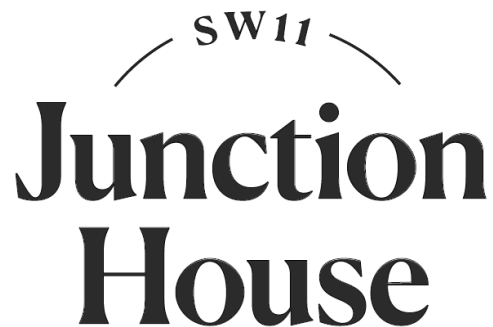




Winstanley and York Road regeneration

Phase 0 Business Plan

September 2018 – Rev 6



CONTENTS:

1	Executive summary
2	Phase Overview
3	Resource Plan
4	Phase Delivery
5	Council Specification (including baseline specification)
6	Employment and Skills Plan
7	Finance

1. EXECUTIVE SUMMARY

2.1 GENERAL DESCRIPTION OF THE PHASE

This business plan sets out proposals for the carrying out of a development scheme known as Phase 0, the first phase of the wider regeneration of the Winstanley and York Road (WYR) estates. The proposed development comprises three blocks, A, B and C, of which;

- Block A comprises 46 one and two bed units which shall be developed by the JV and then handed to the Council on completion. These units are intended to be used as decant provision for the Scholey, Jackson and/or Kiloh blocks from elsewhere in the estates.
- Block B comprises a school and a church. These units are intended for the Thames Christian College and the Battersea Baptist Church respectively, releasing land for Phases 1 and 4 of the main WYR scheme.
- Block C comprises a private residential tower of 93 units, which contributes to the overall delivery of housing within the project and also provides early cashflow to the Joint Venture (JV).

It has been agreed between the JV partners not to allocate the costs and revenues associated with Block B to the financial appraisal for Phase 0, but rather to allocate them to Phases 1 and 4. In addition it is not clear at the time this plan is submitted for approval as to whether or not the JV will proceed with Block B. In this sense it is arguable whether or not Block B is part of Phase 0 as the definition of Phase is left quite vague in the JV agreements. However the issues surrounding Block B are still described in this plan as should the block go ahead it would be constructed under a common build contract and utilising the same construction lease as Block A.

The area within the proposals as defined by the planning permission for the phase is shown below and at a larger scale in Appendix A. In addition, Appendix B Includes a set of key plans for the scheme both as a whole and individually for each block.

The land is entirely within the freehold ownership of the London Borough of Wandsworth (LBW) and will be drawn down by the JV using the principles set out in the Member's Agreement subject to certain qualifications set out in this plan.

Start of construction works are planned for 3rd December 2018 subject to the approval of this plan, amongst other issues, by Wandsworth committees and the JV Board in November. Completion is targeted by November 2020. The start on site date is predicated on the approval of the business plan by the Council and the Joint Venture separately and various other 'critical path' items set out in this report and particularly in parts 1.7 and 1.8 of this summary.

The delivery strategy for the phase is via a single design and build construction contract to the value of £58.901m with Midgard Ltd with Bailey Garner acting as Employer's Agent administering the contract. Outside of the JV, Taylor Wimpey UK (TWUK) has issued a limited letter of intent to Midgard to enable pre-commencement construction activities to commence.

Sales launch for block C is targeted for January 2019, the detail of which is set out in the relevant section of this plan.

1.2 DELIVERY STRATEGY

This phase has not been considered for the potential for TWUK to act as contractor, and so a tender exercise has been carried out in order to identify an external main contractor. The characteristics of that tender, and the construction contract itself are;

- A single stage tender process was used with the opportunity for tenderers to submit a ‘best and final offer’ (BAFO) at the end of the competitive tender stage
- An advertisement was launched in MyTenders on 9 January 2018
- 14 Expressions of Interest were received
- 11 Pre-Qualification Questionnaires were received
- 4 were taken through to the full tender stage
- 3 final tenders were received and Best and Final Offers were also invited
- Midgard were selected. Tender evaluations and Bailey Garner’s report was provided to the JV The JV partners
- The contract will be awarded under a JCT Design & Build Lump Sum Fixed Price Contract with Employer Amendments.

Contract expenditure will be updated regularly to the JV Board as value engineering discussions progress and any variations or claims emerge.

In order to progress pre-construction activities while the final construction contract is negotiated, a Letter of Intent has been issued by Taylor Wimpey UK (TWUK) to the contractor. The scope of the LoI has been primarily to progress design in order to keep the project moving forward, however other procurement activities, such as reserving plant, have also been undertaken. Once this business plan is approved, the value of any pre-contract expenditure by TWUK will be recovered through the issuing of a loan note.

In addition to core construction activity, the contractor will also provide the following services;

- Discharge of S106 post commencement planning conditions, BAPA and NHBC conditions
- Securing agreements with utility providers as required
- Liaison with construction stakeholders, such as Network Rail
- Liaison with residents, working with the LBW and TWUK teams
- Support for the JV’s employment and skills strategy

A draft construction logistics plan has been prepared and reviewed with Wandsworth officers. That plan is due to be presented to residents on the 30th of October and updated as necessary thereafter. Subject to the outcome of the resident’s meeting, Notices are planned to be issued by Wandsworth officers advising residents of the potential 3rd December start on site, if the Housing Scrutiny and Executive Committees in November resolve to approve the phase.

1.3 BLOCK C SALES STRATEGY

The sales strategy for block C will be agreed in due course between the JV partners.

1.4 BLOCK B DEVELOPMENT STRATEGY

The development of Block B is required to facilitate the delivery of Blocks 6 and 7, which sit in Phases 1 and 4 respectively of the main scheme. The JV partners have agreed to allocate the costs of Block B to those later phases in the financial model as a land cost, and therefore it is possible to argue that Block B is not part of Phase 0 at all. However it is logical to deal with the issues surrounding Block B in this plan as any financial commitment is being made concurrently with blocks A and B, that it will be constructed under the same short term lease as Block A and under the same construction contract.

In evaluating the justifiable contribution to Block B, the Council and the JV have assumed that Rule 5 of Section 5 of the Land Compensation Act applies. Rule 5 provides that compensation for land affected by a CPO the use of which has no normal market value should be assessed on the basis “equivalent reinstatement”, i.e. the cost of reinstating that building elsewhere, as opposed to the usual market value approach.

The application of this approach has been straightforward in respect of the Church, as the Council will simply build a new church of the same size at its, and therefore the JV’s, cost. The Church will be provided to a fitted out standard save for loose chattels which are to be relocated by the Church. The costs of the Church works shall be classified as CPO Costs pursuant to the CPOIA, and funded by the Council from its £25m CPO allocation.

The discussion with the school has been much more complex, partly as it intends to significantly expand as part of the relocation, and partly as it has argued that in any event the new school would need to be significantly larger in order to meet modern educational standards.

The JV will not be involved in fitting out the School as there is no fit out design which can be procured under the design and build contract. Fit out will therefore be carried out by the School as part of its own financial contribution to the expansion.

Proposed financial arrangements for the School contribution are as follows;

- The School will fund and carry out their fit out from their own resources
- The School will provide a contribution towards the Shell of the school
- The Council will fund as a CPO cost the element of the project costs which reflect the level of compensation likely to be due to the School under rule 5 of the Act, and in return shall receive a loan note from the JV
- The JV will fund the balance of the costs of the project through its existing arrangements

The ability to require Midgard to carry out the block B works survives until the end of December – thereafter the price and programme would require renegotiation. If an agreement with the School has not be reached by this time then the more likely approaches to progressing the relocation of the School would be that either an alternative site is procured or the project is restarted in 2021 when the Block B site is vacated.

1.5 BLOCK A HANDOVER STRATEGY

Block A has a target completion date of September 2020 in the draft construction contract. Handover arrangements under the contract will be identical for block C, with Bailey Garner carrying out a snagging exercise prior to the issue of the certificate of Practical Completion, but with Taylor Wimpey also carrying out its standard additional High Quality Inspection process.

Two show apartments will be provided by Midgard at a date to be agreed to allow residents to view typical fixtures, fittings and finishes. Post handover the JV and Council will benefit from the normal set of contractor and design warranties.

1.6 PROPERTY AND LEGAL MATTERS

Proforma long and construction only leases were agreed under the original Development Agreement, with a recognition that an updated version would be required on a phase or sub-phase. These updated, phase specific leases are broadly agreed, save for ongoing discussions in relation to the sales strategy.

Title matters have generally been resolved and are considered to be a low risk to the progression of the scheme.

- The required stopping up orders are ready to be made following resolution of an easement with SGN.
- Possessory title has been secured on the 'Lena Deane' land and insurance can therefore be put in place to deal with this very minor risk.
- Mines and minerals insurance has been put in place in respect of any unlikely claim by Network Rail

The Council has adopted a policy of using its powers under Section 203 of the Housing and Planning Act to appropriate land where it is either self building or in a joint venture. Consultation notices have been distributed around the site to consult with residents as to the potential for using these powers in respect of this phase. Subject to that consultation, the Council intends to discuss at the FCROSC on the 22nd November making an appropriation order in respect of Phase 0 in line with its' adopted policy. If the committee resolves to make the order, then any local landowners who believe they may have a claim for compensation for loss of value in their property arising from the scheme will need to demonstrate that loss. Landowners would be unable to secure injunctive relief for any perceived loss, securing the timely commencement of the phase.

1.7 MEMBER'S RESOLUTIONS REQUIRED

Contained within this plan are a number of specific measures which the JV partners are agreeing to undertake. These are tabulated below;

In approving this business plan, the The JV partners agree:

Ref:	Resolution
A	That this business plan is approved and shall be the agreed business plan for phase 0 until such time as it is updated as set out in the JV Agreements.
B	For the JV to enter in to a construction agreement on the basis set out the in the delivery section at 2.3 above in the form attached to this agreement.
C	That the JV shall enter in to the short lease in respect of blocks A and B and the long lease in respect of block C in the substantially agreed forms attached to this plan.
D	That the JV shall to enter in to the Network Rail Basic Asset Protection Agreement and NHBC warranty agreement subject to each individual Member entering in to a Deed of Guarantee for both.

E	That the approved process for paying Community Infrastructure Levy is that the Council as freeholder shall pay CIL to the local planning authority in the first instance and that the JV shall indemnify the Council in respect of these CIL payments. The form of indemnity is attached to this plan.
F	That in respect of the title matters described in 1.7 above, the JV shall be entering in to the respective leases in the knowledge of such matters and will therefore waive the Title Condition in part in respect of those matters.
G	That the overall funding strategy for the wider scheme or Phase 0 has not yet been finalised and therefore the JV partners agree to defer the satisfaction of the funding strategy in respect of this phase.
H	That the JV partners agree to enter in to a Power of Attorney which grants the Development Manager a right to enter in to sales agreements and leases for plots within block C.
I	That the JV partners agree a definition of Permitted Dispositions and Private Rent Unit, to be confirmed.
J	That the JV partners agree to defer the requirement for an option agreement to be granted to the Council over the commercial unit contained within block C. The Council shall provide written confirmation waiving this requirement. As soon as the commercial unit in Block C is no longer required as a marketing suite or other non-commercial purpose that may be agreed unanimously by the JV Board, the JV will grant the option to the Council.
K	That the The JV partners agree ground rents are to be raised under the block C plot lease, noting these are still being discussed by the respective teams.

1.8 PROGRESS REPORTING AND UPDATING

Reporting against this business plan will become a standing agenda item at each monthly JV Board meeting. Reports will be provided based on;

- Health and safety
- Construction progress on site
- Monthly valuations and cost monitoring
- Any construction contractual matters
- Sales progress
- Cashflow

- Third party matters
- Statutory matters such as discharge of planning conditions
- Upcoming milestones
- Risks
- Progress against the employment and skills plan
- Communications and stakeholders

Given the regular reporting arrangements above it is not anticipated that this plan itself will need formal updating as the project progresses. However it should be noted that there are matters which are not fully resolved at this time and will need to come forward for the approval of the JV partners in due course. Once approved an updated version of this plan may be issued incorporating those further resolutions if required by the JV partners. The outstanding issues are;

- Final resolution on the progression of Block B
- Comprehensive list of outstanding specification matters for Block A
- Finalised change control process for Block A
- Sales and marketing strategy

2. PHASE OVERVIEW

2.1 PHASE PROGRAMME

The target programme for the phase is included at Appendix C.

2.2 KEY DEVELOPMENT MILESTONES.

The following are the key milestones for the phase as extracted from the programme at Appendix C. These dates are subject to the approval of the Council at its November committees.

Marketing suite opening date	19 th November 2018
Commitment to main contractor and start on site	3 rd December 2018
Sales launch date (UK)	January 2019
Sales launch date (overseas)	TBC 2019
Practical completion and handover	6 th November 2020

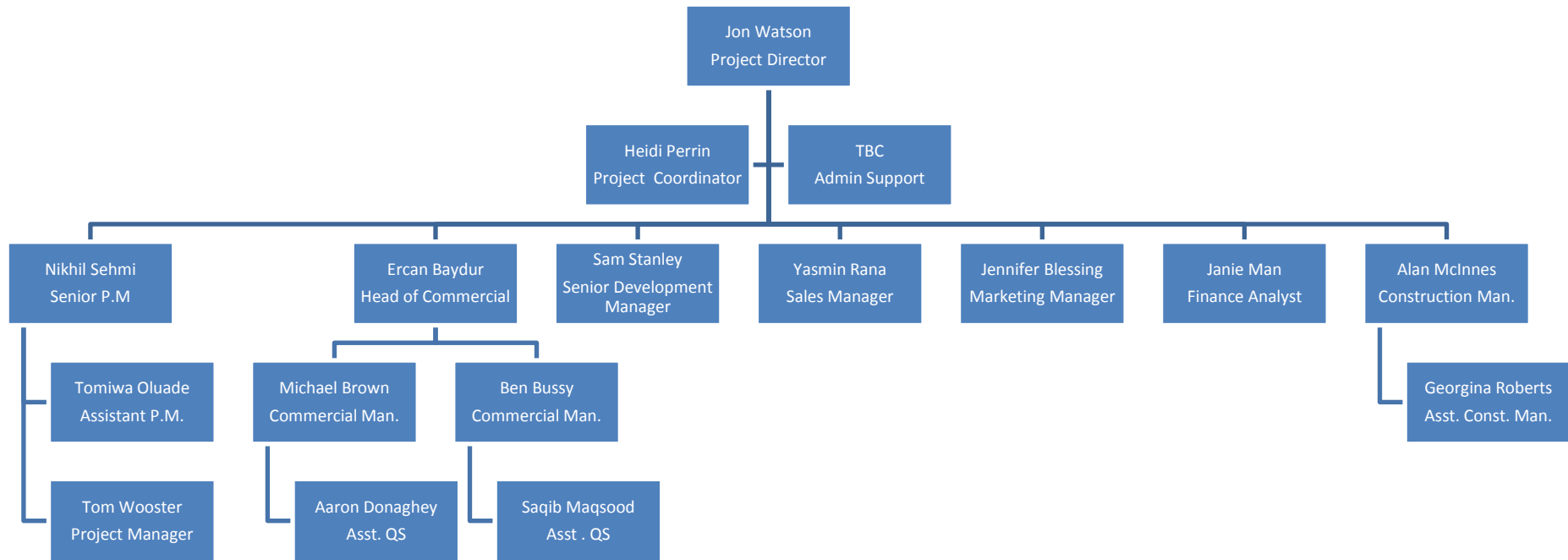
2.3 PHASE RISK REGISTER

The phase risk register is included at Appendix D.

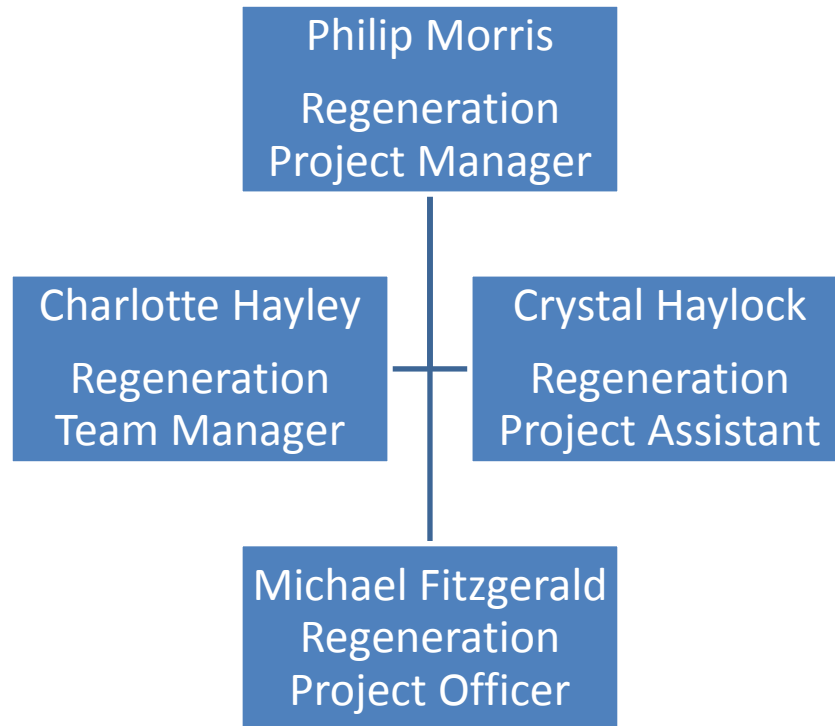
3. PROJECT ORGANISATION CHARTS

3.1 ORGANISATION CHART

TWCL Joint Venture Team



LBW Joint Venture Team



3.2 SUMMARY OF ACTIVITIES AND RESPONSIBILITIES OF KEY PERSONNEL.

The development management team at TWCL have or will provide the following key services;

ACTIVITY	LEAD TEAM
Procurement of the professional team	Commercial
Delivery of a viable design	Land / Projects
Delivery of a viable planning permission, satisfaction of planning conditions and management of Section 106 obligations	Land
Site assembly	Land / Projects
Production of tender documentation and Employer's Requirements	Projects / Commercial
Procurement of a main contractor	Commercial
Management of quality, cost and programme during the construction phase	Commercial / Construction
Management of any contractual matters arising	Commercial / Construction
Snagging and defects management and contract close out	Commercial / Construction
Development of sales and marketing strategies	Sales / Marketing
Sales launch and management of the sales process	Sales / Marketing
Procurement of a management company	Sales
Conveyancing	Sales

4. PHASE DELIVERY

4.1 PLANNING STRATEGY

Land North of Grant Road is the first phase of the Winstanley & York Road regeneration project, otherwise known as phase 0. This first phase consists of three individual buildings housing an affordable block consisting of 46 social rent units in BLOCK A, the Thames Christian College (“TCC”), Battersea Baptist Church (“BBC”) within BLOCK B, and a private residential tower consisting of 93 Private Development (“PD”) units in BLOCK C. The planning scheme identified 64,552 sq ft of private Net Saleable Area (“NSA”) (an uplift of 4,167 sq ft NSA from the bid model).

Detailed planning permission was granted on 1st August 2018, and the Judicial Review period expired on Thursday 13th September. The decision notice for this planning application is attached at Appendix E.

The JV has a number of Section 106 (“S106”) obligations to fulfil at the relevant milestones outlined within the S106 agreement. Notable financial contributions are:

- Cycle Hire Docking Station - £50,000
- Initial carbon offsetting - £175,140
- Local employment agreement - £100,000
- Monitoring fee - £13,005.60

Review Mechanisms

Under the S106 agreement the JV will comply with 2 review mechanisms, an Early Stage Review (“ESR”) and a Late Stage Review (“LSR”). Given the imminent start on site the ESR will not be triggered, as the JV is commencing development within the 2 year window defined within the S106 agreement.

The second review is the LSR, where the JV will submit achieved sales revenues (once 75% of units are sold) and the build contract to ascertain if the scheme has become more viable than as agreed within the S106. Should the scheme become more viable then a payment in lieu of affordable housing will be made to the Local Planning Authority (LPA) which will be split 60/40 in favour of the LPA.

