However, they have recommended that in this instance a pre-commencement condition (9) be included requiring submission of a detailed energy strategy outlining how the target of 35% reduction could be achieved through improved design measures (e.g. ‘Be Lean’, ‘Be Clean’ and ‘Be Green’ stages of the energy hierarchy). They have further suggested that a carbon offset payment be made as a last resort to achieve the relevant energy targets, but that this would need to be at a higher rate (based on evidence of the actual costs of measures) as the Council’s rate of £60/tonne is specifically for residential developments which achieve a 35% reduction on site. They have also confirmed that the BREEAM Pre-assessment has achieved an ‘Excellent’ rating and that this should be secured by condition (10).

**Drainage & Flood Risk**

The Site is shown on the Environment Agency Flood Map for Planning to be entirely in Flood Zone 1 (Low Probability) which represents land assessed as having less than a 1 in 1,000 (0.1%) annual probability of flooding from rivers or the sea. Therefore, in accordance with the NPPF, the proposal would be considered appropriate in flood risk terms.

A Flood Risk Assessment & Drainage Strategy has been submitted with the application. This identifies measures that would be incorporated into the development to avoid or mitigate any surface water flooding and how the drainage hierarchy in the London Plan will be met.

The applicant proposes to discharge surface water from the site into a Thames Water combined sewer at a controlled rate of 2 l/s (the greenfield runoff rate for the 1 in 100 year event is 0.457 l/s). This controlled rate would be achieved through the use of an attenuation tank and a blue/green roof with 48 cubic metres of storage. This is acceptable, subject to safeguarding conditions (11 and 12).

**Contaminated land**

Owing to the history of uses, there may be some contamination. The NPPF advises where there is suspicion, or where evidence suggests there may be some contamination, planning permission may be granted subject to condition that development may not start before site investigation and assessment have been done and that the development itself will incorporate
any remedial measures necessary. London Plan Policy 5.21 (Contaminated Land) and adopted Local Plan Policy EQ8 (Contamination) provide a policy context for this. A condition is proposed to ensure that, provided appropriate mitigation measures are implemented, there would be no contamination risk.

8.0 EQUALITIES DUTIES IMPLICATIONS

8.1 The public sector equality duty applies to all council decisions including planning decisions the duty is that a

(1) A public authority must, in exercising its functions, have due regard to the need to:
   - Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
   - Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
   - Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

(2) A person who is not a public authority but who exercises public functions must, in the exercise of those functions, have due regard to the matters mentioned in subsection (1).

(3) Having due regard to the need to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to:

   (a) Remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic;
   (b) Take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it;
   (c) Encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.

(4) The steps involved in meeting the needs of disabled persons that are different from the needs of persons who are not disabled include, in particular, steps to take account of disabled persons' disabilities.

(5) Having due regard to the need to foster good relations between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to—
   - Tackle prejudice, and
   - Promote understanding.

(6) Compliance with the duties in this section may involve treating some persons more favourably than others; but that is not to be taken as
permitting conduct that would otherwise be prohibited by or under this Act.

(7) The relevant protected characteristics are—

- Age
- Disability;
- Gender reassignment;
- Pregnancy and maternity;
- Race;
- Religion or belief;
- Sex;
- Marriage and Civil Partnership:
- Sexual Orientation.

8.2 Due regard needs to be demonstrated in the decision making process and requires an analysis of the material with the specific statutory considerations in mind. It does not follow that the considerations raised will be decisive in a particular case the weight given to them will be for the decision maker. The equalities duty is not a duty to achieve a particular result. Some equalities considerations are covered under other legislation such as Building Control.

8.3 Officers have in considering this application and preparing this report had regard to the public sector equality duty and have concluded that due regard has been given to the Council’s duty in respect of its equalities duties and that if approving or refusing this proposal the Council will be acting in compliance with its duties.

9.0 PLANNING OBLIGATIONS

9.1 Local Plan Policy IMP3 seeks to ensure that development proposals fully mitigate the impacts of the development on the area through a Section 106 agreement, where necessary or appropriate, having regard to supplementary planning document and provide the Community Infrastructure Levy (CIL) payments required by any charging schedule, including the Mayor of London’s CIL. A payment or other benefit offered in a Section 106 or other legal agreement is not material to a decision to grant planning permission and cannot be required, unless it complies with the provisions of the Community Infrastructure Levy Regulations 2010 (regulation 122), which provide that the planning obligation must be:

a) necessary to make the development acceptable in planning terms;
b) directly related to the development; and
c) fairly and reasonably related in scale and kind to the development.

