

Compliance Conditions

Three years deadline for commencement of development.

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with the provisions of Section 91 of the Town and Country Planning Act 1990 (as amended).

Development in accordance with approved plans and documents

2. The development hereby permitted shall be carried out in accordance with the drawings and other documents listed on this decision letter, and any drawings approved subsequently by Local Planning Authority pursuant to any conditions on this decision letter.

Reason: For the avoidance of doubt and in the interests of proper planning.

Environmental Statement mitigation measures

3. The development hereby permitted shall be carried out in accordance with the mitigation measures set out in the Environmental Statement unless otherwise provided for in any of these conditions, provided that such measures do not lead to there being any significant environmental effects other than those assessed in the Environmental Statement.

Reason: To ensure the mitigation measures specified in the Environmental Statement are satisfactorily implemented.

Use Class Restriction

4. Notwithstanding the Town and Country Planning (General Permitted Development) Order 2015 (as updated) (or any Order revoking, re-enacting or modifying that Order), the ground floor commercial unit shall be used for the following purposes Use Class Sui Generis (builders' merchant) (of the Schedule to the Town and Country Planning (Use Classes) Order 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order).

Reason: In order to protect the residential amenity of future occupiers of the development in accordance with Policies D13, D14, E4 and E7 of the London Plan (2021) and Policy 7 of the Westminster City Plan 2019–2040 (April 2021).

Noise

5. No music (live or recorded) shall be played from either within the development, or on the roof terraces, which can be heard outside of the development site.

Reason: To protect the environment of people living within and adjacent to the development in accordance with Policies 7, 33 and 38 of the Westminster City Plan 2019-2040 (April 2021) and Policy D14 of the London Plan (2021).

Hours of building work

6. Except for piling, excavation and demolition work, building work which can be heard at the boundary of the site shall only be carried out:
 - o between 08.00 and 18.00 Monday to Friday;
 - o between 08.00 and 13.00 on Saturday; and
 - o not at all on Sundays, bank holidays and public holidays.

Piling, excavation and demolition work shall be carried out only:

- o between 08.00 and 18.00 Monday to Friday; and
- o not at all on Saturdays, Sundays, bank holidays and public holidays.

Noisy work must not take place outside these hours unless otherwise agreed through a Control of Pollution Act 1974 section 61 prior consent in special circumstances (for example, to meet police traffic restrictions, in an emergency or in the interests of public safety).

Reason: To protect the environment of neighbouring occupiers in accordance with Policy D14 of the London Plan (2021), Policies 7 and 33 of the Westminster City Plan 2019-2040 (April 2021).

Non-Road Mobile Machinery (NRMM)

7. All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases 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), or subsequent guidance. 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 the demolition, site preparation and construction phases of the development on the online register.

Reason: To protect local air quality and comply with Policy SI 1 of the London Plan (2021) and Policies 32 and 33 of the Westminster City Plan 2019-2024 (April 2021).

Level 02 and 19 plans flat roof

8. The areas of flat roof labelled 'no general access' and 'Non accessible terrace' shown on Level 02 and 19 plans shall not be used for sitting out or for any other purpose. They can however be used for maintenance or to escape in an emergency.

Reason: To protect the privacy and environment of people in neighbouring properties, as set out Policies 7 and 38 of the Westminster City Plan 2019 - 2040 (April 2021).

Windows: first floor amenity space

9. The windows to the first-floor amenity space facing onto the canal shall be fixed shut.

Reason: To protect the environment of people in neighbouring properties. This is as set out in Policies 7, 33 and 38 of the Westminster City Plan 2019 - 2040 (April 2021).

Purpose built student accommodation (PBSA) Servicing

10. All servicing must occur from within the off-street servicing area, including refuse collection. All areas for servicing, holding areas and access corridors, must be retained for this purpose for the life of the development and used for no other purpose that prevents off-street servicing from occurring. The Servicing Management Plan required by condition 84 (including consolidation of non-food deliveries) must be followed for the life of the development. A clear vertical height of 6.5 metres within the loading shall be maintained within the loading bay (not to be reduced with plant, lighting, signage, firefighting items etc).

Reason: To avoid blocking the surrounding streets and to protect the environment of people in neighbouring properties as set out in Policy 29 of the Westminster City Plan 2019 - 2040 (April 2021) and Policy T4 of the London Plan (2021).

Disabled car parking spaces

11. All disabled car parking space shown on the approved drawings shall be provided prior to occupation of the development and thereafter permanently retain them.

Reason: To provide parking spaces for people using the development as set out in Policy 27 of the City Plan 2019 - 2040 (April 2021).

12. All doors or gates shall not open over or across the road or pavement.

Reason: In the interests of public safety and to avoid blocking the road as set out in Policies 24 and 25 of the Westminster City Plan 2019 - 2040 (April 2021) and Policy T6.1 of the London Plan (2021).

Structure over highway

13. Any structure over the highway must maintain 2.6 metres vertical clearance from the footway surface at all times and not extend closer than 1 metre to the kerb edge; when within 1 metre of the kerb edge and over carriageway, 5.3 metres vertical clearance must be maintained by any structure. This includes building overhangs, public art, signage, awnings and canopies.

Reason: To avoid blocking the surrounding streets and to protect the environment of people in neighbouring properties as set out in Policy 29 of the Westminster City Plan 2019 - 2040 (April 2021).

BREEAM – Excellent rating

14. The development hereby approved shall achieve a BREEAM rating of 'Excellent' or higher or an equivalent independent measure of energy performance and sustainability. Where the performance of the development is measured using BREEAM, it shall achieve not less than the total credits for each of the Energy, Materials and Waste categories in the BREEAM Pre- Assessment hereby approved.

Reason: To ensure the development minimises operational carbon dioxide emissions and achieves the highest levels of sustainable design and construction in accordance with Policies 36 and 38 of the Westminster City Plan 2019 - 2040 (April 2021) and the Environmental Supplementary Planning Document (February 2022).

Noise and vibration

15. The design and structure of the building shall be of such a standard that it will protect residents within it from existing external noise so that they are not exposed to levels indoors of more than 35 dB LAeq 16 hrs daytime and of more than 30 dB LAeq 8 hrs in bedrooms at night.

Reason: To ensure that design, structure and acoustic insulation of the development will provide sufficient protection for residents of the development from the intrusion of external noise in accordance with Policy D14 of the London Plan (2021), Policies 7 and 33 of the City Plan 2019 - 2040 (April 2021) and the Environmental Supplementary Planning Document (February 2022).

16. The design and structure of the building shall be of such a standard that it will protect residents within the same building or in adjoining buildings from noise and vibration from the development, so that they are not exposed to noise levels indoors of more than 35 dB LAeq 16 hrs daytime and of more than 30 dB LAeq 8 hrs in bedrooms at night. Inside bedrooms 45 dB L Amax is not to be exceeded more than 15 times per night-time from sources other than emergency sirens.

Reason: To ensure that design, structure and acoustic insulation of the development will provide sufficient protection for residents of the same or adjoining buildings from noise and vibration from elsewhere in the development, in accordance with Policy D14 of the London Plan (2021), Policies 7 and 33 of the City Plan 2019 - 2040 (April 2021) and the Environmental Supplementary Planning Document (February 2022).

17. (1) Where noise emitted from the proposed plant and machinery will not contain tones or will not be intermittent, the 'A' weighted sound pressure level from the plant and machinery (including non-emergency auxiliary plant and generators) hereby permitted, when operating at its noisiest, shall not at any time exceed a value of 10 dB below the minimum external background noise, at a point 1 metre outside any window of any residential and other noise sensitive property, unless and until a fixed maximum noise level is approved in writing by the Local Planning Authority pursuant to Part (3) below. The background level should be expressed in terms of the lowest LA90, 15 mins during the proposed hours of operation. The

plant-specific noise level should be expressed as LAeqTm, and shall be representative of the plant operating at its maximum.

(2) Where noise emitted from the proposed plant and machinery will contain tones or will be intermittent, the 'A' weighted sound pressure level from the plant and machinery (including non-emergency auxiliary plant and generators) hereby permitted, when operating at its noisiest, shall not at any time exceed a value of 15 dB below the minimum external background noise, at a point 1 metre outside any window of any residential and other noise sensitive property, unless and until a fixed maximum noise level is approved in writing by the Local Planning Authority. The background level should be expressed in terms of the lowest LA90, 15 mins during the proposed hours of operation. The plant-specific noise level should be expressed as LAeqTm, and shall be representative of the plant operating at its maximum.