We do not anticipate that this will be triggered given that a scheme deficit is agreed at £14,917,730.

Non Material Amendment

Since the submission of the planning application in December 2017, the scheme was taken into stage 3 design. The PD internal layouts have been further rationalised and maximised where possible. This design development through the stage 3 process has gained an additional 2,190 sq ft PD NSA since the planning scheme, thus totalling an overall PD NSA figure of 66,742 sq ft.

Resulting changes in layout have been agreed in principle by the case officer at the LPA to be non-material in nature and therefore a S96a application has been submitted to regularise the changes arising. This will include incremental daylight / sunlight analysis as requested by the LPA.

Conditions

There are 3 pre-commencement conditions of development (including site clearance and demolition) relating to ecology and tree protection which have been submitted to the LPA and are awaiting to be discharged. There are a further 12 pre-commencement conditions of development (other than site clearance and demolition) which are due to be submitted, to which we aim to have discharged by the end of October in accordance with the programme.

All remaining conditions relate to the commencement of the relevant elements of work and will be the responsibility of the Main Contractor to discharge. We will continue to further monitor the Section 106 obligations and relevant payments due under the agreement. These are monitored by Montagu Evans, the planning consultant, and the phase zero project manager on a centrally held tracker. These are discussed weekly to confirm all positions.

Community Infrastructure Levy (CIL)

Under normal circumstances Social Housing Relief would reduce the CIL liability for the phase given the provision of affordable housing in block A. However given that the JV will not have a land interest in block A, it is unable to take account of the relief. It has been agreed with the CIL Officer and the planning authority that this is an unintended consequence of the JV agreements and they are supportive of putting in place arrangements to ensure that the normal reliefs are in place.

Under the proposed arrangement we have requested that the Council as freeholder resolve to manage the CIL process. This would involve the Council both making CIL payments and also claiming relief on behalf of the JV. In turn the JV will refund the net CIL payments to the Council and to ensure that the Council has certainty of this we are offering to enter in to a deed of indemnity. This ensures that there is no risk to the Council of being unable to claim the money back from the JV.

4.2 DECANT STRATEGY

Phase 0 provides decant capacity for 46 existing Council units within block A. It is currently thought that tenants and possibly some leaseholders from Scholey House, Jackson House and Kiloh House would be relocated to the block, although the Council intends to approach this with flexibility in order to ensure it meets the requirements of the overall scheme phasing plan. Providing this capacity is critical to the current overall decant strategy for the wider scheme.

Two apartments will be provided in the block as show apartments for council residents with early access for viewings given to the residents who may be allocated a home in the block. The earliest date that these could be viewed is to be agreed with Midgard. These apartments will give tenants / leaseholders the opportunity primarily to view the quality of finishes within the apartments.

4.3 INFRASTRUCTURE PLAN

Guarantees

The JV LLP is owned jointly by the London Borough of Wandsworth and Taylor Wimpey UK, who have responsibility for its liabilities. At this time however the LLP has a very weak covenant, and some third parties will require parent company guarantees to be put in place in order to contract with it. Such guarantees do not extend the LBW or TWUK existing obligations in practice, but assert them in a way that can be relied upon by these third parties. The parties in question are;

- The NHBC, who will be providing warranties for the completed works to blocks A and C
- Network Rail, who need to give their consent to works close to the railway and station property
- UKPN, who have a strategic Extra High Voltage cable running close to block C, which must be protected

In order to progress early discussions with these organisations, TWUK has directly entered in to agreements with them. However TWUK has also requested of the Council that once it has formally agreed to approve the JV progressing with the phase, that these agreements will novate to the JV. For this to happen Wandsworth and TWUK will need to guarantee the JV's liabilities under the agreements

on a joint and several basis, and this in turn will require a deed of indemnity between the Council and TWUK to be entered in to.

This process does not in effect give Wandsworth or TWUK any new liabilities, but is a necessary legal process to go through at least until such time that the JV has sufficient assets that it can contract with third parties without being guaranteed. The JV has therefore requested that the Council enter in to the agreements set out above.

Network Rail

Blocks B and C are adjacent to Clapham Junction station and approximately 12 metres from the nearest Network Rail (NR) asset. As a result of this there is a requirement to enter into a basic asset protection agreement (BAPA) as described above.

There is no requirement for a BAPA on block A. The railway line is further than 30 metres from the site and is protected by an existing development.

Highways

There are three stopping up orders required for phase zero, one for each of the block. There were no objections raised for the stopping up orders for block A and C and these will be made shortly. An objection was raised by Scottish Gas Networks to one of the orders which is being resolved jointly by the Wandsworth and JV teams.

A temporary traffic order will be required for the temporary closure of the western Thomas Baines stub as well. This is being progressed by the JV and consultant team and meetings are ongoing.

A new highway to the west of block B will be constructed and adopted under Section 38 of the Highways Act on completion of the phase.

CCTV

A CCTV diversion is required on the footprint of block A which has been completed by Chromavision, the Councils CCTV provider and the owner of the cable.

Heating

A CHP will be installed within block C that will provide for both block C and block B via a connection. It will be owned and operated by the block C Management Company. Block A will have a standalone CHP system which will transfer to Council management once the block is complete.

Gas

There is a new gas connection to be made to all three blocks. Blocks A and C require this for their heating requirements and to power the CHP, whereas block B requires this for the school's kitchen and for science classrooms. Block A's connection will be from existing mains on Plough Road where as block B and C will come from existing mains on the junction of Grant Road and Winstanley Road. The contractor will be responsible for liaising with the statutory body for the final connection but a quote has been provided. Once the gas connection and meter locations are confirmed this will be developed further.

Water

Block A's water connection will be from existing mains on Plough Road. Block B and C will be connected to existing mains on the Grant Road and Winstanley Road junction. This will be a metered connection

to the below ground domestic water and wet riser system tanks. The contractor will be responsible for liaising with the statutory body for the final connection but a quote has been provided.

Power

Block A will have a new substation on its ground floor fed from existing UKPN HV cables. Block C will also have a substation on its ground floor and this will feed block B. This will be fed from existing main supplies within Grant Road. An application has been made so that payment can be made and an engineer appointed to the project to confirm the substation details. The contractor will be responsible for liaising with the statutory body for the final connection but a quote has been provided.

Drainage

Rainwater will drain naturally from the buildings hardstanding areas into Grant Road and Thames Water sewerage system. Foul water will also connect with the existing Thames Water system. The predevelopment enquiry has been accepted by Thames Water.

Street lighting

Street lighting has been designed to conform with BS EN 13201, with LED street lighting columns.

BT Openreach

A new phone and broadband connection will be made to each block from existing street connections.

Parking

Parking for the development is set at 5%, the requirements for blue badge and disabled parking. This equates to two spaces at block A, five for block C and the reprovision of the church and schools existing parking. This consists of 14 spaces, two of which are for the school's minibuses.

Cycle parking is provided within all three blocks and externally to block B and C. There are 67 long term resident's spaces for block A and 153 for block C. In addition, there are three external spaces for the block C commercial units. There are seven staff bicycle spaces provided within the courtyard of the school and 70 external spaces for the use of pupils and the public.

The realignment of the Thomas Baines Road will lead to the loss of 14 TfL bicycle docking bays. This reduction is supported by TfL and agreed.

4.4 MEANWHILE USES STRATEGY

MUGA (Multi Use Games Area)

There is an existing MUGA within the area proposed for Phase 0. This will need to be removed for the construction of Block B and the replacement MUGA.

Originally it was intended to provision a temporary MUGA for the duration of the build. Many options have been tabled for the location of the temporary MUGA, however, given the constraints of the residents and stakeholders the only location was in the car park area on Thomas Baines Road, which brought about further issues and possible objections to the scheme. As a result, and following consultation with Council Officers The JV partners it was agreed that this was not a realistic proposition. Council Officers have undertaken consultation with local groups to agree alternative proposals for providing for the users of the pitch for the period awaiting the opening of the new facility.

Work Match

At bid stage there was a proposal to construct a community hub which had been developed in tandem with input from WorkMatch a Council service providing training and opportunities for adult education and work placements. The proposal was based heavily on the provision of a temporary structure that can be revised and relocated within the development site.

A temporary structure was selected due to the flexibility they provide, the opportunity for early delivery and on the basis that this is a proven approach previously used on similar schemes.

However this proposal proved difficult to support due to the cost of the modular building. A new opportunity has arisen at a new location on Falcon Road and this is now believed to be the best option to house the new training centre for WorkMatch. Some works are required to enable this option, principally the redecorating and internal reconfiguration of walls and spaces, and the re-provision of accessible and mixed WCs. Subject to approval of the business plan, works could start as early as December 2018, though this needs further review and will be subject to the chosen procurement route, with construction predicted to take approximately 6-7 weeks.

Works are anticipated to cost c. £250,000 and an allowance has been made for a budget of £300,000,00 in this business plan.

4.5 CONSTRUCTION AND LOGISTICS

A construction and logistics plan has been agreed in principle between the JV and relevant teams within the Council and will be presented to residents before the commencement of works. It is attached at Appendix F.

Regular progress meetings will be held with Midgard co-ordinated by Bailey Garner and the TW construction team and with Council officers in attendance.

5. COUNCIL SPECIFICATION

There are a number of key issues to be formally resolved relating to Block A, for which processes are being developed for agreement between the partners. These are;

- Clarification of any specification matters pre-contract
- Clarification of any specification matters post-contract
- Process for instructing specific fit out matters to meet individual need and choice
- Process for managing change

Meetings are ongoing in relation to these matters and final process will be presented to the JV partners for formal agreement in due course.

6. EMPLOYMENT AND SKILLS PLAN

The Section 106 Agreement for the phase is drafted as a Local Employment Agreement, which requires the production of an Employment and Skills Plan to be agreed by the Council's employment team and implemented thereafter. The plan will, amongst other things;

- Recognise the Council as the principal agency through which local employment activity should be co-ordinated
- Recognise that helping local people find work and improve their skills is a shared objective between the JV and the Council
- Work to maximise such opportunities for Wandsworth residents

A consultant, Kate Chester, has been employed by the JV in order to prepare the Employment and Skills Plan pursuant to the S106 Agreement and it is proposed that upon agreement by the Council in their role as the Local Planning Authority, this plan is also adopted by the JV as the agreed Employment and Skills Plan for the purposes of this business plan.

The plan will, amongst other activities, include;

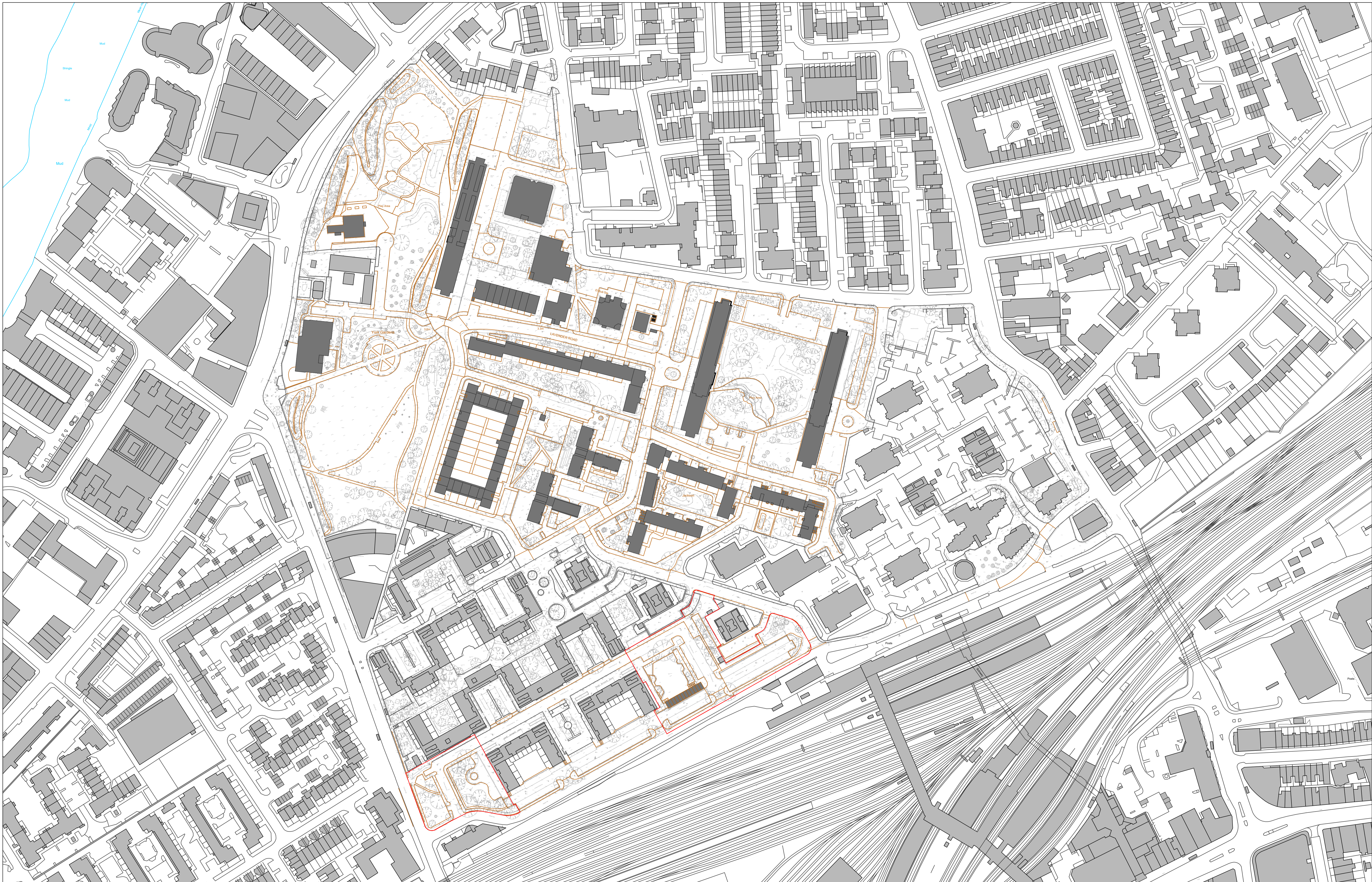
- The completion of the new Workmatch facilities at Falcon Road
- The provision of JV resources to ensure a co-ordinated approach to identifying employment and skills opportunities arising from the development and liaising with Workmatch and other stakeholders in order to match local people with those opportunities
- Skills forecasting such that a proactive approach to training provision can be developed
- Working with Workmatch to identify funding opportunities, including apprenticeship opportunities
- An agreed list of specific activities to be undertaken by Midgard
- The creation of a JV trainee programme to employ a resident of the estate to be trained as a project manager working on scheme.
- The creation of an education programme, where school age young people can learn about the regeneration of the estate and the kinds of career opportunities that it will create.
- A monthly Employment and Skills progress meeting to be attended by Workmatch, a representative from the Regeneration Team from the Council and a representative from the TW delivery team.

A series of meetings will be held during October and November so that the plan can be developed ready for formal submission to the Council and adoption by the JV.

7. FINANCE

Further detail on the financial model will be provided to Council Members in a separate report

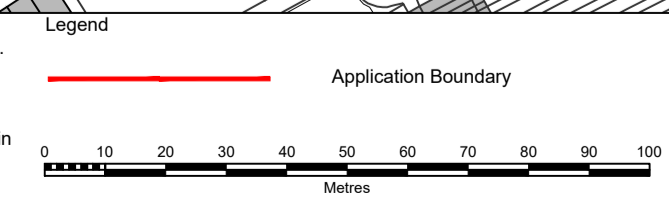
APPENDIX A- REDLINE PLAN FOR PHASE 0



Rev	Date	Drawn	Description
1	23.11.17	EWB	Issued for Planning

Notes:
 Do not scale from drawings unless by agreement with HTA. Use figured dimensions only.
 Check all dimensions on site prior to commencing the works. Drawing to be read in conjunction with other relevant consultant information.

This drawing is the copyright of HTA Design LLP and must not be copied or reproduced in part, or in whole, without the express permission of HTA Design LLP.
 Drawing to be read in conjunction with outline specification.



Residential Tower drawing title: Location Plan client / project	WIM-WYR-100_HTA-A_DR_0001 drawing number scale @ A1	REV - revision WIM-WYR-100 project number MLO originated by
--	--	---

FOR PLANNING status	HTA Design LLP 78 Chamber Street London, E1 8BL 020 7485 8555 www.hta.co.uk	HTA Design LLP 99 McDonald Road Edinburgh, EH7 4NS 0131 344 4742 www.hta.co.uk	
-------------------------------	---	--	--

APPENDIX B- KEY PLANS FOR THE PHASE

B.1.1 Block A ground floor plan

B 1.2 Block A typical floor plan

B 1.3 Block A typical section

B 2.1 Block B ground floor plan

B 2.2 Block B typical floor plan

B 2.3 Block B typical section

B 3.1 Block C ground floor plan

B 3.2 Block C typical floor

B 3.3 Block C typical section



OUTSTANDING INFORMATION

M&E

- 1A. TOP DOWN REVIEW (ROOF DOWN TO GROUND FLOOR) OF ALL SVP & RWP LOCATIONS
- 1B. CONFIRM SUITABILITY OF NUMBER OF GULLEYS SHOWN IN: BIKE STORE / BIN STORE / PLANT ROOMS.
- 1C. ALL INCOMING SERVICES.
- 1D. CONFIRMATION OF ALL BUILDERS WORK HOLES THROUGH FLOORS & WALLS
- 1E. LIFT PIT DETAILS
- 1F. SUB-STATION - ASSESSMENT OF EQUIPMENT & ANY REQUIREMENT FOR MINIMUM DISTANCE FROM KIT TO HABITABLE ROOMS.
- 1G. PLANT EQUIPMENT SIZED AND CHECKED AGAINST AVAILABLE ROOM AREAS & ASSESSED FOR NOISE LEVELS. (2A REQUIRED PROMPTLY AFTER)

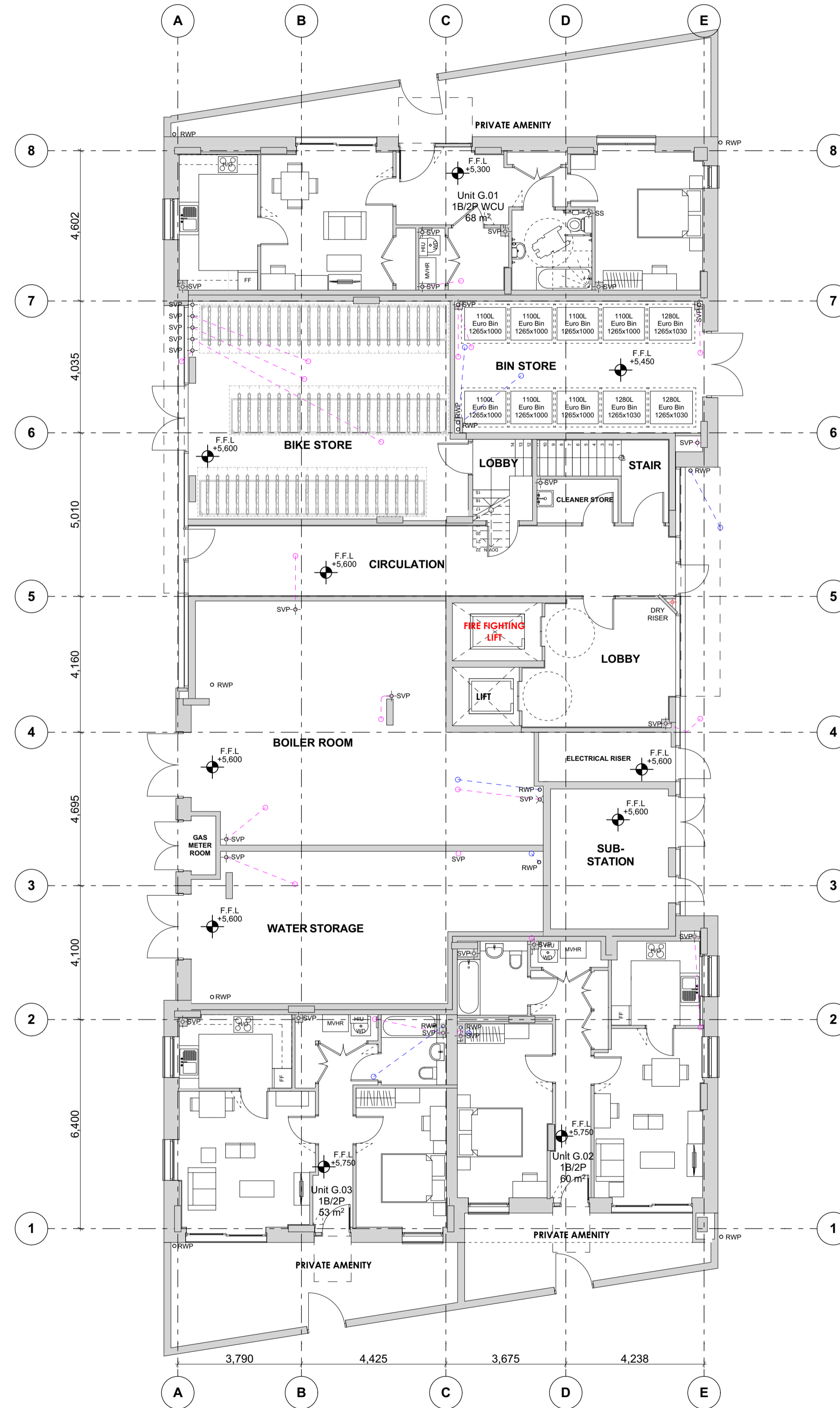
ACOUSTICIAN

- 2A. REVIEW OF PLANT EQUIPMENT NOISE (1G) AGAINST CURRENT PARTY WALL / DRY LININGS TO PLANT ROOM WALLS.