9.2 The Section 106 or other legal agreement will not address all the impacts since some of these will be addressed by CIL, in order to satisfy the Regulation 122 tests above.
9.3 The NPPG provides guidance on use of planning obligations, which may impose a restriction or requirement, or provide for payment to make acceptable development proposals that might otherwise not be acceptable in planning terms. The Council’s Supplementary Planning Document on Planning Obligations (adopted March 2008) contains guidance on imposition of planning obligations in compliance with such guidance. These obligations may offset shortfalls in the scheme or mitigate a development’s impacts.

9.4 It is mandatory that each criterion be satisfactorily addressed prior to granting planning permission subject to a satisfactory legal agreement(s) or unilateral undertaking under Section 106 of the Town and Country Planning Act 1990.

9.5 The following draft Heads of Terms are likely to form the basis of the any legal agreement, all of which are considered to satisfy the three Regulation 122 tests referred to above:

i. Construction phase training.—£2,750 per million (£) of construction costs plus monitoring and delivery (£3,000);

ii. Carbon Offset Fund – TBC (subject to confirmation by as-built calculations)

iii. Restriction on guests’ eligibility to obtain parking permits (HTCN & HTCS CPZ areas)

iv. Considerate Contractors Scheme;

v. Stays shall be restricted to 90 days only, with the marketing strategy to be submitted to the Council for approval prior to commencement of the use.

vi. The event hall/venue made available for community use for peppercorn rent

10.0 LOCAL FINANCE CONSIDERATIONS AND THE COMMUNITY INFRASTRUCTURE LEVY

10.1 Section 70(2) of the Town and Country Planning Act 1990 (as amended) provides that a local planning authority must have regard to a local finance consideration as far as it is material. A local finance consideration means:

a) a grant or other financial assistance that has been, or will or could be, provided to a relevant authority by a Minister of the Crown; or

b) sums that a relevant authority has received, or will or could receive, in payment of Community Infrastructure Levy (CIL).

10.2 The weight to be attached to a local finance consideration remains a matter for the decision maker. The Mayor of London’s CIL and Hounslow CIL are therefore material considerations.

10.3 Most new development which creates net additional floor space of 100 square metres or more, or creates a new dwelling, is potentially liable to pay the CIL to Hounslow and the Mayor of London.
### Table

<table>
<thead>
<tr>
<th>Floor space (square metres)</th>
<th>Existing lawful floor space</th>
<th>Demolished floor space</th>
<th>CIL liable floor space</th>
</tr>
</thead>
<tbody>
<tr>
<td>968</td>
<td>968</td>
<td>5,363</td>
<td></td>
</tr>
</tbody>
</table>

10.4 This proposal would have a gross liable floor area of 4,395 square metres (total gross internal proposed 5,363 square metres minus total gross internal existing 968 square metres). This would equate to a Mayor’s CIL payment of £153,825 and Borough CIL payment of £87,900.

10.5 This proposal would not be liable to pay the CIL which is index linked.

11.0 **CONCLUSION**

11.1 This redevelopment of a brownfield site in the Hounslow Metropolitan Town Centre would provide new visitor accommodation and ancillary facilities that would be appropriate for this highly accessible location. The loss of the existing shop and its replacement with an apart-hotel/restaurant use in the Primary/Secondary shopping frontage would not undermine the retail function of the Town Centre, noting in particular the delivery of a new shopping destination in the High Street Quarter development.

11.2 The proposal is considered to be a high design quality, of a scale and height appropriate for this location, with no harm to existing neighbours. The proposal would achieve the relevant sustainability credentials for this type of development. These would be secured by condition or within the accompanying legal agreement. Furthermore, the proposals seek to reduce reliance on private car use with no car parking provided for guests or staff, making use of this highly accessible location by public transport and cycle.

11.3 As such, it is considered that the scheme is an appropriate response to the planning framework for the site that would bring significant benefits to the environmental, social and economic well-being of the area. Most notably these would arise from provision of new visitor accommodation in the town centre, and the wider regeneration benefits of developing this underutilised site. Overall, the proposal would accord with the objectives and policies of the NPPF, the London Plan and the Local Plan.