(3) Following installation of the plant and equipment, you may apply in writing to the Local Planning Authority for a fixed maximum noise level to be approved. This is to be done by submitting a further noise report confirming previous details and subsequent measurement data of the installed plant, including a proposed fixed noise level for written approval by the Local Planning Authority. Your submission of a noise report must include:

- (a) A schedule of all plant and equipment that formed part of this application;
- (b) Locations of the plant and machinery and associated: ducting; attenuation and damping equipment;
- (c) Manufacturer specifications of sound emissions in octave or third octave detail;
- (d) The location of most affected noise sensitive receptor location and the most affected window of it;
- (e) Distances between plant & equipment and receptor location/s and any mitigating features that may attenuate the sound level received at the most affected receptor location;
- (f) Measurements of existing LA90, 15 mins levels recorded one metre outside and in front of the window referred to in (d) above (or a suitable representative position), at times when background noise is at its lowest during hours when the plant and equipment will operate. This acoustic survey to be conducted in conformity to BS 7445 in respect of measurement methodology and procedures;
- (g) The lowest existing LA90, 15 mins measurement recorded under (f) above;
- (h) Measurement evidence and any calculations demonstrating that plant and equipment complies with the planning condition;
- (i) The proposed maximum noise level to be emitted by the plant and equipment.
(C46AD)

Reason: Because existing external ambient noise levels exceed WHO Guideline Levels, and as set out in Policy D14 of the London Plan (2021), Policies 7 and 33

of the Westminster City Plan 2019 - 2040 (April 2021) and the Environmental Supplementary Planning Document (February 2022), so that the noise environment of people in noise sensitive receptors is protected, including the intrusiveness of tonal and impulsive sounds, and by contributing to reducing excessive ambient noise levels. Part (3) is included so that applicants may ask subsequently for a fixed maximum noise level to be approved in case ambient noise levels reduce at any time after implementation of the planning permission.

18. No vibration shall be transmitted to adjoining or other premises and structures through the building structure and fabric of this development as to cause a vibration dose value of greater than 0.4m/s (1.75) 16 hour day-time nor 0.2m/s (1.75) 8 hour night-time as defined by BS 6472 (2008) in any part of a residential and other noise sensitive property.

Reason: To ensure that the development is designed to prevent structural transmission of noise or vibration and to prevent adverse effects as a result of vibration on the noise environment in accordance with Policies 7 and 33 of the City Plan 2019 - 2040 (April 2021) and the Environmental Supplementary Planning Document (February 2022). You must apply to us for approval of details of a supplementary acoustic report demonstrating that the plant will comply with the Council's noise criteria as set out in Condition(s) 17 of this permission. You must not start work on the plant areas within the development until we have approved in writing what you have sent us. (C51AB)

Reason: Because existing external ambient noise levels exceed WHO Guideline Levels, and as set out Policy D14 of the London Plan (2021), Policies 7 and 33 of the City Plan 2019 - 2040 (April 2021) and the Environmental Supplementary Planning Document (February 2022), so that the noise environment of people in noise sensitive receptors is protected, including the intrusiveness of tonal and impulsive sounds, and by contributing to reducing excessive ambient noise levels. Part (3) is included so that applicants may ask subsequently for a fixed maximum noise level to be approved in case ambient noise levels reduce at any time after implementation of the planning permission.

19. The emergency plant and generators hereby approved shall only be used for the purpose of public safety and life critical systems and shall not be used for backup equipment for commercial uses such as Short-Term Operating Reserve (STOR). The emergency plant and generators shall be operated at all times in accordance with the following criteria:

- (1) Noise emitted from the emergency plant and generators hereby permitted shall not increase the minimum assessed background noise level (expressed as the LA90, 15 mins over the testing period) by more than 10 dB one metre outside any premises.

- (2) The emergency plant and generators hereby permitted may be operated only for essential testing, except when required in an emergency situation.

- (3) Testing of emergency plant and generators hereby permitted may be carried out only for up to one hour in a calendar month, and only during the hours 09.00 to 17.00 hrs Monday to Friday and not at all on public holidays.

Reason: Emergency energy generation plant is generally noisy, so in accordance with Policy D14 of the London Plan (2021), Policies 7 and 33 of the City Plan 2019 - 2040 (April 2021) and the Environmental Supplementary Planning Document (February 2022), a maximum noise level is required to ensure that any disturbance caused by it is kept to a minimum and to ensure testing is carried out for limited periods during defined daytime weekday hours only, to prevent disturbance to residents and those working nearby.

Pre-commencement conditions

Code of Construction Practice

20. Pre Commencement condition: Prior to the commencement of any:

- (a) demolition, and/or
- (b) earthworks/piling and/or
- (c) construction

evidence to demonstrate that any implementation of the scheme hereby approved, by the applicant or any other party, will be bound by the council's Code of Construction Practice shall be submitted to an approved in writing by the Local Planning Authority. Such evidence must take the form of the relevant completed Appendix A checklist from the Code of Construction Practice, signed by the applicant. s

Reason: To protect the environment of neighbouring occupiers in accordance with D14, S11 and T7 of the London Plan (2021), and Policies 7 and 33 of the Westminster City Plan 2019 - 2040 (April 2021).

Demolition and construction: Freight by water

21. Pre-commencement condition: Details of a feasibility study to assess the potential for moving freight by water shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Canal and Rivers Trust:

A) Prior to the commencement of the development in relation to the demolition and construction of the development (waste and bulk materials); and

B) Prior to occupation of the development in relation to the operation of the development (waste and recyclables).

The freight shall then be moved in accordance with the approved details for the lifetime of the development.

Reason: To encourage the use of the waterways for transporting waste and bulk materials in accordance with Policy 31 of the Westminster City Plan 2019-2040 (April 2021) and Policy SI 15 of the London Plan (2021).

Canal wall works

22. Pre-commencement condition. Prior to the commencement of development, details shall be submitted to and approved in writing by the Local Planning Authority (in consultation with the Canal and Rivers Trust) specifying appropriate arrangements to secure the following:

- A) Assessment of the canal wall; and
- B) Any repair works required to the canal wall as a result of construction and to allow the use of the new canal footway

The details submitted shall include a timetable for implementation. The development shall be carried out in accordance with the approved details.

Reason: In the interest of the structural integrity of the waterway wall, waterway heritage, navigational safety and visual amenity, in accordance with Policy 31 of the Westminster City Plan 2019-2040 (April 2021) and SI 14 and SI 16 of the London Plan (2021).

Protection of underground transport infrastructure

23. Pre-commencement condition. Prior to commencement of the development, details related to the protection of underground transport infrastructure shall be submitted to and approved in writing by the Local Planning Authority, in consultation with London Underground. The details shall include details relating to:

- a) demolition;
- b) excavation details for all of the foundations, basement and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent);
- c) demonstrating that the proposed design has identified and accommodated the location of existing London Underground structures and tunnels;
- d) accommodate ground movement arising from the development construction thereof - An impact assessment on Bakerloo line tunnels is required and a Category 2 Design Check on the superstructure loading is to be used within the impact assessment;
- e) and mitigate the effects of noise and vibration arising from the adjoining railway operations within the structures and tunnels.

The development shall thereafter be carried out in all respects in accordance with the approved design and method statements, and all structures and works comprised within the development hereby permitted which are required by the approved design statements in order to procure the matters mentioned in paragraphs of this condition shall be completed, in their entirety, before any part of the building hereby permitted is occupied.

Reason: To ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with Policy T3 of the London Plan (2021) and 'Land for Industry and Transport' Supplementary Planning Guidance 2012.

Contaminated land

24. Pre-commencement. You must carry out a detailed site investigation to find out if the building or land are contaminated with dangerous material, to assess the contamination that is present, and to find out if it could affect human health or the environment. This site investigation must meet the water, ecology and general requirements outlined in 'Contaminated Land Guidance for Developers submitting planning applications' - produced by Westminster City Council in January 2018.

You must apply to us for approval of the following investigation reports. You must apply to us and receive our written approval for phases 1, 2 and 3 before any demolition or excavation work starts, and for phase 4 when the development has been completed but before it is occupied.

Phase 1: Desktop study - full site history and environmental information from the public records.

Phase 2: Site investigation - to assess the contamination and the possible effect it could have on human health, pollution and damage to property.

Phase 3: Remediation strategy - details of this, including maintenance and monitoring to protect human health and prevent pollution.

Phase 4: Validation report - summarises the action you have taken during the development and what action you will take in the future, if appropriate.

Works shall be carried out in the approved details.

Reason: To make sure that any contamination under the site is identified and treated so that it does not harm anyone who uses the site in the future, in accordance with and Policy SD1 of the London Plan (2021) and Policy 33(E) of the Westminster City Plan 2019 - 2040 (April 2021).

Construction management plan / Construction logistics plan

25. Pre-Commencement Condition: No development shall take place, including any works of demolition, until a construction management plan/logistics plan for the proposed development has been submitted to and approved in writing by the Local Planning Authority in consultation with Transport for London. The plans shall include:

- Details of construction vehicle routing, delivery scheduling, site access arrangement, and pit lane.
- Measures to minimise the impacts on the road network, including congestion and road safety

- Specific provisions for the management of bus infrastructure, including any temporary relocation, suspension, or alteration of bus stops, which must be agreed in advance with TfL and clearly communicated to affected users
- Monitoring and review mechanisms to ensure compliance throughout the construction period.

The development shall thereafter be carried out in accordance with the approved plan at all times.

Reason: To ensure the safe and efficient operation of the public transport network, and minimise the impact of construction logistics on the road network, in accordance with Policies 7 and 33 of the Westminster City Plan 2019–2040 (April 2021), Policy T1 and T7 of the London Plan (2021), and Transport for London's Construction Logistics Planning Guidance.

Sustainable drainage

26. Pre commencement condition: Prior to the commencement of development, construction drawings of the surface water drainage network, associated sustainable drainage components and flow control mechanisms and a construction method statement shall be submitted to and agreed in writing by the local planning authority. The scheme shall then be constructed as per the agreed drawings, method statement, Flood Risk Assessment (Waterman Infrastructure and Environment Limited, 09 October 2024), Drainage Strategy (Meinhardt, 23 August 2024, 2796-MHT-CV-RP-0001, and P05) and WCC Planning Response Design Note (03 December 2024, 2796-MHT-ZZ-XX-T-C-0001, P01) and remaining in perpetuity for the lifetime of the development.