FIRE SERVICE / LOCAL AUTHORITY

- 3A. LOCATION OF DRY RISER ON GROUND FLOOR IS CURRENTLY WITHIN LIFT LOBBY & WOULD ONLY SERVE SPACES OFF RESIDENTS CIRCULATION.

FLATS & PLANT ROOMS ARE ACCESSED EXTERNALLY. DO WE REQUIRE ADDITIONAL FIRE HYDRANT LOCATIONS EXTERNALLY?



General Note:
Please note, all structure to be coordinated with structural engineers

Notes
Check all dimensions on site. Do not scale from this drawing. Report any discrepancies and omissions to HLM Architects. This Drawing is Copyright ©.
This information is preliminary for coordination only and is representative of the Stage 2 design received from 3rd parties.
The information is released to allow design team comment and coordination and does not constitute a completed design.
Layouts, penetrations, structural elements and wall thicknesses are subject to change through the design development process.

Rev	Sty	Description	Date	By	Chk
P10	S1	OUTSTANDING INFORMATION ADDED TO LAYOUT.	03/09/18	RO	RO
P09	S1	BIN STORE F.F.L. UPDATED.	17/08/18	RO	RO
P08	S1	F.F.L.'S ADDED. COLUMNS UPDATED AS CLOUDED.	15/08/18	RO	CC
P07	D2	SUB-STATION, LIFT LOBBY, CURTAIN WALL, UNIT G.02 UPDATED. BATHROOM LAYOUT OF UNIT G.01 UPDATED.	19/07/18	SM	RO
P06	D2	STAIR UPDATED & CLEANERS STORE ADDED.	28/06/18	SM	RO
P05	D2	GENERALLY UPDATED SVP AND RWP ROUTES UPDATED THROUGHOUT.	17/05/18	BW	RO
P04	D2	STAGE 3 ISSUE	23/04/18	RO	AT
P03	S3	LIFT SHAFTS AMENDED. ADDITIONAL FURNITURE ADDED TO APARTMENTS. GENERAL UPDATE	29/03/18	IS	CC
P02	S1	GENERAL UPDATES THROUGHOUT. STRUCTURE ADDED.	20/02/18	AC	CC
P01	S1	ISSUE FOR COORDINATION	07/02/18	LB	CC

Revisions	Suitability
Project	S1

WINSTANLEY AND YORK ROAD

Client



Title

GROUND FLOOR GA PLAN

Drawing No.	Revision
WYR0-HLM-A-00-DR-A-00100	P10

Scale @ A1	Drawn
1:100	CH
Date	Checked
31/01/2018	HLM



GROUND FLOOR
46 LOMAN STREET
SOUTHWARK
SE1 0EH

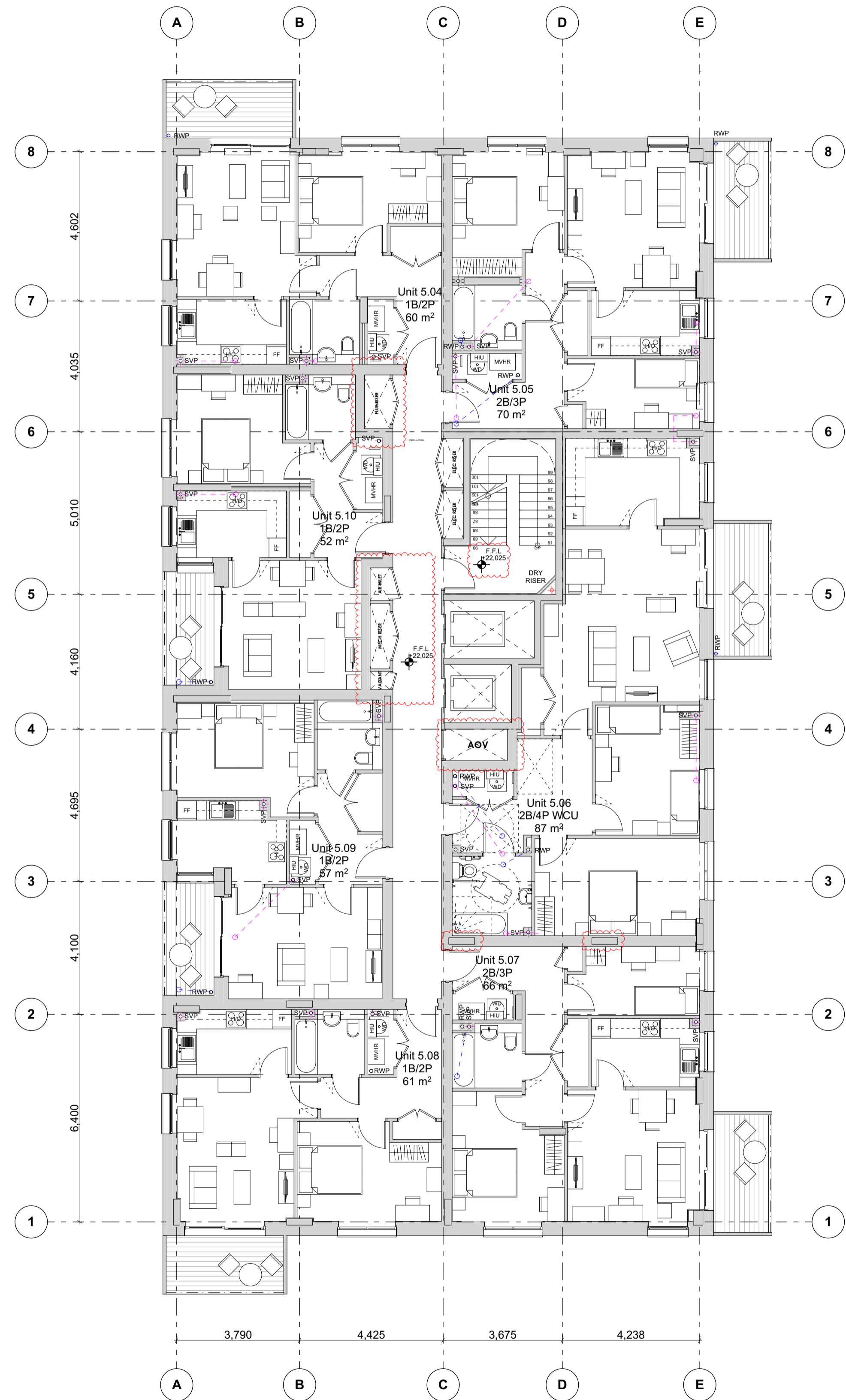
T: +44 (0) 20 7921 4800
F: +44 (0) 20 7921 4850

1:100 10 M



General Note:
Please note, all structure to be coordinated with structural engineers

Notes
Check all dimensions on site. Do not scale from this drawing. Report any discrepancies and omissions to HLM Architects. This Drawing is Copyright ©.
This information is preliminary for coordination only and is representative of the Stage 2 design received from 3rd parties.
The information is released to allow design team comment and coordination and does not constitute a completed design.
Layouts, penetrations, structural elements and wall thicknesses are subject to change through the design development process.



Rev	Sty	Description	Date	By	Chk
P06	S1	F.F.L.'S ADDED. AOV SHAFT SIZE UPDATED. RISER WALLS UPDATED. COLUMNS UPDATED WHERE CLOUDED.	15/08/18	RO	CC
P05	D2	GENERALLY UPDATED. SVP AND RWP ROUTES UPDATED THROUGHOUT.	17/05/18	BW	RO
P04	D2	STAGE 3 ISSUE	23/04/18	RO	AT
P03	S3	LIFT SHAFTS AMENDED. ADDITIONAL FURNITURE ADDED TO APARTMENTS. GENERAL UPDATE	29/03/18	IS	CC
P02	S1	GENERAL UPDATES THROUGHOUT. STRUCTURE ADDED.	20/02/18	AC	CC
P01	S1	ISSUE FOR COORDINATION	07/02/18	LB	CC

Revisions	Suitability
Project	S1

WINSTANLEY AND YORK ROAD

Client



Title

FIFTH FLOOR GA PLAN

Drawing No. Revision

WYR0-HLM-A-05-DR-A-00105 P06

Scale @ A1 Drawn

1:100 CH

Date Checked

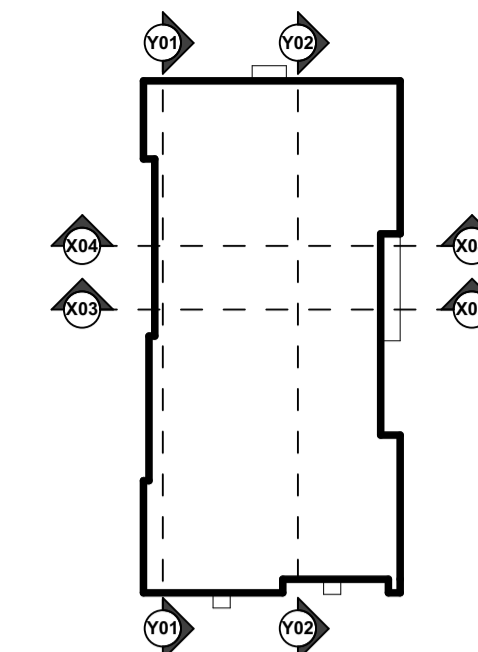
31/01/2018 HLM



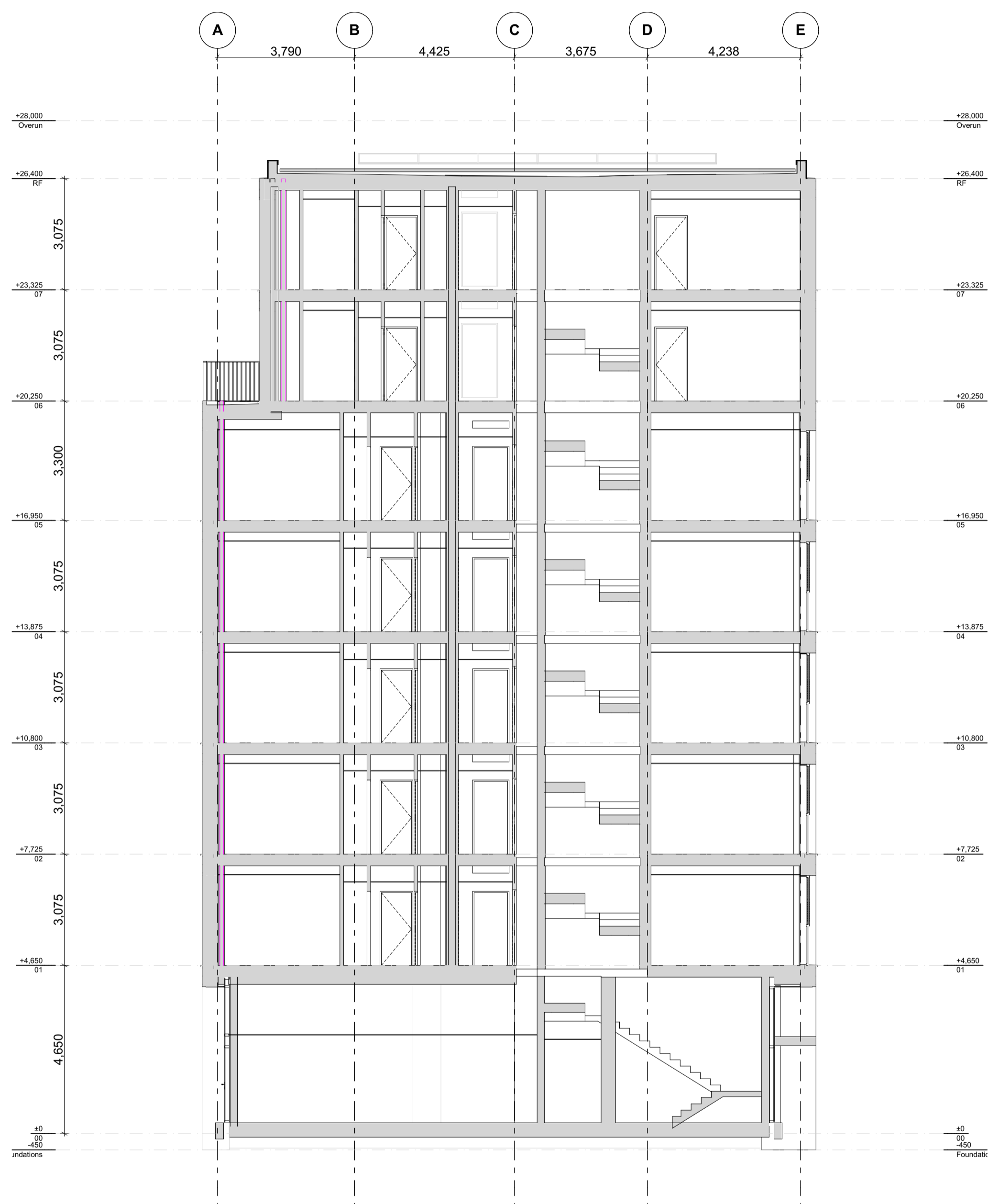
GROUND FLOOR
46 LOMAN STREET
SOUTHWARK
SE1 0EH

T: +44 (0) 20 7921 4800
F: +44 (0) 20 7921 4850

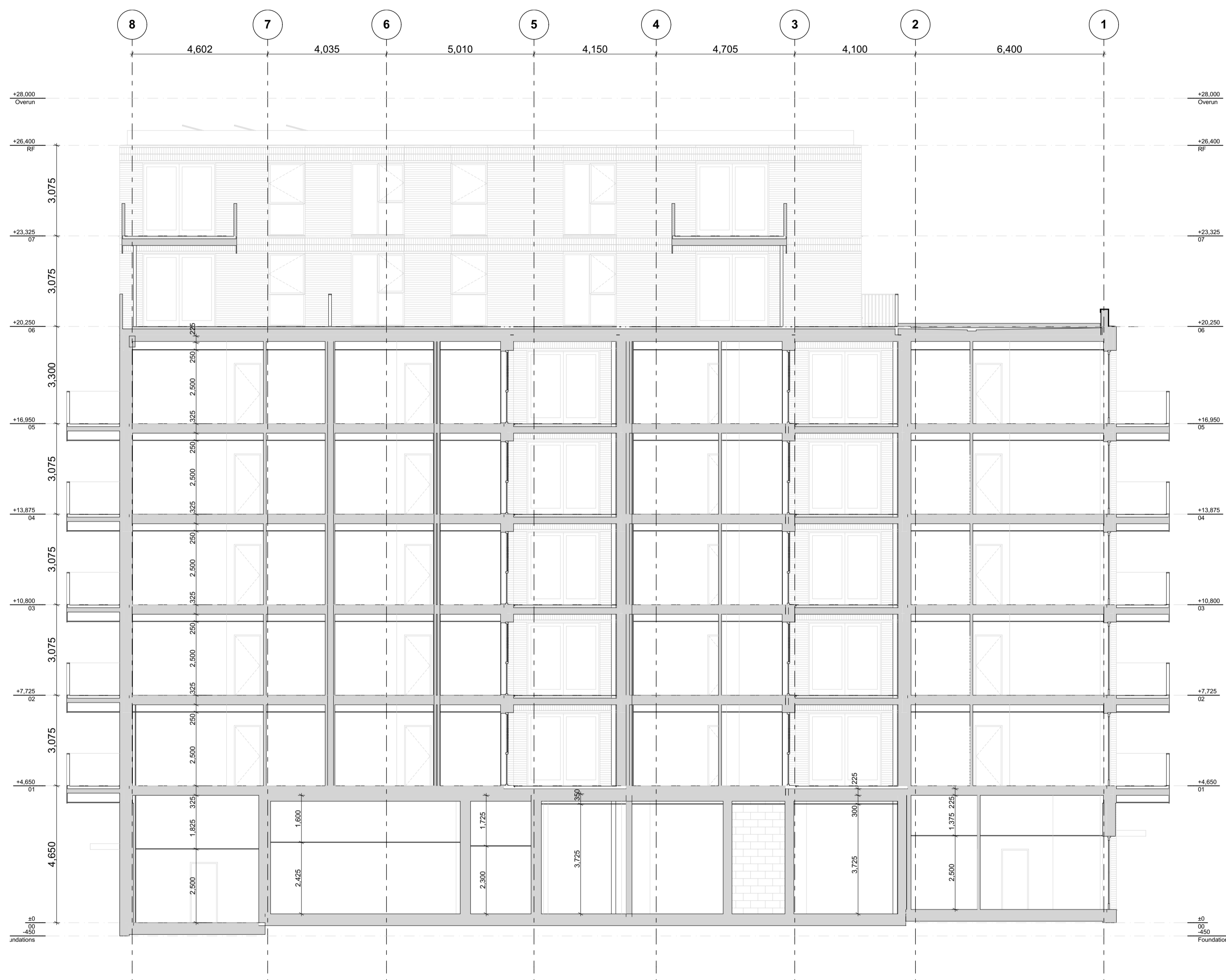
1:100 10 M



Notes
 Check all dimensions on site. Do not scale from this drawing.
 Report any discrepancies and omissions to HLM Architects.
 This Drawing is Copyright ©
 This information is preliminary for coordination only and is representative of the Stage 2 design received from 3rd parties.
 The information is released to allow design team comment and coordination and does not constitute a completed design.
 Layouts, penetrations, structural elements and wall thicknesses are subject to change through the design development process.