12.0 **RECOMMENDATION: APPROVAL**

That planning permission be granted subject to the following conditions and securing the abovementioned planning obligations by prior completion of a satisfactory legal agreement(s) or unilateral undertaking under Section 106 of the Town and Country Planning Act 1990 and/or other legislation, the exact terms of which shall be negotiated by appropriate officers in the Department of Regeneration, Economic Development & Environment on the Borough Solicitor’s advice.

The satisfactory legal agreement or unilateral undertaking outlined above shall be completed and planning permission issued by 7 August 2019 or such extended period as may be agreed in writing by appropriate officers.
within the Department of Housing, Planning and Communities or Head of Governance’s Office.

If the legal agreement or unilateral undertaking is not completed by the date specified above (or any agreed extended period), then the Chief Planning Officer or the Head of Development Management is hereby authorised to refuse planning permission for the reason that the proposal should include planning obligations required to make the development acceptable in planning terms in accordance with Regulation 122 of the Community Infrastructure Levy Regulations 2010, development plan policies and the Planning Obligations SPD described above.

Following the grant of planning permission, where (a) requested to enter into a deed of variation or legal agreement in connection with the planning permission hereby approved and by the person(s) bound by the legal agreement authorised in paragraph 1 above, and (b) where the planning obligations are not materially affected, and (c) there is no monetary cost to the Council, the Chief Planning Officer or the Head of Development Management is hereby authorised (in consultation with the Chair and upon the advice of the Head of Governance) to enter into a legal agreement(s) (deed of variation) made under Sections 106 and/or 106A of the Town and Country Planning Act 1990 and or other appropriate legislation.

If planning permission is refused, the Chief Planning Officer or the Head of Development Management (in consultation with the Chair) is hereby authorised to approve any further application for planning permission or listed building consent validated within 12 months of the date of refusal of either application, provided that it (a) duplicates the earlier application, and (b) that there has not been any material change in circumstances in the relevant planning considerations, and (c) that a satisfactory legal agreement or unilateral undertaking securing the obligations set out in the report is completed within any specified period of time.

**Conditions:**

1. **Time Limit**
   The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
   
   *Reason: To accord with the provisions of Section 92 (1) of the Town and Country Planning Act 1990.*

2. **Development in accordance with approved plans**
   The proposed development shall be carried out in all respects in accordance with the proposals contained in the application and the plans submitted (see schedule) therewith and approved by the Local Planning Authority, or as shall have been otherwise agreed in writing by the Local Planning Authority before the building is used.
   
   *Reason: To ensure the development is carried out in accordance with the planning permission.*
3. **Hours of construction**

No demolition or construction work shall take place on the site except between the hours of 8:00am to 6:00pm Monday to Friday and 9:00am to 4:00pm on Saturdays and none shall take place on Sundays and Public Holidays without the prior agreement of the Local Planning Authority.

*Reason:* In order to safeguard the amenities of adjoining residential properties and to ensure that the proposed development does not prejudice the amenities of the locality in accordance with policies CC1 Context and character, CC2 Urban design and architecture and EQ5 Noise of the adopted Local Plan.

4. **Construction Management/Logistics Plan**

No development shall take place until a Construction Management Plan (CMP)/Construction Logistics Plan (CLP) has been submitted to and approved in writing by the Local Planning Authority. The CLP shall adhere to the latest Transport for London guidance and cover as a minimum:

- a site plan (showing the areas set out below)
- confirmation that a pre-start record of site conditions on the adjoining public highway will be undertaken with Hounslow Highways and a commitment to repair any damage caused
- provision for the parking of vehicles of site operatives and visitors
- provisions for loading, unloading and storage of plant and materials within the site
- details of access to the site, including means to control and manage access and egress of vehicles to and from the site for the duration of construction including phasing arrangements
- details of vehicle routeing from the site to the wider strategic road network
- the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
- provision of wheel washing facilities at the site exit and a commitment to sweep adjacent roads when required and at the reasonable request of the council
- a scheme for recycling/disposing of waste resulting from demolition and construction works
- measures to ensure the safety of all users of the public highway especially cyclists and pedestrians in the vicinity of the site and especially at the access
- commitment to liaise with other contractors in the vicinity of the site to maximise the potential for consolidation and to minimise traffic impacts
- avoidance of network and school peak hours for deliveries and details
of a booking system to avoid vehicles waiting on the public highway

– all necessary traffic orders and other permissions required to allow safe access to the site to be secured and implemented prior to commencement of construction

– details of the construction programme and a schedule of traffic movements

All construction and demolition works shall be undertaken in accordance with the approved CMP and CLP.

