

CITY OF WESTMINSTER			
PLANNING APPLICATIONS SUB COMMITTEE	Date 16 April 2024	Classification For General Release	
Report of Director of Town Planning & Building Control		Ward(s) involved Abbey Road	
Subject of Report	Ground Floor, Lords Cricket Ground, St John's Wood Road, London, NW8 8QN		
Proposal	<p>Application 1 :23/08458/FULL: Demolition of the existing Allen stand and the erection of a new stand with a link bridge to the adjacent Pavilion, refurbishment and extension of the Tavern Stand including the provision of new hospitality facilities, retail and food and beverage floorspace. Works also include hard and soft landscaping, servicing facilities, and all necessary ancillary and enabling works, plant and equipment, and installation of PV panels on the Thomas Lord Suite.</p> <p>Application 2:23/0862/LBC: Demolition of existing bridge link and creation of a new bridge link between the Pavilion building and the Allen Stand and restoration of terracotta cladding on the Pavilion Building.</p>		
Agent	DP9		
On behalf of	MCC		
Registered Numbers	23/08458/FULL & 23/08621/LBC	Date amended/ completed	5 December 2023
Date Applications Received	5 December 2023		
Historic Building Grade	Tavern and Allen stands – unlisted. The Pavilion is Grade II*, Grace Gates Grade II Listed, Grade II Listed relief sculpture		
Conservation Area	St John's Wood		
Neighbourhood Plan	Not applicable		

1. RECOMMENDATION

1. Grant conditional permission subject to the completion of a section 106 agreement to secure:
 - a) A carbon offset payment of up to £61,380 (index linked and payable on commencement of development).

- b) S106 Monitoring costs.
2. If the S106 legal agreement has not been completed within 6 weeks of the date of the Sub-Committee's resolution then:
 - a) The Director of Town Planning and Building Control shall consider whether it would be possible and appropriate to issue the permission with additional conditions attached to secure the benefits listed above. If so, the Director of Planning is authorised to determine and issue the decision under Delegated Powers; however, if not;
 - b) The Director of Town Planning and Building Control shall consider whether the permission should be refused on the grounds that the proposals are unacceptable in the absence of the benefits which would have been secured; if so, the Director of Planning is authorised to determine the application and agree appropriate reasons for refusal under Delegated Powers.
 3. Grant conditional listed building consent.
 4. Agree the reasons for granting conditional listed building consent.

2. SUMMARY & KEY CONSIDERATIONS

The applications propose the demolition of the existing Allen Stand and the erection of a new stand with a link bridge to the adjacent Grade II* listed Pavilion and refurbishment and extension of the Tavern Stand including the provision of new hospitality facilities, retail and food and beverage floorspace. The combined capacity of the existing Tavern and Allen stands is 3,998 seats with the redevelopment proposals resulting in an additional 1,107 seats. The total capacity of the ground would be 32,287 as a result of the proposals. The proposal also includes the provision of PV panels on the Thomas Lord Suite.

In 2016 the Council granted planning permission for the redevelopment of both stands as part of a larger redevelopment which included the redevelopment of the Thomas Lord building.

The key considerations in this case are:

- The acceptability of the increase in capacity of the cricket ground in land use terms.
- The acceptability of the energy performance of the proposed new stand and the extended Tavern Stand.
- The acceptability of the proposed buildings in design terms.
- The impact of the proposed buildings on the character and appearance of the St John's Wood Conservation Area and the setting of other nearby designated heritage assets, such as the listed buildings within the site and adjoining the stand.
- The acceptability of the proposed new and extended stands upon the residential amenity of neighbouring properties.
- The acceptability of the increase in capacity of the cricket ground upon the surrounding highway/ public transport network.
- The impact of the proposals on trees inside and outside of the Ground.

The demolition of the unlisted Allen Stand and the extensions to the Tavern Stand are considered

acceptable in design and sustainability grounds for the reasons as set out within the report, subject to a legal agreement to secure a carbon off setting contribution. The provision of improved facilities and capacity at the Ground are supported in land use terms. This proposal at pre-application stage was considered by the Design Review Panel and their findings are set out in the Background Papers.

The scheme as amended is considered to be a high-quality design which compliments the range of stands within Lords, will preserve the character and appearance of this part of the St John's Wood Conservation Area, and will not affect the setting of adjacent listed buildings and gates.

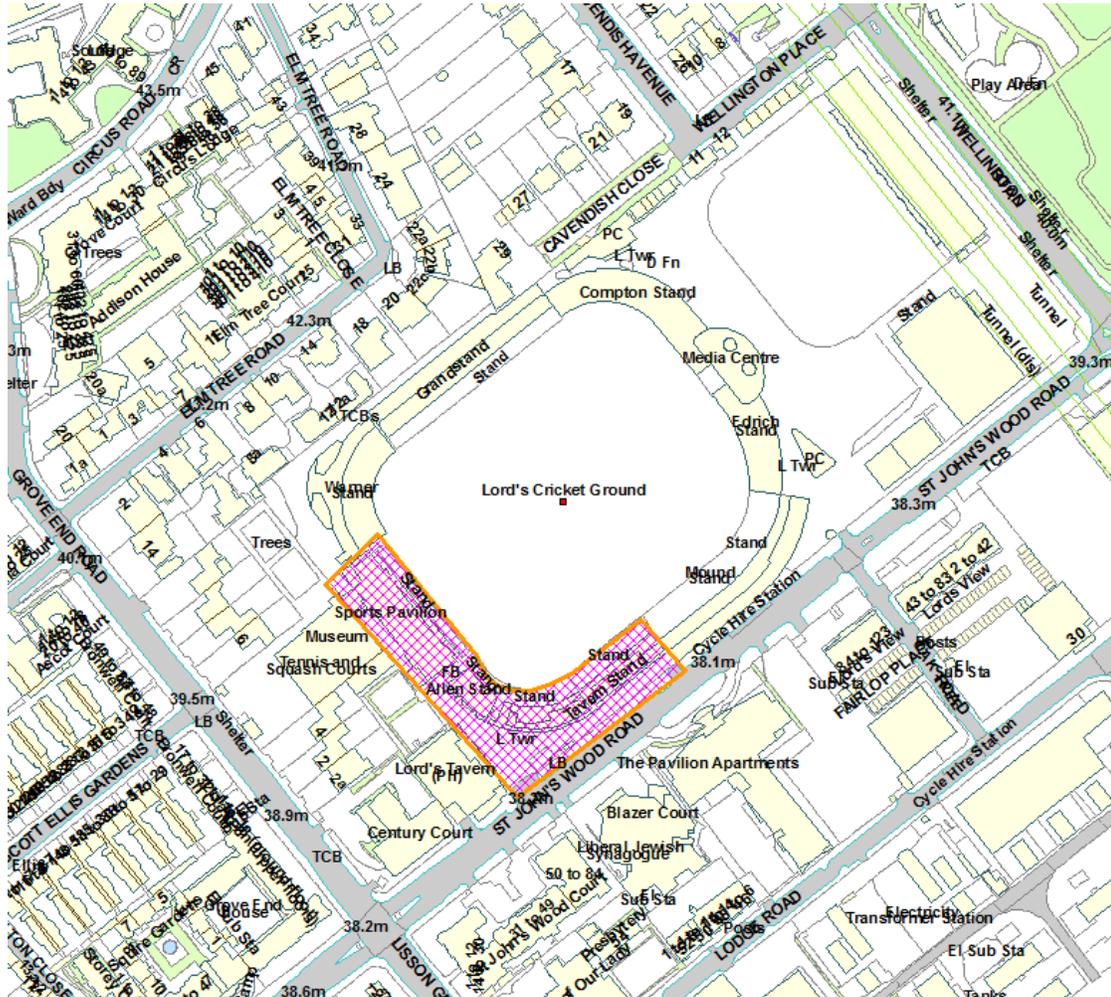
It is considered that the impact of the proposal on local transport infrastructure and the amenity of neighbouring residents can be adequately mitigated through conditions.

Whilst pruning works will be required to existing trees both inside and outside the ground, these are considered acceptable.

The listed building consent application for alterations to the Grade II* pavilion to demolish the existing link bridge and create another link bridge at storey higher is considered acceptable in historic building terms.

It is therefore recommended that conditional permission subject to the completion of a Section 106 Agreement, and listed building consent for the minor works to the Grade II* listed pavilion are granted

3. LOCATION PLAN



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4. PHOTOGRAPHS

Aerial View



View of Tavern and Allen Stand (left of The Pavilion) from within the ground.



Tavern Stand from St John's Wood Road



Tavern Stand from within Grounds by Grace Gates



Allen Stand from St John's Wood Road (photo from Google Street View)



Allen Stand from within the Grounds



Link Bridge from Allen Stand to The Pavilion



5. CONSULTATIONS

5.1 Application Consultations

WARD COUNCILLORS (ABBEY ROAD and REGENTS PARK)

Any response to be reported verbally.

TRANSPORT FOR LONDON(TfL):

Objection raised on 5 January 2024 on the following grounds:

TfL currently object to the proposals to expand Lords Cricket Ground given the existing safety concerns regarding match day demand at St John's Wood LU station. TFL noted that once further information has been received and potential mitigation funding secured TfL will revisit the acceptability of the expansion and its impact on the transport network. The proposal is currently contrary to London Plan Policy T4.

Comments were made that a station capacity assessment looking at T20 weeknight and test match Saturday needed to be conducted; that a full review of existing event management plans should be conducted – identifying what impact these have had on multi-modal travel demand; interviews with station staff to further understand issues arising from match days and complement capacity assessment should be carried out; that construction matters should be finalised provided prior to the determination of the application and that cycling parking matters needed to be provided prior to the determination of the application. TFL concluded that they would support Westminster in securing contributions/works in kind to deliver improvements which will benefit future staff and visitors of the site.

A number of discussions between the applicant, TFL and the case officer took place further to this objection, and a further response was provided on 25 March 2024. They now say:

“Due to the volume of passengers passing through the station, it requires a staff intensive program in order to implement and move passengers through the station, particularly for arrivals. It requires holding every other Jubilee line northbound train for an additional minute on the platform (this has knock on impacts for the entire Jubilee Line service), the use of both escalators and the fixed staircase in the same direction (in effect meaning the station has no choice but to operate in an ‘exit only’ mode in the arrival peaks, impacting local residents), some passenger movement onto the southbound platform (to clear the Northbound platform quicker, before the next train arrives), and all gates in the autocompletion mode (a revenue risk for TfL). In addition, some trains will not be able to stop St Johns Wood station if the platforms have not been cleared and therefore, the train will be a non-stopping service at St Johns Wood.

In order to implement the above strategy, a staff intensive program is put on by TfL, which currently covers the full cost of this. The gradual expansion of Lords (ref: 13/12002/FULL – Warner Stand redevelopment and 18/08510/FULL – Edrich and Compton redevelopment) has increased the capacity to over 31,000 seats. This has been largely unmitigated, and the soft measures secured as part of the Edrich and Compton (ref: 18/08510/FUL) permission in 2019 (to which TfL also raised concerns around capacity at St John's Wood station) have been extremely limited in success.

Hence, TfL has been left with an unsustainable situation in terms of managing and staffing demand at St John's Wood LU station. In relation to making structural or

physical changes to the station, it has been deemed that in the respect to the constrained nature of the station (including the listing of the station as Grade II listed), and the timeframe available for gaining any permissions for and delivering infrastructure improvements, that these are not feasible.....

Therefore, a range of TfL Travel Demand Management (TDM) interventions are proposed in addition to the mitigation measures for MCC. A package of proposed TfL mitigation measures below (indicative):

- A generic highlighting of the fact that for two hours prior to any cricket match at Lord's there is potential / are plans for trains, in both directions, to non-stop at St. John's Wood if platforms and stations become too busy.
- A statement that only offers Baker Street as the alternative point for customers travelling to Lord's to disembark.
- Highlight that the use of Swiss Cottage for attending the ground, or reversing the journey via switching platforms, is not viable.
- Use of posters to convey above message at stations on pre-match and match days.
- Use of on train announcements to convey above message on match-days not only on Jubilee line trains but all trains using Baker Street to inform customers intending to interchange onto the Jubilee line.
- Use of station announcements to convey above message at St. John's Wood, Baker Street and Swiss Cottage stations (others as suggested: Network Rail interchanges etc.) on match days to reinforce the message for those attending future matches.
- Planned non-stopping (every 2nd / 3rd train) to assist St. John's Wood station with station management on match days and to reinforce the message that Baker Street may be a better option for customers.

In addition to the above measures, to be implemented by TfL, a range of mitigation measures need to be put in place by MCC (Lords) to reduce the pressures on St Johns Wood and encourage the re-distribution of spectators to other LU stations, most notably Baker Street, Warwick Avenue, Marylebone, Edgware Road, and Maida Vale. alongside measures to stagger arrivals at and departures from the ground. An indicative list has been supplied by the applicant.

The proposed mitigation measures to reduce the impact on the LU station will need to be agreed with TfL, WCC, and the applicant. The principle of the below should be agreed prior to committee, with specifics regarding each proposal and monitoring methodology agreed post committee as required. TfL believe that the below measures are a fair and proportionate level of response to the overcrowding and the impact that the proposal will have on the transport network. The following is recommended in order to satisfy TfL's original concerns.

- Event Management Plan (EMP) with monitoring and targets. Use of targets has been agreed in principle. The exact % to distribute users to other stations will need to be agreed with WCC, TfL, and the applicant post committee and revised each season as necessary.
- Prior to the start of each season, travel targets, including the proportion of spectators using St Johns Wood LU station are to be agreed and set, along with a monitoring strategy.
- If travel targets are not met a financial contribution of £2,500 per major event (to be defined in the EMP) is to be paid to TfL to mitigate the station impacts and fund necessary measures to manage spectators travelling to and from Lords. This funding would need to be in place from completion of the new stands, for 10 years.

- The above figure is based on the additional staffing costs that TfL incurs to manage major events at Lords Cricket Ground but could be allocated to a range of TDM measures.
- TfL considers that this is a necessary, reasonable, and proportionate level of contribution to ensure two things: that the applicant is suitably incentivised to reduce the demand at St Johns Wood LU station, and to sustainably continue TfL's matchday operations at St Johns Wood and other surrounding LU stations.
- All costs incurred in relation to the preparation and undertaking of monitoring surveys and reports shall be met by the applicant.
- TfL recommend as part of a range of mitigation measures to redistribute spectators that ATZ improvements identified within the applicants TA are secured on the routes to the key stations. This will help improve the environment to and from Lords and the alternative stations and hopefully (alongside the other measures) will encourage spectators to use the other stations, including public transport waiting areas including bus stops.
- The applicant should look to explore a wide range of 'soft' measures that would encourage spectators to arrive outside of the peaks. These measures could include promotional offers on their F&B. This encourages some spectators to arrive earlier and thus, reducing the pressures on LU stations nearby.

It should be noted that MCC (Lords) have already changed their website in reference to St Johns Wood station being the nearest. The website now reads: *'There are a variety of London Underground stations nearby and some that are beneficial to alight at depending on where you are seated in the Ground itself. These options should be considered for entry and egress. - For the Warner Stand, Pavilion, and Tavern and Allen Stands, use Warwick Avenue or Edgware Road - For Mound and Edrich Stands, use Baker Street - For the Grand and Compton Stands, use St. John's Wood By choosing a station in closer proximity to your area of the ground you are likely to have an easier and less crowded experience. During major events at Lord's, St John's Wood station is very busy and a queuing system to enter the station post-match will be in place, so the alternatives above should be considered.'* This change is welcomed by TfL and shows that MCC (Lords) are aware that there is a valid concern from TfL in regard to overcrowding from their spectators during event days. The distribution of supporters across other LU stations will have beneficial effect on spectator journeys to and from Lords".

Subject to the imposition of conditions and securing works through a S278 agreement, TfL have also removed their objections with regards to ATZ's; construction; road safety audits. No objection is made to the proposed works to TfL street trees.

HISTORIC ENGLAND:

Historic England does not object to the demolition of the Allen Stand, its redevelopment or that of the Tavern Stand. The proposals will increase the height of both stands by one level. They also extend the floorplate of the Tavern Stand and alter its relationship with St John's Wood Road by bringing it to the back edge of the pavement. The impact of these changes on the setting of designated heritage assets, including the Pavilion and Grace Gate, would be limited and any harm would be at the lower end of the scale of less than substantial.

The removal of the temporary structures around the Grace Gate and the relocation of the scoreboard away from the Pavilion to the Tavern Stand is most welcome. It is recommended that repairs to the terracotta facade of the Grade II* Pavilion be secured.

DESIGNING OUT CRIME:

No objection to the scheme as a whole. Concerns raised to the external wall seating and that this should be removed from the scheme. Conditions suggested to obtain Secure by Design Accreditation.