X04 GA SECTION - STAIR 1:100



Y01 GA SECTION - L06 ROOF BALCONIES 1:100

Rev	Stby	Description	Date	By	Chk	Suitability
P03	D2	GENERAL UPDATE	17/05/18	BW	RO	
P02	D2	STAGE 3 ISSUE FLOOR TO FLOOR HEIGHT INCREASED ON L05	23/04/18	RO	AT	
P01	S3	DRAFT STAGE 3 ISSUE	09/04/18	RO	AT	

Revisions
 Project **D2**

WINSTANLEY AND YORK ROAD

Client



Title

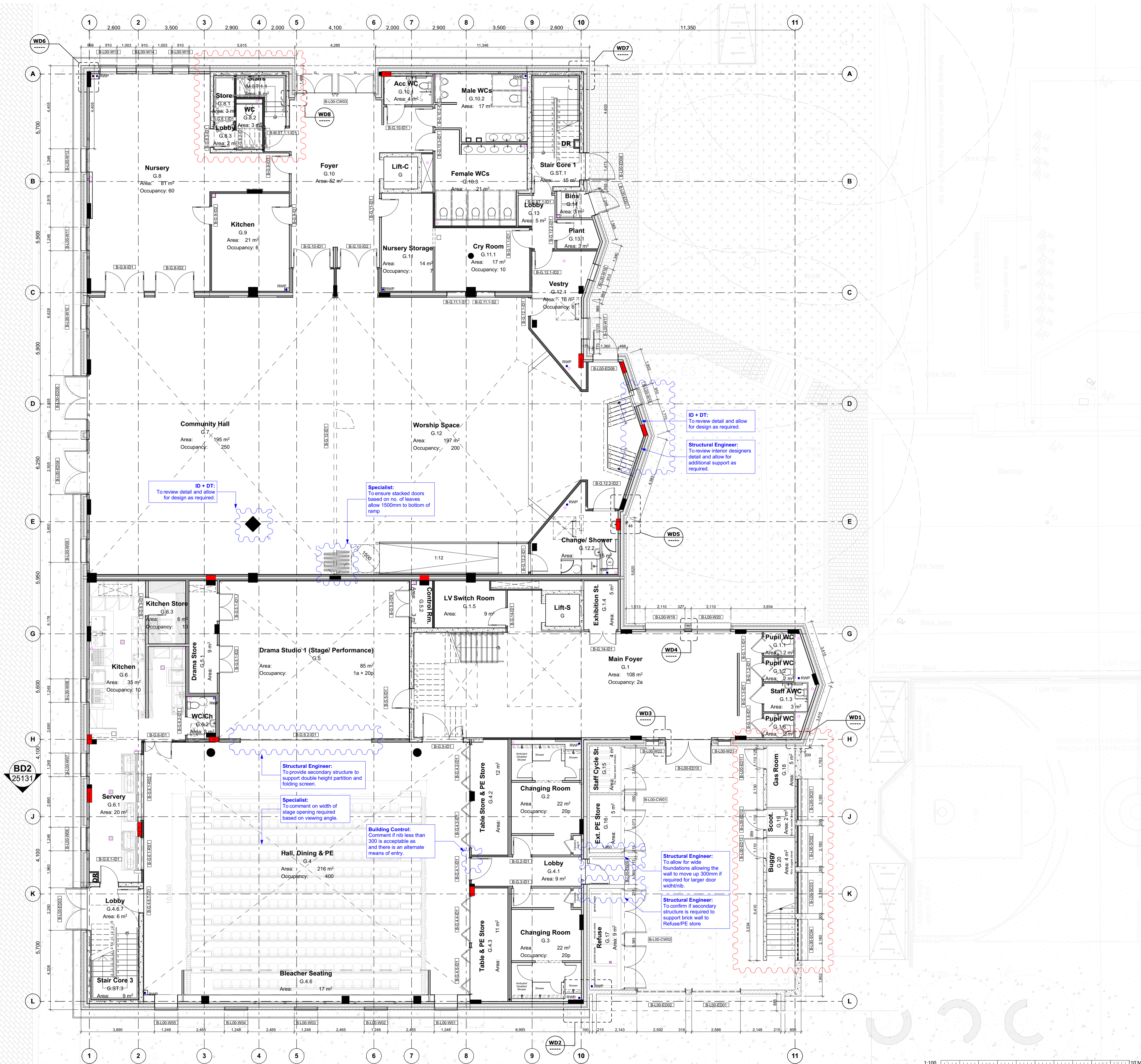
BLOCK A PROPOSED GA SECTION SHEET 1

Drawing No. **WYR0-HLM-A-ZZ-DR-A-00201** Revision **P03**

Scale @ A1 Drawn **CH**

Date **21/02/2018** Checked **HLM**

HLM
 GROUND FLOOR
 46 LOMAN STREET
 SOUTHWARK
 SE1 0EH
 T: +44 (0) 20 7921 4800
 F: +44 (0) 20 7921 4850



Notes
 Check all dimensions on site. Do not scale from this drawing. Report any discrepancies and omissions to HLM Architects. This Drawing is Copyright ©
 This information is preliminary for coordination only and is representative of the Stage 2 design received from 3rd parties.
 The information is released to allow design team comment and coordination and does not constitute a completed design.
 Layouts, penetrations, structural elements and wall thicknesses are subject to change through the design development process.

RESIDUAL RISK ASSESSMENT
 Wherever possible, risk is designed-out of this proposal during the design process. Where this is not possible, the risk will be minimised. Please refer to HLM Project Hazard Register and relevant Residual Risk Record.

-  Updates since last Issue
-  Comments required from design team

Revisions	Project	Suitability
P06 S1 ISSUE FOR COORDINATION		17/08/18 MB RO
P05 D2 TENDER ADDENDUM ISSUE		22/05/18 MB AT
P04 D2 STAGE 3 ISSUE TENDER		19/04/18 MB AT
P03 S1 DRAFT STAGE 3 ISSUE		29/03/18 MB AT
P02 S1 ISSUE FOR COORDINATION		05/03/18 MB AT
P01 S1 ISSUE FOR COORDINATION		07/02/18 LR L34
Rev. City Description	Date	By Csk

Project **S1**

WINSTANLEY AND YORK ROAD

Client



GROUND FLOOR GA PLAN

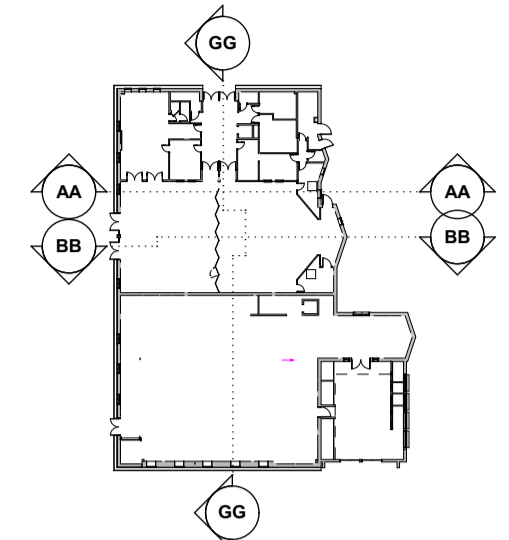
Drawing No. **WYR0-HLM-B-00-DR-A-00100** Revision **P06**

Scale @ A1 Drawn
 1:100 CH
 Date Checked
 31/01/2018 HLM

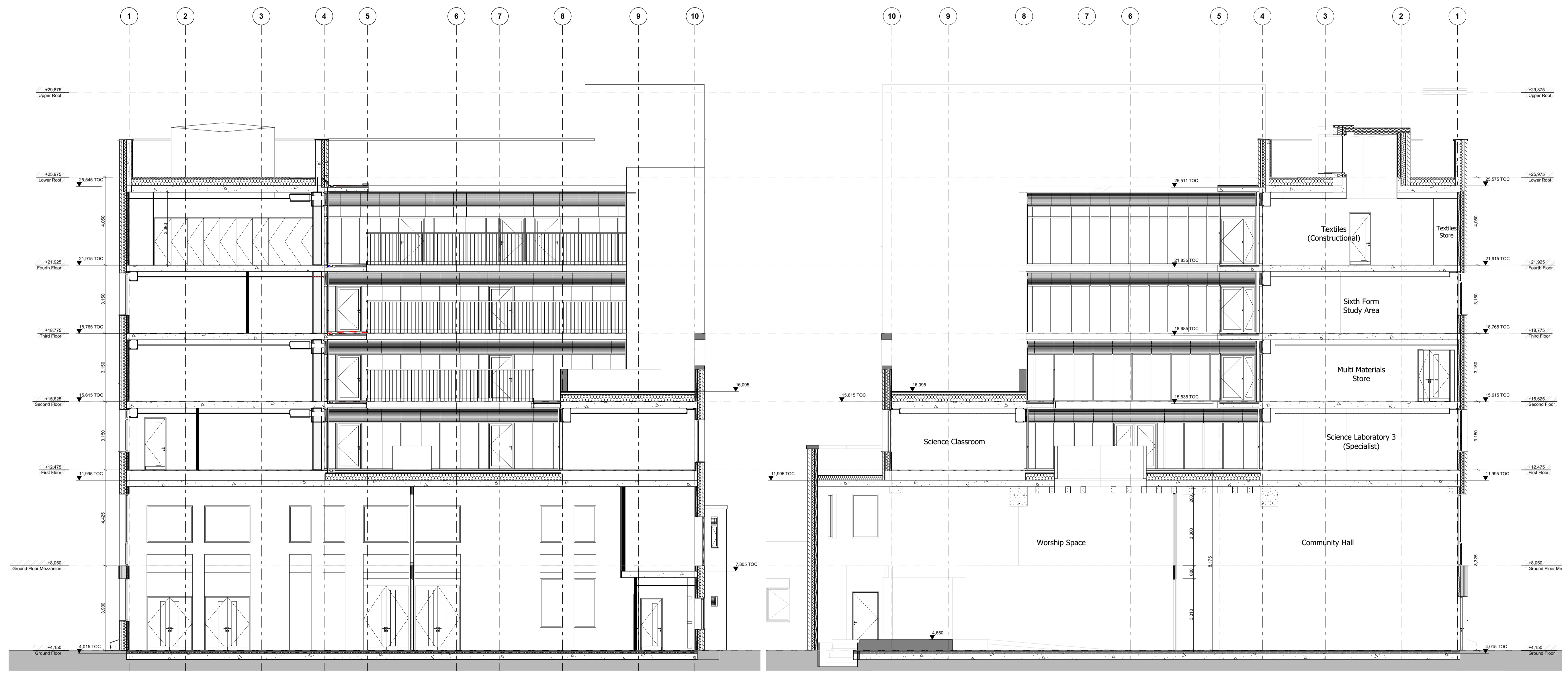
HLM
 GROUND FLOOR
 46 LOMAN STREET
 SOUTHWARK
 SE1 0EH
 T: +44 (0) 20 7921 4800
 F: +44 (0) 20 7921 4850

Note;
Amendments since tender issue - Level of detail updated.

Notes
Check all dimensions on site. Do not scale from this drawing. Report any discrepancies and omissions to HLM Architects. This Drawing is Copyright ©
This information is preliminary for coordination only and is representative of the Stage 2 design received from 3rd parties.
The information is released to allow design team comment and coordination and does not constitute a completed design.
Layouts, penetrations, structural elements and wall thicknesses are subject to change through the design development process.



Section Key Plan 1:1000



Section AA 1:100 Section BB 1:100

P04 D2 TENDER ADDENDUM ISSUE	22/05/18	MB	AT		
P03 D2 STAGE 3 ISSUE TENDER	19/04/18	MB	AT		
P02 S1 DRAFT STAGE 3 ISSUE	29/03/18	MB	AT		
P01 S1 ISSUE FOR COORDINATION	05/03/18	MB	AT		
Rev	Sty	Description	Date	By	Chk

Revisions Suitability **D2**

WINSTANLEY AND YORK ROAD

Client



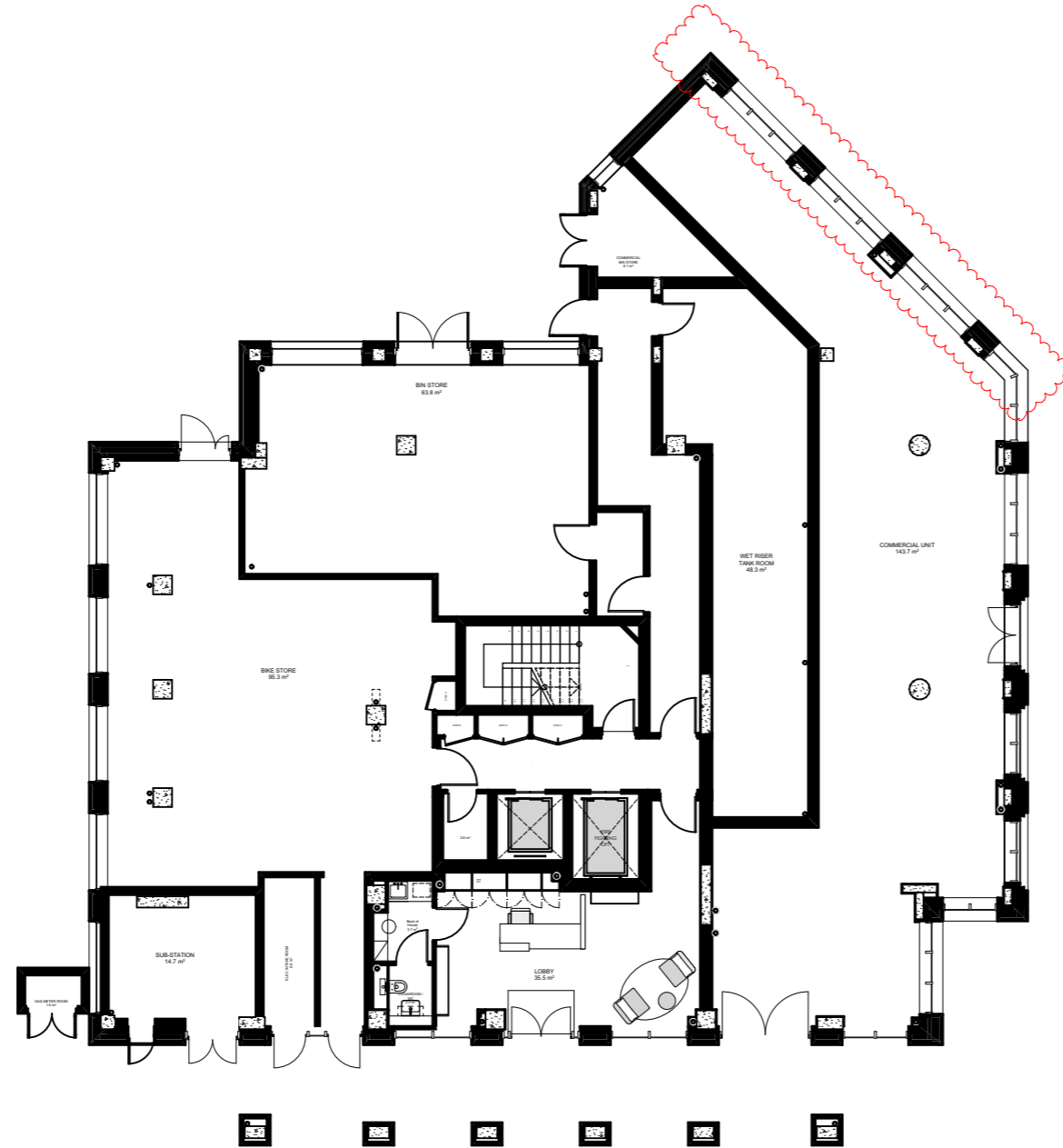
Title

PROPOSED GA SECTION SHEET 1

Drawing No. **WYR0-HLM-B-ZZ-DR-A-00201** P04

Scale @ A1 1:100 Date 31/01/2018 Drawn CH Checked HLM

HLM
GROUND FLOOR
46 LOMAN STREET
SOUTHWARK
SE1 0EH
T: +44 (0) 20 7921 4800
F: +44 (0) 20 7921 4850



Notes

Check all dimensions on site. Do not scale from this drawing
 Report any discrepancies and omissions to HLM Architects
 This Drawing is Copyright ©

Rev	Sbty	Description	Date	By	Chk
P04	S1	GENERALLY UPDATED. EXTERNAL WALL UPDATED WHERE CLOUDED.	03/08/18	SM	RO
P03	D2	LAYOUTS UPDATED AS CLOUDED	20/06/18	CC	CC
P02	D2	LAYOUTS UPDATED AS CLOUDED.	21/05/18	BW	RO
P01	D2	STAGE 3 ISSUE	23/04/18	RO	AT

Revisions	Suitability
Project	S1

WINSTANLEY AND YORK ROAD

Client



Title

**BLOCK C GROUND FLOOR
 MARKETING GA PLAN**

Drawing No. Revision

WYR0-HLM-C-00-DR-A-00500P04

Scale @ A3 Drawn

1:200 CC

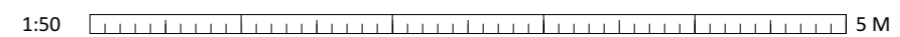
Date Checked

19/04/2018 HLM



GROUND FLOOR
 46 LOMAN STREET
 SOUTHWARK
 SE1 0EH

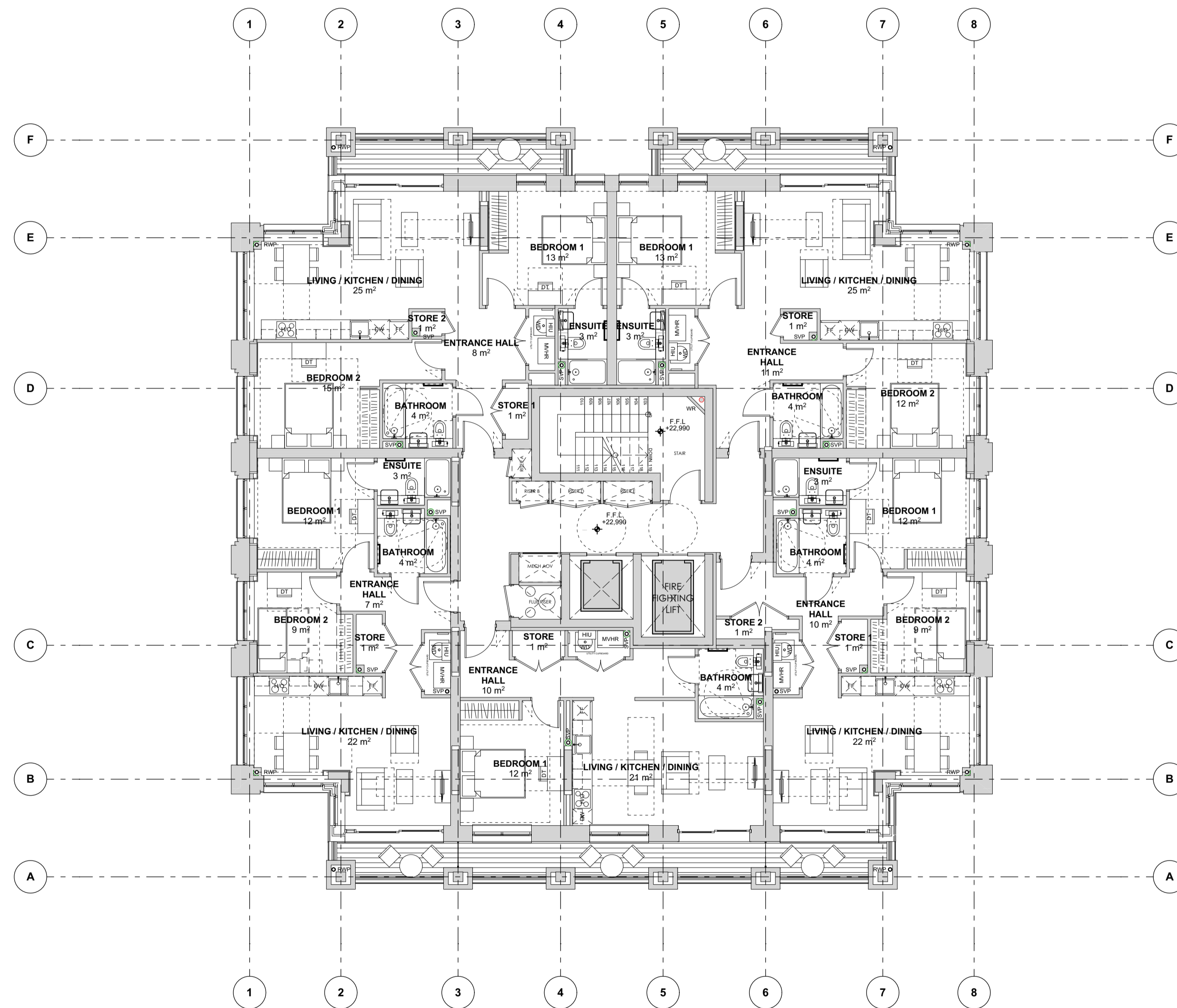
T: +44 (0) 20 7921 4800
 F: +44 (0) 20 7921 4850





General Note:
Please note, all structure to be coordinated with structural engineers

Notes
Check all dimensions on site. Do not scale from this drawing
Report any discrepancies and omissions to HLM Architects
This Drawing is Copyright ©
This information is preliminary for coordination only and is representative of the Stage 2 design received from 3rd parties.
The information is released to allow design team comment and coordination and does not constitute a completed design.
Layouts, penetrations, structural elements and wall thicknesses are subject to change through the design development process.