Reason. In order to protect the environmental quality of the surrounding area and to ensure that deliveries to the site during construction are managed effectively so as to minimise impact upon the road network and to safeguard the amenities of residential properties in the locality and in the interest of road safety, in accordance with Local Plan policies CC1, CC2, EQ5, EQ4, EQ6 and EC2 of the adopted Local Plan Policy and Policies 7.15, 7.14 and 5.3 of the London Plan. This condition needs to be pre-commencement because to assess these details at a later stage may prevent achievement of Local Plan requirements.

5. Materials

No development (except demolition, archaeological investigations, ground condition investigations and intrusive site surveys and other enabling works: site clearance; soil storage; remedial works in respect of any contamination or any other adverse ground conditions; erection of any temporary means of enclosure and land raising) shall take place until details and samples of all facing materials are submitted to and approved in writing by the Local Planning Authority. The samples and details shall include:

- brick/stonework (including brick/stone and mortar on-site sample panel min. one metre x one metre);
- cladding materials (including system specifications/details and on-site samples) (where relevant);
- window treatment (including sections/reveals and on-site sample);
- all privacy measures, (including obscure glazing details, privacy screens etc.);
- balustrading treatment (including details/sections/materials); and
- any other materials/details to be used.

The development shall then be carried out in accordance with the approved details and maintained as such thereafter.

Reason. In order to safeguard the visual amenity of the area and buildings in particular and to satisfy the requirements of policies CC1, CC2, CC3 and SC4 of the Local Plan and London Plan Policy 7.6.

6. Waste & Recycling facilities

The use hereby permitted shall not be begun until details of the arrangements for storing of waste and recycled materials have been submitted to and approved by the Local Planning Authority. The arrangements for storing
waste and recycled materials shall not be carried out otherwise than in accordance with any approval given and shall be completed before any part of the accommodation hereby permitted is occupied, and retained thereafter.

Reason: To ensure that refuse can be properly stored and removed from the site as soon as the building is occupied in accordance with Local Plan Policies CC1, CC2 and EQ7.

7. Landscaping details

Prior to the commencement of the development (except demolition, archaeological investigations, ground condition investigations and intrusive site surveys and other enabling works: site clearance; soil storage; remedial works in respect of any contamination or any other adverse ground conditions; erection of any temporary means of enclosure and land raising), details of both hard and soft landscape works shall be submitted to and approved in writing by the Local Planning Authority. The works shall then be carried out as approved.

The detailed landscaping scheme shall include:

- soft planting: including any grass and turf areas, trees, planters, shrub and herbaceous areas including details of species, sizes, numbers/densities and sections of landscaped areas;

- a ‘Tree Planting Statement’ providing full details, locations, specifications and construction methods for all purpose-built tree pits and associated above ground features, including specifications for tree protection and a stated volume of suitable growing medium to facilitate and promote the healthy development of the proposed trees, ensuring each tree has a soil volume equivalent of 0.6 times its canopy area at maturity;

- hard landscaping: including ground surfaces, kerbs, edges, ridge and flexible paving, furniture, steps, refuse disposal points and if applicable synthetic surfaces for both ground level and roof terrace level (where relevant);

- fences and walls and any other boundary treatments;

- any signage (Legible London) and information boards;

- brown (biodiversity) roofs/green walls (where relevant);

- any CCTV equipment;

- an external lighting strategy; and

- any other landscaping feature(s) forming part of the scheme.

The submission shall include a management programme for the lifetime of the development, which shall include: long term design objectives, management responsibilities and maintenance schedules for all hard and soft landscape areas, and details of any temporary landscaping (including boundary treatment) to be provided and management thereof.

All landscaping comprised in the approved details shall be carried out during the first planting and seeding seasons following completion of construction works. Any trees or shrubs planted (including any such replacements) which die within three years from the date of planting shall be replaced in the next
planting season with the same species, and of comparable maturity. The development shall be carried out strictly in accordance with the details so approved and shall be maintained in accordance with the approved management programme.