ST JOHN'S WOOD SOCIETY:Tavern Stand

- The proposed design of the Tavern Stand will have a significant impact on the streetscape, not only because of its relationship to the Grace Gates, but also because of its extensive street facing façade and its relationship to the Mound Stand.
- Whilst we support the council's preference for retrofitting and welcome MCC's encouraging approach to sustainable development, the retention of the existing stand's steel structure appears to result in challenging design consequences to the rear facade of the building, most notably in the excessive bulk above ground level.
- At ground level, the reduced height arcade will feel tunnel-like, especially when compared to the high arched arcade behind the Mound Stand.
- The proposed 8m high, largely solid, 'heavyweight' wall expanse to the middle band at the rear of the stands, made up of solid construction and white aluminium fins sitting above a reduced height ground floor arcade, creates the appearance of an over-dominant structure in townscape terms.
- We would like to see a sectional mock-up of the white aluminium fins as we have some reservations about the appropriateness of the use of this material within the Conservation Area.
- The extensive expanse of white aluminium fins will create a 'civic' feel to the design. They will be highly visible from the street and will need to be cleaned regularly throughout the year.
- The prominent signage for the shops would benefit from being traditional in design, particularly due to the proximity to the Pavilion, and we assume this will be subject to further design development.
- We have some concerns about light spillage for neighbouring residents if the Michelin restaurant is to be in constant nighttime use.

Grace Gates

- It is important that the Grade II Listed Grace Gates are sensitively incorporated into the development and not left stranded as an out of place relic. We welcome the significant improvements to this aspect of the proposals since the first consultation, but we would also like to see an alternative to the large expanse of asphalt behind the gates.

Allen Stand

- Significant improvements have been made since the previous consultation. We support the proposed bridge link to the Pavilion.

Mound Stand

- The relationship with the Mound Stand needs greater resolution to ensure that the transition of styles and scale are appropriately addressed.

Whilst the comments above stand, the society have verbally confirmed to the case officer, that following discussions with the applicant and architects that detailed conditions regarding mock-ups and bay studies would likely address the concerns raised.

UKPN:

No response received.

WCC SPECIAL EVENTS TEAM:

Any response to be reported verbally.

ARBORICULTURAL SECTION:

Objection raised on impact to trees within the site and to TFL trees on St John's Wood Road.

ENVIRONMENTAL SCIENCES:

No objection overall, some concern raised with regards to the increase in traffic as a result of the increase in spectators, however the only reference to this, is in section 6.2 and 8.2 of the report and it is not clear what the Air Quality impacts are associated with the proposal.

HIGHWAYS PLANNING:

No objection to proposals. Note that TFL are objecting to the proposals on the grounds of additional pressure the proposals will put on St John's Wood Tube Station.

WASTE PROJECTS OFFICER:

No objection.

WCC ECONOMY TEAM:

The scheme does not require an Economy & Skills contribution as it is a local community use.

BUILDING CONTROL:

No objection.

ADJOINING OWNERS/OCCUPIERS AND OTHER REPRESENTATIONS RECEIVED

No. Consulted: 791

Total No. of replies: 7

No. of objections: 7

7 letters of objection (2 responses received on behalf of one household) received on some or all of the following grounds:

Design:

- Uneven heights of the stands with the existing stands will appear ugly.

Amenity:

- Height increase and impact to views.
- Loss of solid boundary wall will result in more noise onto St John's Wood Road.
- Loss of privacy from the new stand and link bridge.
- Open air events and concerts would result in additional noise and large gatherings.

Highways Implications:

- Improved traffic and pedestrian plans need to be in place.
- Impact on traffic and highways during course of construction

Other:

- The Statement of Community Involvement is misleading as it appears residents in Blazer Court have not been notified about the proposals from Lords itself, or Westminster Council has taken place.
- Impact on neighbour's amenity during course of construction
- Asbestos concerns from demolition

- Impact to property valuation

PRESS ADVERTISEMENT / SITE NOTICE:

Yes (multiple notices on public highway surrounding the Ground)

5.2 Applicant's Pre-Application Community Engagement

Engagement was carried out by the applicant with the local community and key stakeholders in the area prior to the submission of the planning application in accordance with the principles set out in the Early Community Engagement guidance. The engagement activities undertaken by the applicant are summarised in the (applicant's) table below:

Date	Stakeholder Activity	Attendees
14 July 2022	Two drop-in sessions during a One-Day International match to view an exhibition of early concept plans	MCC Members
18 August 2022	Two drop-in sessions during a Test match to view an exhibition of early concept plans	MCC Members
3 May 2023	MCC Annual General Meeting, with presentation delivered by MCC's Chair of Estates, Jim Johnston	MCC Members
22 May 2023	Exhibition of the emerging designs presented to MCC's Accessibility Group	MCC Accessibility Group
24 May 2023	Meeting with MCC Members who regularly use the Allen Stand	Brian Ford and Brian Sharp
2 June 2023	Drop-in session during a Test Match to view an exhibition of emerging designs	MCC Members
16 June 2023	Presentation of exhibition of emerging designs during a T20 match	Members of the SJWS Ward Councillors
20 June 2023	A public exhibition of the emerging designs, followed by a presentation delivered by MCC's Estates Director, Robert Ebdon	Local residents
29 & 30 June 2023	Drop-in sessions during a Test Match to view an exhibition of emerging designs	MCC Members
4 July 2023	A meeting with the St. John's Wood Society Planning Committee	Christine Cowdray Members of the SJWS Planning Committee
11 July 2023	An online meeting of MCC Members, to view and discuss an exhibition of emerging designs, facilitated by MCC's Chair of Estates and Estates Director	MCC Members
20 September 2023	Site visit to Lord's by Historic England	Historic England
20 & 21 September 2023	Drop-in sessions during a Middlesex Championship match to view an exhibition of emerging designs	Middlesex CCC Members
10 October 2023	A meeting of the Lord's Community Group	Lord's Community Group (meeting open to all local residents and businesses)
11 October 2023	A meeting with MCC's Accessibility Group	MCC Accessibility Group
26 October 2023	WCC Design Review Panel	WCC Design Review Panel
7 November 2023	Presentation of scheme to St John's Wood Security Group	Liberal Jewish Synagogue, American Ambassador Residence, Abbey Road Studios, London Central Mosque, The American School
23 November 2023	A presentation to the Safety Advisory Group	Safety Advisory Group
20 November 2023	A public exhibition of the proposals being prepared for the Planning Application	Local residents (advertised by letter drop)

In summary, across the range of engagement undertaken by the applicant, the principal issues raised were in-ground circulation, the streetscape and boundary wall treatment along St. John's Wood Road (in particular the juxtaposition of the Grade II-listed Grace Gates and the architecturally significant Mound Stand), maintaining the visual distinctiveness of the two stands and ensuring spectators are sufficiently protected from wind, rain and sun.

The applicant's Statement of Community Involvement and other application documents identify that the scheme has evolved to take into consideration the views and representations expressed during pre-application community engagement and following the Design Review Panels comments.

During the course of the application, three objections were received on the grounds that the MCC had not consulted the residents of what appears to be Blazer Court and St John's Wood Court. One of these objections was also sent directly to the Estates Director of MCC via email. In response to these criticisms, the Estates Director of MCC wrote to the objector directly advising that letters had been delivered to Blazer Court and were recorded as such, but that to ensure the engagement is thorough, an invite to the Lords Community Group Meeting on 22 January 2024 was made and a further exhibition would be held on 20 February 2024. To advise residents of Blazer Court of these additional events, a further letter would be sent to all residents within the block and a poster put in the foyer with the help of the concierge. The Estates Director also confirmed that he would add the objector's details to the mailing list for the Lords Community Group Meeting.

A further point to note, at the Lords Community Group Meeting of 22 January 2024, and at the request of Councillor Rigby, the Estates Director confirmed that a hard copy of the plans and documents would be placed in the St John's Wood Library for those who do not have access to the internet to view the plans and proposals. This was done on 30 January 2024.

6. WESTMINSTER'S DEVELOPMENT PLAN

6.1 City Plan 2019-2040 & London Plan

The City Plan 2019-2040 was adopted at Full Council on 21 April 2021. The policies in the City Plan 2019-2040 are consistent with national policy as set out in the National Planning Policy Framework (NPPF) (December 2023) and should be afforded full weight in accordance with paragraph 225 of the NPPF. Therefore, in accordance with Section 38 of the Planning and Compulsory Purchase Act 2004, it comprises the development plan for Westminster in combination with the London Plan, which was adopted by the Mayor of London in March 2021 and, where relevant, neighbourhood plans covering specific parts of the city (see further details in Section 6.2).

As set out in Section 38(6) of the Planning and Compulsory Purchase Act 2004 and paragraph 47 of the NPPF, the application must be determined in accordance with the development plan, unless material considerations indicate otherwise.

6.2 City Plan Partial Review

The council published its draft City Plan Partial Review for consultation under Regulation

19 of the Town and Country Planning Act (Local Planning) (England) Regulations 2012 on 14 March 2024. The consultation continues until 25 April 2024. The Partial Review includes updated policies for affordable housing, retrofitting and site allocations.

An emerging local plan is not included within the definition of “development plan” within s.38 of the Planning and Compulsory Purchase Act 2004. However, paragraph 48 of the NPPF provides that a local authority may give weight to relevant policies in emerging plans according to:

- the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given).
- the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and
- the degree of consistency of the relevant policies in the emerging plan to this Framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given).

Footnote 22 to paragraph 48 states that during the transitional period for emerging plans consistency should be tested against the version of the Framework, as applicable, as set out in Annex 1 (paragraph 230). This means that the consistency of the policies in the City Plan Partial Review must be tested for consistency for the purposes of paragraph 48(c) against the September 2023 version of the NPPF.

Accordingly, at the current time, as the Partial Review of the City Plan remains at a pre-submission stage, the policies within it will generally attract limited if any weight at all.

6.3 Neighbourhood Planning

The application site is not located within an area covered by a Neighbourhood Plan.

6.4 National Policy & Guidance

The City Plan 2019-2040 policies referred to in the consideration of this application have been examined and have been found to be sound in accordance with tests set out in Paragraph 35 of the NPPF. They are considered to remain consistent with the policies in the NPPF (December 2023) unless stated otherwise.

7. BACKGROUND INFORMATION

7.1 The Application Site

Lords Cricket Ground is located on the northern side of St John’s Wood Road, bounded by Wellington Road and Wellington Place and properties of Elm Tree Road and Grove End Road. The site lies within the St John’s Wood Conservation Area. This part of the conservation area is characterised by buildings of a larger scale and function, including St John and Elizabeth Hospital, hotels and large post-war residential blocks. Lord’s is part of this established character and appearance. The scale of the cricket ground and the height of the stands are familiar elements within the townscape.

Within the cricket ground, the Pavilion Building is listed Grade II* and the Grace Gates

are Grade II listed. Lord's Cricket Ground also includes a wide variety of spaces, including the cricket field itself, the Harris Garden, formerly tennis courts, made into a memorial rose garden in 1934 and the semi-open space created by the brick arcade of the original Mound Stand now used as a public concourse. It is this variety of buildings and spaces that underpins the unique character and significance of Lord's Cricket Ground.

The ground is made up of a variety of buildings, stands and structures of contrasting architectural styles that have been built in phases throughout its history. These range from the Media Centre, the 1999 Stirling Prize winning structure by Future Systems which now defines the eastern end of the ground to the Grade II* Pavilion, the late Victorian club house by Verity with an ornate terracotta façade. The proposals themselves relate to the Tavern and Allen Stands, which are on the southern part of the site, alongside St John's Wood Road.

To the north of the site are a number of individual houses on Cavendish Close; to the west of the site are houses of Grove End Road and a block of flats called Century Court and to the south on St John's Wood Road are residential blocks of flats, including Blazer Court, Pavilion Apartments, St John's Wood Court, Lords View One and Lords View Two.

7.2 Recent Relevant History

There have been a large number of planning decisions at Lords Cricket Ground and the following are relevant in the determination of this latest proposal.

Permission was granted in March 2019 (18/08510/FULL) for the demolition of the existing Compton & Edrich stands and redevelopment comprising the erection of a new stand to provide up to 11,500 seats, relocation of the existing floodlights, provision of new hospitality facilities, retail and food and beverage floorspace, hard and soft landscaping, servicing facilities, and all necessary ancillary and enabling works, plant and equipment.

Permission was granted in February 2016 (15/07111/FULL) for the masterplan, including the demolition of the existing Tavern Stand, Allen Stand, Thomas Lord Building, MCC Office Building and Scorers' Box and redevelopment comprising the erection of new stand, new Thomas Lord Building with an expanded basement and relocated public house, new Harris Garden Building, new Scorers' Box, internal and external alterations to the Pavilion, a new shop in the Bowlers' Annexe together with relocation of the floodlight, hard and soft landscaping, servicing facilities and all necessary ancillary and enabling works, plant and equipment. This was the subject of a Section 106 legal agreement and has not been implanted.

Permission was granted in June 2014 (13/12002/FULL) for the demolition of the existing Warner Stand and its redevelopment to provide a new stand of 2922 seats with match day control facilities, restaurant, bars and catering outlets together with new landscaping, servicing and enabling works including plant and equipment. Relocation of one of the existing temporary floodlights from the rear of the Warner Stand so that the base of the floodlight mast is within the new stand. Erection of new glazed link between the new stand and the listed Bowlers Pavilion facade. This redevelopment is now completed.

In respect of the floodlights within the Ground although not forming part of this application it is worth highlighting the following.

Planning permission was granted in 2009 for the installation of four retractable floodlight masts (maximum of 12 matches and four practice matches per year) and the erection of a new substation for a five-year period.

Various permissions have since been granted for the floodlights, including separate permissions for the integrated floodlight within the new Warner stand which has now been completed and an integrated floodlight within the proposed redevelopment of the Compton and Edrich Stands. The most recent permissions granted in March 2019 (in respect of those on the Compton and Edrich Stands) and earlier in February 2018 allowed for the continued use of the floodlights operating for a maximum of 14 days, a maximum of 15 evenings and 2 evening practice matches.

8. THE PROPOSAL

The proposal is for the final phase of the Lords Masterplan. Planning permission (and where relevant, listed building consent) is sought for the demolition of the existing Allen stand and the erection of a new stand and link bridge to the adjacent listed Pavilion, refurbishment and extension of the Tavern Stand, provision of new hospitality facilities, retail and food and beverage floorspace, hard and soft landscaping, servicing facilities, and all necessary ancillary and enabling works, plant and equipment, and installation of PV panels on the Thomas Lord Suite.

The Tavern Stand will see the retention of its three tiers, basement, and the majority of the steel frame structure. The proposals will add a new 'backpack' steel structure to the rear of the building, extending the accommodation up to the existing St John's Wood Road boundary, and adding an additional terrace level and seating tier on the upper level of the building.

Through this extension, the retained Tavern Stand will be able to accommodate the additional support and back of house space for the new Members and hospitality areas, as well as bar space on the first level and bar terraces at levels three and four. The seating area within the Tavern Stand will be expanded and achieve compliance with modern requirements and benefitting from enhanced views of the cricket pitch and a reduction in restricted views, according to the applicant. An additional 841 new seats are proposed within the stand (creating a total of 4222), with 680 of these seats being provided on the new upper level of the Tavern Stand, along with a new open air terrace area and standing concourse area.

The Allen Stand is proposed to be demolished, and replaced with a new stand, broadly within the same footprint as the existing. The new stand will meet modern requirements and provides a series of functional improvements including new lifts and level access and accessible WC's. The stand will include a restaurant offer at first floor, which will operate both on and outside of match days, with a capacity of 60 covers with direct access to the seating terraces. An additional 166 seats are proposed within the redesigned stand, totalling 783.

At the top of the Allen Stand, the Members' terrace bar will become 'open' through the relocation of the existing video replay screen to the new Tavern Stand. This will allow a roof to be provided over the bar area, and the opening up of the façade to the rear, and the provision of accessible WC's and seating spaces that can be accessed via the new passenger lift.

The height of the new stands will step down from the Tavern Stand, but at around 7.5m higher than the existing stand, to the relocated video replay screen, and on to the new Allen Stand, which stands at 17m in height.

The existing link between the Allen Stand and the Pavilion building is proposed to be removed and replaced by a new bridge link on the upper level, linking the Members' bar on the Allen Stand to the Members' bar in the Pavilion, and providing views to the cricket pitch as well as the Harris Garden to the rear. The relocation of the bridge removes the current conflict that exists between the bridge link and the restricted access to the players and match officials' area, which prevents the bridge being used during Major Matches. The new bridge will mean that Members can circulate between the Pavilion, Allen Stand, Tavern Stand and Mound Stand, and access different bar offers on each stand without need to return to the ground floor and each time. The new bridge will be composed of steel with a glass balustrade, achieving a respectful connection between the Allen Stand and the Pavilion

Table 1: Existing and proposed land uses.