Reason: To ensure that the development achieves a high standard of sustainability and mitigates surface water flooding in accordance with the NPPF, Policy SI 12 of the London Plan (2021) and Policy 35 of the Westminster City Plan 2019- 2040 (April 2021).

Air quality

27. Pre-commencement condition. Prior to commencement of development details of a system of mechanical ventilation, shall be submitted to and approved in writing by the Local Planning Authority. The ventilation system shall be capable of ensuring that:

A) A system of air quality filtration is installed and or inlets are positioned so that that they are drawing air of a sufficient quality so that the National Air Quality Objectives and WHO guideline levels for Nitrogen Dioxide (NO₂) and Particulate Matter (PM_{10/2.5}) are not exceeded within the properties.

B) The internal noise levels for the noise sensitive properties do not exceed the noise levels specified in condition C49AA/C49BB

C) The mechanical ventilation is designed in compliance with the current Technical Memorandum produced by CIBSE to prevent overheating when the windows are closed

The approved system shall be installed and operational before occupation of sensitive uses and the system shall be checked and maintained in accordance with the manufacturer's specification and retained.

Reason: Because existing external ambient Air quality levels exceed the National air quality objectives and WHO Guideline Levels, and to ensure the development meets Policy SI 1 of the London Plan (2021) and Policies 12, 32 and 33 of the Westminster City Plan 2019-2024 (April 2021).

Recording of and Retention of Parts of the Non-Designated Heritage Assets

Recording of removed historic fabric prior to demolition

28. Pre-commencement condition. No demolition or development shall take place until the parts of the 1896 to 1916 warehouse and the historic north yard timber structure have been subject to a full photographic and textual recording to the standard indicated in the Historic England guidance document Understanding Historic Buildings: A Guide to Good Recording Practice (Historic England, May 2016). The recording shall be at Level 2 as described in Paragraph 5.3 and the record disseminated and published as described in Paragraphs 6.2 and 6.3 of that document. The work shall be undertaken by a specialist contractor approved by the local planning authority and in accordance with a Written Scheme of Investigation submitted to and approved in writing by the Local Planning Authority. The completed record shall be submitted in writing to the Local Planning Authority, the Greater London Historic Environment Record and a local museum or other public depository and approved in writing by the Local Planning Authority prior to the occupation of the development. A record of receipt by the GLHER shall be submitted to the Local Planning Authority. The demolition of historic fabric shall not be carried out otherwise than in accordance with the recording thus approved.

REASON: To provide the opportunity to record significant historic fabric before demolition work commences in accordance with National Planning Policy Framework, December 2024, Paragraph 218 and footnote 76; Policy HC1 of the the London Plan (2021); and Policies 38B, 39B and 39R of the Westminster City Plan 2019-2040 (April 2021).

Retaining the gable wall of the 1896 to 1916 warehouse

29. Pre-commencement condition. Prior to commencement, no demolition or development shall take place on site until a detailed scheme of works for the structural works and temporary works to support the retained gable wall shall be submitted to and approved in writing by the Local Planning Authority. The required detail is the submission of a detailed report and method statement by a suitably qualified and experienced chartered structural engineer, addressing the following areas:
- a) Detailing the engineer's qualifications, relevant experience and supervisory role;
 - b) Explaining how the existing structure stands;

- c) Detailing the method by which the existing structure is to be supported and protected in situ from both sides during the demolition of the rest of the site, as well as consequent construction of the adjacent canal pathway;
- d) Confirming how the safety and stability of the retained historic building fabric will be ensured;
- e) Methodology of works to dismantle (and retain for partial reuse), the warehouse's metal roof framework;
- f) Detailing the structural interventions to ensure that the building will stand in the future, including details (for example and not limited to) of any new foundation design, underpinning, steelwork and other strengthening and their locations and methods of fixing and installation, with sketches as necessary (the permanent works).

All structural works shall be carried out strictly in accordance with the details so approved and not otherwise. All excavation and structural works shall be carried out by hand. No other excavation or structural works are authorised by this consent without prior approval of the details.

Reason: To ensure that the retention of the gable wall is successfully achieved in accordance with National Planning Policy Framework, December 2024, Paragraphs 212 to 221; Policy HC1 of the London Plan (2021); and Policies 38B, 39B and 39R of the Westminster City Plan 2019-2040 (April 2021).

Details of works to the retained gable wall of the 1896 to 1916 warehouse

30. Pre-commencement condition. Detailed drawings and full particulars of the proposed works of demolition, alteration and extension to the retained gable wall of the 1896 to 1916 warehouse shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development. The details submitted shall include:
- a) Details of the restoration works to brickwork, windows, doors;
 - b) Details of the long-term support framework on/over the path, including the "echo" of the roof;
 - c) Details of any works of alteration or addition to the gable required to facilitate the approved works;
 - d) Details of any works in addition to c) to facilitate public art or heritage interpretation;

The works shall be carried out than in accordance with the details thus approved prior to the occupation of the development and maintained thereafter.

Reason: To ensure that the works to the retained gable wall of the 1896 to 1916 warehouse are appropriate to its significance and in accordance with National Planning Policy Framework, December 2024, Paragraphs 202 to 221; Policy HC1 of the London Plan (2021); and Policies 38B, 39B and 39R of the Westminster City Plan 2019-2040 (April 2021).

Bishop's Bridge Road works

31. Pre-commencement condition. Prior to commencement of development, details of necessary approvals of Technical Approval 1 (TA1) for all works affecting the adjoining Bishop's Bridge Road bridge structure (including foundations and abutments) shall be submitted to and approved in writing by the local planning authority. The works shall be carried out with the approved details.

Reason: In the interests of public safety and to avoid blocking the road as set out in Policies 24 and 25 of the City Plan 2019 - 2040 (April 2021).

Biodiversity protection

32. Pre Commencement condition: Prior to commencement of development details of the following biodiversity protection shall be submitted and approved in writing by the Local Planning Authority:

A) Measures to avoid impacts on sensitive ecological receptors (such as the canal) during demolition and construction.

B) Details of measures to protect nesting birds.

C) Methods for the safe removal of invasive species (such as the Virginia Creeper and buddleia) to ensure they are not allowed to spread in the wild.

The details submitted shall include a timetable for implementation of the biodiversity protection measures. The biodiversity protection measures shall then be implemented in accordance with the details and retained and maintained for the life of the development.

Reason: To protect and increase the biodiversity of the environment, in accordance with Policy G6 of the London Plan (2021) and Policy 34 of the Westminster City Plan 2019 - 2040 (April 2021).

Biodiversity enhancement plan Bat and bird boxes and wildlife friendly planting

33. Pre Commencement Condition: Prior to commencement of the relevant part of the development, details of a biodiversity enhancements plan, such as bat and bird boxes and wildlife friendly planting, shall be submitted to and approved in writing by the Local Planning Authority. The work shall be carried out according to the approved details before you start to use the building and shall be maintained and retained for the life of the development.

Reason: To protect and increase the biodiversity of the environment, in accordance with and Policy G6 of the London Plan (2021) and Policy 34 of the Westminster City Plan 2019 - 2040 (April 2021).

Hard and soft landscaping

34. Pre-commencement condition. Notwithstanding the submitted details, prior to commencement of the development, detailed drawings of a hard and soft landscaping scheme) shall be submitted to and approved in writing by the Local Planning Authority. The details shall include the number, size, species and

position of trees and shrubs and associated irrigation maintenance regime, including sustainable water sources and wind mitigation planting to terraces.

The landscaping and planting hereby approved must be carried out within one year of completing the development, (or within any other time limit we agree to in writing).

If any trees that are part of the approved planting scheme are removed, or are found to be dying, severely damaged or diseased within five years of planting them, they must be replaced with trees of the same size and species, (or alternative sizes and species which the Local Planning Authority agree first to in writing).

Reason: To improve the appearance of the development, to make sure that it contributes to the character and appearance of the area, and to improve its contribution to biodiversity and the local environment. This is as set out in Policies 7, 33, 34 and 38 of the Westminster City Plan 2019 - 2040 (April 2021).

Tree planting

35. Pre-commencement condition. Prior to commencement of the development, details of new tree planting shall be submitted to and approved in writing by the Local Planning Authority. The details shall include the tree species, size, locations, tree pit design, irrigation and maintenance and the soil crating system. Details shall also include the depth and area and overall volume of the new soils to create an adequate rooting environment for new tree planting including details of any drainage layer and other components, the soil specification and profile, and the way that the proposed areas of soil will be connected to the surrounding soil.

The works must be carried out according to the approved details prior to occupation of the development.

Reason: To improve the appearance of the development and its contribution to biodiversity and the local environment, as set out in Policies 34 and 45 of the Westminster City Plan 2019 - 2040 (April 2021) and Policy G7 of the London Plan (2021).

Green roofs, roof terraces and green walls

36. Pre-commencement condition. Notwithstanding the submitted details, prior to commencement of the development, detailed drawings and a bio-diversity management plan in relation to the:

- A) Green roofs
- B) Roof terraces
- C) Green walls

Shall be submitted to, and approved in writing by, the Local Planning Authority. The details will include construction method, soil volumes, layout, species and maintenance regime. The work shall be carried out according to the approved

details prior to occupation and thereafter retain and maintain in accordance with the approved management plan.