Reason: To ensure a satisfactory appearance of the site and the adjacent area, that the development will be accessible to all and in order that the Local Planning Authority may be satisfied that there will be ecological enhancements and as to the management of minor artefacts and structures, in accordance with Local Plan policies CC1, CC2 and GB7 and Policies 7.19, 5.3, 7.8 and 7.2 of the London Plan.

8. Land Contamination

Before the development hereby permitted commences:

A. A contaminated land Phase 1 desk study report shall be submitted to, and approved in writing by the Local Planning Authority. Should the Phase 1 report recommend that a Phase 2 site investigation is required, then this shall be carried out and submitted to, and approved in writing by the Local Planning Authority. The site shall be investigated by a competent person to identify the extent and nature of contamination. The report should include a tiered risk assessment of the contamination based on the proposed end use of the site. Additional investigation may be required where it is deemed necessary.

B. If required, a scheme for decontamination of the site shall be submitted to the Local Planning Authority, for written approval. The scheme shall account for any comments made by the Local Planning Authority before the development hereby permitted is first occupied.

During the course of the development:

C. The Local Planning Authority shall be notified immediately if additional contamination is discovered during the course of the development. A competent person shall assess the additional contamination, and shall submit appropriate amendments to the scheme for decontamination in writing to the Local Planning Authority for approval before any work on that aspect of development continues.

Before the development is first brought into use:

D. The agreed scheme for decontamination referred to in clauses b) and c) above, including amendments, shall be fully implemented and a written validation (closure) report submitted to the Local Planning Authority for approval.

Reason: Contamination is known or suspected on the site due to a former land use. The Local Planning Authority (LPA) therefore wishes to ensure that the development can be implemented and occupied with adequate
regard for public and environmental safety in accordance with policy EQ8 Contamination of the adopted Local Plan. This condition needs to be pre-commencement because to assess these details at a later stage may prevent achievement of Local Plan requirements.

Supporting notes:

a. An initial phase 1 desk study must be submitted with the original application and will include the aims and objectives, data collection, site reconnaissance (walk over survey), and development of the initial Conceptual Model (CM), which identifies all potential pollutant linkages on the site. The report should also make recommendations for the further gathering of information and or intrusive investigation. The full site investigation must include intrusive testing for soil and groundwater contamination, soil gasses, and leachate. The investigation shall be carried out at such points and at such depths as the LPA may stipulate. Risk assessments must adhere to current UK guidance and best practice.

b. The scheme for decontamination shall provide details of how each potential pollutant linkage, as identified in the conceptual model, will be made safe.

c. In some instances the LPA may require work on site to be ceased whilst the nature of additional contamination is investigated fully.

d. The validation report shall revisit the site conceptual model, and provide evidence that each aspect of the decontamination scheme was carried out correctly and successfully. This report shall prove that the development is suitable for its new use.

e. We request that site investigation reports or site plans be sent electronically to landquality@hounslow.gov.uk or by post on a cd or dvd wherever possible

9. **Energy Strategy**

A. The development hereby permitted shall not commence until a finalised Energy Strategy (demonstrating how the targets for carbon dioxide emissions reduction are to be targeted in line with the Mayor’s energy hierarchy) has been submitted to and approved in writing by the Local planning Authority.

B. The development shall be implemented in accordance with the approved Energy Strategy and shall not commence above ground until full Design Stage calculations under the National Calculation Method have been submitted to and approved in writing by the Local planning Authority to show that the development will be constructed in accordance with the approved Energy Strategy, and any subsequent approved revisions.

C. Prior to first occupation of the building(s) evidence (e.g. photographs, installation contracts and As-Built certificates under the National Calculation Method) should be submitted to the Local Planning Authority and approved in writing to show that the development has been constructed in accordance
with the approved Energy Strategy, and any subsequent approved revisions.

D. Upon final commencement of operation of the solar PV panels, suitable devices for the monitoring of the solar PV panels shall have been installed, and the monitored data shall be submitted automatically to a monitoring web-platform at daily intervals for a period of three years from the point of full operation.

E. Upon final commencement of operation of the ASHPs, suitable devices for the monitoring of the ASHPs shall have been installed, and the monitored data shall be submitted automatically to a monitoring web-platform at daily intervals for a period of three years from the point of full operation.