Land Use	Existing GIA (sqm)	Proposed GIA (sqm)	+/-
Tavern and Allen Stand	1348m ²	3750m ²	+ 2402m ² (820m ² of which is retail shop, bars and food offerings)

Table 2: Seating Capacities of the Tavern & Allen Stand

Seats		
Tavern		
Level	Existing	Proposed
Ground	1603	1661
Level 01	240	370
Level 02+03	1538	1535
Level 04	0	656
Total	3381	4222

*128 Cover Restaurant, 14 Grace Suite, 184 in Boxes, 34 under Scorers Box

Seats		
Allen		
Level	Existing	Proposed
Ground	314	331
Level 01	0	140
Level 03	303	312
Total	617	783

*60 Seats Bar Area Drinks Only

*60 Cover Buffet Restaurant

Accessible Seating			
Tavern			
Level	Existing	Wheelchair	Companion
Ground	0		
Level 01	0	4	4
Level 02+03	0	22	22
Level 04	0	12	12
Total	0	38	38

Accessible Seating			
Allen			
Level	Existing	Wheelchair	Companion
Ground	0	4	4
Level 01	0	0	0
Level 03	0	8	8
Total	0	12	12

Tavern + Allen		
Level	Existing	Proposed
Total	3998	5105
Additional		1107

9. DETAILED CONSIDERATIONS

9.1 Land Use

9.1.1 Principle of proposed new stands

Westminster City Plan notes the presence of Lord’s Cricket Ground as a function of international importance, noting in its introduction that the Ground, amongst other major developments, help to boost the economy and encourage visitors to spend time in Westminster. Policy 15 of the City Plan states that Westminster will ‘*maintain and enhance to attractiveness of Westminster as a visitor destination, balancing the needs of visitors, businesses and local communities*’, with the supporting paragraph noting that this support extends to uses that represent a major part of the nation’s cultural heritage, specifically making reference to Lord’s Cricket Ground.

The principle of the proposals is therefore welcomed under the general aims of the City Plan. As a point to note, the cricket ground provides valuable community services outside of match days/ events from providing children’s cricket sessions to local schools, events for the elderly etc and therefore the proposals are therefore considered to also comply with City Plan Policy 17 which encourages the development of new community infrastructure and facilities.

9.1.2 Increase in capacity

The proposed increase in capacity is 1,107 seats. This is comparable to the increase in capacity approved as part of the Tavern and Allen Stand phase of the masterplan granted in 2016, which allowed 1082. The proposal would represent a relatively modest 3.5% increase of the current ground capacity (31,180). Such an increase is not

considered to represent an overdevelopment of the ground, especially considering the limited occasions that the Ground is likely to reach this capacity. So long as it is shown that the increase in spectators can be managed effectively, especially in terms of crowd arrival and dispersal, transport capacity and management of egress and impact on local residential amenity (which will be assessed in the relevant sections below) the increase in capacity is considered to be acceptable.

9.1.3 Hospitality uses.

The proposal includes the provision of new and reconfigured hospitality areas. The proposed includes the following:

Ground floor level.

Allen Stand - a new Middlesex Lounge
Tavern Stand - 2 bars are proposed.

First floor level

Allen Stand – a refectory/restaurant
Tavern Stand – a restaurant (supported by a kitchen); the Grace Suite and 9 hospitality boxes.

Third floor level

Allen Stand – Allen Bar/ Terrace and Members Terrace
Tavern Stand – Bar/ Terrace; Grab & Go food section.

Fourth floor level

Tavern Stand - Bar/ Terrace; Grab & Go food section.

The applicant has advised that the hospitality areas in the Tavern Stand are to be open on match days only, whereas the restaurant in the Allen Stand, which has a 60-cover capacity is proposed to be open on match days and non-match days all year round (for special events rather than general public attendance).

As way of background, in dealing with the master plan redevelopment proposals of the Tavern Stand and Allen Stand the proposed restaurant was limited to the hours of 08.00-23.00hours. No further restrictions on the number of days it could be used throughout the year were imposed given the restaurants location distance away from nearby residents.

In dealing with the Compton and Edrich Stands, which allowed spaces of 350-400 covers split between two suites, these too were limited between 08.00-23.00hours.

The Warner Stand was approved with conditions to limit the hours of the new restaurant to between 08.00-23.00 hours and to limit the number of days it could be used each year (100 days per calendar year and no post function cleaning/waste disposal until after 10am the next morning when no functions or cricket matches are taking place) given its proximity to residents in Elm Tree Road.

Given the recent history outlined above; that the hospitality spaces in general are replacing those that already exist or are improving spaces in making them accessible for all and that the spaces are located some distance away from the nearest residential properties of Blazer Court and St John’s Wood Court, it is considered appropriate to limit

the hours to between 08.00 and 23.00hrs.

9.1.4 Conclusion

The proposals are considered acceptable in land use terms subject to conditions.

9.2 Environment & Sustainability

9.2.1 Whole Life Carbon

The applicant has submitted a summary of the whole life carbon assessment following RICS methodology (2017). The projected upfront carbon is 1568 kgCO₂e/m². Whilst there are no embodied carbon benchmarks for venues and stadiums, it should be acknowledged that these types of construction are very carbon heavy. If benchmarked against average building, this scheme would fall beyond the LETI banding, and would be almost twice higher than GLA's minimum threshold of 950 kgCO₂e/m².

The reasons for this are as follows:

- Stadium bowls have inherently high carbon due to requirements for large spans, such as cantilevers to get the seating angle – this applies to both upper levels of Allen stand as well as Level 04 of the new Tavern.
- There are more strict dynamics requirements on grandstands than standard structures to avoid crowd induced vibrations, which requires additional structural mass to achieve.
- The assessment is detailed to account for seatings, frames, wiring etc. which usually is not considered in early-stage whole life carbon assessments.
- The gross internal area used for the purpose of the assessment and as part of the application is overall small (3750m²), therefore the carbon is not 'spread' over multiple floors and grounds.

The total emissions associated with the proposed development up to practical completion are projected to be 5881000 kgCO₂e. Whilst the emissions are considerably high, given the unique situation and proposals put forward, on balance, the proposals are considered justified. It is recommended that a condition securing the development to be Net Zero carbon, verified in both construction as well as operation is attached to any permission granted.

9.2.2 Sustainable Design

Policy 38 D of the City Plan seek to ensure a sustainably designed development and that measures have been incorporated into design in the following applications and as follows:

1. non-domestic developments of 500 sq. m of floorspace (GIA) or above will achieve at least BREEAM "Excellent" or equivalent standard.
2. Residential conversions and extensions of 500 sq. m (GIA) of residential floorspace or above, or five or more dwellings will aim to achieve "Excellent" in BREEAM domestic refurbishment or equivalent standard.

A sustainability report has been submitted with the application and the development is targeted to meet targets associated with water use (rainwater harvesting, water saving devices); affordable and clean energy; sustainable active transport and promoting public transport; responsible consumption and productions in terms of energy and waste; no use of natural gas and biodiversity enhancements etc. Passive design measures are also proposed such as solar coated glazing with low g value and recessed windows prevent overheating risk in the glazed elements. The proposals have been designed to

achieve a BREEAM 'Excellent'. As noted below the proposals are set to achieve carbon savings beyond minimum UK Building Regulation requirements and London Plan targets reaching a 54% reduction in carbon emissions. Conditions to ensure that the development meets the targets are recommended.

The proposals are considered to comply with Policy 38D of the City Plan.

9.2.3 Energy Performance

The Energy Statement submitted by the applicant has been reviewed in accordance with the Westminster City Plan 2019 -2040 Policy 36 A-E and the London Plan 2021 Policy SI2. The development targets energy efficiency improvements and carbon emissions reductions for the building.

The Baseline (the Target Emissions Rate) against which the carbon emissions savings have been calculated is based on Part L 2021 of the Building Regulations.

The following table illustrates the results of the Applicant’s assessment based on Energy Statement Methodology has illustrated in Westminster City Council Policies and the GLA Energy Statement Guidance.

Table 3: Regulated carbon dioxide savings from each stage of the energy hierarchy.

	Regulated Carbon Dioxide Savings	
	Tonnes CO2 per Annum	%
Be Lean: Savings from energy demand reduction	0.2	2
Be Clean: Savings from heat network.	0.0	0
Be Green: Savings from renewable energy	7.2	53
Cumulative on-site savings	7.4	54
	Tonnes CO2	
Cumulative savings for offset. payment	187	
Cash-in-lieu contribution.	£61,380	

The overall target of achieving an on-site regulated carbon emissions reduction of 35% over Part L 2021 has been met and surpassed reducing emissions through the Energy Hierarchy although regrettably, the Be Lean target of 15% has not been met.

Be Lean

As illustrated in the Energy Statement, to maximise the energy efficiency of the development and thereby reduce energy demands, several key design principles have been incorporated. The Applicant has not achieved the 15% on-site carbon emissions improvements as requested by the GLA Energy Statement guidance however, it proposed

to offset this shortcoming in the Be Green part of the Energy Hierarchy. Given the tight knit nature of the site defining the parameters of the proposals, the arguments put forward in the submission, the benefit to the city of the new and replacement stands and the design and heritage credentials of the new and replacement stands this approach is accepted and has received the support of the Council's Sustainability Officers.

Be Clean

While the possibility of a site-wide heating system was explored, which would have included all demises within the main building in one efficient network, this option was ultimately deemed unviable as no approved plan currently exists for the area. Therefore, in line with the requirements of the council and the GLA, the applicant will need to future proof the plantroom space allocating an appropriate amount of extra space for technical equipment which can be used to connect to a district heating network should this become available in the future.

Be Green

Space heating and domestic hot water will utilize Heat Pump Units connected to a central heat pump system in plant areas, with CO₂-based DHW Air Source Heat Pumps (ASHPs) for efficient high-temperature delivery. Variable Refrigerant Flow (VRF) units will cool hospitality and other spaces. Air quality and thermal comfort will be maintained via air-handling and Mechanical Ventilation with Heat Recovery (MVHR) units, offering improved ventilation heat loss, indoor air quality, and acoustics, along with a summer by-pass feature to mitigate overheating risk. Efforts have been made to utilise the available rooftop space of the reconstructed Tavern Stand for the installation of photovoltaic (PV) panels. Since the new Allen Stand lacks roof space, a significant installation of PV panels is being undertaken on the roof of the nearby Thomas Lord Suite. This will supply power to both the Tavern and Allen Stands. The overall system will include 320m² of PV panel area and this is welcomed.

9.2.4 Circular Economy

The proposal seeks to retain, refurbish and extend the Tavern Stand, while disassembling and reusing some parts of Tavern Stand., whilst the Allen Stand is to be completely demolished, with all existing materials to be downcycled, apart from the video screen and frame.

The applicant has submitted a pre-demolition audit and pre-redevelopment audits, identifying key materials for reuse, both on and off-site, as well as materials that most likely be downcycled or will be sent to landfill. The audits also recommend waste management companies and platforms such as the Excess Material Exchange, Globchain, and for each material type.

Concretes represent the largest amount of potential waste, and it is understood that 64.3% of the waste will be concretes. Whilst the applicant has not reported the amount of embodied carbon present in existing element, it is strongly recommended that the concrete is crushed (on or off-site) in a clean environment, without contamination, for higher recyclability and re-use in future concretes (subject to planning). Crushed concrete for landscaping, fill or similar uses that are considered downcycling should be adopted only after all other upcycling mechanisms have been explored. This is also the case for all glass elements.

The proposals are considered to comply with Policy 37C of the City Plan: Waste

Management and the Council's ESPD.

9.2.5 Air Quality

The applicant has submitted an air quality assessment with the application, and this has been assessed by Environmental Sciences officers. The proposals are considered to be air quality neutral.

Construction Phase

Traffic

There is predicted to be an increase of 5 vehicles per day, 4 of which will be heavy duty vehicles (HDVs). As the increase in construction traffic is below the screening criteria requiring detailed assessment (see Table 6-1), the impact of construction traffic emissions on local air quality can be ruled not significant.

Construction Dust

The Air Quality report states: *'The following mitigation measures can be incorporated into the development so as to ensure that the residual effects from construction are not significant'*.

Assuming the relevant mitigation measures outlined are implemented, the residual effect from all dust generating activities is predicted to be not significant in accordance with the Mayors Guidance.

Developments of this size will be required to sign up to the council's code of construction practice (CoCP), where these mitigation measures will be set out and approved within a site-specific Site Environmental Management Plan (SEMP). It is therefore recommended that the CoCP condition is imposed should permission be granted.

Operational Phase Traffic

The Air Quality report addresses Operational impact mitigation and states: *'As the impact from all operational aspects of the proposed development are not significant, no further mitigation is required'*.

No additional car parking spaces are proposed, and any additional trips generated resulting from the increase in stadium capacity during events (which will take place on circa 20 days each year) will be dispersed over the wider road network. It has therefore been determined that the impact on air quality from traffic emissions generated by the operation of the proposed development will be not significant.

Within the submitted Transport Assessment it states: *'There are no changes proposed to the existing site-wide service vehicle access arrangements as a result of the proposed development. 3.13.5 The proposed development is expected to generate an additional two service vehicles across the two weeks leading up to a major (match day) event, which is not significant'* and this view is agreed.

Combustion Sources

The Air Quality report states that there is no combustion plant or gas consuming equipment proposed with heating and hot water demand to be met via high temperature air source heat pumps (ASHPs), electric water heaters and variable refrigerant (VRF) systems. In addition, Emergency standby power will be met using local batteries, and no

emergency diesel generator is proposed. No combustion plant or gas consuming equipment is therefore proposed that may have any impact on air quality.

The proposals are considered to comply with Policy 32 of the City Plan.

9.2.6 Flood Risk & Sustainable Drainage

The site is not located within a flood zone or a surface water management zone. There will be no change on impermeable areas.

Sustainable Drainage System (SuDS) are not required as there will be no increase in impermeable surface areas because of the demolition, refurbishment, alteration and extension works.

The proposals are considered to comply with Policy 35 of the City Plan.

9.2.7 Light Pollution

There are no changes to the four existing floodlights in the grounds as a result of the proposals.

It is not considered that the elevational treatment of the stands, notably the Tavern Stand as this is the stand nearest to residential building on St John's Wood Road, results in any significant or harmful levels of light pollution.

The proposals are considered to comply with Policy 33(B) of the City Plan.

9.2.8 Land Contamination

The applicant has submitted a Ground Engineering Desk Study. Environmental Sciences officers consider that the report is sufficient in identifying the full site history and environmental information from the public records. Further to this, it is recommended that the Council's standard land contamination in relation to site investigation, remediation strategy and validation report in respect of the redevelopment of the Allen Stand.

The proposals comply with policy 33(E) of the City Plan.

9.2.9 Environment & Sustainability Summary

Whilst the proposals are carbon intensive and in terms of energy performance the proposals do not meet the aims of Be Lean, for the reasons discussed and given the nature of the scheme, the proposals have received the support from the Council's sustainability officers, are considered to meet the City Council's environmental and sustainability policies and the Planning Obligations and Affordable Housing SPD. Conditions to ensure the development provides the measures as set out; that BREEAM Excellent is achieved, and that monitoring is carried out to ensure compliance with said conditions are recommended.

9.3 Biodiversity, Tree's & Greening

9.3.1 Arboricultural Matters

Trees on or near to site

Almost all trees within Lords Cricket Ground, including two mature limes T7 and T8, are protected by Tree Preservation Order W179. The remainder of trees within the Ground

are protected by virtue of being within the conservation area.

Photo to show T7 and T8
– west of the Allen
Stand, next to the
Coronation Gardens



The London planes T9-T18 on the footway of St John's Wood Road are owned and managed by TfL. They are protected by virtue of being within the conservation area.

Photos to show TfL
owned trees on St
John's Wood Road
(T9-T18)



Trees T1 (eucalyptus), T2 (ash), G3 (5 cherries), T4 (birch), T5 (evergreen Magnolia) and S6 (various shrubs) are outside the application site within the gardens of 2a-4 Grove End Road. These are not protected by virtue of Tree Preservation Orders, but are protected by virtue of falling within St John’s Wood conservation area.

Pruning to facilitate development.

The crowns of 5 trees (T7, T8, T12, T13 and T14) trees are proposed to be reduced to provide sufficient clearance for external facade works and erection of a scaffold framework, which it is said will protrude 1.5 m from the buildings. The tree report says the proposed pruning includes the anticipated logistical requirements of the proposal. Below are photos annotated by the applicant to show the likely pruning required to T7 and T8 within the grounds and to the TFL trees on St John’s Wood Road.



T7



T8



T12



T13

The arboricultural officer is concerned that the proposed pruning would be of detriment to the health and amenity value of trees T8 and T13. They remain unconvinced that the extent of pruning would be sufficient to facilitate the development, and that the demolition and

construction logistics are likely to give rise to additional potentially harmful pruning. The outline construction logistics plan indicates considerable activity around the trees, with the trees to be located behind site hoarding, and within the works area, which will render them vulnerable to accidental damage. The officer also considers that even if the proposed pruning was adequate to facilitate the development, it is likely that ongoing works would be required to maintain adequate clearance for building maintenance and to avoid conflict with built structures.

Whilst the concerns are noted with regards to T8, it is within the applicant's best interest to ensure that trees on the site are retained and provide amenity value in an otherwise hard landscaped, built-up ground. A condition securing these pruning methods is recommended. With regards to T18 notably, as this tree and the other street trees are owned by TFL, with the agreement of TFL who have no objection to the works, it is recommended that the applicant sign up to a S278 (highways works) agreement with TFL to secure further details of the pruning. With regards to construction and logistics, given the sites location off a TFL road, further details which can encompass the impact to trees can also be secured via a S278 agreement. With regards to on-going maintenance, this is to be expected and the applicant is aware of the potential on-going requirements. TFL as landowner will need to agree this course of action. It is not a reason within itself to withhold permission.