Reason: To improve the appearance of the development and its contribution to biodiversity and the local environment, as set out in Policy 34 of the Westminster City Plan 2019 - 2040 (April 2021).

Biodiversity net gain

37. Pre Commencement Condition: Prior to the commencement of development, a biodiversity gain plan shall be submitted to and approved in writing by the Local Planning Authority. The biodiversity gain plan shall be prepared in accordance with the preliminary ecological appraisal and draft biodiversity metric.

Reason: To ensure the development delivers a biodiversity net gain on site in accordance with Schedule 7A of the Town and Country Planning Act 1990 and in accordance with policy G6 of the London Plan 2021 and Policy 34 of the Westminster City Plan 2019-2040 (April 2021).

Habitat management and monitoring plan

38. Pre-commencement condition. Prior to commencement of the development, a Habitat Management and Monitoring Plan (the HMMP), prepared in accordance with the Biodiversity Gain Plan (as required by condition 37), shall be submitted to and approved in writing by the Local Planning Authority. The HMMP shall include:

(a) a non-technical summary;

(b) the roles and responsibilities of the people or organisation(s) delivering the [HMMP];

(c) the planned habitat creation and enhancement works to create or improve habitat to achieve the biodiversity net gain in accordance with the approved Biodiversity Gain Plan;

(d) the management measures to maintain habitat in accordance with the approved Biodiversity Gain Plan for a period of 30 years from the completion of development; and

(e) the monitoring methodology and frequency in respect of the created or enhanced habitat

The habitat creation and enhancement works, and other measures set out in the approved HMMP, shall be completed prior to the occupation of the development.

The development shall be implemented in accordance with the approved HMMP.

Reason: To ensure the development delivers a biodiversity net gain on site in accordance with Schedule 7A of the Town and Country Planning Act 1990 and in accordance with Policy G6 of the London Plan 2021 and Policy 34 of the Westminster City Plan 2019-2040 (April 2021).

Archaeology

39. Pre-commencement condition. Prior to commencement of the development, a written scheme of historic building investigation (WSI) shall be submitted to and approved in writing by the Local Planning Authority. For buildings that are included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, which shall include the statement of significance and research objectives, and:

A) The programme and methodology of historic building 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 WSI.

Reason: To avoid damage to any archaeological remains on site in accordance with Policy 39 of the City Plan 2019 - 2040 (April 2021) and HC1 of the London Plan (2021).

40. Pre-commencement condition. Prior to commencement of the development, a written scheme of investigation (WSI) has been submitted to and approved in writing by the Local Planning Authority. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, which shall include the statement of significance and research objectives, and

A) 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. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the WSI.

Reason: To protect the archaeological heritage of the City of Westminster as set out in Policy 39 of the City Plan 2019 - 2040 (April 2021) and Policy HC1 of the London Plan (2021).

Air Quality and Dust Management Plan (AQDMP)

41. Pre-commencement condition. Measures to control emissions during the demolition and construction phase relevant to a Medium risk site should be written into an Air Quality and Dust Management Plan (AQDMP), or form part of a Construction Environmental Management Plan, in line with the requirements of the Control of Dust and Emissions during Construction and Demolition SPG. The

AQDMP should be approved by the Local Planning Authority and the measures and monitoring protocols implemented throughout the construction phase.

Reason: To protect local air quality and comply with Policy SI 1 of the London Plan (2021) and Policies 32 and 33 of the Westminster City Plan 2019-2024 (April 2021).

Noise insulation mitigation measures

42. Pre-commencement condition. Prior to commencement of the development, a supplementary acoustic report demonstrating that the noise insulation mitigation measures will comply with the Council's noise criteria as set out in Conditions 15 and 16 of this permission shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the details approved and maintained for the lifetime of the development.

Reason: To ensure that design, structure and acoustic insulation of the development will provide sufficient protection for: residents of the development from the intrusion of external noise; and residents of the same or adjoining buildings from noise and vibration from elsewhere in the development, in accordance with Policy D14 of the London Plan (2021), and Policies 7 and 33 of the Westminster City Plan 2019 - 2040 (2021) and the Environmental Supplementary Planning Document (February 2022).

Prior to specified works

Piling

43. No piling shall take place until a piling method statement has been submitted to and approved in writing by the local planning authority in consultation with Thames Water detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to and the programme for the works to:

- a) subsurface water infrastructure,
- b) subsurface sewerage infrastructure

Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to underground water utility infrastructure. Piling has the potential to impact on local underground water utility infrastructure.

Water mains

44. No construction shall take place within five metres of the water main unless information detailing how the developer intends to divert the asset / align the development, so as to prevent the potential for damage to subsurface potable water infrastructure, are submitted to and approved in writing by the local planning authority in consultation with Thames Water.

Any construction must be undertaken in accordance with the terms of the approved information. Unrestricted access must be available at all times for the maintenance and repair of the asset during and after the construction works.

Reason: The proposed works will be in close proximity to underground strategic water main, utility infrastructure.

Overheating: Peak looping: Cooling set point and control strategy

45. Prior to the commencement of any above ground works (excluding site clearance, demolition and archaeological works), overheating details relating the internal set point temperature for the system use and control strategy shall be submitted to, and approved in writing by, the local planning authority. The details shall demonstrate that the peak looping strategy has followed the cooling hierarchy, including demonstration that the ventilation system is not specified with a capacity that would enable full mechanical air conditioning. The details, based on the results of the detailed overheating modelling, shall also demonstrate that peak lopping units are only provided to units requiring additional cooling to pass DSY1, and not any units passing the closed window scenario without peak lopping. The development shall be implemented in accordance with the details approved and provided prior to occupation. The approved details shall be retained thereafter.

Reason: To manage heat risk to ensure that suitable living conditions are achieved within the development and that the buildings do not overheat in accordance with Policy SI 4 of the London Plan (2021).

Surface water drainage

46. Prior to the commencement of the groundworks, details of the proposed surface water drainage for the construction and operational phases of the development shall be submitted to and agreed in writing by the Local Planning Authority in consultation with the Canal and Rivers Trust. The development shall thereafter be implemented in accordance with the approved details.

Reason: To determine the potential for pollution of the waterway and likely volume of water, prior to work commencing. Potential contamination of the waterway and ground water from wind blow, seepage or spillage at the site, and high volumes of water should be avoided to safeguard the waterway environment and integrity of the waterway infrastructure, in accordance with Policy 31 of the Westminster City Plan 2019-2040 (April 2021), and SI 16 and SI 17 of the London Plan (2021).

Digital connectivity

47. Prior to any construction works above ground level details of how the development will be designed to enable the installation of the most up-to-date standards of digital connectivity and ensure easy maintenance and future upgrading as technologies and standards improve shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with approved details and maintained as such for the lifetime of the development.

Reason: To ensure the development meets the most up-to-date standards of digital connectivity to contribute to London's global competitiveness, in accordance with Policy 19 of the Westminster City Plan (April 2021) and Policy SI6 of the London Plan (2021).

Fire statements

48. Prior to the commencement of the development (other than demolition, site clearance and ground works), a Fire Statement for the relevant phase or plot, in the form of an independent fire strategy produced by a third party suitably qualified assessor shall be submitted to and approved in writing by the Local Planning Authority. The statement should detail how the development proposal will function in terms of:

1. The building's construction: methods, products and materials used, including manufacturers' details;

2. The means of escape for all building users: stair cores, escape for building users who are disabled or require level access, and the associated evacuation strategy approach;

3. Features which reduce the risk to life: fire alarm systems, passive and active fire safety measures and associated management and maintenance plans;

4. Access for fire service personnel and equipment: how this will be achieved in an evacuation situation, water supplies, provision and positioning of equipment, firefighting lifts, stairs and lobbies, any fire suppression and smoke ventilation systems proposed, and the ongoing maintenance and monitoring of these;

5. How provision will be made within the site to enable fire appliances to gain access to buildings; and

6. Ensuring that any potential future modifications to the building will take into account and not compromise the base build fire safety/protection measures.

The development shall be implemented in accordance with the approved Fire Statement and retained as such for the lifetime of the development.

Reason: In order to achieve the highest standards of fire safety and ensure the safety of all building users, in accordance with Policy D12 of the London Plan (2021).

Fire evacuation lifts

49. Prior to the commencement of the development (other than demolition, site clearance and ground works), details shall be submitted to and approved in writing by the local planning authority demonstrating that a minimum of at least one lift per core (or more subject to capacity assessments) will be a suitably sized fire evacuation lift suitable to be used to evacuate people who require level access from the building. The development shall be carried out in accordance with these details and maintained as such for the lifetime of the development .

Reason: In the interests of fire safety and to ensure compliance with Policy D5(b5) of the London Plan (2021).

Minimising water consumption

50. Prior to the commencement of Above Ground Works, details demonstrating how the proposal minimises water consumption across the site shall be submitted to and approved in writing by the Local Planning Authority. In line with Sustainability Statement, the details shall specify the measures required to achieve a minimum of 4 credits under the for BREEAM UK New Construction: Wat 01 Water Consumption credit criteria. Development shall thereafter be carried out in accordance with the details approved.