*Reason*: To ensure that the development makes the fullest contribution to minimising carbon dioxide emissions in accordance with London Plan Policy 5.2 and the London Borough of Hounslow Local Plan Policy EQ1. This condition needs to be pre-commencement because to assess these details at a later stage may prevent achievement of Local Plan requirements.

10. BREEAM

A. Within three months of work starting on site a BREEAM New Construction 2014 Fully Fitted Design Stage certificate and summary score sheet (or such equivalent standard that replaces this) must be submitted to and approved in writing by the Local Planning Authority to show that an ‘Excellent’ (minimum score 70%) rating will be achieved.

B. Prior to first occupation of the building(s) a BREEAM New Construction 2014 Fully Fitted Post-Construction Review certificate and summary score sheet (or such equivalent standard that replaces this) must be submitted to and approved in writing by the Local Planning Authority to show that an ‘Excellent’ (minimum score 70%) rating has been achieved.

*Reason*: To ensure that the development has an acceptable level of sustainability in accordance with the London Borough of Hounslow Local Plan Policy EQ2.

11. Drainage Design

Prior to commencement of groundworks (excluding site investigations and demolition), a final detailed drainage design including drawings, supporting calculations, feature specifications for the green/blue roof and an updated Drainage Assessment Form to the Lead Local Flood Authority for review and approval, aligned with the *Foul and Surface Water Drainage Strategy* (dated 4/10/18) and associated drawings shall be submitted to and approved in writing by the local planning authority. The surface water discharge rate must not exceed two litres per second. Confirmation of Thames Water’s approval for connection to their sewer for site discharge must be included. A detailed management plan confirming routine maintenance tasks for all drainage components must also be submitted to demonstrate how the drainage system is to be maintained for the lifetime of the development.
12. **Drainage Compliance**

No building hereby permitted shall be occupied until evidence (photographs and installation contracts) is submitted to demonstrate that the sustainable drainage scheme for the site has been completed in accordance with the submitted details. The sustainable drainage scheme shall be managed and maintained thereafter in accordance with the agreed management and maintenance plan for all of the proposed drainage components.

*Reason: To comply with the Non-Statutory Technical Standards for Sustainable Drainage Systems, the National Planning Policy Framework (Paragraph 103), the London Plan (Policies 5.12 and 5.13) along with associated guidance to these policies and Hounslow Council’s Local Plan Policy EQ3.*

13. **Cycle storage details**

Prior to the commencement of the development (except demolition, archaeological investigations, ground condition investigations and intrusive site surveys and other enabling works: site clearance; soil storage; remedial works in respect of any contamination or any other adverse ground conditions; erection of any temporary means of enclosure and land raising), full details (including manufacturers’ specifications) of cycle parking facilities shall be submitted to and approved in writing by the Local Planning Authority. The approved facilities shall conform to current guidance such as the TfL London Cycling Design Standards in design and layout and be fully implemented and be made available for use before the first occupation of the development and thereafter retained for use at all times without obstruction.

*Reason: To support sustainable transport objectives in accordance with adopted local plan policy EC2*

14. **Delivery & Servicing Strategy**

Prior to the commencement of the development, a delivery and servicing plan shall be submitted to and approved in writing by the Local Planning Authority, including a waste management and collection strategy. All deliveries and servicing of the site shall thereafter be managed in compliance with the approved Delivery & Servicing Plan.

*Reason: In order to safeguard the amenities of surrounding residential properties and ensure minimal disruption of traffic in the locality, in accordance with policies CC1, CC2 and EC2 of the adopted Local Plan and Policy 6.13 of the London Plan 2015. This condition needs to be pre-commencement because to assess these details at a later stage may prevent achievement of Local Plan requirements.*

15. **Highway Works Details**
Prior to commencement of the development, details of all Highway Works, including raised shared surface treatment for Saddlers Place and any loading/unloading servicing bay shall be submitted to and approved in writing by the Local Planning Authority. All approved works shall be completed prior to first occupation or use of the development hereby approved commencing.

**Reason:** In order to safeguard the amenities of surrounding residential properties and ensure minimal disruption of traffic in the locality, in accordance with policies CC1, CC2 and EC2 of the adopted Local Plan and Policy 6.13 of the London Plan 2015. This condition needs to be pre-commencement because to assess these details at a later stage may prevent achievement of Local Plan requirements.