Building maintenance

The proposals do include details of the intended façade maintenance of the Allen and Tavern Stands. Subject to the intended methodology, there may be additional impacts on the canopies of the adjacent trees. Details of proposed building maintenance arrangements are required to determine the likely longer-term impact on the trees; however, it is considered that a condition to secure this is sufficient.

Root Protection Areas (RPA)

The arboricultural officer considers that the RPA's shown in the submission are not correct and should be replotted. If this is done, they considered that the impact to the tree's, notably T7 and T8 is likely to be greater than initially thought. Given that the T7 and T8 are closest to the Allen Stand which is being replaced in its entirety, whilst the applicant considers that any works here could be accommodated with minimal impact to these tree's given the existing makeup of the ground and walking areas between these trees and stand, a condition is recommended to secure these further details.

Proposed foundations and removal of existing foundations

The Council's arboricultural officer has made comments on the removal of the foundations of the existing boundary wall alongside St. John's Wood Road and the new foundation construction for the new boundary wall/ Tavern Stand ground floor elevation. As the impact of these works is to TFL owned trees, whilst any harm caused could harm the visual amenity these trees provide to local residents, visitors and to the Conservation Area, ultimately TFL will need to be content of the works proposed. These details are to be secured via a S278 agreement with TFL.

Turning to trees within the site itself, sheet piling is proposed in the root protection areas of T7 and T8 in order to accommodate a proposed basement to the Allen Stand. The Council's arboricultural officers considered insufficient information has been submitted to demonstrate the likely impact of sheet piling for the proposed Allen Stand on trees T7 and T8. A condition securing further details is recommended.

Utilities

The structural methodology statement and/ or foul sewage and utilities assessment indicate:

- Removal of existing electrical cables within the RPAs of T7 and T8
- Removal of existing water connection to Allen Stand within the RPAs of T7 and T8
- Relocation of existing water 'ring main' to accommodate piling to proposed Tavern Stand with the potential to impact upon trees T11, T12, T13 T15
- New foul water connections within RPAs of T7 and T8 and the London planes on St Johns Wood Road with the potential to impact upon trees T11, T12, T13 T15
- Data and communications cabling is not yet developed.

The Council's arboricultural officer is concerned about the extent of excavation in the RPAs of trees for removal of existing utilities and installation of new utilities, and the potential for loss or harm to the trees as a result. Conditions are recommended to secure further details, to which the Council will assess in relation to trees within the site, and for those works affecting TFL owned tree's, TFL will be consulted on any future approval of details applications.

9.3.2 Landscaping & Greening

Given the constraints of the site and that there is increased bulk and massing proposed, the opportunity for landscaping is limited. The submission includes:

- At ground floor level, narrow raised planters alongside to the boundary wall with St Johns Wood Road, which are partly over sailed by the proposed Tavern Stand A small, raised planter adjacent to the proposed Allen Stand, over sailed by the projecting roof.
- At first floor level, two discrete narrow planters.
- At third floor level, some discrete narrow planters.
- At fourth floor level a narrow band of linear planting on the proposed Tavern Stand largely below the roof.

Whilst it is unfortunate that there is no scope for further landscaping, the proposals are significantly greater than the existing situation and therefore accepted. Conditions to secure further details of what is proposed is recommended.

9.3.3 Biodiversity Net Gain (BNG)

The new BNG requirements (for major applications) applies only to those application submitted after BNG took effect on the 12 February 2024.

However, as set out in the applicant's ecological appraisal, mitigation and enhancements have been proposed in the form of habitat retention, incorporation of habitat features such as insect hotels and bat boxes, onto the existing trees and the 4th floor planting/ hedgerow, in line with local policy. Green walls in the form of vertical climbers are aspirational and will be created within the proposed development which will help to increase the green infrastructure of the local area. Habitat enhancements have been calculated to result in a net gain of 0.69% through biodiversity net gain calculations.

The creation of landscaping across the site to incorporate biodiversity, and the retention of the existing trees in the west of the site, alongside new roosting features for bats leads to the conclusion that the proposed development can be considered to have a beneficial effect on local biodiversity and is an improvement on the existing situation. Conditions are recommended to ensure that the bat boxes and insect boxes are

provided. The applicant was also asked to agree to providing bird boxes, as has been agreed on past applications.

9.3.4 Conclusion

Whilst a number of conditions are suggested, it is considered that the principle of the proposals is acceptable in terms of impact to existing trees and greening of the site where possible and to encourage habitats and the proposals are considered to comply with Policy 34 of the City Plan.

9.4 Townscape, Design & Heritage Impact

9.4.1 Legislative & Policy Context

The key legislative requirements in respect to designated heritage assets are as follows:

Section 16 of the Planning (Listed Buildings and Conservation Areas) Act 1990 ('the LBCA Act') requires that *"In considering whether to grant listed building consent for any works the local planning authority or the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses."*

Section 66 of the LBCA Act requires that *"In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses."*

Section 72 of the LBCA Act requires that *"In the exercise, with respect to any buildings or other land in a conservation area...special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area."*

Whilst there is no statutory duty to take account of effect on the setting of a conservation area, Policy 39(K) in the City Plan 2019-2040 states that features that contribute positively to the significance of the setting of a conservation area will be conserved and opportunities will be taken to enhance conservation area settings, wherever possible.

Furthermore Chapters 12 and 16 of the NPPF require great weight be placed on design quality and the preservation of designated heritage assets including their setting. Chapter 16 of the NPPF clarifies that harmful proposals should be clearly and convincingly justified and should only be approved where the harm caused would be clearly outweighed by the public benefits of the scheme, including where appropriate securing the optimum viable use of the heritage asset, taking into account the statutory duty to have special regard or pay special attention, as relevant. This should also take into account the relative significance of the affected asset and the severity of the harm caused.

9.4.2 Existing Stands/ boundaries & Proposals Tavern Stand

The 1960s Tavern Stand is set back from St Johns Wood Road by the depth of the inner perimeter service road. The stand comprises three tiers of seats. The stand is largely an open structure with enclosed hospitality boxes. The ground floor plan is dissected by corridors and passageways for visitors to access their seats. There is no provision for

accessible seating and there is no passenger lift. The Tavern Stand was built in the 1960s to replace the nineteenth century pub that formed part of the ground and is home to Middlesex County Cricket Club. The steel structure is of limited architectural significance.

As noted in Section 8 of this report, the proposal is to retain the three existing Tavern seating tiers and as much of the steel frame structure as possible. It is then proposed to extend the stands to the south with a 'piggyback' type extension. The southern elevation of this extension at ground floor level will form the new St John's Wood Road boundary treatment. The height of the stand will be increased to create a fourth tier of seating and include a new sculptural roof. The extension southwards and upwards will allow for the servicing perimeter road to be designed within the scheme and then provide servicing, a lift, hospitality spaces and improved private boxes at first level, back of house services and facilities at second floor level, bars and terraces at level three and four. Currently there are no hospitality offerings within the Tavern Stand. A new larger scoreboard screen will be incorporated at the western side of the top tier facing into the ground. The new stand will result in an increase of approximately 841 seats.

Allen Stand and Pavilion Link Bridge

Designed by Herbert Baker in 1935, the Allen Stand is nearly 90 years old and sited south of the Pavilion, connected by a link bridge at second floor level. The stand comprises two tiers and above the second tier, there is a double screen scoreboard facing into the ground. Again, there is no provision for accessible seating and there is no passenger lift. The Allen Stand is adjacent to the Grade II* Pavilion and is connected to it via a link bridge at second floor level. It is, however, not considered to be part of the listed building. The reinforced concrete structure has been altered several times including the installation of the display screen above the upper tier in the 1990s. The Allen stand, given its age is suffering water ingress into the concrete structure which is resulting in the rusting of the steel reinforcements, and blistering off lumps of concrete.

It is proposed that the stand is demolished and rebuilt with three tiers and again with a new 'statement' roof structure. A basement is proposed to be excavated to house services. The scheme will include a new, more sensitively designed link bridge to the Pavilion building and will involve sensitive repair to the terracotta work to the Pavilion elevation. Whilst the roof is taller than the existing, the bulk and massing of the replacement stands remains broadly similar. The new stand will result in an increase of approximately 166 seats. At raised ground floor level, the new stand will house a 'Middlesex Members' lounge and services including lift, refectory at level one and services are proposed and members' terrace at level three.

Grace Gates and Boundary Treatment

The Grace Gates, also by Herbert Baker, were built earlier in 1923 and is a main entry point to the ground for both visitors and service vehicles. The Grade II listed gates and piers were relocated in 1960s, as part of the Tavern redevelopment, and a new brick boundary wall to St John's Wood Road erected. Temporary buildings and servicing areas detract from the sense of arrival through this commemorative gate.

The new boundary treatment to St John's Wood Road includes new pass gates to the right of the Grace Gates.

9.4.3 Assessment

The additional height, scale and bulk of the proposals will be clearly visible from within the cricket ground as well as from St John's Wood Road, impacting on the conservation area and listed assets, most notably the Grade II* Pavilion. However, the height and scale of both stands reflect that already found within the ground. The roofline of the proposed Allen Stand would be below that of its listed neighbour reducing its impact on the centrepiece.

The overall bulk, height and massing of the extended Tavern Stand and replacement Allen Stand are considered appropriate as they are complementary to the other stands and buildings with the ground and is also comparable to the 2016 scheme approved for replacement stands. The complementary nature of the size of the new stands in relation to the ground as a whole, is also felt to preserve the character and appearance of the conservation area. The stepping down in scale of the Allen Stand is felt to be an appropriate response to its siting adjacent to the listed Pavilion. The Design Review Panel considered that the overall height and principles have been well established and well executed, they made a number of suggestions in respect of detailed design matters. It is considered that the latest revisions have now addressed how the extended Tavern Stand meets the boundary and officers bn detailed

The character of Lords is one of a series of stands, rather than a single stadium style design. Each stand has its own distinct architectural expression, yet at the same time there is a cohesion to the stands, brought about by the handling of scale, as well as the overall design quality and choice of materials. The sculptural roof forms and vertical finned rear façade (evoking a cricket sight screen) of the proposed development appears contextual and would relate well to the other individual stands within the grounds and the character and appearance of the St John's Wood Conservation Area.

The new link bridge between Allen Stand and Pavilion at the upper level seeks to improve lateral movement between buildings, particularly for Members and users with mobility issues. It will also better respect the privacy of players in the changing room area. The new opening into the listed building will be via the existing bar area which has no surviving architectural features. The new glazed link bridge will have less visual impact than the current concrete bridge and is more sensitive to the historic fabric of the Grade II* listed Pavilion. In respect of the comments made by the Design Review Panel in respect of this bridge link, officers and Historic England are satisfied with its position and simple design.

At ground level, the design of the new Allen Stand will establish views between the playing field and Harris Garden, which is now used for receptions, improving the relationship between these key spaces. The scoreboard will be relocated from its current location on the Allen Stand to the northern end of the new Tavern stand, reducing its visual impact on the setting of the Grade II* Pavilion.

Historic England raises no objection to the demolition of the Allen Stand, its redevelopment or that of the Tavern Stand and considers that the impact of the proposed changes on the setting of designated heritage assets, including the Pavilion and Grace Gate, would be limited with any harm being towards the lower end of the scale of less than substantial. The removal of the temporary structures around the Grace Gate and relocation of the scoreboard away from the Pavilion to the Tavern Stand are welcomed and would represent heritage benefits arising from the proposals.

Historic England have suggested that a package of repairs to the terracotta facade of the Grade II* Pavilion be secured by condition and standard conditions would be recommended in terms of samples of materials and the detailed design of rear and side elevations of the replacement stands to ensure that the necessary design finesse is achieved.

Discussions have taken place during determination of the application in relation to the boundary treatment with St John's Wood Road. This elevation too was subject to lengthy discussion when the proposals were presented to the City Council's Design Review Panel. This part of the rear façade to the extended Tavern Stand will be contiguous with St John's Wood Road and thus form the boundary to the ground. A revised south elevation drawing has been received to better resolve the way that the Tavern Stand hits the ground on St John's Road and seeks to introduce masonry piers to support boundary railings rhythmically interspersed alongside the structural columns which support the stand above. This is considered to be a successful proposition and will maintain the architectural integrity and expression of the new stand whilst creating a more deliberate and traditionally enclosed boundary interface with the external public realm. In terms of the area adjacent to the Grace Gates the proposed replacement brick wall and introduction of two additional pass gates is considered an acceptable approach, subject to conditions requiring material samples and showing the detailed design of this element.

It is considered that the appropriate fabric repairs to the listed Pavilion's façades and new St John's Wood Road boundary treatment which will achieve an enhancement in terms of setting to the listed Grace Gates would offset any attributable lower range less than substantial harm arising.

PV panels are proposed to the roof of the Thomas Lord suite and this installation raises no design concerns.

Whilst Historic England refer to the impact of the proposals as 'being limited and any harm would be at the lower end of the scale of less than substantial' the City Council considers that no harm would be caused for the reasons as set out above. The proposed works are considered to preserve the special interest of the listed buildings and the contribution that the site makes to the character and appearance of this part of the St John's Wood Conservation Area. Subject to conditions to secure detailed drawings showing bay studies and samples of each elevation of the new stands and the St John's Wood Road boundary elevation (which would also go some way in addressing the Design Review Panels comments and those of the St John's Wood Society), the proposals reflect the requirements of policies 38, 39 and 40 of Westminster's City Plan 2019-40 (April 2021) and the guidance contained within Westminster's 'Repairs and alterations to listed buildings' SPG.

9.4.4 Fire Safety

London Plan Policy D12: Fire Safety seeks to ensure that the development proposals are designed to achieve the highest standards of fire safety and where major development scheme are proposed that a fire statement be submitted, which is an independent fire strategy, produced by a third party, suitably qualified assessor.

A fire statement has been submitted and this assesses means of escape, fire safety systems, internal fire spread (structure and linings), external fire spread, firefighting

access and facilities and fire safety management.

The fire statement is considered to meet the aims of policy D12. The fire safety measures will also be subject to further scrutiny as part of Building Regulations. To note the HSE did not need to be consulted on the proposals given the nature of the development.

9.5 Residential Amenity

Development that could result in a change to the amenity of neighbouring residents such as that of the proposals here must be found to be in accordance with policy 7 of the City Plan 2019 - 2040. The policy seeks to prevent unacceptable impacts in terms of losses of daylight and sunlight, privacy and increases in sense of enclosure and overshadowing. Policy 33 is also relevant which seeks to make sure that quality of life and health and wellbeing of existing and future occupiers.

A number of amenity concerns have been received including height increase and impact to views; that the loss of solid boundary wall will result in more noise onto St John's Wood Road; loss of privacy from the new stand and link bridge and that open air events and concerts would result in additional noise and large gatherings.

9.5.1 Daylight & Sunlight

The Allen Stand will be one solid floor higher than the existing stand, replacing the existing pitched roof and this additional storey will be covered by a 'statement roof'. The Tavern Stand as discussed will be pushed southwards to the boundary of the site and is also proposed to be a storey higher with a large 'statement' roof covering.

A daylight and sunlight study has been carried out using the assessment methodologies recommended in '*Site Layout Planning for Daylight and Sunlight: A guide to good practice*' (BR209, 2022 edition) published by the Building Research Establishment (BRE).

The study has assessed the proposed impact to residential properties including:

- Pavilion Apartments, south of the site on St John's Wood Road;
- Blazer Court, south of the site on St John's Wood Road;
- St John's Wood Court, south of the site on St John's Wood Road;
- Century Courts, west of Lord's Tavern
- 2, 2a, 4 Grove End Road, west of the grounds.

The map below shows the locations of properties in relation to the application site.



As a point to note, a number of the Key Window Location maps have incorrectly advised of the building name. The details are correct within the tables of analysis, and it is clear from the keys as to what building the drawings relate to.

Daylight to neighbouring buildings

The BRE guidelines are intended for use for rooms in adjoining dwellings where daylight is required. Living rooms, dining rooms and kitchens have a greater requirement for daylight. Bedrooms should also be analysed but are less important. Bathrooms, stairwells and other areas without a requirement for daylight need not be assessed. (See BRE paragraphs 2.2.2 and 2.2.10). If the head of the new development subtends an angle of more than 25° measured from the centre of the lowest affected window in an existing neighbouring building in a plane perpendicular to the window wall, then a more detailed check is needed to find the loss of skylight.

The more detailed tests are:

- i) vertical sky component (VSC) at the centre of each main window, which measures the total amount of skylight available; and
- ii) no-sky line (NSL) on the working plane inside a room, where room layouts are known, which measures the area that can receive direct skylight and assesses the distribution of daylight around the room.

The NSL test need only be run where room layouts are known, for example if they are available from the local authority's portal.

Loss of daylight resulting from development will be noticeable if either:

- the VSC at the centre of the window will be reduced to both less than 27% and less than 0.80 times its former value, or
- the area of the working plane in a room that is enclosed by the no-sky line (NSL) and can receive direct skylight will be reduced to less than 0.80 times its former value.

For a bay window, the centre window facing directly outwards can be taken as the main window for the VSC calculation. If there would be a significant loss of light to the main window but the room has one or more smaller windows, an overall VSC may be derived by weighting each VSC element in accordance with the proportion of the total glazing area represented by its window.

It is important to note that these numerical guidelines are purely advisory, as confirmed by the BRE.