REASON: To ensure a sustainable form of development and in the interests of water efficiency in accordance with Policy SI 5 of the London Plan (2021) and Policy 38(D) of the Westminster City Plan 2019 - 2040 (April 2021)

Materials

51. Prior to the commencement of any above ground works (excluding site clearance, demolition and archaeological works), samples of the facing materials, including glazing and elevations and roof plans annotated to show where the materials are to be located shall be submitted to and approved in writing by the Local Planning Authority.

The development shall not be carried out otherwise than in accordance with any such approval given and retained thereafter.

Reason: To make sure that the appearance of the building is suitable and that it contributes to the character and appearance of the area, in accordance with with Policies D3, D4 and D9 of the London Plan (2021), and Policies 38 and 40 of the Westminster City Plan 2019 - 2040 (April 2021).

Brickwork

52. Prior to the commencement of any above ground works (excluding site clearance, demolition and archaeological works), the following shall be submitted to and approved in writing by the Local Planning Authority:

a) Representative brickwork panels for each brick/ tile/ panel type, showing the colour, texture, bond, mortar mix, pointing finish of solid / full depth brickwork;

The development shall not be carried out otherwise than in accordance with any such approval given and retained thereafter.

Reason: To make sure that the appearance of the building is suitable and that it contributes to the character and appearance of the area, in accordance with Policies D3, D4 and D9 of the London Plan (2021), and Policies 38 and 40 of the Westminster City Plan 2019 - 2040 (April 2021).

Urban greening factor

53. Prior to the commencement of any above ground works (excluding site clearance, demolition and archaeological works), details demonstrating that the proposal has been maximised and targeted an urban greening factor of at least 0.4, and achieved a minimum urban greening factor of at least 0.3. shall be submitted to and approved in writing, by the Local Planning Authority The approved details proposal shall be implemented prior to occupation of the student accommodation.

Reason: To ensure carbon emissions have been minimised and to ensure the provision of green infrastructure in accordance with Policy G5 of the London Plan and policies 34, 36 and 38 in the Westminster City Plan 2019 - 2040 (April 2021).

Future district heating connection

54. Prior to any works of construction, detailed schematics and plantroom drawings, clearly showing that space allowance has been included in the final layout for a future district heating connection, shall be submitted to and approved in writing by the local planning authority.

The space shall be maintained to allow for a future connection for the lifetime of the development.

Reason: To ensure the development complies with Policy 36 of the City Plan 2019-2040 (April 2021) and SI 2 and SI 3 of the London Plan (March 2021).

Whole life carbon assessment

55. Prior to commencement of any construction works, an updated version of the Whole Life Carbon Assessment hereby approved, shall be submitted to and approved in writing by the Local Planning Authority.

(a) Where the updated assessment submitted identifies that changes to the design, procurement or delivery of the approved development will result in an increase in embodied carbon (A1-A5) above 600kgCO₂e/m² and/or Whole Life Carbon (A1-C4) above 997;kgCO₂e/m², which are the benchmarks established by your application stage Whole Life Carbon assessment, measures must be identified that will ensure that the additional carbon footprint of the development will be minimised.

The applicant shall then carry out works in accordance with the updated version of the Whole Life Carbon assessment hereby approved.

(b) Within 3 months of first occupation of the development, a post construction assessment Whole Life Carbon assessment shall be submitted to and approved in writing by the Local Planning Authority.

The post construction assessment shall demonstrate how the development has been completed in accordance with the updated benchmarks identified in the updated assessment submitted pursuant to part (a).

Reason: To ensure the development minimises carbon emissions throughout its whole life cycle in accordance with Policy SI2 in the London Plan (2021), Policy 38

in the City Plan 2019 - 2040 (April 2021), the Environmental Supplementary Planning Document (February 2022) and the guidance set out in the Mayor of London's guidance 'Whole Life-Cycle Carbon Assessments' (March 2022).

Circular economy

56. (A) Prior to the commencement of any construction works and following completion of RIBA Stage 4, a detailed Circular Economy Statement including a site waste management plan (or updated version of the approved Circular Economy Statement that reaffirms the approved strategy or demonstrates improvements to it), shall be submitted to and approved in writing by the Local Planning Authority. The details shall demonstrate communication with supply chain as well as storage allocation to meet the relevant targets set out in the submitted pre-demolition audit at planning, and in particular to recover 95% of all structural steel on site. Evidence to be submitted showing intent and commitment that all steel will put into re-use, re-manufacture, and/or other types of good use and applications to support the circular economy. The Circular Economy Statement must be prepared in accordance with the Circular Economy Statements LPG (2022) and demonstrate that the development has been designed to meet the relevant targets set out in the guidance. The end-of-life strategy included in the statement shall include the approach to storing detailed building information relating to the structure and materials of the new building elements (and of the interventions to distinguish the historic from the new fabric). The development shall be carried out in accordance with the details we approve and shall be operated and managed throughout its life cycle in accordance with the approved details.

(B) A post-construction assessment in accordance with GLA's adopted Circular Economy Statement guidance shall be submitted to and approved in writing by the Local Planning Authority 3 months of first occupation of the development.

Reason: To ensure the development is resource efficient and maintains products and materials at their highest use for as long as possible in accordance with Policy SI7 in the London Plan 2021, Policy 37 in the Westminster City Plan 2019 - 2040 (April 2021), the Environmental Supplementary Planning Document (February 2022) and the guidance set out in the Mayor of London's 'Circular Economy Statements' LPG (March 2022).

External facade

57. Notwithstanding the approved drawings, prior to any work on the external façade of the development detailed drawings at 1:5 and 1:20 and/or other visual design details as applicable, of the typical bay details of all new public facades, to include the following must be submitted to and approved in writing by the Local Planning Authority :

a) typical façade modules, including windows, ventilation louvres / screens and external doors showing depth of rebates and extent of frames in relation to surrounding masonry;

b) external rainwater management;

- c) location, design and size of minimising/ disguising movement joints;
- d) design and visual management of building maintenance units / facade access systems;
- e) built boundary treatments, garden structures, and hard landscaping;
- f) external steps, railings and balustrades;
- g) on-site way-finding signage.

The development must be carried out in accordance with the approved details and maintained for the life of the development.

Reason: To make sure that the appearance of the building is suitable and that it contributes to the character and appearance of the area. This is as set out in Policies 38 and 40 of the Westminster City Plan 2019 - 2040 (April 2021).

Use of back-up generator

58. Prior to the first operation of a back up generator an air quality assessment should be submitted and approved by the local planning authority. The assessment should predict the air quality impacts associated with the generator to nearby air quality sensitive receptors.

The report should refer to the Air quality national objectives and WHO guideline values.

Where mitigation is required to achieve the national air quality objectives this shall be installed prior to first use of the generator and retained for as long as the plant equipment is required.

Reason: Because existing external ambient Air quality levels exceed the National air quality objectives and WHO Guideline Levels, and to ensure the development meets Policy SI 1 of the London Plan (2021) and Policies 12, 32 and 33 of the Westminster City Plan 2019-2024 (April 2021).

Prior to occupation

Canal bubble machine

59. Prior to the occupation of the development, details of a suitable location for a canal bubble machine shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Canal and Rivers Trust. The location shall be made available for as long as is required by the Canal and Rivers Trust.

Reason: To support the function of the canal in accordance with Policy 31 of the City Plan 2019-2040 (April 2021) and SI 14, SI 16 and SI 17 of the London Plan (2021).

Water network infrastructure

60. Prior to the occupation of the development details shall be submitted to and approved in writing to the Local Planning Authority confirming that either:
- a) all water network upgrades required to accommodate the additional demand to serve the development have been completed; or
 - b) a development and infrastructure phasing plan has been agreed 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 approved development and infrastructure phasing plan.

Reason: The development may lead to no / low water pressure and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development.

Surface water

61. Prior to the occupation of the development details shall be submitted to and approved in writing by the Local Planning Authority in consultation with Thames Water confirming either:
- a) Surface water capacity exists off site to serve the development or
 - b) A development and infrastructure phasing plan has been agreed with the Local Authority in consultation with Thames Water. 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. Or
 - c) All Surface water network upgrades required to accommodate the additional flows from the development have been completed.

Reason: Network reinforcement works may be required to accommodate the proposed development. Any reinforcement works identified will be necessary in order to avoid flooding and/or potential pollution incidents.

SUDS: Maintenance and management

62. Prior to the occupation of the development, details of the maintenance and management of the sustainable drainage scheme shall be submitted to and approved in writing by the Local Planning Authority. The drainage scheme shall be implemented as approved prior to the first occupation of the development and thereafter managed and maintained in accordance with the approved details in perpetuity.

The Local Planning Authority shall be granted access to inspect the sustainable drainage scheme for the lifetime of the development. The details of the scheme to be submitted for approval shall include:

- a) a timetable for its implementation,
- b) details of Sustainable Urban Drainage Systems (SuDS) features and connecting drainage structures and maintenance requirement for each aspect
- c) a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

Reason: To ensure that the development achieves a high standard of sustainability and ensure the flood risk is adequately addressed in accordance with the NPPF, Policy SI 12 of the London Plan (2021) and Policy 35 of the Westminster City Plan 2019-2040 (April 2021).

SUDS: Survey and report

63. Upon completion of the surface water drainage system, including any SuDS features, and prior to the first occupation of the development; a survey and report from an independent surveyor shall be submitted to and approved in writing by the Local Planning Authority. The survey and report shall demonstrate that the surface water drainage system has been constructed in accordance with the details approved pursuant to condition 62.