105

Fifth Floor GA Plan

1:100

Rev	Sty	Description	Date	By	Chk
P06	S1	GENERAL UPDATES TO LAYOUTS & DRAINAGE	24/06/18	MT	RO
P05	D2	GENERALLY UPDATED: RWPS & SVPS ROUTES	18/05/18	BW	RO
		UPDATED:			
P04	D2	INTERNAL LAYOUTS UPDATED IN LINE WITH TW COMMENTS	04/05/18	VM	RO
P03	D2	STAGE 3 ISSUE	23/04/18	RO	AT
P02	S3	DRAFT STAGE 3 ISSUE	09/04/18	CM	RO
P01	S1	ISSUE FOR COMMENT	12/03/18	AC	CC

Revisions	Suitability
Project	S1

WINSTANLEY AND YORK ROAD

Client



Title

BLOCK C FIFTH FLOOR GA PLAN

Drawing No.	Revision
WYR0-HLM-C-05-DR-A-00105	P06

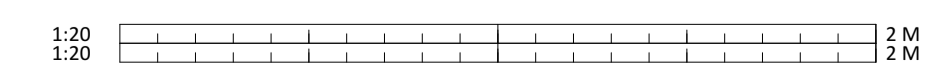
Scale @ A1	Drawn
1:100	CH
Date	Checked
13/03/2018	HLM

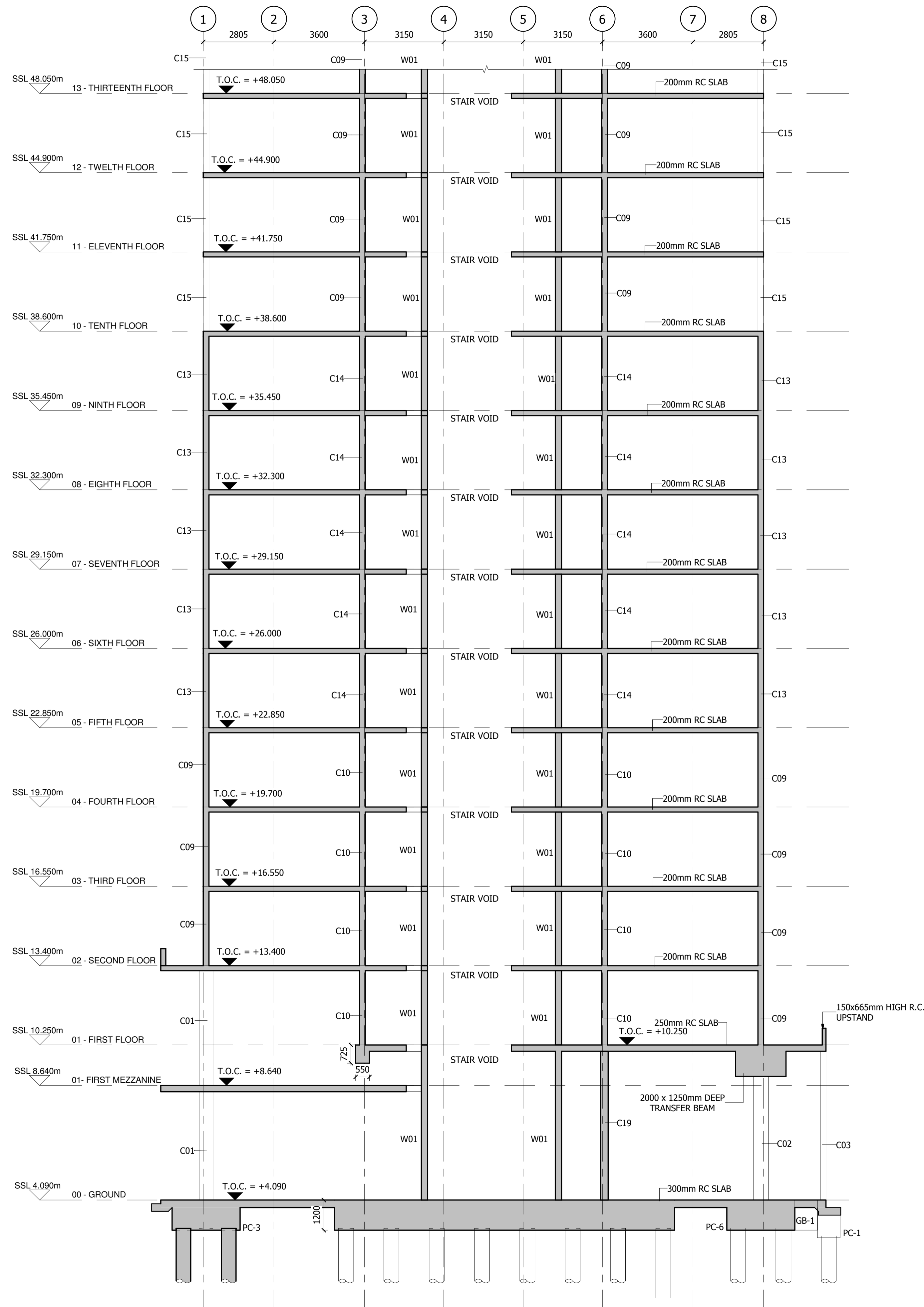


GROUND FLOOR
46 LOMAN STREET
SOUTHWARK
SE1 0EH

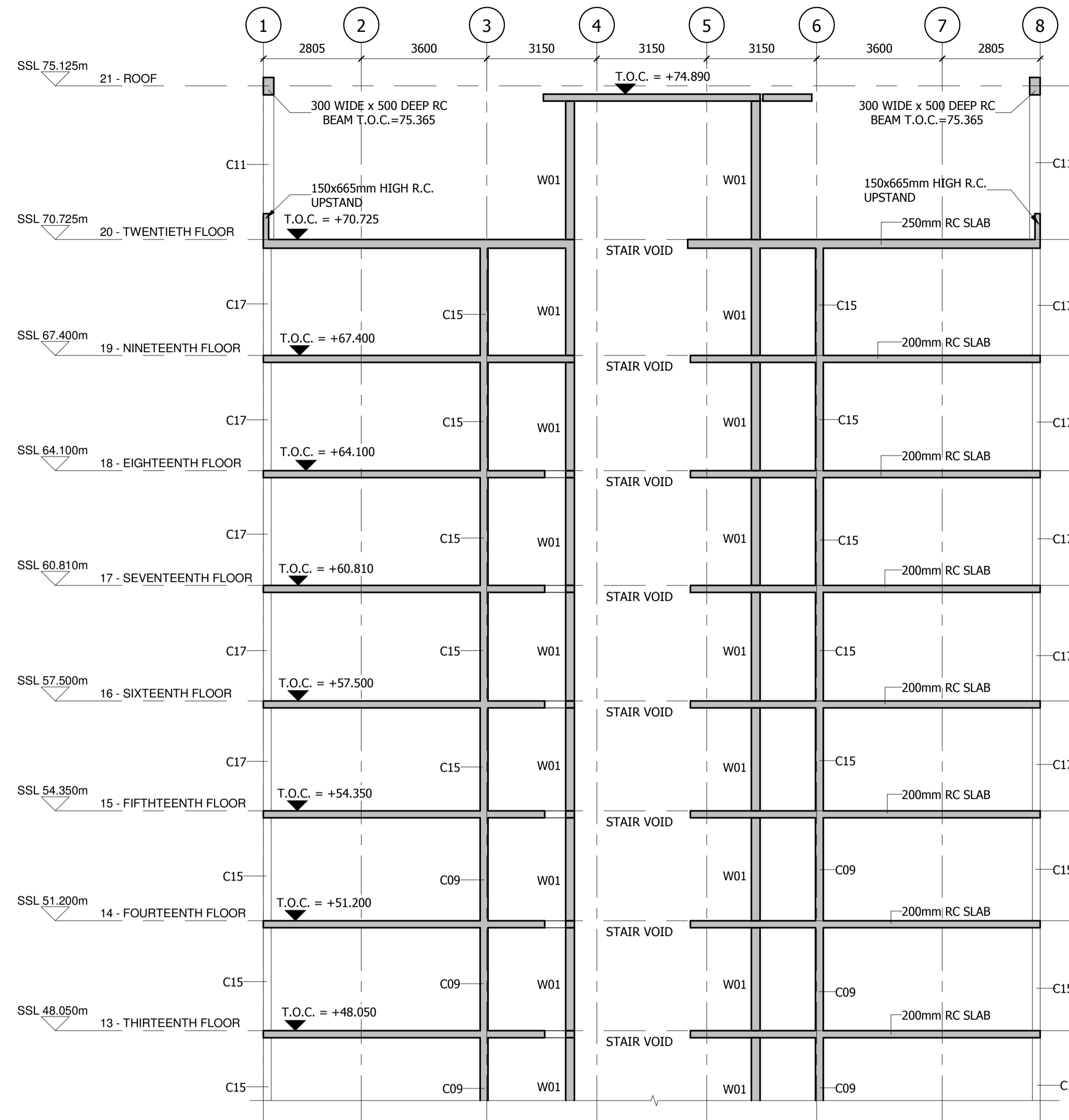
T: +44 (0) 20 7921 4800
F: +44 (0) 20 7921 4850

LONDON SHEFFIELD GLASGOW BELFAST CARDIFF MANCHESTER JOHANNESBURG ABU DHABI DUBAI





SECTION 5-5
SCALE: 1 : 100



SECTION 5-5 (CONT...)
SCALE: 1 : 100

KEY:

PC-1: INDICATES PILE CAP WITH 1No. 600mm DIA. PILE 900 x 900 x 1200mm DEEP
 PC-1A: INDICATES PILE CAP WITH 1No. 600mm DIA. PILE 890 x 890 x 1200mm DEEP
 PC-2: INDICATES PILE CAP WITH No. 600mm DIA. PILES 900 x 2700 x 1200mm DEEP
 PC-3: INDICATES PILE CAP WITH 3No. 600mm DIA. PILES 900 x 2700 x 2459 x 1200mm DEEP
 PC-4: INDICATES PILE CAP WITH 4No. 600mm DIA. PILES 2700 x 2700 x 1200mm DEEP
 PC-6: INDICATES PILE CAP WITH 6No. 600mm DIA. PILES 2700 x 4500 x 1200mm DEEP
 PC-8: INDICATES PILE CAP WITH 8No. 600mm DIA. PILES 2700 x 6300 x 1200mm DEEP
 PC-10: INDICATES PILE CAP WITH 10No. 600mm DIA. PILES 900 x 17550 x 1200mm DEEP
 PC-11: INDICATES CORE CAP WITH 11No. 600mm DIA. PILES 1200mm DEEP
 PC-42: INDICATES CORE CAP WITH 42No. 600mm DIA. PILES 1200mm DEEP

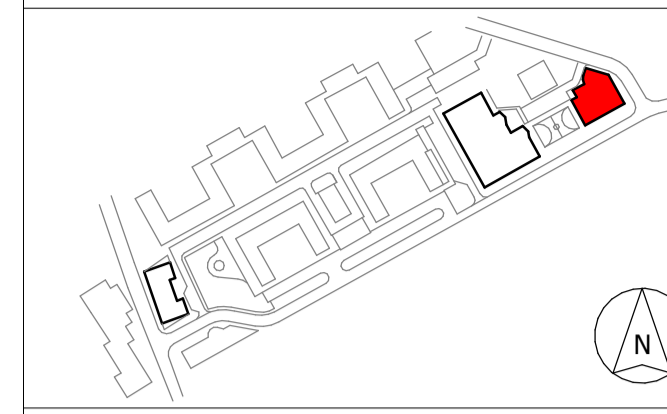
GB-1: INDICATES GROUND BEAM 900mm WIDE x 1200mm DEEP

STAIRS NOT SHOWN FOR CLARITY. STAIRS TO HAVE IN SITU HALF LANDINGS WITH STAIRMASTER FLIGHTS - TO SPECIALIST DESIGN AND DETAILS T.B.C. BY CONTRACTOR

REF	SIZE (mm)
C01	550x550 RC COLUMN
C02	600 DIA RC COLUMN
C03	500x225 RC COLUMN
C04	600x350 RC COLUMN
C05	375x375 RC COLUMN
C06	400x400 RC COLUMN
C07	750x750x325 L SHAPED COLUMN
C08	1500x325 RC COLUMN
C09	1000x225 RC COLUMN
C10	1500x225 RC COLUMN
C11	300x300 RC COLUMN
C12	625x625x225 L SHAPED COLUMN
C13	900x225 RC COLUMN
C14	1250x225 RC COLUMN
C15	800x225 RC COLUMN
C16	575x575x225 L SHAPED COLUMN
C17	600x225 RC COLUMN
C18	750x350 RC COLUMN
C19	1750x300 RC COLUMN
C20	1000x1000x225 T SHAPED COLUMN

REF.	SIZE (mm)
W01	250mm RC WALL

KEY PLAN:



NOTES:

- ALL DIMENSIONS ARE IN MILLIMETERS (mm). ALL LEVELS ARE IN METRES.
- DO NOT SCALE THIS DRAWING. WORK TO FIGURED DIMENSIONS ONLY.
- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, ENGINEERS AND SPECIALISTS DRAWINGS, THE SPECIFICATION AND THE CONTRACT DOCUMENTS.
- ALL WORK IS TO COMPLY WITH THE RELEVANT EUROCODES, CODES OF PRACTICE AND THE BUILDING REGULATIONS.
- ALL DIMENSIONS ARE TO BE VERIFIED BY CONTRACTOR ON SITE. ALL DISCREPANCIES SHOULD BE REPORTED TO THE ENGINEER PRIOR TO COMMENCEMENT OF THE WORKS.
- ALL CONCRETE TO BE GRADE C32/40 UNLESS NOTED OTHERWISE. COLUMNS AND WALLS TO BE GRADE C50/60.
- NO CHASING OF CONCRETE WILL BE PERMITTED.
- CONTRACTOR TO ALLOW FOR CO-ORDINATION OF BUILDERSWORK REQUIREMENTS FOR SERVICES SO THAT HOLES, SLEEVES ETC. CAN BE CAST INTO ALL NEW CONCRETE WORK. NO POST DRILLING OF CONCRETE FOR SERVICE HOLES GREATER THAN 20mm WILL BE PERMITTED.
- FOR GENERAL NOTES REFER TO DRAWING: WYRO-ISS-C-ZZ-SP-S-00-7000.
- ALLOW FOR CAST IN FIRE COLLARS FOR INTERNAL PENETRATIONS.

T1	22.05.18	AC/AW	TENDER ISSUE
REV	DATE	DRAWN/CHK	REVISION INFO
			C.D.M.

Significant Risks and Hazards:

- CONTAMINATED GROUND AND GROUND GASES. FULL SOIL INVESTIGATION IS BEING UNDERTAKEN TO QUANTIFY RISK
- EXISTING BURIED SERVICES, LOCATIONS OF BURIED SERVICES SHOWN ON BURIED SERVICES SURVEY.
- EXCAVATION THROUGH EXISTING DRAINAGE, CCTV SURVEY SHOULD BE UNDERTAKEN LOCALLY TO IDENTIFY DRAINAGE.
- BACKFILLING SAFE WORKING METHOD STATEMENTS AND DEMOLITION STATEMENTS TO BE PRODUCED.



Project:
**WINSTANLEY AND YORK ROAD
PHASE 0
BLOCK C**

Drawing Title:
PROPOSED SECTIONS - SHEET 1

Status:
TENDER ISSUE

Scale at A1:	Date:	Drawn:	Checked:
1:100	05/21/18	AC	AW

Job Number:	Revision:	Status:
SE1445	T1	D2

Drawing Number:
WYRO-ISS-C-ZZ-DR-S-00-2007

APPENDIX C – TARGET PHASE PROGRAMME

Activity ID	Activity Name	Start	Finish	Original Duration	2018												2019												2020											
					J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S								
Winstanley & York Road Estate Regeneration - LIVE Progr					[Gantt bar: 01-Aug-18 to 28-Aug-20]																																			
Phase o - Block B, Block C, Block A					[Gantt bar: 01-Aug-18 to 28-Aug-20]																																			
Phase o - New					[Gantt bar: 01-Aug-18 to 28-Aug-20]																																			
Planning					[Gantt bar: 01-Aug-18 to 01-Oct-18]																																			
Planning Decision					[Gantt bar: 01-Aug-18 to 13-Sep-18]																																			
A2760	Planning Permission Secured - Phase o		01-Aug-18*	0	◆ Planning Permission Secured - Phase o																																			
A2780	Judicial Review Period	02-Aug-18	13-Sep-18	30	■ Judicial Review Period																																			
A32840	Permission Secured Free From Challenge - (End of JR) - Phase o		13-Sep-18	0	◆ Permission Secured Free From Challenge - (End of JR) - Phase o																																			
Planning Conditions and Obligations					[Gantt bar: 24-Sep-18 to 01-Oct-18]																																			
A31880	Contractor Prepare Pre-Start Conditions	24-Sep-18	01-Oct-18	6	■ Contractor Prepare Pre-Start Conditions																																			
A2810	Final Approval of Pre-Commencement Applications Received		28-Sep-18	0	◆ Final Approval of Pre-Commencement Applications Received																																			
Procurement					[Gantt bar: 06-Aug-18 to 02-Oct-18]																																			
Phase o Main Contractor Procurement - Single Stage Design & Build w/ Stage 4 As V					[Gantt bar: 21-Sep-18 to 01-Oct-18]																																			
ITT Phase					[Gantt bar: 21-Sep-18 to 01-Oct-18]																																			
A31131	Contract Award - Phase o Main Works Contractor (Issue LOI)		21-Sep-18	0	◆ Contract Award - Phase o Main Works Contractor (Issue LOI)																																			
A30830	Main Works Contract Mobilisation Period	24-Sep-18	01-Oct-18	6	■ Main Works Contract Mobilisation Period																																			
Sales & Marketing Suite Fit-Out Arch					[Gantt bar: 06-Aug-18 to 02-Oct-18]																																			
Fit Out & Pre-Launch					[Gantt bar: 06-Aug-18 to 02-Oct-18]																																			
A42460	Sales & Marketing Fit-Out	06-Aug-18*	17-Sep-18	30	■ Sales & Marketing Fit-Out																																			
A42470	S&M Run Information Centre / Soft Sales Start	18-Sep-18	01-Oct-18	10	■ S&M Run Information Centre / Soft Sales Start																																			
A42490	London Sales Launch	02-Oct-18		0	◆ London Sales Launch																																			
Construction					[Gantt bar: 01-Oct-18 to 28-Aug-20]																																			
A42540	Phase o Construction	01-Oct-18	27-Aug-20	478	■ Phase o Construction																																			
Block A					[Gantt bar: 01-Oct-18 to 28-Aug-20]																																			
A12100	Block A - Construction Period	01-Oct-18	28-Aug-20	479	■ Block A - Construction Period																																			
Block B					[Gantt bar: 01-Oct-18 to 29-May-20]																																			
A12080	Block B (TCC & BBC) - Construction Period	01-Oct-18	29-May-20	414	■ Block B (TCC & BBC) - Construction Period																																			
Block C					[Gantt bar: 01-Oct-18 to 28-Aug-20]																																			
A12090	Block C - Construction Period	01-Oct-18	28-Aug-20	479	■ Block C - Construction Period																																			

■ Remaining Level of Effort ■ Remaining Work
■ Actual Work ■ Critical Remainin...