St John's Wood Court

533 windows were tested within St John's Wood Court. There are some minor losses to the VSC levels to these flats however these are well within the tolerances of the BRE Guidance and therefore considered acceptable.

Blazer Court/ Liberal Jewish Synagogue

The synagogue occupies the ground and first floor of Blazer Court with the residential accommodation is at upper levels.

In total 92 rooms served by 247 windows have been assessed. Of these 247 windows, 225 (91%) will meet the BRE Guidelines for VSC, while 90 (98%) of the 92 rooms will meet the NSL criteria. 22 windows fall below the recommended BRE criteria. Of these 22 windows, 17 serve the synagogue and five serve residential flats at second and third floor level.

The applicant has categorised the impact to the affected in the following way:

- 13 windows will experience alterations in VSC that are *low impact*
- 2 windows will experience alterations in VSC that have a *medium impact*; and
- 7 windows will experience alterations in VSC of a *high impact*.

*the use of the term 'impact' follows on from the Environmental Impact Assessment measuring of daylight impact, as set out in Appendix H of the BRE Guidance and is widely used in the industry.

Whilst the applicant has sought to measure the impact, officers are making a judgement on the loss of VSC to all 22 windows. Whilst 17 windows of the synagogue would result in noticeable VSC losses, given the rooms to which they serve being entrance/lobby spaces at ground floor level; and high-level windows at first floor level serving non-residential circulation space, administration/office, or ancillary space within the Synagogue it is considered that on balance, the proposals are acceptable. Five residential windows at second and third floor would be impacted from the proposals, affecting just two properties within Blazer Court. The main impact is to the second floor flat however it appears that the losses are to a wide expanse of glazed folding doors which access a terrace and given the NSL levels are compliant with BRE guidance, it is not considered that these losses would be so harmful to warrant refusal.

Pavilion Apartments

In total 149 rooms served by 248 windows have been assessed. Of these 248 windows, 221 (89%) will meet the BRE Guidelines for VSC, while 129 (93%) of the 138 rooms will meet the NSL criteria. The losses occur to a handful of residential apartments at ground, first, second, third and fourth floors.

Four of the losses to the ground floor are to the lobby space and porters' office and therefore considered acceptable.

18 of the 23 windows serve bedrooms (according to the applicant and not verified by the case officer) which have a lower expectation of light compared to living rooms. Of the remaining windows, these losses appear to occur to living spaces. Six of the 23 windows affected, will experience the largest losses of more than 40% loss of VSC. The image below shows the properties affected (as taken from applicant's submission):



It can be seen from the image above that a large proportion of the existing windows are sited underneath existing balconies and in conjunction with its primarily north facing façade, this is reflected within the already lower than recommended VSC levels.

Whilst some of the losses appear large, given the existing low VSC levels and the rooms to which the losses impact upon, it is likely that this will not so discernible, so to warrant refusal. The proposed impact to living accommodation, on balance is considered acceptable.

Century Court

There are some very minor losses to the VSC levels to flats within Century Court. These are well within the tolerances of the BRE Guidance and therefore considered acceptable.

Grove End Road Houses

There are some very minor losses to the VSC levels of these properties, and these are well within the tolerances of the BRE Guidance and therefore considered acceptable. One window however at ground floor level to the rear of 2 Grove End Road will experience a reduction in VSC levels result of less than 0.8% of its former value. It is unclear what room this window serves; however, this window already experiences lower levels of VSC and when considered with the NSL assessment, which is wholly compliant with BRE Guidance, the impact is considered acceptable. As a point to note, the room appears to be served by another room which is wholly compliant with the BRE Guidance

Sunlight to neighbouring buildings

In designing new development, care should be taken to safeguard the access to sunlight for existing dwellings and any nearby non-domestic buildings where there is a particular

requirement for sunlight. Obstruction to sunlight may become an issue if part of the development is situated 90degrees of due south of a main window wall of an existing building, and in the section drawn perpendicular to this existing window wall, the new development subtends to an angle greater than 25degrees to the horizontal measured from the centre of the lowest window to a main living room.

In housing, the main requirement for sunlight is in living rooms and it is also required in conservatories, but it is viewed as less important in bedrooms and in kitchens. All main living rooms of dwellings, and conservatories, should be checked if they have a window facing within 90degrees of due south. Normally loss of sunlight need not be analysed to kitchens and bedrooms, except those that also comprise a living space. (See BRE paragraphs 3.1.2 and 3.2.3).

The amount of sunlight reaching a room is measured by calculating the percentage of annual probable sunlight hours (APSH) at the centre of its windows. If, following development, the APSH will be greater than 25%, including at least 5% of APSH in the winter months between 21 September and 21 March, then the room should still receive enough sunlight. Sunlight will be adversely affected if the centre of the window will:

- receive less than 25% APSH or less than 5% APSH during the winter months (21 September to 21 March); and
- less than 0.80 times its former sunlight hours during either period; and
- the reduction in sunlight over the whole year will be greater than 4% APSH.

Given the siting of the St John's Wood Road residential properties, being southwest of the application site, not all these properties have been assessed, in accordance with the BRE Guidelines. Those assessed include properties south west of the application site; Century Court (only some windows); 2, 2a and 4 Grove End Road and again only some of the windows within Pavilion Apartments on St John's Wood Road.

Of the 148 rooms tested, 147 rooms would still continue to experience sunlight levels in accordance with the BRE Guidance. One room in a corner apartment of the Pavilion Apartments, at first floor level would see a 5% reduction in APSH. Whilst this is marginally out of the tolerances of the BRE guidance, the windows are floor to ceiling glazed units and the room appears to be served by 2 windows. The impact is therefore considered acceptable in this instance and would likely not be noticeable.

Conclusion on Daylight and Sunlight

Whilst it is clear that the development will result in some losses to daylight and sunlight of neighbouring properties, the impact is considered to be fairly minor especially when considering the number of residential properties in the vicinity. It is considered that on balance, either the losses in daylight and sunlight will not be discernible to existing residential occupiers, or so harmful to warrant refusal of these proposals and the proposals are therefore acceptable.

9.5.2 Sense of Enclosure

Whilst the stands are increased in height and in the case of the Tavern Stand the bulk is extended to form the southern boundary on St John's Wood, given the distance to the residential properties of The Pavilion Apartments, Blazer Court and St John's Wood Court of over 30 m, although this additional bulk and massing will be noticed, it is not considered that the impact is harmful.

9.5.3 Privacy

At present the Tavern Stand has balconies and walkways to its southern façade. Some overlooking can occur to the residential properties opposite from these walkways, but these are largely obscured by the significant tree cover of the TFL London plane trees.

The bulk and massing of the Tavern Stand is pushed southwards onto the boundary with St John's Wood Road and the elevation treatment is very different to the existing. The ground floor will largely be obscure by the new boundary treatment. At first floor level the space comprises a solid plant room/ cellar which affords no overlooking and a new restaurant space, but this is largely behind the glazed and finned elevation so would not allow any extensive overlooking, especially when considering the existing tree cover. At second floor level there are no 'customer spaces' facing St John's Wood Road. At third floor level there are hospitality spaces fronting St John's Wood Road but again these are behind the glazed and finned elevation and almost all obscure by the tree cover and therefore there is limited opportunity for any overlooking. At fourth floor the hospitality terraces are more open to the elements, but these are set back from the St John's Wood Road elevation by the planting proposed. Whilst this area would be set higher than the tree canopy of the TFL trees on St John's Wood Road given the distance to the nearest residential properties of over 30m it is not considered that any significant and harmful overlooking will occur to these residential properties.

The new Allen Stand is considered to be set too far within the grounds to result in any harmful overlooking to the residents of St John's Wood Road.

9.5.4 Noise & Vibration

An acoustic report has been submitted with the application which addresses noise from proposed plant and machinery and noise from the proposed uses within the stands.

Noise from Plant and Machinery

Outdoor mechanical plant area is proposed within the Tavern Stand at level 2 in a gantry facing St John's Wood Road and in a plant room at roof level.

The City Council's Environmental Sciences officers have reviewed the acoustic report and consider that the plant proposed will comply with the Council's noise policies and therefore not result in any harm to neighbouring properties amenity. However, as sometimes plant and machinery choices can change it is recommended that a supplementary acoustic report be secured via condition to ensure that the proposals continue to comply with the Council's noise policies.

Noise from PA System Noise from Uses and Proposed Activities

The operation of PA/VA systems in the past has resulted in nuisance complaints being made to Environmental Health. This has been mainly when '20/20' and 'Hundred' matches have been held during which these types of entertainment are provided. The applicant confirms that the PA system is not altering as a result of the new stands, but in any event has addressed the noise implications of these type of matches within their submission. The Council's Environmental Sciences officer has no objection to the PA system provided that the Council's noise emitting conditions are attached to any permission.

9.5.5 Increase in visitors/ activity

Whilst there is an increase in 1107 visitors as a result of the proposals, when considered in the context of the existing ground which operates at a capacity of just over 38,000 people it is not considered that a 1107 visitors would result in a discernible difference or such an increase in noise harmful to neighbouring amenity from the comings and goings to the grounds or from when using the stands and facilities.

9.5.6 Odour Control from Proposed Hospitality Uses

The new stands will incorporate new hospitality facilities. There are no objections to these in principle as they replace existing facilities and will be incorporated fully into the new plant equipment within the new stands. Conditions and informatives are recommended to ensure that the proposals comply with the Council's policies.

9.5.7 External Events

Objections have been received on the grounds of noise and amenity impacts from other events hosted at Lords. Several events have been held in the past such a Food Festival, Cinema screenings and community events. These proposals are generally considered ancillary functions to the cricket ground and appear in the past to have been run well with limited harm to residential amenity. Consultation on these events is extensive through the Lords Community Group Meetings and advertising to local residents.

9.5.8 Amenity Conclusions

The proposals are considered acceptable in terms of daylight and sunlight; enclosure; outlook; noise, vibration and odour and disruption from comings and goings and comply with policies 7 and 33 of the City Plan.

9.6 Transportation, Accessibility & Servicing

The proposal will result in an increase in additional trips as a result of the increase in the capacity of the new stands. Transport for London (TFL) raise objections to the proposals on the grounds of the pressure on the Underground services and St John's Wood Station. There have been substantial discussions between TFL, the applicant and the City Council during the course of the application.

9.6.1 Public Transport Impact Underground Network

St John's Wood LU (London Underground) station operates in a highly unusual manner for events at Lords Cricket Ground. Cricket matches played at Lord's bring significant numbers of people to St. John's Wood station and the increasing number of matches, and in particular, the newer format 'The Hundred' and T20 but also many of the international matches, bring with them an increasing amount of strain on a small station, which was not designed for this level or intensity of patronage.

Due to the volume of passengers passing through the station, it requires a staff intensive program in order to implement and move passengers through the station, particularly for arrivals. It requires holding every other Jubilee line northbound train for an additional minute on the platform (this has knock on impacts for the entire Jubilee Line service), the use of both escalators and the fixed staircase in the same direction (in effect meaning the station has no choice but to operate in an 'exit only' mode in the arrival peaks, impacting local residents), some passenger movement onto the southbound platform (to

clear the Northbound platform quicker, before the next train arrives), and all gates in the auto-completion mode (a revenue risk for TfL). In addition, some trains will not be able to stop at St Johns Wood station if the platforms have not been cleared and therefore, a train could become a non-stopping service at St Johns Wood.

In order to implement the above strategy, a staff intensive program is put on by TfL, which currently covers the full cost of this. The gradual expansion of Lords (ref: 13/12002/FULL – Warner Stand redevelopment and 18/08510/FULL – Edrich and Compton redevelopment) has increased the capacity to over 31,000 seats. This has been largely unmitigated, and the soft measures secured as part of the Edrich and Compton (ref: 18/08510/FUL) permission in 2019 (to which TfL also raised concerns around capacity at St John's Wood station) have been extremely limited in success.

TfL themselves have put forward a package of mitigation measure that they believe they must carry out to assist in this problem but also recommend that there is more that Lords/ Marylebone Cricket Club can also do, and these are details and discussed below:

- *Securing of an Event Management Plan (EMP) with monitoring and targets which have been agreed in principle by both the applicant and officers.*

The City Council agrees, and this is to be conditioned.

- *Securing that prior to the start of each season, travel targets, including the proportion of spectators using St Johns Wood LU station are to be agreed and set, along with a monitoring strategy.*

The City Council agrees, and this is to be conditioned.

- *TfL suggest that if travel targets are not met a financial contribution of £2,500 per major event (to be defined in the EMP) is to be paid to TfL to mitigate the station impacts and fund necessary measures to manage spectators travelling to and from Lords. This funding would need to be in place from completion of the new stands, for 10 years. The above figure is based on the additional staffing costs that TfL incurs to manage major events at Lords Cricket Ground but could be allocated to a range of TDM measures. TfL considers that this is a necessary, reasonable, and proportionate level of contribution to ensure two things: that the applicant is suitably incentivised to reduce the demand at St Johns Wood LU station, and to sustainably continue TfL's matchday operations at St Johns Wood and other surrounding LU stations.*

The applicant confirms that the capacity is not always reached and in considering that these major match days happen so infrequently throughout the year, the City Council considers this an unnecessary requirement given the proposals increase the capacity of the grounds by 1107 people, a 3.5% increase compared to the existing capacity levels. In addition, the mitigation payments would not resolve the 'situation then and there' as it would be a 'back payment' in effect, again demonstrating it is unnecessary.

- *TfL recommend as part of a range of mitigation measures to redistribute spectators that Active Travel Zone improvements identified within the applicants Transport Assessment are secured on the routes to the key stations. This will help improve the environment to and from Lords and the alternative stations and*

hopefully (alongside the other measures) will encourage spectators to use the other stations, including public transport waiting areas including bus stops.

These measures include such things as pop up shops, benches for people to sit etc. Whilst these would make a more inviting public realm, the proposals are suggestions; do not form part of the formal application and would likely require permissions and licenses in their own right, some outside the scope of planning controls.

- *TfL considers that the applicant should look to explore a wide range of ‘soft’ measures that would encourage spectators to arrive outside of the peaks. These measures could include promotional offers on their food and beverage for example. This encourages some spectators to arrive earlier and thus, reducing the pressures on LU stations nearby.*

Through the application discussions the applicant is aware of their role in reducing the impact on St John’s Wood station and has already committed to making changes such as to their website ‘how to get here’ instructions, travel information on tickets etc. The applicant will be advised by way of informative to introduce more ‘soft measures’ such as those suggested by TFL.

Whilst the concerns of TFL are strongly noted, it is considered that the increase in 1107 visitors to the grounds, on up to 15 days a year is minimal, and it does not warrant refusal of the proposals. The mitigation measures proposed and suggested conditions are considered reasonable to ensure passenger safety.

Bus Usage

TFL state “although bus capacity enhancements are not required in this instance. Given the level of spectators and staff to the site, the nearby bus stops should be assessed against TfL’s bus stop accessibility guidance and the Healthy Streets indicators. Any necessary improvements identified should be secured to ensure accessible, convenient, and attractive access to the bus network for spectators and staff, setting benchmarks for inclusivity in and around sporting venues and in line with London Plan policy T4”.

The proposed development will result in a maximum increase of two additional passengers per service during the development peak periods and a maximum of up to one additional passenger in the PM network peak hour, which is not considered to be a significant impact. Despite the requests from TFL, a requirement to improve nearby bus stops is not considered necessary as a direct result of the proposed development.

Taxi

There is a Taxi rank on St Johns Wood Road which is approximately 30m to the west of the Grace Gates which TFL confirms is very well used on match days. TfL Taxis and Private Hire team have viewed the plans and documents and have no further comment to make on the proposals along as the Taxi ranks remain in place and are not suspended by matchday or construction activity. Management of the taxi ranks in the vicinity of the site on matchdays will need to be incorporated into an event management plan, to be secure by condition to ensure continued safe and accessible access to the taxi network.

9.6.2 Cycle parking Visitors

The applicant has indicated that no additional cycle parking would be provided as spectators are not permitted to bring their cycles onto the site for security reasons. They also confirm that there are on-street cycle parking facilities available nearby with 38 (publicly available) cycle parking spaces on St John's Wood Road (19 stands) as well as a number of other cycle parking locations within walking distance. The applicant envisages that these existing facilities would adequately accommodate the additional 22 cycle trips anticipated as a result of the proposed development on a match day. TFL argue that there is no information on on-street cycle parking. They also question whether there is an appropriate level of off-site cycle parking that would encourage spectators to cycle. They suggest that the proposed ST John's Wood elevation is to change to primarily railings is there is scope for temporary cycle parking.

Whilst of course it is acknowledged that cycling is an alternative to public transport and may reduce the demands on the LU stations throughout the duration of the stadia use, officers consider that very few people are likely to cycle to test matches and the T20/100 blast matches and therefore consider the proposals as submitted acceptable. The existing cycle parking network of docking stations and stands is considered acceptable. The introduction of cycle parking on railings is not considered acceptable from a design perspective and in any event, like with many private landowners, do not want cycles attached to their railings.