Where necessary, details of corrective works to be carried out along with a timetable for their completion shall be included for approval in writing by the Local Planning Authority. Any corrective works required shall be carried out in accordance with the approved timetable and subsequently re-surveyed with the findings submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the flood risk is adequately addressed, not increased and users remain safe for the lifetime of the development in accordance with NPPF, Policy SI 12 of the London Plan (2021) and Policy 35 of the Westminster City Plan 2019-2040 (April 2021)

Wheelchair accessible rooms

64. Prior to occupation of any student accommodation details shall be submitted to and approved in writing by the Local Planning Authority to confirm that 5% of rooms will be wheelchair accessible, a further 4% wheelchair adaptable rooms and a further 1% of the rooms can be adapted to accommodate a hoist system with door to a connecting room for a carer if required. The development shall be carried out in accordance with the approved details.

Reason: To ensure adequate provision of accessible student rooms and wheelchair accessible student rooms and that adequate step-free access is provided in accordance with Policy D7 of the London Plan (2021), and Policy 10 of the Westminster City Plan 2019-2040 (April 2021).

Affordable accessible rooms

65. Prior to the occupation of the student accommodation, details of the affordable accommodation within the fully wheelchair accessible bedrooms shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the mix of accommodation provided on site provides for an intersection of need, as disabled students may be in need of affordable student accommodation, and to ensure the development accords with Policy D5 of the London Plan, the Purpose-built Student Accommodation LPG and Policy 38(C) and Policy 10(H) of the Westminster City Plan 2019–2040 (April 2021).

Occupation by students

66. The bedrooms on the upper floors of the development shall only be occupied by students during the academic year. Outside of the academic year the bedrooms can also be occupied by alternative education-based occupiers such as: Conference delegates, interns on university placements, and students on short-term education courses. Prior to their first occupation, details of alternative education-based occupiers (including their institution) shall be submitted to and approved in writing by the Local Planning Authority. The bedrooms on the upper floors of the development shall only be occupied outside of the academic year by the approved alternative education-based occupiers.

Reason: To ensure that the main occupants of the student accommodation is by students in accordance with Policy 10 of the Westminster City Plan 2019-2040 (April 2021) and Policy H15 of the London Plan (2021).

Completion of builders' merchant

67. The builders' merchant must be completed and ready for occupation for that use prior to the occupation of the student accommodation.

Reason: To ensure the provision of builders' merchant in accordance with Policy E7 of the London Plan (2021).

Ground floor activation frontages

68. Prior to first occupation of the builders merchant, details of the following shall be submitted and approved in writing by the Local Planning Authority:

- a) The retail element of the builders' merchant entrances/exits to both the Harrow Road and canal side frontages of the building;
- b) The canal side retail window and internal arrangement, to ensure it is not substantially blocked;
- c) the windows to the builders' merchant warehouse, including their opacity.

The development shall then be implemented and retained in accordance with the approved details.

Reason: To provide activation to the canal side frontage of the building in accordance with Policies 38, 43 and 44 of the Westminster City Plan 2019-2040 (April 2021).

Security measures

69. Prior to occupation of each use details of security measures for:

- A) The Builders Merchant
- B) The student accommodation

Shall be submitted to and approved in writing by the Local Planning Authority, in consultation with the Designing Out Crime Officer. The measures shall include either confirmation of meeting 'Secure by Design' accreditation or justification as to why this has not been achieved.

The security measures shall be installed prior to occupation in accordance with these details and retained and maintained thereafter.

Reason: To protect the environment of people living within and adjacent to the development and to ensure compliance with Policies 7, 33 and 38 of the Westminster City Plan 2019-2040 (April 2021) and Policy 44 of the London Plan (2021).

Women's Night Safety Charter

70. Prior to the occupation of the development, evidence confirming that the operator of the student accommodation has signed up to the Mayor of London's Women's Night Safety Charter (WNSC), shall be submitted to and approved in writing to the Local Planning Authority. The commitment to the pledges set out in the WNSC shall be retained and maintained thereafter.

Reason: To provide a safe, secure and inclusive environment where all women feel confident and welcome at night, to ensure compliance with Policies D3(D5) and D11 of the London Plan (2021) and Policy 44 of the Westminster City Plan 2019-2040 (April 2021).

Railing and moorings

71. Prior to occupation of the development details of the A) railing and B) moorings to the canal, shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Canal and Rivers Trust. The development shall then be implemented in accordance with these details prior to first occupation.

Reason: For the avoidance of doubt and in the interests of proper planning.

Operational Management Plan

72. Prior to occupation of the student accommodation and community space, details of an Operational Management Plan for:

- A) The student accommodation

B) Community space

Shall be submitted to and approved by the Local Planning Authority. The uses shall then operate in accordance with these details for the lifetime of the development.

Reason: To protect the environment of people living within and adjacent to the development, in accordance with Policies 7, 33 and 38 of the Westminster City Plan 2019-2040 (April 2021) and Policies T4 and T7 of the London Plan (2021).

Operational Management Plan – Builders’ merchant

73. Prior to the occupation of the builders’ merchant use, an Operational Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Operational Management Plan shall include, but not be limited to, the following details:

- a. Hours of operation and servicing arrangements, including the consolidation of inbound deliveries to occur before 07:00 or after 17:00 only, and confirmation that outbound delivery fulfilment will not take place.
- b. Yard management procedures, including the removal of practices that cause queuing onto the public highway, such as the protracted deployment of stop boards during forklift activity.
- c. Customer vehicle management, including measures to minimise dwell times and manage click-and-collect operations efficiently.
- d. Health and safety protocols for forklift operations and customer access restrictions.
- e. Monitoring arrangements for the first three years following re-opening, including:
- f. Six-monthly monitoring during the first year and annual monitoring thereafter.
- g. Assessment of compliance with approved hours of operation, delivery time restrictions, and vehicle movements, particularly regarding queuing onto the public highway.
- h. A log of any complaints received and actions taken.
- i. Contingency measures, including the process for implementing interventions funded through the Operational Transport Fund (up to £50,000), should monitoring indicate continued queuing onto the public highway. Such measures may include, but are not limited to, the installation of enforcement CCTV cameras or other traffic management solutions.

The approved Operational Management Plan shall be implemented in full and adhered to for the lifetime of the development. No occupation of the builders’ merchant use shall take place until the Operational Management Plan has been approved.

Reason: To ensure the builders' merchant operates without causing obstruction or danger on the public highway and to protect the amenity of surrounding occupiers, in accordance with Policies 7, 33 and 38 of the Westminster City Plan 2019–2040 (April 2021) and Policies T4 and T7 of the London Plan (2021).

External lighting

74. Prior to occupation details of the proposed external lighting within the public realm including under Bishops Bridge Road and fixed to the building and to roof terraces shall be submitted and approved by the Local Planning Authority in consultation with the Canal and Rivers Trust and the Metropolitan Police. The lighting shall be installed as approved prior to occupation and retained and maintained in perpetuity

Reason: To make sure that the lighting is suitable in design, biodiversity and security terms and that it contributes to the character and appearance of the area. This is as set out in Policies 31, 33, 34, 38, 40, 43 and 44 of the Westminster City Plan 2019 - 2040 (April 2021).

Habitat enhancement completion report

75. Prior to the occupation of the development, a completion report, evidencing the completed habitat enhancements in line with the HMMP approved by condition 38 shall be submitted to, and approved in writing by the Local Planning Authority.

Reason: To ensure the development delivers a biodiversity net gain on site in accordance with Schedule 7A of the Town and Country Planning Act 1990 and in accordance with Policy G6 of the London Plan (2021) and Policy 34 of the Westminster City Plan 2019-2040 (April 2021).

Photovoltaic (PV) Panels

76. Prior to occupation of the development, the detailed roof layout(s) for the development's buildings shall be submitted to and approved in writing by the Local Planning Authority. The submitted details shall demonstrate that the roofs potential for photovoltaic installation has been maximised and clearly outlining any constraints to the provision of further photovoltaic installation. The development shall be implemented in accordance with the details approved and provided prior to occupation. The approved details shall be retained thereafter.

Reason: To ensure a reduction of carbon dioxide emissions and the highest levels of sustainable design and construction in accordance with Policy SI2 of the London Plan (2021).

Student accommodation: Waste and materials

77. Prior to occupation of the student accommodation, the separate stores for waste and materials for recycling shown on drawing number 1808-MAK-PA2001A Rev 01, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the approved details shall be permanently retained for the storage of waste and recycling.

The stores must be clearly marked and made available to use at all times to everyone using the building.

Reason: To protect the environment and provide suitable storage for waste and materials for recycling as set out in Policies 7 and 37 of the Westminster City Plan 2019 - 2040 (April 2021).

Details of heritage interpretation on site

78. Prior to the occupation of the development, Full details of the proposed scheme of heritage interpretation at the site shall be submitted to and approved in writing by the Local Planning Authority. The development shall not be carried out otherwise than in accordance with the details thus approved:

REASON: To ensure that the works to the retained gable wall of the 1896 to 1916 warehouse are appropriate to its significance and in accordance with National Planning Policy Framework, December 2024, Paragraphs 202 to 221; The London Plan 2021 Policy HC1 Heritage conservation and growth; and Westminster City Plan 2019-2040 Policies 38B, 39B and 39R.