16. **Travel Plan**

Prior to first occupation or use of the development herby approved, a final Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall conform to TfL standards applicable at the time of submission of the Plan. The approved Travel Plan shall be implemented upon first occupation or use of the development and the development shall operate in accordance with the approved Travel Plan thereafter.

**Reason:** In order to mitigate the impacts of the development in the interests of maintaining a safe and efficient operation of the surrounding highway network and to promote Sustainable Modes of Transport, in accordance with the London Plan and Local Plan Policy EC2.

17. **Access completion**

The building shall not be occupied until all means of access for pedestrians and cyclists including any necessary associated highway works and closure of existing redundant accesses have been constructed in accordance with the approved plans.

**Reason:** In order to prevent obstruction and inconvenience to users of the adjacent highway and the premises, in the interests of road safety and in order to promote sustainable transport modes in accordance with policies CC1, CC2 and EC2 of the adopted Local Plan and London Plan Policy 6.13.

18. **External plant**

Any fixed external plant shall be designed and installed to ensure that noise emanating from such plant is at least 10dB below the background noise levels when measured from the nearest sensitive receptors. Plant shall be set in from the roof boundaries by a minimum of two metres and shall have a non-galvanised steel finish. No further fans, louvres, ducts or other external plant shall be installed without the written prior approval of the Local Planning Authority.

**Reason:** To protect the amenities of existing and future residents and ensure that the development provides a high quality design in accordance with Local Plan policies CC1, CC2 and EQ5.
19. **Control of fumes, odours, etc.**

The use shall not commence until a scheme for control of fumes and odours including details of sound attenuation for any necessary plant has been submitted to and approved by the Local Planning Authority in writing. The approved scheme shall be implemented prior to first occupation or use of the development and retained and maintained to good working order thereafter.

*Reason: In order that the Local Planning Authority may be satisfied as to the arrangements for preventing loss of amenity to neighbouring premises due to fumes and smells in accordance with policies CC1 Context and character, CC2 Urban design and architecture and EQ4 Air quality of the adopted Local Plan.*

20. **No delivery by vehicle**

The restaurant use hereby permitted shall be confined to sales to customers attending the premises, and shall not extend to the delivery of food or drink to customers by motorised vehicle.

*Reason: In order to safeguard living conditions at adjoining residential properties and to ensure that the proposed development does not prejudice the amenities of the locality in accordance with Local Plan policies CC1 Context and character and CC2 Urban design and architecture in.*

21. **Archaeology**

No demolition or development shall take place until a stage 1 written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works.

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 WSI shall be submitted to and approved by the local planning authority in writing. For land that is included within the stage 2 WSI, no demolition/development shall take place other than in accordance with the agreed stage 2 WSI which 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. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.

*Reason: Heritage assets of archaeological interest may survive on the site. The planning authority wishes to secure the provision of appropriate archaeological investigation, including the publication of results, in*
accordance with adopted Local Plan Policy CC4.

22. **Secured by Design**

Prior to first occupation of the development, a Secured by Design certificate and summary compliance sheet (or such equivalent standard) shall be submitted to and approved in writing by the Local Planning Authority to demonstrate that the development has incorporated the best practice design guidance contained within Secured by Design Commercial 2015.

*Reason: In order to minimise the risk of criminality within the vicinity of the site in accordance with the adopted Local Plan.*

23. **Event Management Plan**

Prior to first occupation of the development, an Event Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The development shall adhere to the Plan throughout its lifetime.

*Reason: In order to mitigate the impacts of the development in the interests of maintaining a safe and efficient operation of the surrounding highway network and to promote Sustainable Modes of Transport, in accordance with the London Plan and Local Plan Policy EC2.*

**Informatives:**

1) Advice on condition 21: Written schemes of investigation will need to be prepared and implemented by a suitably qualified professionally accredited archaeological practice in accordance with Historic England’s Guidelines for Archaeological Projects in Greater London. This condition is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.

2) Advice on condition 23: This will need to include details of the shuttle bus system and when it would be implemented, any park-and-ride or park-and-stride initiatives and their locations, measures to stagger arrivals and departures as much as possible and a commitment that they avoid peak times particularly school drop-off and pick-up, and the promotion of the venue’s proximity to various public transport options and the lack of dedicated parking or drop-off/pick-up facilities on the site.

3) Granted in line with pre-app advice