Staff

The applicant has confirmed that the existing grounds have the capability for cycle parking for employees (a total of 68 spaces) and sets out justification that there is plenty of spare capacity to cater for the anticipated increase in employees. Nevertheless, an additional 2 cycle Sheffield stand parking spaces are proposed within the site (which will allow for adapted / larger cycles). This is welcomed and will be conditioned.

9.6.3 Servicing

The redeveloped stands are expected to create two additional service vehicles across the two weeks leading up to a match day. The increase in service trips is minimal and can be accommodated within the existing arrangements, as approved when the Compton & Edrich Stands were approved, and details secured through a site wide Servicing and Management Plan via application 20/00157/ADFULL. The servicing arrangements raise no objection from TFL or the Highways Planning Manager and is considered to comply with policy 29 of the City plan.

9.6.4 Impact on Highways Network During Construction

TFL originally had concerns regarding the impact of construction on St John's Wood Road and considered that the submitted Constructions Logistics Plan did not go far enough in order to ensure that the principle of construction could be carried out. TFL have now removed this objection as the concerns have been addressed by the applicant. A detailed construction logistics plan is to be secured by condition, to be signed off by TfL and the Council prior to commencement of any works. The applicant is advised by way of an informative that the temporary changes to access/highways needs to be agreed by way of a section 278 agreement with TfL as highway authority.

9.6.5 Impact of new capacity on arrivals and egress and safety at the ground

The provision of hospitality and toilet facilities within the new stands will reduce the need for visitor/ pedestrian movement between stands during events which will help reduce overcrowding. The proposals will help alleviate pinch points and create a more logical,

covered circulation route to the south of the grounds.

In terms of access and egress from the site the applicant has indicated that the routes within the grounds and entry/exit points will continue to operate as existing with access for the Tavern and Allen Stands being through the Grace Gates.

The access arrangements are considered a reasonable approach considering the modest increase in capacity and the limited occasions that the extra capacity facilitated by the new stands is likely to be used (full capacity in the current ground is currently reached on 14 days a year).

9.6.6 Car Parking

No general car parking is proposed, and TfL and officers welcomes the car-free nature of the scheme.

The applicant has indicated that one existing parking bay on site (and currently used by staff) will be converted to a disabled persons parking bay, which is welcomed, and this is to be secured via condition.

9.6.7 Disabled access within the new stands

There is no access or seating for mobility impaired visitors within the existing stands. The proposed stands will provide seats for disabled spectators and has incorporated the principles of inclusive design. Wheelchair user spaces will make up 1% of the seating capacity of the stands and amenity seats at 2% of the seats. Accessible WC's will be located all levels except level 2 of the Tavern Stand which primarily serves as a service level and does not have a public lift. Changing facilities would be located at ground floor. Lifts will be placed at each stair cores to ensure that mobility impaired spectators have access to all areas of the stands.

Within the bars, restaurants and concessions stands, the counter heights will be designed with disabled peoples' needs and the use of the counters in mind.

This will be a significant improvement on the stands that they replace and are welcomed.

9.6.8 Conclusion

In conclusion, the proposals are considered to be acceptable and compliant with City Council transport and highways policies 24, 25, 26, 27, 28 and 29 of the City Plan and London Plan policies.

9.7 Economy including Employment & Skills

Whilst the nature of the development means that an employment and skills contribution or an employment and skills plan is not required, in accordance with the Council's adopted Planning Obligations and Affordable Housing SPD, the development it will contribute positively to the local economy during the construction phase through the generation of increased opportunities for local employment, procurement and spending. In addition, the increase in jobs supported by this site will help to promote opportunities for local employment and will lead to increased spending in existing nearby shops and services and other town centre uses.

9.8 Other Considerations

9.8.1 Archaeology

The site is located outside of an Area of Special Archaeological Priority. Whilst an archaeology report has not been submitted with the application, previous applications which did include a desk top assessment concluded that potential for any archaeology was low and Historic England concurred.

9.8.2 Waste and Refuse

Waste stores are located at ground floor, and level 01 on the Tavern Stand and on basement, and Level 02 on the Allen Stand. The City Council's waste projects officer has no objection to the proposals, subject to conditions.

9.8.3 Failure to Consult

One objection states that the City Council has provided poor communication on the proposals. As can be seen in the consultation section of this report, 791 immediate local residents were consulted on the proposals and multiple site notices were erected around the grounds. This is in addition to the extensive consultation that MCC has carried out, discussed in the community engagement section of this report. This objection cannot be supported.

9.8.4 Impact During Course of Construction

Objections have been received on the grounds of noise and disruption to amenity during the course of construction.

The applicant has submitted a draft Appendix A indicating that they are to sign up to the Council's Code of Construction Practice. The CoCP has been set up to help reduce the impact of developments on neighbouring occupiers and provides the council with funding to help to inspect construction sites and address issues should they arise. Environmental Sciences officer's consider that as part of this process, given the nature of the works, a Site Environmental Management Plan will also be required.

In addition, a condition is recommended to protect the amenity of the surrounding area by ensuring that core working hours are kept to 08.00 to 18.00 Monday to Friday and 08.00 to 13.00 on Saturday. The condition states that noisy work must not take place outside these hours except as may be exceptionally agreed by other regulatory regimes such as the police, by the highway's authority or by the local authority under the Control of Pollution Act 1974. An informative is also recommended to advise the applicant to join the considerate constructor's scheme.

Through the use of the above conditions and informative, it is considered that the impact of the development on surrounding occupiers is being suitably controlled and mitigated as far as practicable under planning legislation.

9.8.5 Asbestos concerns from demolition

It is unknown at this stage whether there is any asbestos within the existing stands. This will be a matter dealt with through the building regulations regime.

9.8.6 Loss of views

An objection has been received on the grounds that the height of the new Tavern Stand will impact upon views. The protection of views is not a material consideration in the determination of a planning application.

9.8.7 Impact to property valuation

Matters relating to property valuation are not a material consideration in the determination of a planning application.

9.9 Environmental Impact Assessment

This scheme is not considered to require an Environmental Impact Assessment, and this was confirmed by the City Council in a screening opinion dated 15 August 2023 (23/05213/EIASCR). Environmental Impact issues have been covered in earlier sections of this report.

9.10 Planning Obligations & Pre-Commencement Condition

The NPPF identifies that local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations. Planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition. Paragraph 57 of the NPPF states that planning obligations must only be sought where they meet all of the following tests:

- A) unnecessary to make the development acceptable in planning terms;
- B) directly related to the development; and
- C) fairly and reasonably related in scale and kind to the development.

Having regard to the tests set out above, the following planning obligations are considered to be necessary to make the proposed development acceptable in planning terms and are to be secured via a S106 legal agreement, as set out in the officer recommendation in Section 1:

- Carbon Off Set Contribution of £61, 380

Given the nature of the proposals, there is no Westminster CIL payment due. The estimated Mayoral CIL payment is £219,858.74. Note that these figures exclude any discretionary relief or other exemptions that may apply and are estimates based on the floorspace identified in the submitted drawings and documents. The actual CIL liability will be calculated by our CIL & S106 Team post determination of the application using the process set out in the Community Infrastructure Levy Regulations 2010 (as amended).

The Town and Country Planning (Pre-commencement Conditions) Regulations 2018 requires the City Council to obtain the applicant's written agreement before imposing pre-commencement conditions (i.e. conditions which must be discharged before works can start on site) on a planning permission. Pre-commencement conditions can only be imposed without the written agreement of the applicant where the applicant fails to provide a substantive response within a 10-day period following notification by the Council of the proposed condition, the reason and justification for the condition.

During the course of this application a notice was served relating to the proposed imposition of a pre-commencement condition to secure the applicant's adherence to the City Council's Code of Construction Practice during the demolition/excavation and construction phases of the development other contaminated land; trees and TFL suggested conditions. The applicant has agreed to the imposition of the conditions.

10. Conclusion

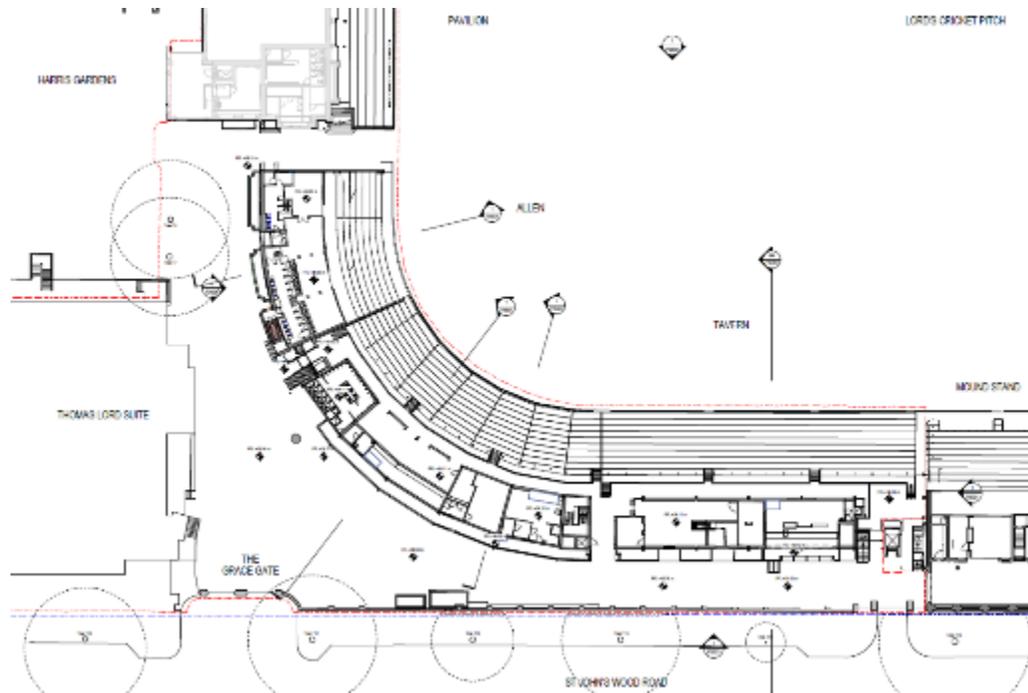
This report has considered the material planning issues associated with the proposed development in conjunction with all relevant national, regional and local planning policy and has also considered the weight to be attributed to the public benefits of the new and replacement stands and harm that would arise from the scheme from the increase in capacity upon the TFL network. It is considered that the suggested conditions can overcome TFL's concerns and accordingly, the proposal is considered acceptable and would be consistent with the relevant policies in the City Plan 2019-2040 and London Plan 2021. It is recommended that planning permission is granted, subject the conditions listed at the end of this report, which are necessary to make the development acceptable. It is also recommended to grant conditional listed building consent for the associated works to the Grade II* listed pavilion.

(Please note: All the application drawings and other relevant documents and Background Papers are available to view on the Council's website)

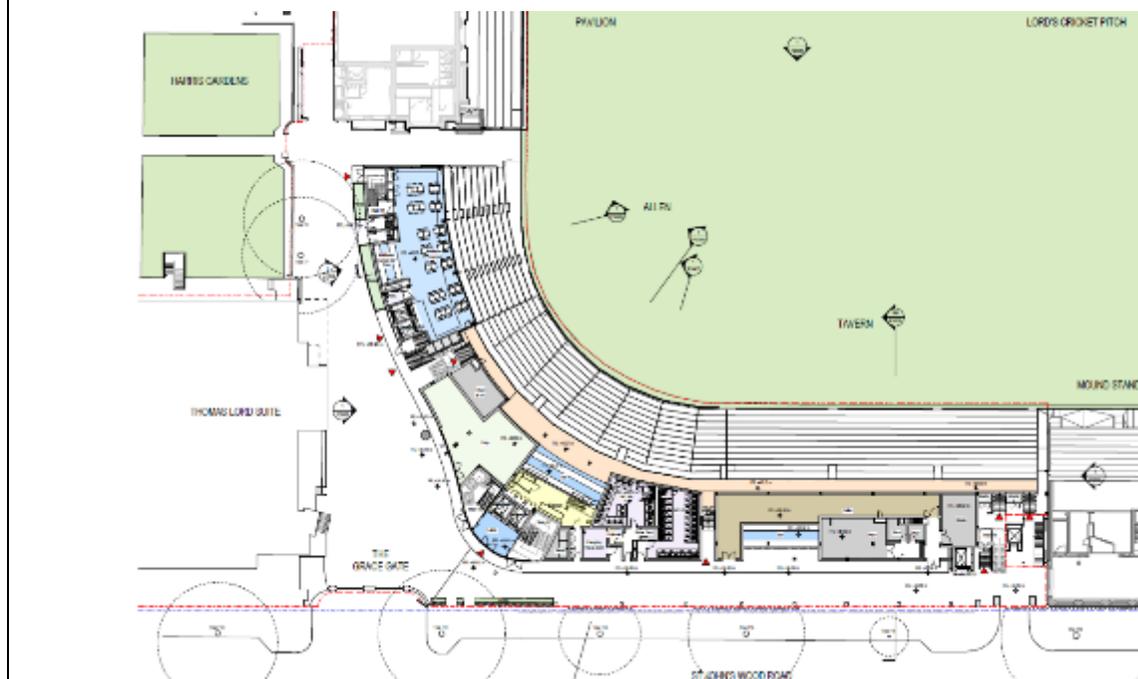
IF YOU HAVE ANY QUERIES ABOUT THIS REPORT PLEASE CONTACT THE PRESENTING OFFICER: KIMBERLEY DAVIES BY EMAIL AT kdavies1@westminster.gov.uk