Public art

79. Prior to occupation of the development, a scheme of public art appropriate to the scale and significance of the development shall be submitted to and approved in writing by the Local Planning Authority.

The artwork should take into account the GLA Good Growth by Design guidance: Safety in Public Space- Women, Girls and Gender Diverse People, and should be designed to improve the feeling of safety,

The public art shall be installed in accordance with approved details prior to occupation of the development and the public shall be retained and maintained in perpetuity.

Reason: To secure the offer of public art and to make sure that the appearance of the building is suitable in accordance with Policy 43(E) of the City Plan 2019 - 2040 (April 2021) and Policy SI 6 of the London Plan (2021).

Builders' merchant servicing

80. No inbound or outbound servicing, deliveries, or collections shall take place during the operating hours of the Builders Merchant. All such activity must occur either prior to 07:00 hours or after the closure of the Travis Perkins yard. A Delivery and Servicing Management Plan shall be submitted to and approved in writing by the Local Planning Authority prior to first occupation, detailing how these restrictions will be managed and enforced. The development shall be operated in accordance with the approved Delivery and Servicing Management Plan.

Reason: To ensure safe and efficient servicing of the development without compromising the operation of the public highway, bus infrastructure, or cycle routes, and to prevent obstruction or queuing of customer traffic, in accordance with Policy T7 of the London Plan (2021), and Policy 29 of WCC Local Plan (WCC Plan 2019-2040).

Vehicle access/egress signage

81. Prior to occupation of the development details of signage shall be submitted to and approved in writing by the Local Planning Authority to ensure that it is clear all vehicles must enter and exit the site in forward gear. The signage must be installed as approved prior to occupation of the development and retained and maintained for the lifetime of the development.

Reason: To avoid blocking the surrounding streets and to protect the environment of people in neighbouring properties as set out in Policy 29 of the City Plan 2019 - 2040 (April 2021).

82. The vehicle entrance barrier/gate to the Builders Merchant Yard shall be in the open/raised position between 05:30 to 23:00 daily.

Reason: To avoid blocking the surrounding streets and to protect the environment of people in neighbouring properties as set out in Policy 29 of the Westminster City Plan 2019 - 2040 (April 2021).

Servicing management plan

83. Prior to the occupation of:

- A) The student accommodation
- B) The builders merchant

The relevant updated Servicing Management Plan (SMP) shall be submitted to and approved in writing by the Local Planning Authority. The plan must identify process, freight consolidation, internal storage locations, scheduling of deliveries and staffing as well as a clear process for transporting of goods between sites. All servicing must occur from within the off-street servicing area, including refuse collection. The SMP must thereafter be maintained and followed by the occupants for the life of the development.

Reason: To avoid blocking the surrounding streets and to protect the environment of people in neighbouring properties as set out in Policy 29 of the Westminster City Plan 2019 - 2040 (April 2021) and Policy T4 of the London Plan (2021).

Cycle parking spaces

84. Prior to occupation of the development, a minimum of 6 long stay cycle parking spaces for the Builders Merchant Yard and 456 long stay and 18 short stay cycle parking spaces for the Student Accommodation, shall be provided, as shown on the following approved drawings:

- Drawing Name: Proposed Ground Floor – Drawing Number: 1808-MAK-PA2000A
- Drawing Name: Proposed Level 01 – Drawing Number: 1808-MAK-PA2001A
- Drawing Name: Proposed Level 02 – Drawing Number: 1808-MAK-PA2002A

- Drawing Name: Proposed Level 03 – Drawing Number: 1808-MAK-PA2003A

Thereafter the cycle spaces must be retained and the spaces used for no other purpose.

Reason: To provide cycle parking spaces for people using the development in accordance with Policy 25 of the Westminster City Plan 2019 - 2040 (April 2021) and Policy T5 of the London Plan (2021).

Detailed Highway Layout - Pedestrian and Cyclist Safety

85. Prior to occupation of the development, detailed highway layout designs shall be submitted to and approved in writing by the Local Planning Authority, in consultation with Transport for London (TfL). These designs shall be based on the indicative highway layout submitted within the approved Transport Assessment (TA) and shall demonstrate how pedestrian and cyclist safety will be prioritised on the Harrow Road gyratory. The highway layout shall include appropriate physical measures such as cycle wands and raised kerbs to segregate cycle and prevent vehicular encroachment. The approved highway layout shall be implemented in full prior to first occupation.

Reason: To ensure the safety of pedestrians and cyclists, particularly in relation to the Harrow Road gyratory, and to prevent vehicular queuing in designated cycle lanes or hatched areas, in accordance with Policy T2 and T3 of the London Plan (2021).

Cycle life resilience strategy

86. Prior to occupation of the development, a Cycle Lift Resilience Strategy shall be submitted to and approved in writing by the Local Planning Authority. The strategy shall include:
- A service arrangement with the lift maintenance provider ensuring a maximum two-hour response time for breakdowns;
 - Provision for cyclists to use a designated passenger lift in the event of full lift failure, including the installation of protective drapes and staff assistance where required.

The approved strategy shall be implemented prior to occupation of the development and maintained and operated for the lifetime of the development.

Reason: To ensure continued and inclusive access to cycle parking facilities in the event of lift failure, in accordance with London Plan Policies T5 and D5, and Policy 25 of the Westminster City Plan 2019 - 2040 (April 2021).

Parking Design and Management Plan (PDMP)

87. Prior to the occupation of development, a Parking Design and Management Plan (PDMP) shall be submitted to and approved in writing by the Local Planning Authority. The PDMP shall include, but not be limited to, the following details:
- Site Layout and Allocation

- Operational parking spaces for the builders' merchant only. No staff car parking.
- One designated disabled persons' parking space for the student accommodation and one designated disabled persons' parking space for the builders merchant, designed in accordance with BS 8300 and Building Regulations Part M.
- Electric vehicle charging provision (EVCP)
- Management Strategy
 - Disabled parking spaces for builders merchant and PBSA remain available exclusively for blue badge holders, with unrestricted 24/7 access to the PBSA space
 - Monitoring and Review
 - Mechanisms for monitoring usage, addressing misuse, and future additional cargo bike spacing if demand requires
 - Contact details for site management responsible for parking compliance.

The approved PDMP shall be implemented prior to first occupation/use of the development and maintained thereafter for the lifetime of the development.

Reason: To ensure safe, accessible, and appropriately managed parking provision for all users, in accordance with Policy T6 of the London Plan (2021) and Policy 27 of the Westminster City Plan 2019–2040 (April 2021).

Electric vehicle charging points

88. Prior to occupation of the builder's merchant, details of rapid (minimum 50kW) electric vehicle charging points for all allocated vehicle spaces shall be submitted and approved in writing by the Local Planning Authority. It must be demonstrated that the charging points are suitable for LGV delivery vehicle use. The charging points shall be installed in accordance with the details prior to occupation of the builders merchant and retained and maintained for the lifetime of the development.
89. Reason: To provide electric charging facilities for people using the development as set out in Policy 26 and 27 of the Westminster City Plan 2019 - 2040 (April 2021) and Policy T6.1 of the London Plan (2021).

Post occupation

BREEAM – post completion certificate

90. A post completion certificate (or equivalent certification) confirming that (A) the builders merchant and (B) the student accommodation, has been completed in accordance with the required BREEAM rating and has maintained or exceeded the approved total credit scores for each of the Energy, Materials and Waste

categories, shall be submitted to and approved in writing by the local planning authority within six months of first occupation of the development.

Reason: To ensure the development minimises operational carbon dioxide emissions and achieves the highest levels of sustainable design and construction in accordance with Policies 36 and 38 of the Westminster City Plan 2019 - 2040 (April 2021) and the Environmental Supplementary Planning Document (February 2022).

Informative(s):

- 1. Statement of positive and proactive action:** Statement of positive and proactive action in dealing with the application In dealing with this application, the Deputy Mayor, for Planning, Regeneration and Skills acting as the Local Planning Authority, has expeditiously considered the application against all relevant national, regional and local planning policy; and has decided to grant planning permission in accordance with the recommendation in GLA Representation Hearing report [and update report]. The Deputy Mayor for Planning, Regeneration and Skills has, therefore, worked in a positive, proactive and creative manner in relation to dealing with this planning application in accordance with the Town and Country Planning (Development Management Procedure) (England) (Amendment No. 2) Order 2015 and paragraph 38 of the National Planning Policy Framework. The proposal is considered to be a sustainable form of development and so complies with the provisions of the National Planning Policy Framework.
- 2. Highways Licensing:** Under the Highways Act 1980 a licence must be obtained from the Highways Authority before skips or scaffolding are put on the road or pavement. It is an offence to break the conditions of that licence. A programme of work may be required to be sent to the Highways Authority so that Westminster City Council can tell neighbours of the site the likely timing of building activities. For more advice, please visit our website at www.westminster.gov.uk/guide-temporary-structures.
- 3. Considerate Constructors:** You are encouraged to join the nationally recognised Considerate Constructors Scheme. This commits those sites registered with the Scheme to be considerate and good neighbours, as well as clean, respectful, safe, environmentally conscious, responsible and accountable. For more information please contact the Considerate Constructors Scheme directly on 0800 783 1423, siteenquiries@ccscheme.org.uk or visit www.ccscheme.org.uk.
- 4. Building regulations:** Works are likely to require building regulations approval. Details in relation to Westminster Building Control services can be found on the Westminster City Council website at www.westminster.gov.uk/contact-us-building-control
- 5. Approved Machinery:** Conditions 17, 18 and 42 control noise from the approved machinery. It is very important the conditions are met and Westminster City Council may take legal action if you do not. The machinery should be properly maintained and serviced regularly.
- 6. Street number and building name:** Please make sure that the street number and building name (if applicable) are clearly displayed on the building. This is also a

condition of the London Building Acts (Amendment) Act 1939, and there are regulations that specify the exact requirements. For further information on how to make an application for street naming and numbering, and to read our guidelines, please visit the Westminster City Council (WCC) website: www.westminster.gov.uk/street-naming-numbering.