APPENDIX D – PHASE RISK ASSESSMENT

**Taylor Wimpey Central London
Winstanley & York Road
Risk Register**

Ref. No.	Risk Type	Phase	Risk Description	Current Status	Date Raised	Owner	Probability	Impact Severity	Overall Risk	Cost Impact	Risk Value	Mitigating Action	Expenditure to date /Mitigating Cost	Outstanding Actions	Target Date
98	Project Risk - Planning	Phase Zero	Judicial Review of planning consent or other.	Open	21-Jun	JV	L	VH	40			Minutes / actions are taken and signed by planning officer. Legal review of planning applications and EIA. Procedurally careful. Recording preapps etc. Minutes to be taken and signed off.		Pinsepts have been instructed to undertake review Reviewing of title. Meeting with R-Smith, SS & SB to discuss strategy. Philip and Charlotte to review land register	
114	Project Risk - Design	Phase Zero	Agreement of design for church and school.	Open	21-Jun	JV / DT	M	M	40			Numerous meetings held, most of design signed off.			
139	Project Risk - Works	Phase Zero	Network Rail asset protection agreement to be reached prior to start on site.	Open	13-Feb	JV	M	H	50			On going discussions with NR, drafting of BAPA agreement			
141	Project Risk - Design	Phase Zero	Failure to agree TCC heads of terms delaying agreement of scope of works and contract placement	Open	13-Feb	JV / DT	VH	M	60			Communication with school and forecast of costs to be provided.			
142	Project Risk - Planning	Phase Zero	Potential to start on site without NMA granted. NMA cannot be issued without JV having interest in site.	Open	05-Sep	JV	H	M	50			Exploring options to submit NMA early			31-Aug
142	Project Risk - Works	Phase Zero	UKPN APA to corner of Winstanley Road and Grant Road if high voltage cables are within the required minimum area.	Open	29-Aug	TWCL	M	M	40			Trial holes are being undertaken to determine distance from block C to the high voltage cable.			27-Jul
143	Project Risk - Works	Phase Zero	Failure to sign delivery agreement with church	Open	11-Dec	TWCL	M	M	40			WBC and lawyers are in touch and managing the church and the relationship with.			
144	Project Risk - Works	Phase Zero	Failure to discharge all pre commencement planning conditions required prior to start on site.	Open	11-Dec	TWCL	M	H	50			Working with ME and consultants to submit. Of pre-start / pre-piling all but one are submitted to			

PROBABILITY / IMPACT GRID						
PROBABILITY SCORE	VERY HIGH	20	40	60	80	100
	HIGH	18	32	50	75	80
	MED	12	25	40	50	60
	LOW	10	16	25	32	40
	VERY LOW	5	10	12	18	20
PROBABILITY SCORE: The probability of the Risk occurring on this project		VERY LOW	LOW	MED	HIGH	VERY HIGH
IMPACT SCORE						
IMPACT SCORE: The impact on the project should the risk occur						
30 Risk Threshold						

VL
L
M
H
VH

APPENDIX E- PHASE 0 PLANNING DECISION NOTICE



Samuel Stackhouse
Montague Evans
5 Bolton Street
London
W1J 8BA

Wandsworth Council

Environment and Community Services Department
The Town Hall Wandsworth High Street
London SW18 2PU

Telephone: 020 8871 5267
Direct Line: 020 8871 5266
Fax: 020 8871 6003
Email: planning@wandsworth.gov.uk
www.wandsworth.gov.uk

Our ref: 2017/68⁶74 ^{MS}
Date:

Town and Country Planning Act 1990

FULL PLANNING PERMISSION (Community Infrastructure Levy (CIL) Liable)

The Council, in pursuance of its planning powers, hereby varies condition of planning permission dated for referred to in the schedule below.

Your attention is drawn to the General Information and to the Statement of Applicant's Rights enclosed.

SCHEDULE

APPLICATION NUMBER: 2017/6864

LOCATION: Land North of Grant Road comprising a parcel of land on the corner of Plough Road and Grant Road and a parcel of land on the corner of Winstanley Road and Grant Road north of Clapham Junction.

DESCRIPTION: Demolition works and construction of three buildings ranging from 6 to 20 storeys in height comprising mixed use development including a total of 139 residential units (Class C3), a 5175sqm School (Class D1) and Chapel (Class D1) and 219 sqm of flexible commercial uses (Class A1, A2, A3, B1, D1 and D2) together with landscaping, play area and open space, a new Multi Use Games Area (MUGA), car parking, the realignment of Thomas Baines Road and other associated works.

CONDITIONS AND REASONS:

1. Condition CN01 - 3 years

This development shall be begun within 3 years from the date of this permission.
To comply with Section 91 of the Town and Country Planning Act 1990.

2. Condition NC28 - In accordance with drawings

The development shall be carried out in accordance with the approved drawings:

WIM-WYR-100_HTA-A_DR_0003; WIM-WYR-100_HTA-A_DR_0100; WIM-WYR-100_HTA-A_DR_0101; WIM-WYR-100_HTA-A_DR_0102 WIM-WYR-100_HTA-A_DR_0103; WIM-WYR-100_HTA-A_DR_0105; WIM-WYR-100_HTA-A_DR_0106; WIM-WYR-100_HTA-A_DR_0107; P_101; P_102; P_103; P_120; P_121; P_200; P_201; P_300; P_301 Rev A ; P_302; 9_1706 -P -011; 9_1706 -P -012; 9_1706 -P -013; 9_1706 -P -014; 9_1706 -P -015; 9_1706 -P -016; 9_1706 -P -017; 9_1706 -P -024; 9_1706 -P -025; 9_1706 -P -026; 9_1706 -P -027; 9_1706 -P -030; 9_1706 -P -031; 9_1706 -P -032; 9_1706 -P -033; 9_1706 -P -034; 9_1706 -P -035; 9_1706 -P -036; 9_1706 -P -037; 9_1706 -P -050; 9_1706 -P -051; 9_1706 -P -052; 9_1706 -P -053; WIM-WYR-100_HTA-A_DR_0200 Rev H; WIM-WYR-100_HTA-A_DR_0201 Rev G; WIM-WYR-100_HTA-A_DR_0202 Rev G; WIM-WYR-100_HTA-A_DR_0203 Rev G; WIM-WYR-100_HTA-A_DR_0204 Rev G; WIM-WYR-100_HTA-A_DR_0205 Rev G; WIM-WYR-100_HTA-A_DR_0206 Rev G; WIM-

WYR-100_HTA-A_DR_0230 Rev G; WIM-WYR-100_HTA-A_DR_0231 Rev G; WIM-WYR-100_HTA-A_DR_0232 Rev G; WIM-WYR-100_HTA-A_DR_0233 Rev G; WIM-WYR-100_HTA-A_DR_0250 Rev G; WIM-WYR-100_HTA-A_DR_0251 Rev G; WIM-WYR-100_HTA-A_DR_0300 Rev G; WIM-WYR-100_HTA-A_DR_0301 Rev G; WIM-WYR-100_HTA-A_DR_0305 Rev G; WIM-WYR-100_HTA-A_DR_0306 Rev G; WIM-WYR-100_HTA-A_DR_0307 Rev G; WIM-WYR-100_HTA-A_DR_0310 Rev G; WIM-WYR-100_HTA-A_DR_0311 Rev G; WIM-WYR-100_HTA-A_DR_0315 Rev G; WIM-WYR-100_HTA-A_DR_0320 Rev G; WIM-WYR-100_HTA-A_DR_0400 Rev G; WIM-WYR-100_HTA-A_DR_0401 Rev G; FHA_P688_L101 Rev P1; FHA_P688_L102 Rev P1; FHA_P688_L103 Rev P1; FHA_P688_L201 Rev P1; FHA_P688_L301 Rev P1; FHA_P688_L302 Rev P1; FHA_P688_L401 Rev P1; FHA_P688_L501 Rev P1; FHA_P688_L601 Rev P1; FHA_P688_D401 Rev P1; FHA_P688_D402 Rev P1; FHA_P688_D403 Rev P1; FHA_P688_D404 Rev P1 and specifications, unless approved otherwise in writing by the local planning authority.

To ensure a satisfactory standard of development, and to allow the local planning authority to review any potential changes to the scheme.

3. Condition NSTD - Commercial uses and floorspace

The unit labelled 'Commercial' on the approved plan on the ground floor of Block C shall be used only for purposes within Class A1, A2, A3, B1 (excluding in connection with the hiring, distribution of or trading in motor vehicles, or in connection with driving instruction), D1 (excluding schools, libraries, places of worship, church halls, and law courts) and D2 (gyms and exercise classes only).

To ensure the commercial space activates on this site are implemented as assessed in the application and to ensure a suitable mix of uses within the development and to safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity and/or parking pressures do not commence without prior approval in accordance with Council policies IS1, DMTS2, DMS4, DMS1 and DMT2.

4. Condition NSTD - Restricted opening hours

Unless otherwise agreed in writing, the Class A1/A2/A3, B1, D1 and D2 premises on the ground floor of Block C shall not be open to customers other than between 0700 and 2330 Monday to Sunday and not any time on Bank Holidays.

To safeguard the amenities of the neighbourhood and local residents, in accordance with DMPD policy DMS1.

5. Condition NSTD - No structure on the roof

No water tanks, plant, lift rooms or other structures, other than those shown on the approved drawings, shall be erected upon the roofs of the approved buildings without the written approval of the local planning authority.

To control the appearance of the building(s) and safeguard the appearance of the area, in accordance with Council policy DMS1.

6. Condition NSTD - No telecommunications equipment

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (as amended), or any future re-enactment of that Order, no satellite dishes, telecommunications masts or equipment or associated structures, other than those approved as part of this planning permission shall be installed on the building without the prior written approval of the local planning authority.

To protect the appearance of the building, and accord with Council policies DMS1 and DMS4.

7. Condition NSTD - Replacement of landscaping

Any trees or shrubs planted as part of a landscape scheme approved as part of this decision, or arising from a condition imposed on this decision, which within a period of five years from the completion of the development is found to be dead, removed, or becomes seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species.

To safeguard the appearance of the development, in accordance with Council policies DMS1 and DMO5.

8. Condition NC39 - No additional windows in stated walls

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015, or any future enactment of that Order, no windows, doors or glazed areas (other than such as may be shown on the approved plans) shall be formed in any wall of the buildings without the prior written consent of the local planning authority.

To protect the amenities of adjoining occupiers in accordance with Policy DMS1.

9. Condition NSTD – Accessible and adaptable Units

Ninety Percent of all units shall meet Building Regulation requirement M4 (2) 'accessible and adaptable dwellings' and ten percent of all units shall meet Building Regulation requirement M4 (3) 'wheelchair user dwellings' in accordance with the approved area schedule.

To ensure satisfactory residential accommodation is provided, including for people with disabilities, in accordance with Core Strategy policy IS5 and DMPD policies DMS1, DMH4, DMH6 and DMH7.

10. Condition NSTD - In accordance with FRA

The development permitted by this planning permission shall be carried out in accordance with the approved Flood Risk Assessment (FRA) prepared by Pell Frischmann dated 4th December 2017. The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

To reduce the impact of flooding both to and from the proposed development and third parties.

11. Condition NTSD- Shop fronts

The window glass of the shop fronts hereby approved shall not be mirrored, painted or otherwise obscured unless otherwise agreed in writing by the local planning authority. No shelving, cabinets or other such obstruction shall be placed at any time within 1m of the shop windows fronting Winstanley and Grant Road unless otherwise agreed in writing by the local planning authority.

In order to prevent the creation of a dead frontage and to ensure an appropriate the character and appearance of the street scene, in accordance with policy DMTS8 and DMS1 of the DMPD submission version.

12. Condition NSTD - MUGA Hours of Use

The Multi Use Games Area shall not be used outside the hours of 0800hrs and 2100hrs Monday to Sunday to protect neighbouring residential properties from noise disturbance.

To protect the amenities of adjoining occupiers in accordance with Policy DMS1. .

13. Condition NSTD - Construction and Environmental Management Plan

No development shall commence (other than site clearance and demolition) until a Construction and Environmental Management Plan (CEMP) has been submitted to and been approved in writing by the Local Planning Authority. The CEMP shall include specific details for:-

- a) the control of construction noise and vibration during hours of noisy activities.
- b) a construction waste and material management, transportation and disposal strategy, including construction delivery booking and construction vehicle holding arrangements, and targets and arrangements for maximising the use of the river for material removal and material delivery where feasible;
- c) air quality and dust management plan (AQDMP) setting out the measures for the control and monitoring of emissions (including from construction vehicles), dust, fine particles and odours during construction;
- d) construction traffic routing through the area and the site and the development site, including details of signage and an enforcement system for breach of its provisions;
- e) a low emission strategy for construction traffic and machinery;
- f) piling or other penetrative methods of foundation design in relation to risks to underlying groundwater;
- g) measures to protect controlled waters from construction processes and contamination;
- h) measures to minimise cross contamination on site;
- i) measures to deal with unexpected contamination on site;
- j) details of security of the construction site in relation to adjacent sites;
- k) details of coordination of construction activities with neighbouring development sites;
- l) details of how to minimise disturbance to residents;
- m) hours of construction.

The development shall not be undertaken otherwise than in accordance with the CEMP approved in writing by the Local Planning Authority, unless otherwise agreed in writing with the Local Planning Authority.

To ensure construction works and traffic impacts are minimised, to protect amenities of neighbouring occupiers and occupiers of the new residential units and school within the development itself to ensure the mitigation measures identified in the ES in relation to the effects of the construction of the development are satisfactorily accommodated in accordance with Core Strategy policy IS4, and DMPD policies DMS1 and DMS3.

14. Condition NSTD – Piling Method Statement

No impact piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works)

has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement. The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure.

15. Condition NSTD – Heating and Power Supply

Prior to the commencement of development (other than site clearance and demolition), the following details shall be submitted to and approved, in writing, by the local planning authority:

- (i) Details of the plant and its abatement system to be approved by the Council;
- (ii) All non-CHP gas-fired boilers shall meet the ultra-low standard and therefore achieve dry NOx emission levels equivalent to, or less than 40 mg/kWh;
- (iii) Maintenance details: all plant to be serviced and maintained according to the manufacturer's specification.
- (iv) Flues from energy-plant must be at least one-metre above the highest part of the building, and in many circumstances will need to be significantly higher. The appropriate stack height should be determined using dispersion modelling not by using the Memorandum on Chimney Heights or the Technical Guidance Note (Dispersion) (known as a D1 calculation), which are not suitable when considering annual mean NO2 concentrations. Flues should not be 'hidden' behind structures likely to impact of the dispersion of emissions unless it has been demonstrated as acceptable through dispersion modelling.

Reason: In accordance with NPPF to prevent both new and existing development from contributing to, or being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water, noise pollution or land instability.

16. Condition NSTD - Ecology Management Plan

Prior to commencement of site clearance, demolition or construction, submit for approval a Ecological Management Plan to include, but not limited to, measures to address any invasive non-native species discovered on site; works to limit/ prevent ingress to the buildings by birds seeking to nest; restrictions and limitations on the timing of works with regard to bird nesting season; detail of the method statement / toolbox talk outlining what to look for with regard to protected species (bats) and what mitigation measures will be put in place if they are found to be on site; measures to prevent mammals getting trapped within the site.

Reason: to ensure that the biodiversity value of the borough will be protected and enhanced Policy PL4

17. Condition NC07 - Details of site levels

Full details of existing and proposed site levels shall be submitted to and approved by the local planning authority before the development hereby approved is commenced (other than site clearance and demolition). The development shall thereafter be carried out in accordance with the approved details.

To ensure the development relates satisfactorily to its surroundings, and in accordance with Council policy DMS1.

18. Condition NSTD – Remediation Strategy

(A) Prior to the commencement of works (other than site clearance and demolition) on the development hereby approved, an investigation into ground conditions shall be undertaken in accordance with the Model Procedures for the Management of Land Contamination, Environment Agency, Contaminated Land Report 11. The report of the investigation and proposals for any remediation required shall be submitted to and approved in writing by the Local Planning Authority. All works approved shall be undertaken to the satisfaction of the Local Planning Authority.

(B) As soon as reasonably practicable, and before the occupation of any remediated area of the site, a validation report shall be submitted and approved by the Local Planning Authority in writing, stating what works were undertaken and that the remedial scheme was completed in accordance with the approved remediation strategy.

Reason: To safeguard the public, the environment and surface and groundwater as this site may have or is known to have been used in the past for activities that are likely to have resulted in it being contaminated with material that is potentially harmful to humans, or the environment. It is necessary for this condition to prevent commencement.

19. Condition NSTD – Archaeology

A) No development other than demolition to existing ground level shall take place until the applicant (or their heirs and successors in title) has secured the implementation of a programme of geo/archaeological evaluation if no suitable geotechnical survey is to occur, in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the local planning authority in

writing and a report on that evaluation has been submitted to and approved by the local planning authority in writing.

B) Under Part A, the applicant (or their heirs and successors in title) shall implement a programme of geo/archaeological evaluation in accordance with a Written Scheme of Investigation.

C) No development other than demolition to existing ground level shall take place until the applicant (or their heirs and successors in title) has secured the implementation of a programme of archaeological mitigation in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the local planning authority in writing and a report on that evaluation has been submitted to and approved by the local planning authority in writing.

D) Under Part A, the applicant (or their heirs and successors in title) shall implement a programme of archaeological mitigation in accordance with a Written Scheme of Investigation.

E) The development shall not be occupied until the site investigation and post-investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under Parts (A and C), and the provision for analysis, publication and dissemination of the results and archive deposition has been secured

Reason: Heritage assets of archaeological interest may survive on the site. The planning authority wishes to secure the provision of appropriate archaeological investigation, including the publication of results, in accordance with Section 12 of the NPPF.

20. Condition NSTD – Tree Protection

Details of the means of protecting the trees (in line BS5837:2012) with which are to be retained from damage during building works shall be submitted to and approved by the local planning authority before the start of any demolition, building or other works. Such protection shall be installed and retained as approved throughout the period of works.

To safeguard the trees in the interest of the amenity of the area, in accordance with Council policy DMO5 (b).

21. Condition NSTD - Tree Pre Commencement Inspection

No development shall take place until tree protection measures are installed and any further information is provided in accordance with the submitted arboricultural information. The applicant shall arrange a pre-commencement meeting with the Local Planning Authority and the applicant's project arboriculturalist to allow inspection of the protection measures once in situ.

To safeguard trees and hedges on the site in the interests of visual amenity and the character of the area, having regard to policy DMO5 (b) coupled with the requirements of paragraphs 17 and 109 of the National Planning Policy Framework 2012

22. Condition NSTD - Details of Bio Diversity Enhancements

Prior to the above ground works submit for approval details of all biodiversity enhancements to include both ecologically functioning habitats for a range of species (including but not limited to invertebrates) at ground level and on roofs; and retrofitted artificial habitats for birds and bats within the new structures.

Reason: To ensure the delivery of biodiversity gain Policy DMO4

23. Condition NSTD - Details of Noise Mitigation

Prior to the above ground works full details of noise measures shall be submitted for approval in writing by the local planning authority. The assessment shall provide details of the necessary mitigation to protect the residential accommodation hereby approved from external noise sources (including future commercial uses and the proximity of the Crossrail 2 worksites), in order to meet the appropriate internal noise levels set out in BS8233:2014. This will include details of glazing with acoustic specification, fenestration, and balustrade and screen design to balconies and winter gardens, including fixing windows or other demonstrable mitigation, details of ventilation (to all retail uses) and all external plant and equipment. The development shall be designed in accordance with the mitigation measures in the report, and fully implemented prior to first occupation of the residential accommodation and thereafter permanently retained.

To protect the occupiers of the residential buildings, in accordance with Core Strategy policy IS4 and DMPD policy DMH4 (ii) and to ensure no conflict of use arises with nearby safeguarded wharves in accordance with Council policy PL9.