11. KEY DRAWINGS

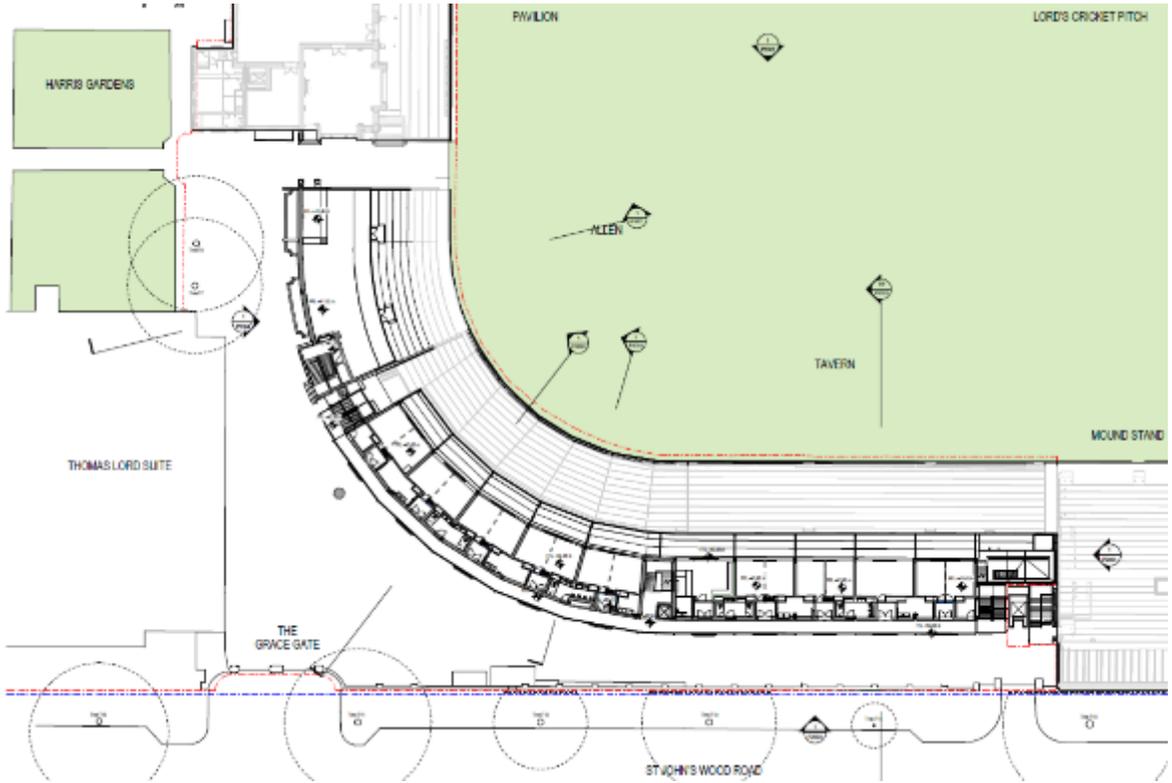
Existing Ground Floor



Proposed Ground Floor



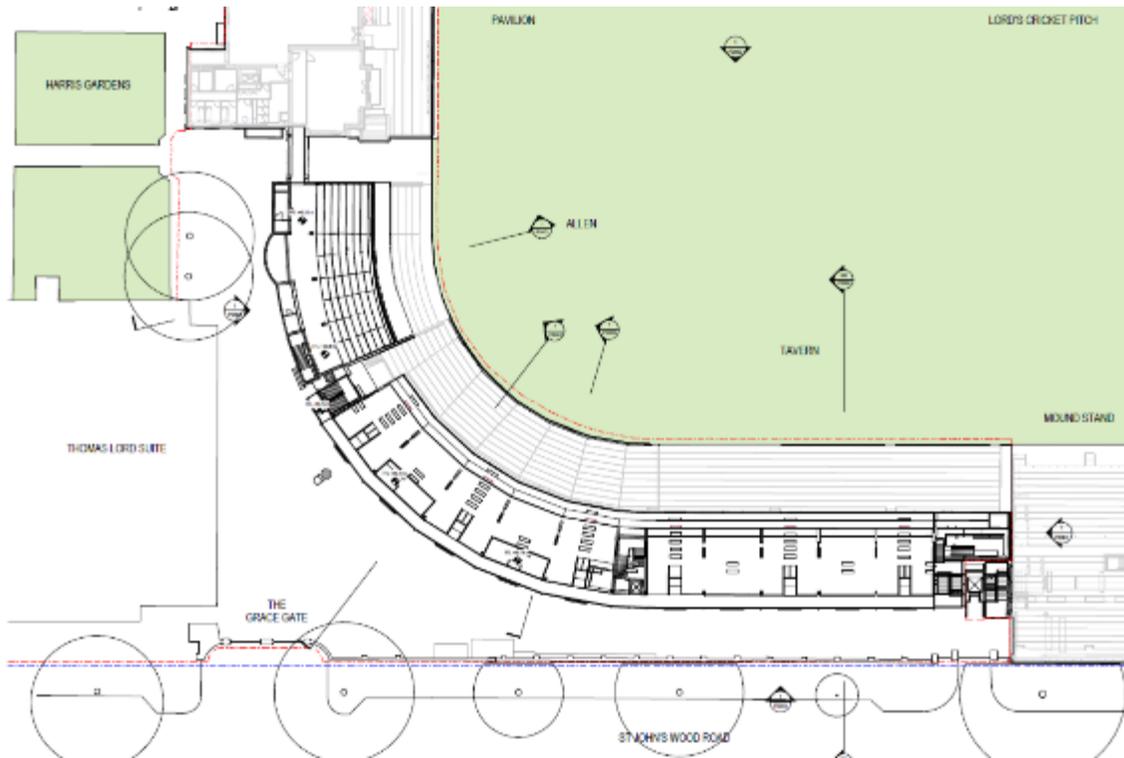
Existing First Floor



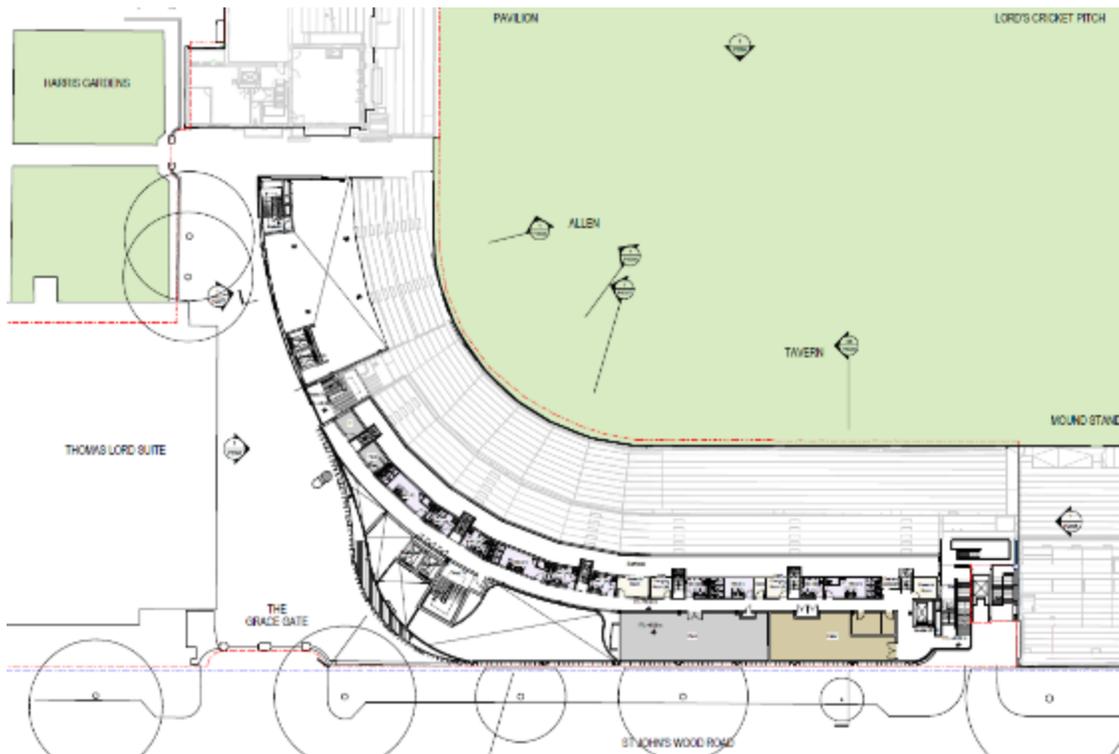
Proposed First Floor



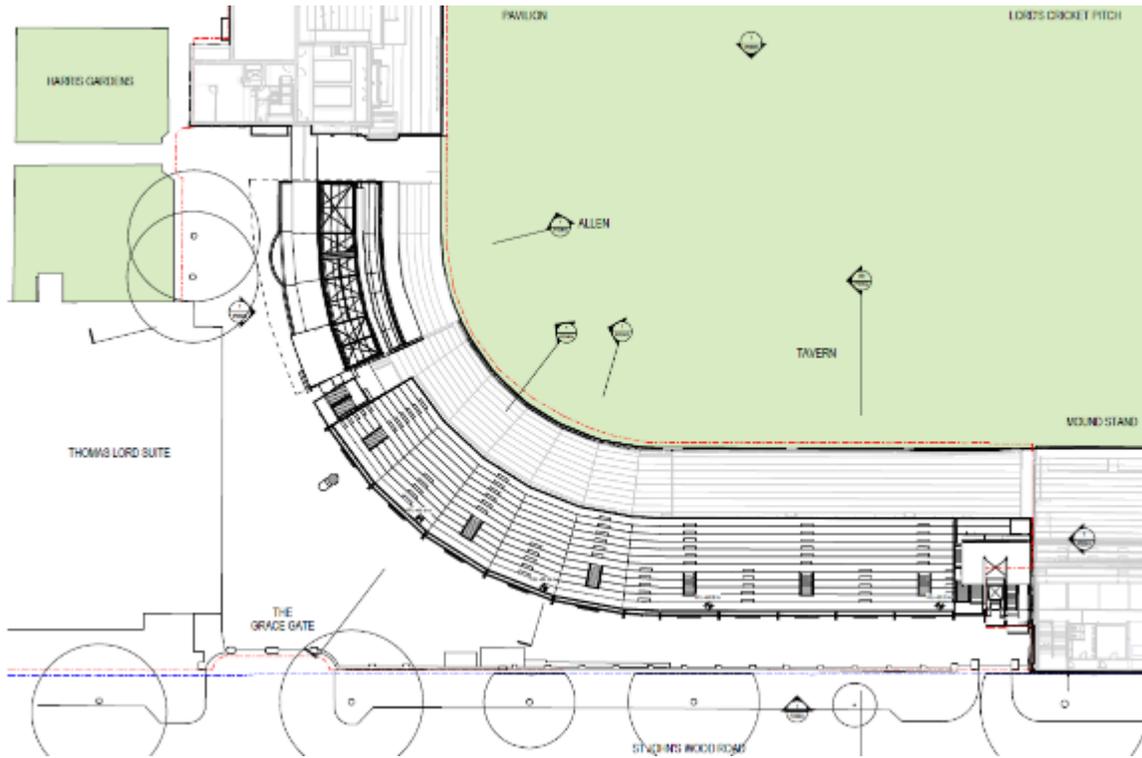
Existing Second Floor



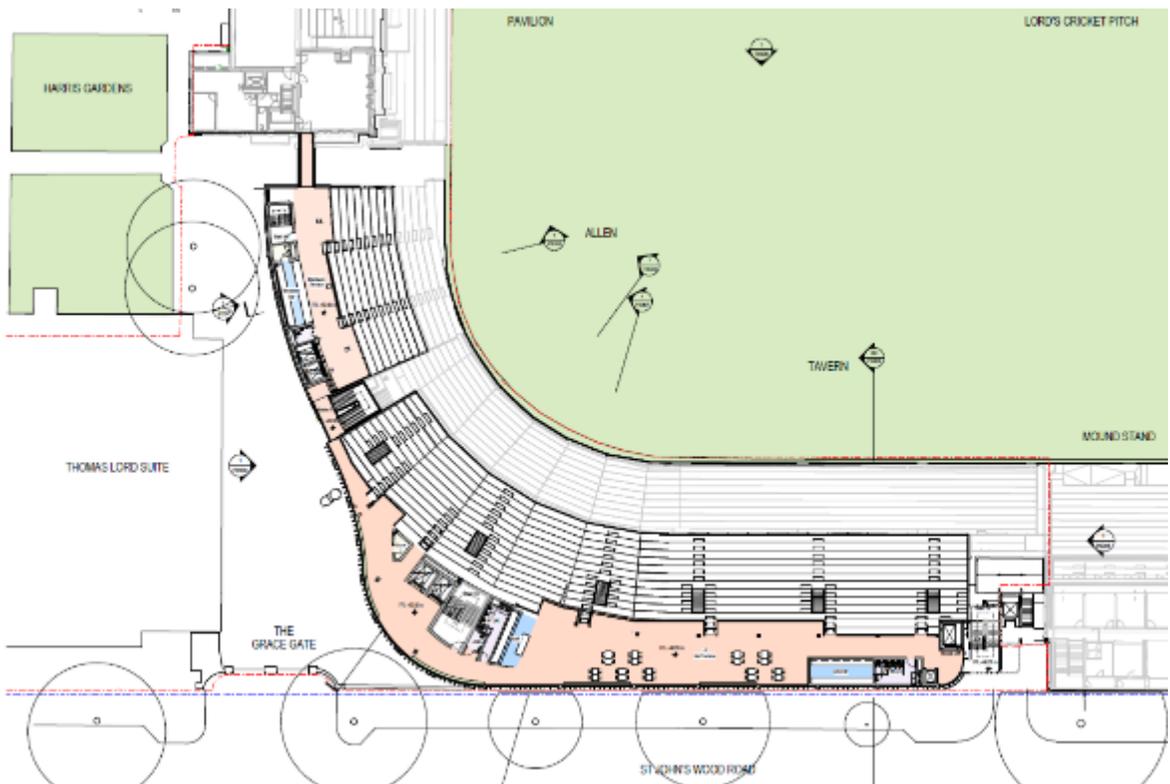
Proposed Second Floor



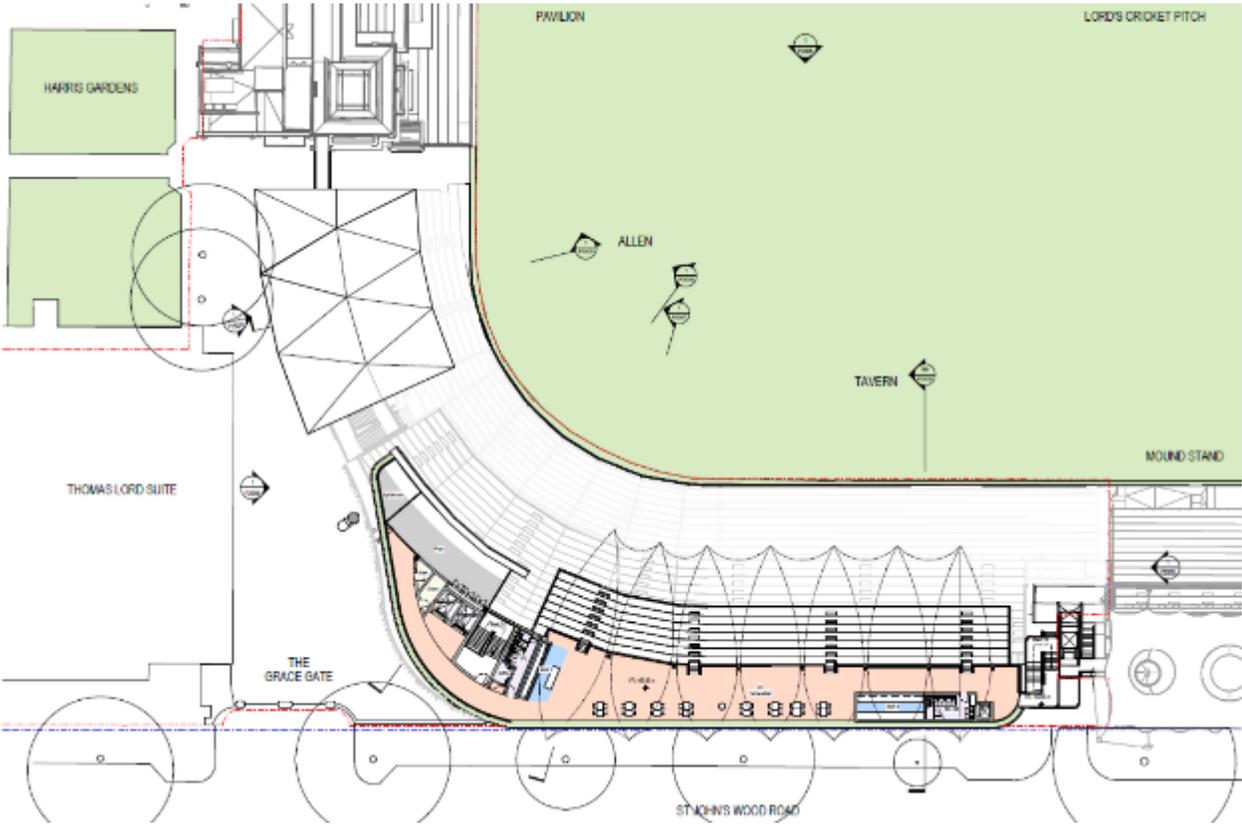
Existing Third Floor



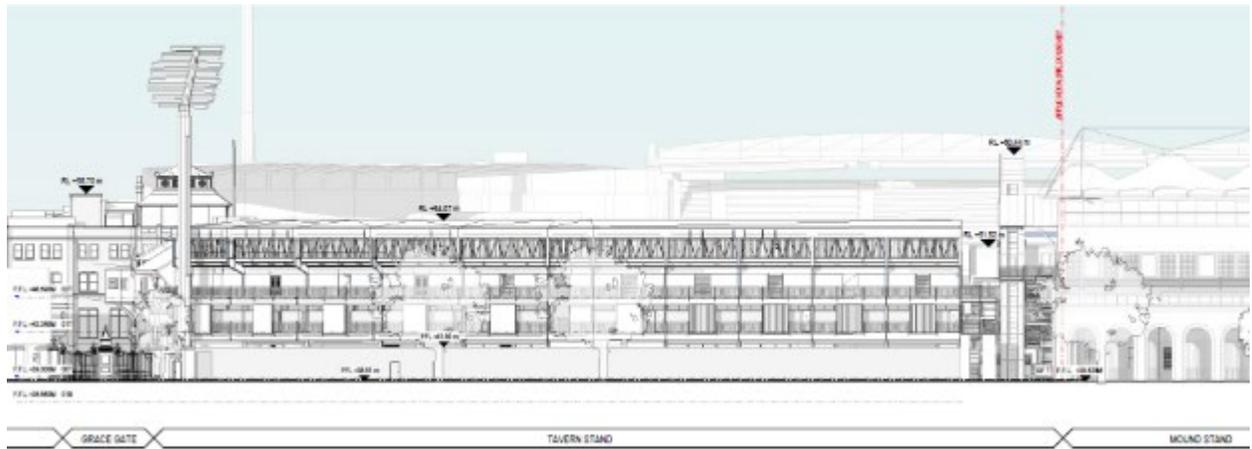
Proposed Third Floor



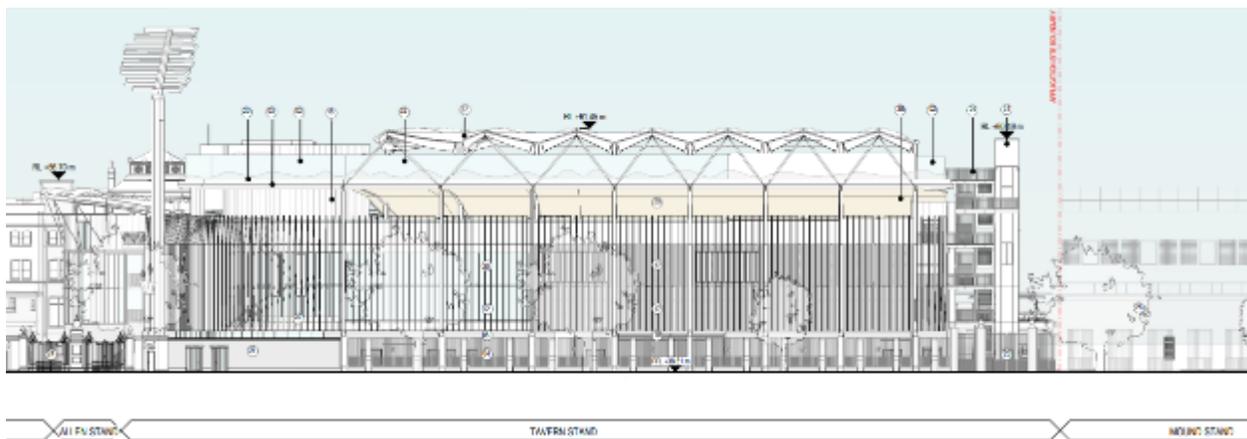
Proposed Fourth Floor Plan



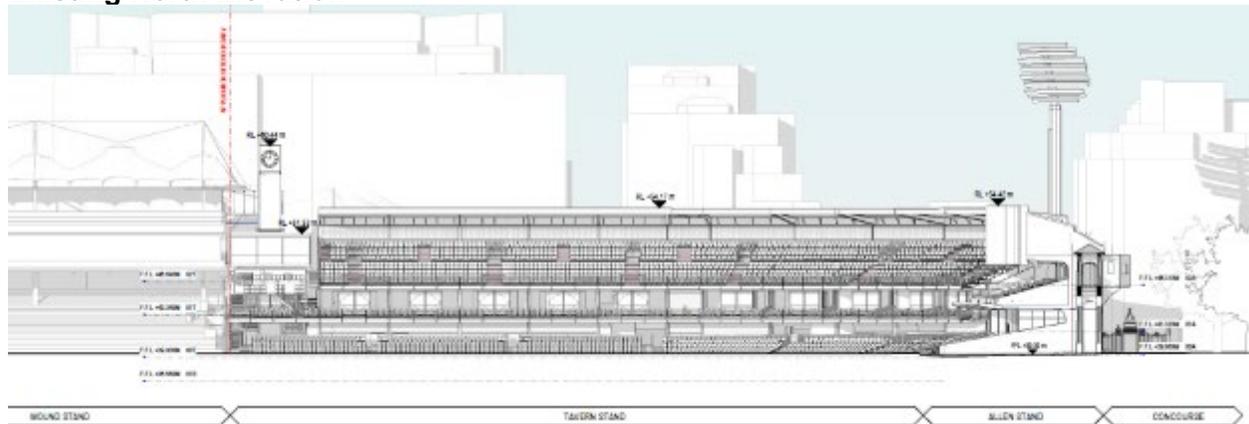
Existing South Elevation



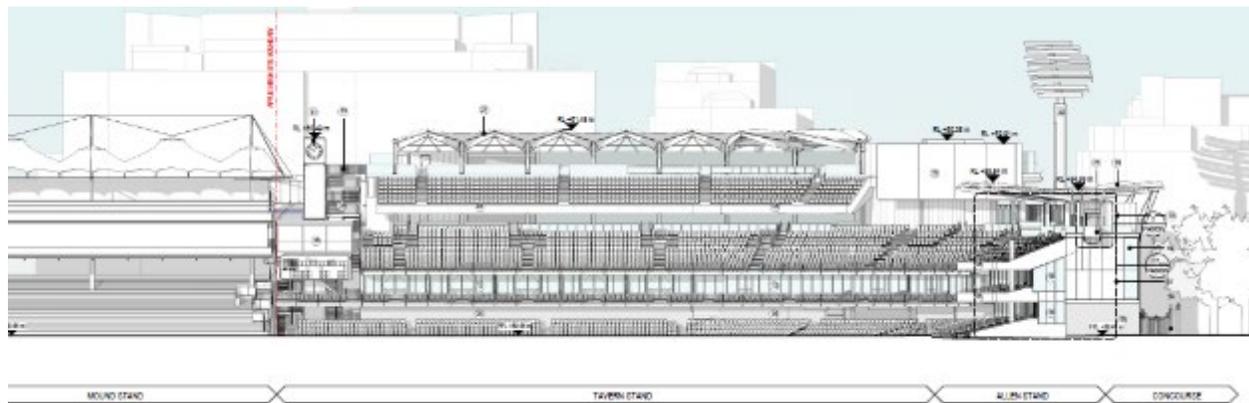
Proposed South Elevation