7. **Road access changes:** The development will result in changes to road access points. Any new threshold levels in the building must be suitable for the levels of neighbouring roads. If you do not plan to make changes to the road and pavement you need to send Westminster City Council (WCC) a drawing to show the threshold and existing road levels at each access point.
8. **Road level changes:** If you need to change the level of the road, you must apply to our Highways section at least eight weeks before you start work. You will need to provide survey drawings showing the existing and new levels of the road between the carriageway and the development. You will have to pay all administration, design, supervision and other costs. Westminster City Council (WCC) will carry out any work which affects the road. For more advice, please email AskHighways@westminster.gov.uk.
9. **Storing and collecting waste:** Please email the Westminster City Council Project Officer (Waste) at wasteplanning@westminster.gov.uk for advice about your arrangements for storing and collecting waste.
10. **Public roads:** You need to speak to Westminster City Council (WCC) Highways section about any work which will affect public roads. This includes new pavement crossovers, removal of redundant crossovers, changes in threshold levels, changes to on-street parking arrangements, and work which will affect pavement vaults. You will have to pay WCC's administration, design, supervision and other costs of the work. WCC will carry out any work which affects the highway. When considering the desired timing of highway works in relation to your own development programme please bear in mind that, under the Traffic Management Act 2004, all works on the highway require a permit, and (depending on the length of the highway works) up to three months advance notice may need to be given. For more advice, please email AskHighways@westminster.gov.uk. However, please note that if any part of your proposals would require the removal or relocation of an on-street parking bay, this is unlikely to be approved by WCC (as highway authority).
11. **Highway structure technical approvals:** The development will need technical approval for the works to the supporting highway structure prior to commencement of development. The applicant should contact Louisa Augustine (laugustine@westminster.gov.uk) in Westminster Highways Infrastructure and Public Realm to progress the applicant for works to the highway.
12. **Biodiversity gain plan:** The biodiversity gain plan required by condition 37 must include
 - (a) information about the steps taken or to be taken to minimise the adverse effect of the development on the biodiversity of the onsite habitat and any other habitat;
 - (b) the pre-development biodiversity value of the onsite habitat;

- (c) the post-development biodiversity value of the onsite habitat;
- (d) any registered offsite biodiversity gain allocated to the development and the biodiversity and the biodiversity value of that gain in relation to the development;
- (e) any biodiversity credits purchased for the development; and
- (f) any such other matters as the Secretary of State may by regulations specify.

When calculating the post-development biodiversity value of a habitat, the planning authority can only take into account an increase in biodiversity value post-development where it is satisfied that the habitat creation or enhancements delivering the increase will be maintained for at least 30 years after the development is completed. This must be secured either by a planning condition, planning obligation, or conservation covenant.

13. **Trees:** The London plane trees 2 and 3 on Harrow Road are owned and managed by Westminster City Council (WCC), and the alder trees 4 and 7. Any tree work must be carried out by WCC's own tree contractors or according to such other arrangements we agree to in writing. WCC will not carry out tree works until such time as all pre-commencement conditions have been satisfied, and you are in a position to commence the development. You will have to pay for work to the trees. Please contact the WCC Tree Section when you are in a position to carry out any consented tree surgery to arrange works.

14. **Archaeology:** In relation to archaeological conditions 39 and 40 requested by Historic England Archaeology:

The written scheme of investigation will need to be prepared and implemented by a suitably 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.

These pre-commencement conditions are necessary to safeguard the archaeological interest on this site. Approval of the Wintertree Software Inc. before works begin on site provides clarity on what investigations are required, and their timing in relation to the development programme.

The archaeological work should include:

- **Historic Building Recording:** Historic building recording is an investigation to establish the character, history, dating, form and development of a historic building or structure which normally takes place as a condition of planning permission before any alteration or demolition takes place. The outcome will be an archive and a report which may be published.
- **19th century canalside warehouse:** The 19th century canalside warehouse should be recorded prior to demolition to Historic Building Recording Level 2.
- **Archaeological Watching Brief:** An archaeological watching brief involves observation of groundwork's and investigation of features of archaeological interest which are revealed. A suitable working method with contingency

arrangements for significant discoveries will need to be agreed. The outcome will be a report and archive.

- **Geo-archaeological watching brief:** A geo-archaeological watching brief should be maintained on the basement excavation to record with a contingency to investigate Pleistocene geological deposits for Palaeolithic archaeology or related environmental evidence. Buried remains of industrial buildings may also be encountered but are likely to be of low significance only necessitating summary recording.

15. **Whole Life-Cycle Carbon:** In relation to the assessment required pursuant to part (b) of Condition 55, the post- construction tab of the GLA's Whole Life-Cycle Carbon Assessment template should be completed in line with the GLA's Whole Life-Cycle Carbon Assessment Guidance: LPG document template (green) ([london.gov.uk](https://www.london.gov.uk)). To support the results provided in the template, the following minimum evidence requirements should also be submitted:

- (a) site energy (including fuel) use record,
- (b) contractor confirmation of as-built material quantities and specifications,
- (c) record of material delivery including distance travelled and transportation mode (including materials for temporary works),
- (d) waste transportation record including waste quantity, distance travelled, and transportation mode (including materials for temporary works) broken down into material categories used in the assessment,
- (e) a list of product-specific environmental product declarations for the products that have been installed

The data collected must demonstrate compliance with the Whole Life Carbon Assessment approved at application stage, as updated pursuant to parts (a) and (b) of the condition, and will provide an evidence base that informs future industrywide benchmarks or performance ratings for building typologies. In addition to submitting this information to the Council pursuant to the requirements of part (b) of the condition, where the original application was referable to the Mayor of London you should also submit the post-construction assessment to the GLA at: ZeroCarbonPlanning@london.gov.uk, along with any supporting evidence as per the requirements of the Whole Life Carbon LPG (2022).

Westminster will be adopting the 'PACER' platform for Whole Life Carbon Assessment (WLCA) reporting and review in early 2025. Initially the use of PACER will be voluntary, but we strongly encourage applicants use the platform when discharging conditions relating to whole life carbon. Where PACER is used a written WLCA report will not be required. A GLA compliant WLCA spreadsheet is required to meet the requirements of post-completion WLC conditions on schemes referable to the Mayor This can be generated from the PACER platform.

If you would be willing to engage, please contact us and we will provide the necessary further information and support.

If PACER is not used to submit your whole life carbon assessment, you will need to submit a WLCA with your approval of details application. Further information can be found on the council's website at: www.westminster.gov.uk/planning-building-control-and-environmental-regulations/planning-applications/make-application/advice-planning-application-supporting-documents/circular-economy-and-whole-life-carbon-assessment-guidance.

16. **Circular economy:** The pre-demolition audit and Circular Economy Statement required by Condition 56 must accord with the guidance set out in the London Plan Guidance 'Circular Economy Statements' (2022). The demolition audit should follow best practice and include how the value of existing building elements or materials can be recovered, the amount of demolition waste (cross-reference the Recycling and Waste reporting table - refer to section 4.9 for further details), a schedule of practical and realistic providers who can act as brokers for each of the reclaimed items, and target reuse and reclamation rates. The Circular Economy Statement should include a Pioneering Bill of Materials which includes reused and recycled content by volume and mass. For reused and recycled content calculations should be submitted as accompanying supporting evidence.
17. **Circular economy post-construction monitoring report informative:** Once the Post-Construction Monitoring report is approved by the Local Planning Authority, the approved post-construction monitoring report and any supporting information should be provided to the GLA at: circulareconomystatements@london.gov.uk In addition to submitting this information to the Council pursuant to the requirements of part (b) of the condition, where the original application was referable to the Mayor of London you should also submit the post-construction assessment to the GLA at: ZeroCarbonPlanning@london.gov.uk, along with any supporting evidence as per the requirements of the Circular Economy Statements LPG.
18. **Minimum pressure:** Thames Water will aim to provide customers with a minimum pressure of 10m head (approximately 15 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.
19. **Piling:** In relation to the piling condition, Thames Water note that piling has the potential to impact on local underground water utility infrastructure. Please read Thames Water's guide 'working near our assets' to ensure workings will be in line with the necessary processes required to follow if you're considering working above or near our pipes or other structures. For further information please contact Thames Water. mail:developer.services@thameswater.co.uk
20. **Water development upgrades:** In relation to Thames Water development upgrades condition, they advise: The developer can request information to support the discharge of this condition by visiting the Thames Water website at thameswater.co.uk/preplanning. Should the Local Planning Authority consider the above recommendation inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames Water Development Planning Department (e-mail: devcon.team@thameswater.co.uk) prior to the planning application approval