24. Condition NC08 - Details of materials

Notwithstanding any materials specified in the application, details and samples of materials proposed to be used on all external surfaces of the development on site and elevations (to include windows and balconies, balcony screens) shall be submitted to and approved by the local planning authority before the relevant parts

are commenced (other than demolition, site enabling works). The development shall be carried out in accordance with the approved materials.

In order to assess the suitability of the proposed materials, in the interests of the appearance of the locality, in accordance with Council policy DMS1.

25. Condition NC15 - Details of landscaping

Details of hard and soft landscaping, habitat features for protected species and treatment of parts of the site not covered by buildings, to include species of new planting and any existing plants/trees to be retained, shall be submitted to and approved by the Local Planning Authority before the relevant works are commenced. To include tree planting pit cross-sections with full details of soil volume provision (quantities and locations for each species). All planting, seeding or turfing included in the approved details shall be carried out prior to the occupation of any part of the development, or in accordance with a programme agreed in writing with the Local Planning Authority. Any trees or plants planted as part of the approved landscape scheme, which within a period of five years from the completion of the development are found to be dead, removed, or becomes seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species, unless otherwise agreed in writing by the local planning authority.

To ensure a satisfactory appearance, provide replacement tree planting and biodiversity benefit, and to accord with Council policies DMS1 and DMO5.

26. Condition NSTD - Details of Lighting

Prior to the commencement of above ground works details of any external lighting associated with the development and the floodlighting to the MUGA, including levels of illumination, position, structure, direction of illumination, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with those details as may be approved.

In the interests of the appearance of the development and the amenity of neighbouring properties in accordance with policy DMS1 and to ensure proposals do not adversely affect features to be installed for biodiversity net gain (eg bird and bat bricks, trees, landscaping)

27. Condition NSTD – Details of Accessible and Adoptable Units

Prior to the occupation a 1:50 plans showing the detailed layout of the 10% residential units being provided as wheelchair accessible/adaptable homes (for market and affordable housing tenures respectively) shall be submitted to and approved by the local planning authority.

To meet the needs to households with mobility issues and accord with London Plan 7.4.

28. Condition NSTD - Details of Cycle Storage

Details of the proposed cycle storage within the site (how it would be covered and secured) shall be submitted to and approved in writing prior to the occupation of the development. The cycle parking for the residential, visitors and commercial uses across the site shown on the approved drawings shall be constructed in accordance with the approved details and made available for use prior to the first occupation of the development. It shall be retained as such unless otherwise agreed by the local planning authority.

To ensure adequate cycle parking is provided to accord with policy DMT2.

29. Condition NSTD - Details of Refuse Storage and Collection

Prior to occupation, details of the storage, management and collection of refuse and recyclables from the development shall be submitted to and approved by the local planning authority. The waste storage and collection area(s) shown shall be constructed in accordance with the approved details and made available for use prior to the first occupation of the development. It shall be retained as such unless otherwise agreed by the local planning authority. The waste and recyclables from the development shall be managed and made available for collection in accordance with the approved details in perpetuity.

To ensure adequate refuse storage is provided on site and can be readily collected, to accord with the Refuse and Recyclables in Development SPD.

30. Condition NSTD - Car Parking Management Plan

A Car Park Management Plan shall be submitted to the Local Planning Authority for approval in writing prior to occupation. This shall provide a strategy for car park management including: allocation of parking for people with disabilities; affordable housing units; charging points for electric vehicles; cycle parking/storage differentiated by residential, public and other users. The development shall not be operated otherwise than in accordance with the Parking Management Strategy and Car Park Management Plan as may be approved.

To ensure appropriate levels of parking are provided and adequate servicing arrangements and vehicle access, in line with council policy DMT2.

31. Condition NSTD - Mechanical Ventilation Heat Recovery (MVHR)

Details of air quality mitigation measures, including mechanical ventilation heat recovery (MVHR) system, to provide an effective clean air source to be installed in all apartments proposed, as well as any possible mitigation measures that may be implemented to maintain and where possible improve the air quality in the vicinity of the development, shall be submitted to and approved in writing by the local planning authority before occupation of the premises hereby approved. Plans for the proposed maintenance and servicing for the MVHR and NOx filters shall be submitted for approval in writing from the local planning authority within six (6) months after first occupation of the premises hereby approved.

Reason: To protect the occupiers of the residential buildings in accordance with Core Strategy policy IS4 and DMPD policy DMH4.

32. Condition NSTD - Details of Uses

Details of the amount and spatial distribution between Class A1,A2,A3,B1 , D1 and D2 uses on the ground floor of Block C within the areas shown to accommodate such uses, including details of the size, façade treatment, disabled access and toilets for each unit shall be submitted to and in approved in writing by the Local Planning Authority prior to occupation of each unit. The uses shall only be operated in accordance with the details approved by the local planning authority.

To ensure a suitable mix of uses within the development in the interests of the appearance of the development and to ensure satisfactory access for people with disabilities in accordance with Council policies DMTS2, DMTS8 and DMS1.

33. Condition NSTD - Development Management Plan

Prior to occupation of the development a Development Management Plan shall be submitted to the Local Planning Authority for approval in writing, which shall include details of how the development will be managed and maintained including security measures; management procedures; tenant forum/complaint procedures and how the SUDs features (attenuation tank in this instance) will be maintained through a competent contractor inspecting and maintain the SUDs features. The Development Management Plan shall thereafter be implemented as approved, unless otherwise agreed in writing with the Local Planning Authority. To ensure a satisfactory management of the development in accordance with Council policy DMS4.

34. Condition NSTD - Details of outside forecourts

Prior to the occupation of the relevant units, where relevant, details of any outside forecourt/outdoor space for those units associated with any of the A1, A2 A3, B1, D1 and D2 uses hereby approved are to be submitted to the Local Planning Authority for approval in writing, including details of location, hours of use and any boundary treatment and furniture (temporary or permanent) prior to any use of such areas. The forecourt/outdoor spaces shall not be implemented other than in line with those details approved by the Local Planning Authority in writing.

In the interests of the appearance of the development, the amenity of neighbouring residential properties and to

ensure there is no street clutter in line with Council policies DMS1, appearance and amenity and ensure not impact pedestrian/cycle movement.

35. Condition NSTD – Service and Delivery Plan

Prior to the occupation of each block a Delivery and Servicing Plan shall be submitted to and approved in writing by the local planning authority and the development shall thereafter be operated in accordance with the details of the approved Delivery and Servicing Plan.

To ensure a suitable strategy for the servicing and delivering of all uses within the scheme can be achieved in accordance with Council policies DMT2 and DMH4.

36. Condition NSTD – Details of External Plant

Prior to the occupation of each relevant block details of any external plant and equipment shall be submitted to and approved in writing by the local planning authority. With regards to any proposed mechanical plant, the submitted details shall demonstrate that the cumulative noise level shall not exceed 10dB below the lowest measured LA90 background noise level measured on site.

In the interests of local amenity and visual appearance, and in accordance with Council policy DMS1.

37. Condition NSTD - Details of noise insulation measures commercial

Prior to the occupation of the Block containing the A1/A2/A3/ B1/D1/D2 uses, details of noise insulation measures to provide effective resistance to the transmission of airborne and impact sound horizontally and/or vertically between those units in that Block and any residential unit (C3) shall be submitted to and

approved in writing by the Local Planning Authority. The internal noise levels will be designed to meet the appropriate levels set out in BS 8233. The approved measures shall be implemented prior to the commencement of the relevant A1, A2, A3, B1, D1 and D2 use. .

To safeguard the amenities of adjoining occupiers, in accordance with Council policy DMH4.

38. Condition NSTD - Community Use and MUGA Management Plan

Prior to the use of the School, Chapel and MUGA, a Community Use Plan and MUGA Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The management plan shall include details of a pricing policy, hours of use, access, management responsibilities and include a mechanism for review of the School, Chapel and MUGA. The MUGA management plan shall include details of including screening enclosure, lighting, hours of operation and its management. The approved management plans shall be implemented upon commencement of use of the development.

Reason: To secure a well managed safe community access to the sports and community facility, to ensure sufficient benefit to the development and to accord with Policy DMO2.

39. Condition NSTD - Open Space Management and Maintenance Condition

Prior to the first occupation of the development an Open Space Maintenance and Management Plan shall submitted to and approved in writing by the Local Planning Authority. The Maintenance and Management Plan shall include an open space specification and plan for all areas of open space and vehicular and pedestrian routes. The open space works shall be carried out to the satisfaction of the Council and not otherwise than in accordance with the Open Space Specification as approved by the Council. Thereafter the open space and routes should be made available for use by the public at all times following completion of the whole development and prior to residential occupation.

Reason: To ensure the access to open space and ensure a high quality development in accordance with DMPD Policy DMS1.

40. Condition NSTD – Land Contamination

If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, a remediation strategy detailing how this unsuspected contamination shall be dealt with. The remediation strategy shall be implemented as approved, verified and reported to the satisfaction of the Local Planning Authority.

There is always the potential for unexpected contamination to be identified during development groundwork. The Environment Agency should be consulted should any contamination be identified that could present an unacceptable risk to Controlled Waters.

41. Condition NC14 - Details of ventilation equipment

Details of any external ventilation equipment, including ducting, shall be submitted to and approved by the local planning authority prior to installation.

Reason: In the interests of local amenity and visual appearance, and in accordance with Council policy DMS1.

42. Condition NSTD - Details of Photovoltaic Panels

Details of the location, layout and specification of the Photovoltaic Panels to be installed on the roofs of the buildings as detailed in the Energy and Sustainability shall be agreed in writing by the Local Planning Authority and installed prior to the occupation of the development.

To ensure the implementation of sustainable design, low carbon development and renewable energy in accordance with Core Strategy policy IS2 and DMPD policy DMS3.

43. Condition NC06 - Details of boundary treatment

Details of proposed boundary treatment(s) including any access gates to the sites boundaries, and including bollards controlling vehicular access shall be submitted to and approved by the local planning authority prior to their installation on site. Such details to include the siting, height, appearance and material(s). The boundary treatment(s) shall be installed in accordance with the approved details prior to the first occupation of the development and retained as such.

To ensure a satisfactory appearance, in the interest of neighbour amenity and to accord with Council policy DMS1.

44. Condition NSTD - Energy and Emissions

- (i) Prior to building work commencing (other than site clearance and demolition), a revised Energy Strategy, written in line with the London Plan Energy Hierarchy, will be submitted to the Local Planning Authority and approved in writing. The assessment should follow the guidelines set out in Wandsworth Borough Council's 'Sustainability Checklist Appendix 1' ('Energy Assessments: Guidelines for Developers') to demonstrate how the development will follow the hierarchy of energy efficiency, decentralized energy and renewable energy technologies to secure a minimum 35% reduction in CO2 emissions below the maximum threshold set in Building Regulations Part L 2013 for residential and non-residential areas. The report should include an assessment of the risk of overheating and feasibility of communal heating. The development shall then be built in accordance with the recommended Energy Strategy approved by the Local Planning Authority.
- (ii) Within 3 months of commencement, design stage calculations prepared under SAP or the National calculation Method should be submitted to the Local Planning Authority and approved in writing to demonstrate that the development will be carried out in accordance with the approved Energy Strategy unless otherwise agreed by the Local Planning Authority in writing.
- (iii) Prior to occupation, evidence (e.g. photographs, copies of installation contracts and as-built worksheets prepared under SAP or the National Calculation Method) should be submitted to the Local Planning Authority and approved in writing to demonstrate that the development has been carried out in accordance with the approved Energy Strategy unless otherwise agreed by the Local Planning Authority in writing.

To ensure the implementation of sustainable design, low carbon development and renewable energy in line with Core Strategy policy IS2 and DMPD policy DMS3.

45. Condition NSTD - BREEAM School

(i) Within 3 months of construction work starting on the school, unless otherwise agreed in writing, a BREEAM New Construction Fully Fitted Interim (Design Stage) Certificate, issued by the Building Research Establishment (BRE), must be submitted to the Local Planning Authority to show that a minimum Excellent rating will be achieved.

(ii) Within 3 months of first occupation of the school, unless otherwise agreed in writing, a BREEAM New construction Fully Fitted Final (Post-Construction) Certificate, issued by the BRE, must be submitted to the Local Planning Authority to demonstrate that an Excellent rating has been achieved. All the measures integrated shall be retained for as long as the development is in existence.

To ensure the implementation of sustainable design, low carbon development and renewable energy in line with Core Strategy policy IS2 and DMPD policy DMS3.

46. Condition NSTD – BREEAM Church

(i) Within 3 months of construction work starting on the church, unless otherwise agreed in writing, a BREEAM

New Construction Fully Fitted Interim (Design Stage) Certificate, issued by the Building Research Establishment (BRE), must be submitted to the Local Planning Authority to show that a minimum Excellent rating will be achieved.

(ii) Within 3 months of first occupation of the church, unless otherwise agreed in writing, a BREEAM New construction Fully Fitted Final (Post-Construction) Certificate, issued by the BRE, must be submitted to the Local Planning Authority to demonstrate that an Excellent rating has been achieved. All the measures integrated shall be retained for as long as the development is in existence.

To ensure the implementation of sustainable design, low carbon development and renewable energy in line with Core Strategy policy IS2 and DMPD policy DMS3.

47. Condition NSTD - BREEAM Retail

(i) Within 3 months of construction work starting on the retail element, unless otherwise agreed in writing, a BREEAM UK New Construction Shell Only Interim (Design Stage) Certificate, issued by the Building Research Establishment (BRE), must be submitted, by the developer, and approved in writing by the Local Planning Authority to show that a minimum 'Excellent' rating will be achieved.

(ii) Prior to first occupation of the retail element, unless otherwise agreed in writing, a BREEAM UK New Construction Shell Only Final (Post-Construction) Certificate, issued by the BRE, must be submitted, by the developer, and approved in writing by the Local Planning Authority to demonstrate that an 'Excellent' rating has been achieved. All the measures integrated shall be retained for as long as the development is in existence.

(iii) Prior to commencement of the fit-out of the retail units, unless otherwise agreed in writing, a BREEAM Refurbishment and Fit-out 2014 Parts 2, 3 and 4 Interim (Design Stage) Certificate, issued by the Building Research Establishment (BRE), must be submitted, by the fit-out contractor, and approved in writing by the Local Planning Authority to show that a minimum 'Excellent' rating will be achieved.

(iv) Within 3 months of first occupation of the retail units, unless otherwise agreed in writing, a BREEAM Refurbishment and Fit-out 2014 Parts 2, 3 and 4 Final (Post-Construction) Certificate, issued by the BRE, must be submitted, by the fit-out contractor, and approved in writing by the Local Planning Authority to demonstrate that an 'Excellent' rating has been achieved. All the measures integrated shall be retained for as long as the development is in existence.

To accord with London Plan Policies 5.2 – 5.7; Wandsworth Core Strategy Policy IS 2; Wandsworth Development Management Policy DMS3

48. Condition NSTD - Residential water use

Prior to building work commencing (other than site clearance and demolition), internal residential water use calculations should be submitted to the Local Planning Authority and approved in writing to demonstrate an internal water use of 105L/person/day or less for each residential unit type. Prior to first occupation of the residential building(s) evidence (schedule of fittings and manufacturer's literature) should be submitted to the Local Planning Authority and approved in writing to show that the development has been constructed in accordance with the approved internal water use calculations.

To accord with London Plan Policy 5.15

49. Condition NSTD – Off Site Highway Works

Prior to occupation of the development the highway works [as shown on drawing A13204-C-0-HD-018] shall be completed (having secured any necessary Stopping Up Order [under sections 247 or 253 of the Town and Country Planning Act 1990] in respect of part of Thomas Baines Road [as shown indicatively on plans A13204-C-0-HD-029 and A13204-C-0-HD-030] and agreements entered into under sections 38 and 278 of the Highways Act 1980, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of highway safety.

Informative

NPPF

In dealing with this application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive manner and the Council has, as far as practicable, sought solutions to problems arising in relation to dealing with the planning application. We have made available detailed advice in the form of our statutory policies in the Local Plan consisting of the Core Strategy, Development Management Policies Document, Supplementary Planning Documents and where appropriate the Site Specific Allocations Document as well as offering a full pre-application advice service, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably. In addition, where appropriate, further guidance was offered to the applicant during the processing of the application.

CIL - Community Infrastructure Levy 1

Community Infrastructure Levy (CIL): From the information available, it appears that the development permitted is subject to a Community Infrastructure Levy charge in accordance with the Community Infrastructure Levy Regulations 2010 (as amended). You or the relevant interested parties are required to provide the Council with the information set out in the Regulations. The process for the collection of CIL includes:

- the requirement to complete an "Assumption of Liability" form as soon as possible;
- to claim charitable exemption, social housing relief, self-build exemption or residential annex/extension exemption you or the relevant interested party must complete the correct claim form

The Council will issue a Liability Notice(s) which details the charges due.

As soon as the developer, landowner or other interested party(ies) is aware of the date when development is going to start they must also submit a "Commencement Notice".

Failure to comply with the Regulations, including failure to complete the forms when required or providing inaccurate information can lead to surcharges, invalidate claims for relief or exemption from the charge, or other penalties as set out in the Regulations.

General information on the Community Infrastructure Levy, including the forms mentioned above can be found on the Planning Portal (www.planningportal.gov.uk).

Details of the Mayoral CIL can be found on the GLA and TfL websites (www.london.gov.uk and www.tfl.gov.uk).

The Assumption of Liability Form, Claiming of Exemption or Relief Forms and Commencement Notice must be

sent to:

Community Infrastructure Levy
Environment and Community Services
Wandsworth Council
Town Hall
London
SW18 2PU
cil@wandsworth.gov.uk
Fax: 020 8871 6003 (marked FAO CIL)
90. CIL - Community Infrastructure Levy 2

CIL - Community Infrastructure Levy 2

Any assessment of CIL liability by the Council has been based on the information provided. Where the calculation of CIL liability includes taking account of the existing use of a building, CIL liability may change if the information provided in relation to the existing use(s) of buildings is not still current at the time of the decision which first permits development. This date will be the latest date of either: the date of this permission; the approval of the last pre-commencement condition associated with a phase of a phased planning permission; or for a phase of an outline permission granted in phases the date of permission of the last reserved matter or pre commencement condition associated with that phase.

Ecology

If there is a significant period of time (24 months) between the preparation of the Preliminary Ecological Appraisal (Extended' Phase 1 Habitat Survey 2015) and the commencement of demolition works, the ecological value of the site habitats may change and should be subject to an updated 'Extended' Phase 1 Habitat Survey and an updated submission should be made for approval. (August 2017). This is in addition to the recommended conditions requiring further submission of bat information.

London Heliport

1. Should the application be approved the developer and crane operator should follow the guidance contained in CAA publication CAP 1096 Guidance to Crane Operators on the Lighting and Notification of Cranes.
2. The Developer is advised to consider placing omni directional lighting on the rooftop.

Natural England

1. Green Infrastructure - The proposed development is within an area that Natural England considers could benefit from enhanced green infrastructure (GI) provision. Multi-functional green infrastructure can perform a range of functions including improved flood risk management, provision of accessible green space, climate change adaptation and biodiversity enhancement. Natural England would encourage the incorporation of GI into this development.
2. National Trail - Consideration should be given to the potential impacts on the nearby Thames Pathway National Trail. The National Trails website www.nationaltrail.co.uk provides information including contact details for the National Trail Officer. Appropriate mitigation measures should be incorporated for any adverse impacts.

Historic England

Written schemes of investigation will need to be prepared and implemented by a suitably qualified archaeological practice in accordance with English Heritage Greater London Archaeology guidelines. The document must be approved by the planning authority before any on-site development related activity occurs.

Thames Water

1. Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. The contact number is 0800 009 3921. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

2. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 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.

3. There is a Thames Water main crossing the development site which may/will need to be diverted at the Developer's cost, or necessitate amendments to the proposed development design so that the aforementioned main can be retained. Unrestricted access must be available at all times for maintenance and repair. Please contact Thames Water Developer Services, Contact Centre on Telephone No: 0800 009 3921 for further information.

4. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement

Air Quality

1. The use of Non Road Mobile Machinery of net power between 37kW and 560kW is required to meet at least Stage IIIB of the EU Directive 97/68/EC and its amendments. This will apply to both variable and constant speed engines for both NOx and PM.

2. Prior to works commencing on site, the developer/applicant is to register any Non Road Mobile Machinery of net power between 37kW and 560kW on the web-site <https://nrmm.london/> to help monitor the use of such equipment across London.

Network Rail

Future maintenance

The development must ensure any future maintenance can be conducted solely on the applicant's land. The applicant must ensure that any construction and any subsequent maintenance can be carried out to any proposed buildings or structures without adversely affecting the safety of, or encroaching upon Network Rail's adjacent land and air-space, and therefore all/any building should be situated at least **2 metres (3m for overhead lines and third rail)** from Network Rail's boundary. The reason for the **2m (3m for overhead lines and third rail)** stand off requirement is to allow for construction and future maintenance of a building and without requirement for access to the operational railway environment which may not necessarily be granted or if granted subject to railway site safety requirements and special provisions with all associated railway costs charged to the applicant. Any less than **2m (3m for overhead lines and third rail)** and there is a strong possibility that the applicant (and any future resident) will need to utilise Network Rail land and air-space to facilitate works. The applicant / resident would need to receive approval for such works from Network Rail Asset Protection, the applicant / resident would need to submit the request at least 20 weeks before any works were due to commence on site and they would be liable for all costs (e.g. all possession costs, all site safety costs, all asset protection presence costs). However, Network Rail is not required to grant permission for any third party access to its land. No structure/building should be built hard-against Network Rail's boundary as in this case there is an even higher probability of access to Network Rail land being required to undertake any construction / maintenance works. Equally any structure/building erected hard against the boundary with Network Rail will impact adversely upon our maintenance teams' ability to maintain our boundary fencing and boundary treatments.

Drainage

Storm/surface water must not be discharged onto Network Rail's property or into Network Rail's culverts or drains except by agreement with Network Rail. Suitable drainage or other works must be provided and maintained by the Developer to prevent surface water flows or run-off onto Network Rail's property. Proper provision must be made to accept and continue drainage discharging from Network Rail's property; full details to be submitted for approval to Network Rail Asset Protection. Suitable foul drainage must be provided separate from Network Rail's existing drainage. Soakaways, as a means of storm/surface water disposal must not be constructed near/within 10 – 20 metres of Network Rail's boundary or at any point which could adversely affect the stability of Network Rail's property. After the completion and occupation of the development, any new or exacerbated problems attributable to the new development shall be investigated and remedied at the applicants' expense.

Plant & Materials

All operations, including the use of cranes or other mechanical plant working adjacent to Network Rail's property, must at all times be carried out in a "fail safe" manner such that in the event of mishandling, collapse or failure, no plant or materials are capable of falling within 3.0m of the boundary with Network Rail.

Scaffolding

Any scaffold which is to be constructed within 10 metres of the railway boundary fence must be erected in such a manner that at no time will any poles over-sail the railway and protective netting around such scaffold must be installed. The applicant/applicant's contractor must consider if they can undertake the works and associated scaffold/access for working at height within the footprint of their property boundary.

Piling

Where vibro-compaction/displacement piling plant is to be used in development, details of the use of such machinery and a method statement should be submitted for approval to Network Rail Asset Protection prior to the commencement of works and the works shall only be carried out in accordance with the approved method statement.

Fencing

In view of the nature of the development, it is essential that the developer provide (at their own expense) and thereafter maintain a substantial, trespass proof fence along the development side of the existing boundary fence, to a minimum height of 1.8 metres. The 1.8m fencing should be adjacent to the railway boundary and the developer/applicant should make provision for its future maintenance and renewal without encroachment upon Network Rail land. Network Rail's existing fencing / wall must not be removed or damaged and at no point either during construction or after works are completed on site should the foundations of the fencing or wall or any embankment therein, be damaged, undermined or compromised in any way. Any vegetation on Network Rail land and within Network Rail's boundary must also not be disturbed. Any fencing installed by the applicant must not prevent Network Rail from maintaining its own fencing/boundary treatment.

Lighting

Any lighting associated with the development (including vehicle lights) must not interfere with the sighting of signalling apparatus and/or train drivers vision on approaching trains. The location and colour of lights must not give rise to the potential for confusion with the signalling arrangements on the railway. The developers should obtain Network Rail's approval of their detailed proposals regarding lighting.

Noise and Vibration

The potential for any noise/ vibration impacts caused by the proximity between the proposed development and any existing railway must be assessed in the context of the National Planning Policy Framework which hold relevant national guidance information. The current level of usage may be subject to change at any time without notification including increased frequency of trains, night time train running and heavy freight trains.

Vehicle Incursion

Where a proposal calls for hard standing area / parking of vehicles area near the boundary with the operational railway, Network Rail would recommend the installation of a highways approved vehicle incursion barrier or high kerbs to prevent vehicles accidentally driving or rolling onto the railway or damaging lineside fencing.

Network Rail strongly recommends the developer contacts Network Rail Asset Protection London South East at AssetProtectionwessex@networkrail.co.uk prior to any works commencing on site, and also to agree an Asset Protection Agreement with us to enable approval of detailed works. More information can also be obtained from our website at www.networkrail.co.uk/asp/1538.aspx.



Tim Cronin,
Assistant Director (Planning and Transport)

WANDSWORTH BOROUGH COUNCIL
HOUSING AND COMMUNITY SERVICES DEPARTMENT

GENERAL INFORMATION
TOWN AND COUNTRY PLANNING ACT 1990

This decision does not convey any approval, consent, permission or licence under any other Acts, or Bye-Laws, Orders or Regulations and nothing in this decision shall be regarded as compliance with or approval, consent, permission or licence under other legislation.

You must ensure that your proposal complies with the Building Regulations. You can obtain advice from Building Control, between 09:00 and 13:00 Monday to Friday at the Town Hall Extension, Wandsworth High Street, SW18 2PU and via telephone on no. 020 8871 7620.

You are also reminded that the Council's permission does not modify or affect any personal or restrictive covenants easements, etc., applying to or affecting the land or the rights of any persons (including the Council) entitled to the benefits of them. If you are unsure whether there are relevant restrictions which might stop the building of extensions, alterations to the property or changing the use (even if you have a planning permission) you should consult a suitably qualified professional advisor.

If the proposed development requires changes to, or new street name or numbers you should contact the Council's Street Name and Numbering Section at the earliest opportunity (Tel No. 020 8871 7520).

Statement of Applicant's Rights arising from the refusal of planning permission or from the grant of permission subject to conditions.

- If you are aggrieved by the decision of the Council to refuse permission for the proposed development or to grant it subject to conditions, then you can appeal to the Secretary of State under section 78 of the Town and Country Planning Act 1990.
- If you want to appeal against your local planning authority's decision then you must do so within 6 months of the date of this notice.
- If an enforcement notice is served relating to the same or substantially the same land and development as in your application and if you want to appeal against your local planning authority's decision on your application, then you must do so within: 28 days of the date of service of the enforcement notice, or within 6 months of the date of this notice, whichever period expires earlier.
- Appeals must be made using a form which you can get from the Secretary of State at Temple Quay House, 2 The Square, Temple Quay, Bristol BS1 6PN (Tel: 0303 444 5000) or online at www.planningportal.gov.uk/pcs.
- The Secretary of State can allow a longer period for giving notice of an appeal but will not normally be prepared to use this power unless there are special circumstances which excuse the delay in giving notice of appeal.
- The Secretary of State need not consider an appeal if it seems to the Secretary of State that the local planning authority could not have granted planning permission for the proposed development or could not have granted it without the conditions they imposed, having regard to the statutory requirements, to the provisions of any development order and to any directions given under a development order.

Purchase Notices and Compensation

If either the local planning authority or the Secretary of State refuses permission to develop land or grants it subject to conditions, the owner may claim that the land cannot be put to a reasonably beneficial use by the carrying out of any development which has been or would be permitted. In these circumstances the owner may serve a purchase notice on the Council requiring the Council to purchase the land in accordance with the provision of Part IX or the Town and Country Planning Act 1990.

In certain circumstances compensation may be claimed from the local planning authority if permission is refused or granted subject to conditions by the Secretary of State on appeal. These circumstances are set out in sections 169 and related provisions of the Town and Country Planning Act 1990.

Informative

Wandsworth Council supports development that is neighbourly and responsible. As such, we request developers to enter meaningful dialogue with neighbours and liaise with them throughout the development process, including before construction begins. Communications should include details of timelines, noise and disruption.

15/16... 2017/6864

Director of Environment and Community Services: Paul Chadwick

APPENDIX F – LOGISTICS PLAN

PHASE 0 UPDATE

November 2018



Block A - New council housing building on Grant Road/Plough Road



The project is the first phase of the Winstanley and York Road estate regeneration scheme. A planning application for the phase was submitted in 2017 by the project team, Winstanley and York Road LLP, which is a joint venture between Wandsworth Council and Taylor Wimpey. The phase was approved by Wandsworth's Planning Committee in the Spring of 2018 and since then the team have procured Midgard as the main contractor for the project. The team are now planning to start on site in December.

Phase 0 comprises of:

- Initial demolition of existing garages & games area (blue pitch) and removal of trees
- Block A: Seven Stories (46 apartments)
- Block B: Five Stories (School and church)
- Block C: 19 Stories (93 apartments)
- Construction of a new temporary road linking Thomas Baines Road to Grant Road via Weekly Square
- Reconfiguring the road layout for Thomas Baines Road to create a new one way street from Grant Road.



ABOUT MIDGARD

Midgard are the main contractor for phase zero of the Winstanley & York Road Regeneration project employed by Taylor Wimpey Central London and Wandsworth Borough Council in a joint venture.

They bring integrated construction solutions on behalf of the JRL Group.

KEY CONSIDERATIONS FOR THE CONSTRUCTION TEAM

- Maintain access to Thomas Baines Road for existing residents
- Minimise disruption to vehicle, cycle and pedestrian traffic
- Minimise impact on permit holder and public car parking on Thomas Baines Road
- Create a set up that allows for a safe construction for public and workforce
- Segregate works from the public
- Maintain green space

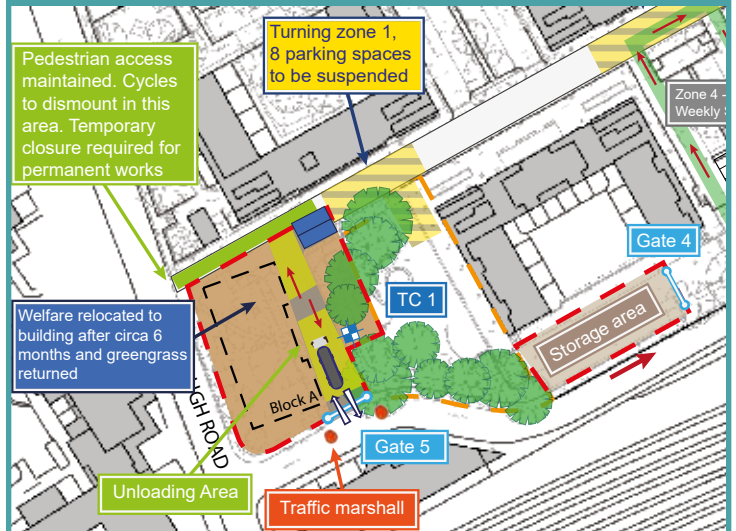
DATES AND PROGRAMME

Start date: 3rd December 2018 (subject to Council approval)

Duration: 91 weeks

Target end date: September 2020

Changes Around Block A/Closure of Thomas Baines Road



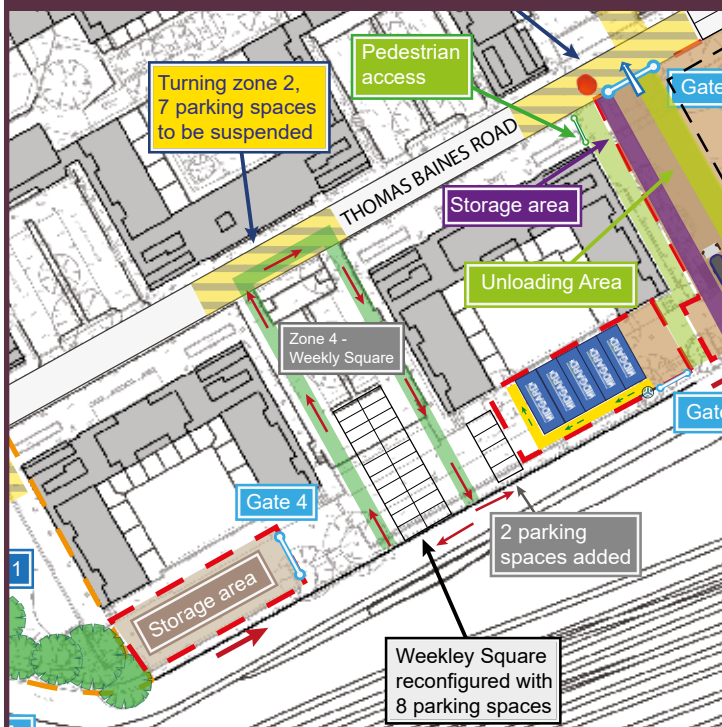
- The hoarding line is in close proximity to the cycle lane, therefore, there will be a temporary closure required to the cycle lane. Cyclists will dismount in this area.
- Block A's building line lies on the footpath and road of Thomas Baines road. Therefore there is to be a road closure to the west end of Thomas Baines Road until September 2020 period.
- Hoarding will be used to secure and segregate the site from the public.
- This road will be used by Midgard to unload deliveries. Gates will be constructed to control the traffic and to secure the site. This will be controlled by a traffic marshal when used.
- To maintain waste collection, turning zone 1 has been created so refuse vehicles can reverse onto Thomas Baines Road. Consequently, eight parking spaces on the highway will be suspended.

SITE LOCATION

Blocks A, B & C



Changes around Weekley Square and closure of bays in Weekley Square



- Access to Thomas Baines Road will be via the Grant Road car park into Weekley Square.
- Temporary access for the duration of the project will be through the Grant Road car park, northbound to the Weekley Square car park and onto Thomas Baines Road (as shown on the image on the left).
- Due to the one way direction of travel through Weekley Square, eight parking spaces will be reconfigured to facilitate this route (as shown in the image).
- Nil parking spaces lost.

Closure of bays on Thomas Baines Road

- Turning zone 2 will be used for refuse waste collection lorries to turn to and from Weekley Square to Thomas Baines road. Therefore, seven parking spaces will be suspended.

Grant Road Car Parks

- The west end of the Grant Road car parks will be used for storage area, and the west end will be used for office space and welfare facilities.
- Two additional parking spaces will be created for private use on the east end (shown on the image).

View towards Block C - a landmark tower



The scheme delivers 139 homes, of which 46 are new Council homes for some of the residents moving from Scholey House, Kiloh Court and Jackson House. These new homes are delivered on underused car parking areas, which results in a loss, at the end of the development of 66 Parking Regulation scheme (PRS) bays on Grant Road.

In addition to this, there is the temporary loss of 59 housing regulation scheme parking bays and 23 unrestricted bays on the highway of Thomas Baines Road during the construction period.

Parking Implications

Zone	Council	Public	Total
One	0	8	8
Two	0	7	7
Three	0	2	2
Four	0	0	0
Five	53	0	53
Six	6	0	6

CONTACT

Site operating hours:

Monday – Friday 8:00am – 6:00pm.

Security:

24 hours security will be patrolling the site for the duration of the project

In case of emergency:

Resident liaison officer: Matt White

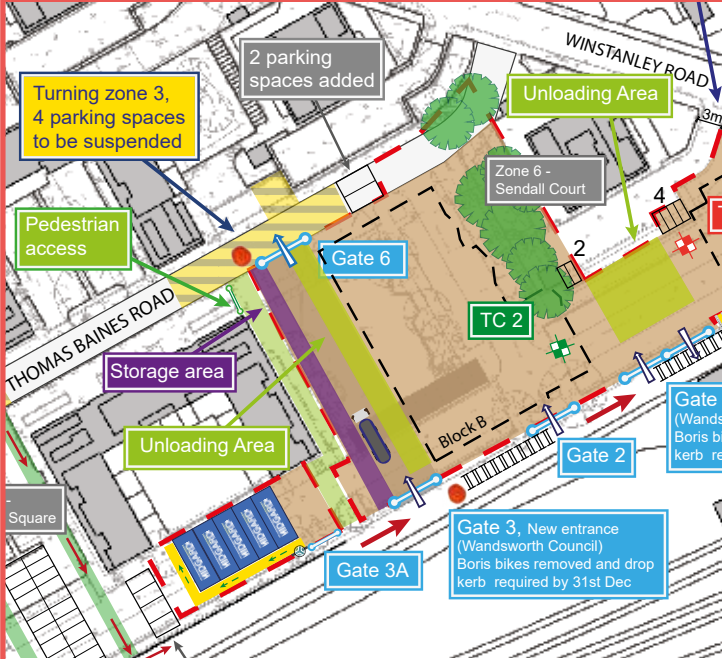
Matt is your first point of contact. His working hours are Monday to Friday 8:00am-6:00pm.

Matt White: 07909 744 088

Email: Enquiries@winstanleyyorkroad.co.uk

Please contact Wandsworth Emergency Control on 020 8871 7490, outside of these hours.

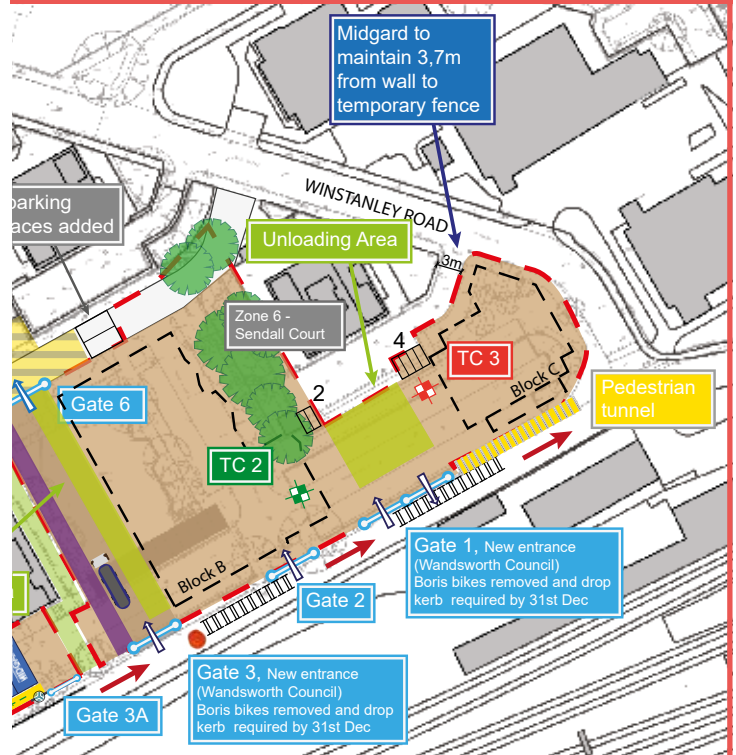
Closure around Block B



- A new road will be formed linking Grant Road and Thomas Baines Road. This will be going through the current multi use games area. This road will be open to one way traffic only.
- TFL cycle hire on Grant Road will be removed by 31st December 2018.
- Turning zone 3 will be used for vehicles and refuse waste collection vehicles to reverse and return onto Thomas Baines Road west end. Therefore, four parking spaces are suspended, two parking spaces are added.
- Refuse waste collection lorries will reverse into gate six.
- Pedestrian access from Grant Road to Thomas Baines Road is maintained (highlighted in green on image).

- Block C hoarding (shown in the image as a red line).
- Pedestrian tunnels will be used to maintain access to Grant Road.
- Car park opposite Sendall Court on the east end of Grant Road will be permanently suspended as Block C and the new multi use games area will be built over it.
- New gates will be formed off Grant Road to access the site. This will keep the site traffic away from Thomas Baines Road.

Block C



Layout of Block B and C