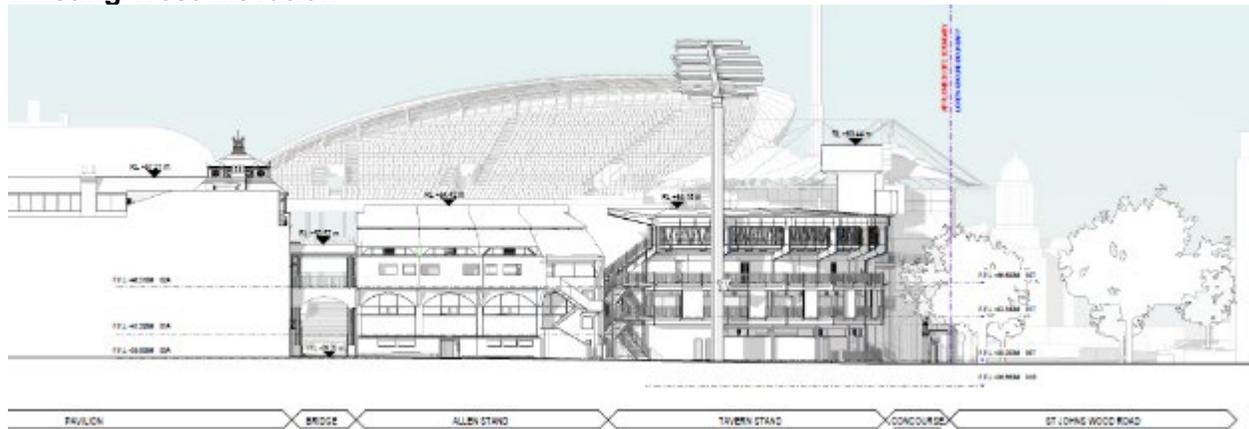
Existing North Elevation



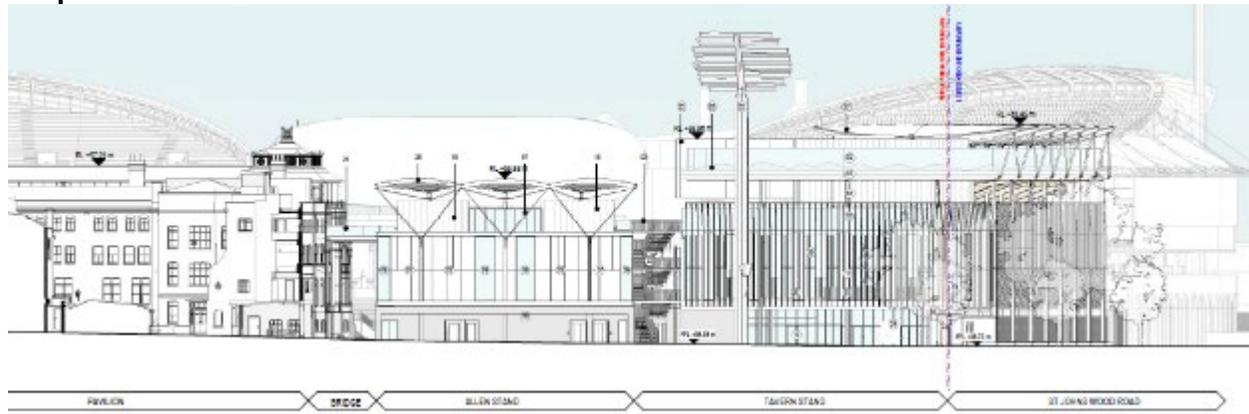
Proposed North Elevation



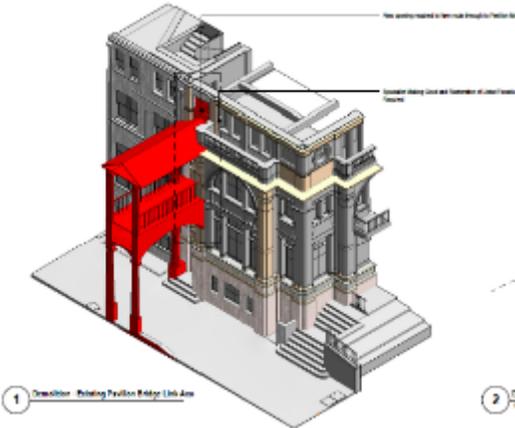
Existing West Elevation



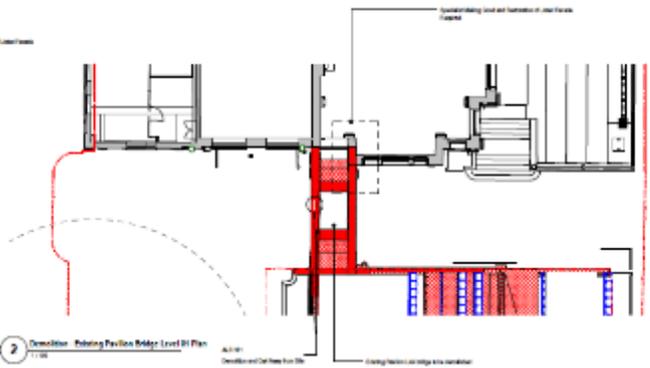
Proposed West Elevation



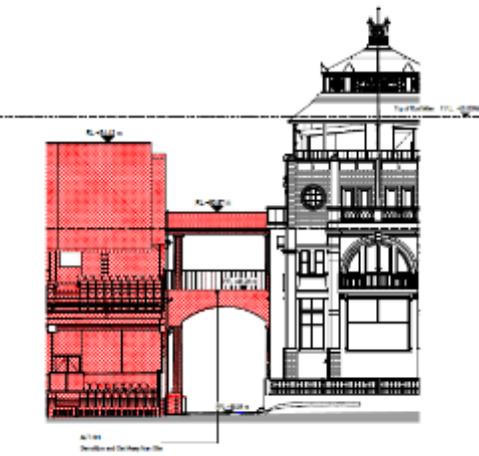
Pavilion Building – Existing and Demolition Drawings of Bridge



1 Demolition – Pavilion Building Bridge Link Area
1/100



2 Demolition – Pavilion Building Bridge Level 01 Plan
1/100

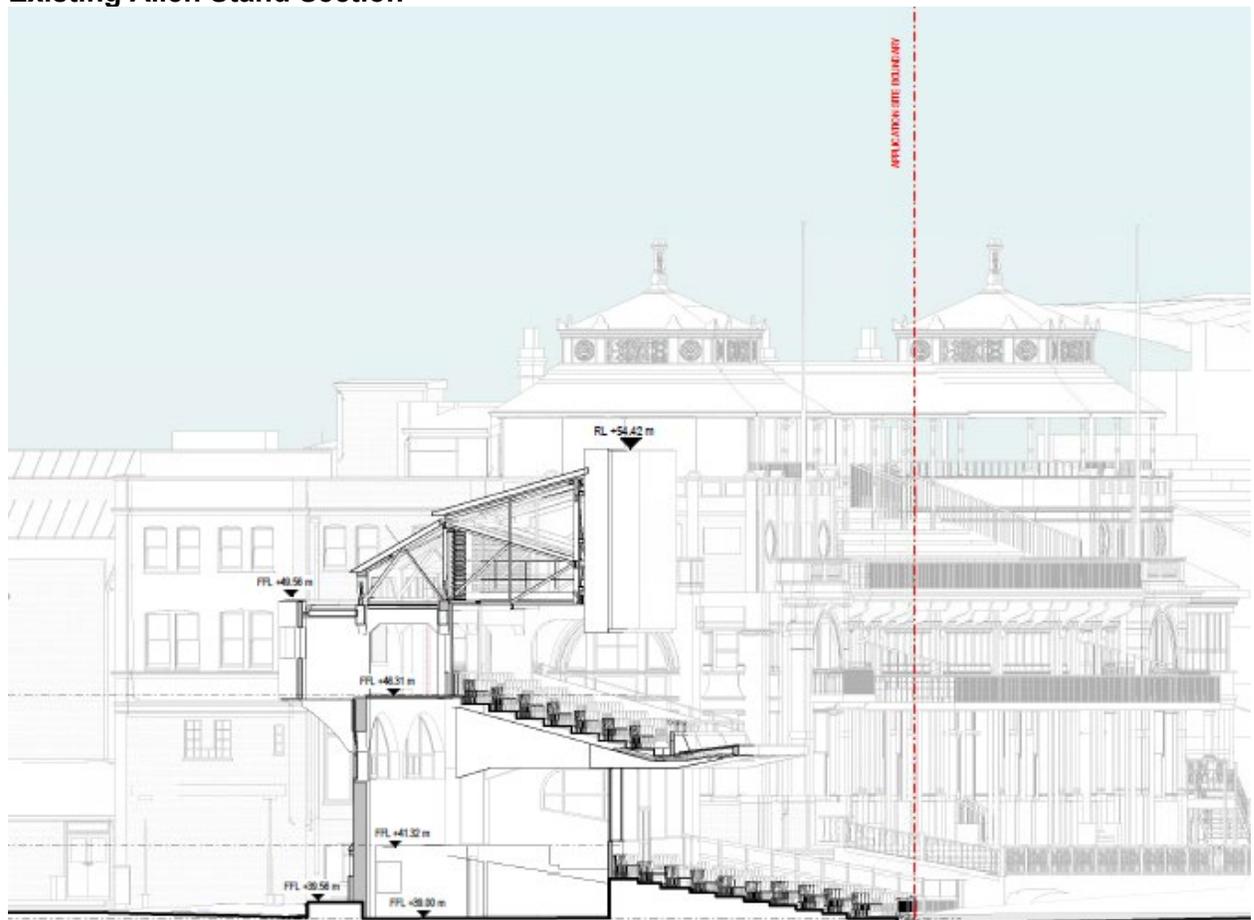


3 Demolition – Pavilion Building Bridge Elevation
1/100



4 Demolition – Pavilion Building Bridge Section
1/100

Existing Allen Stand Section

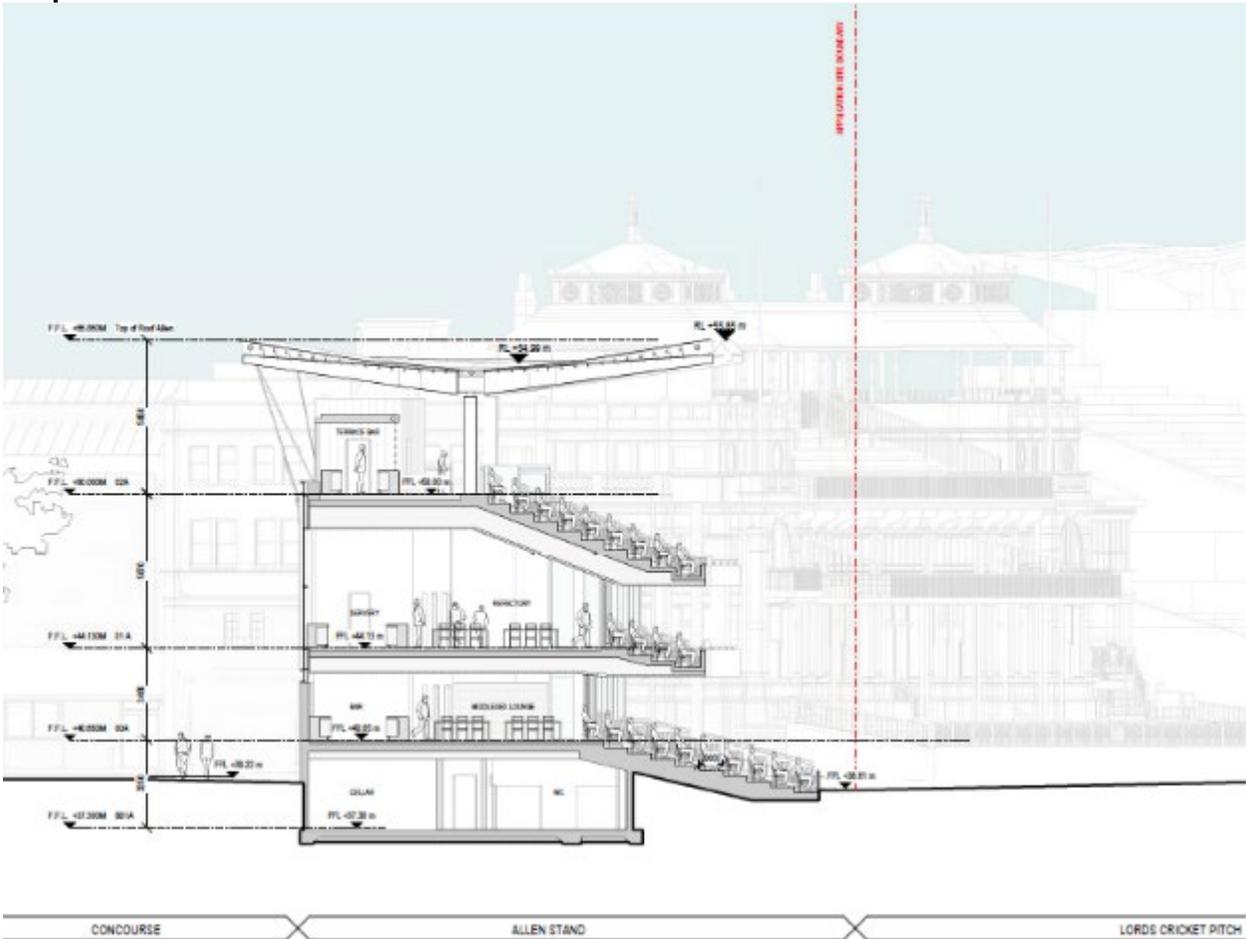


CONCOURSE

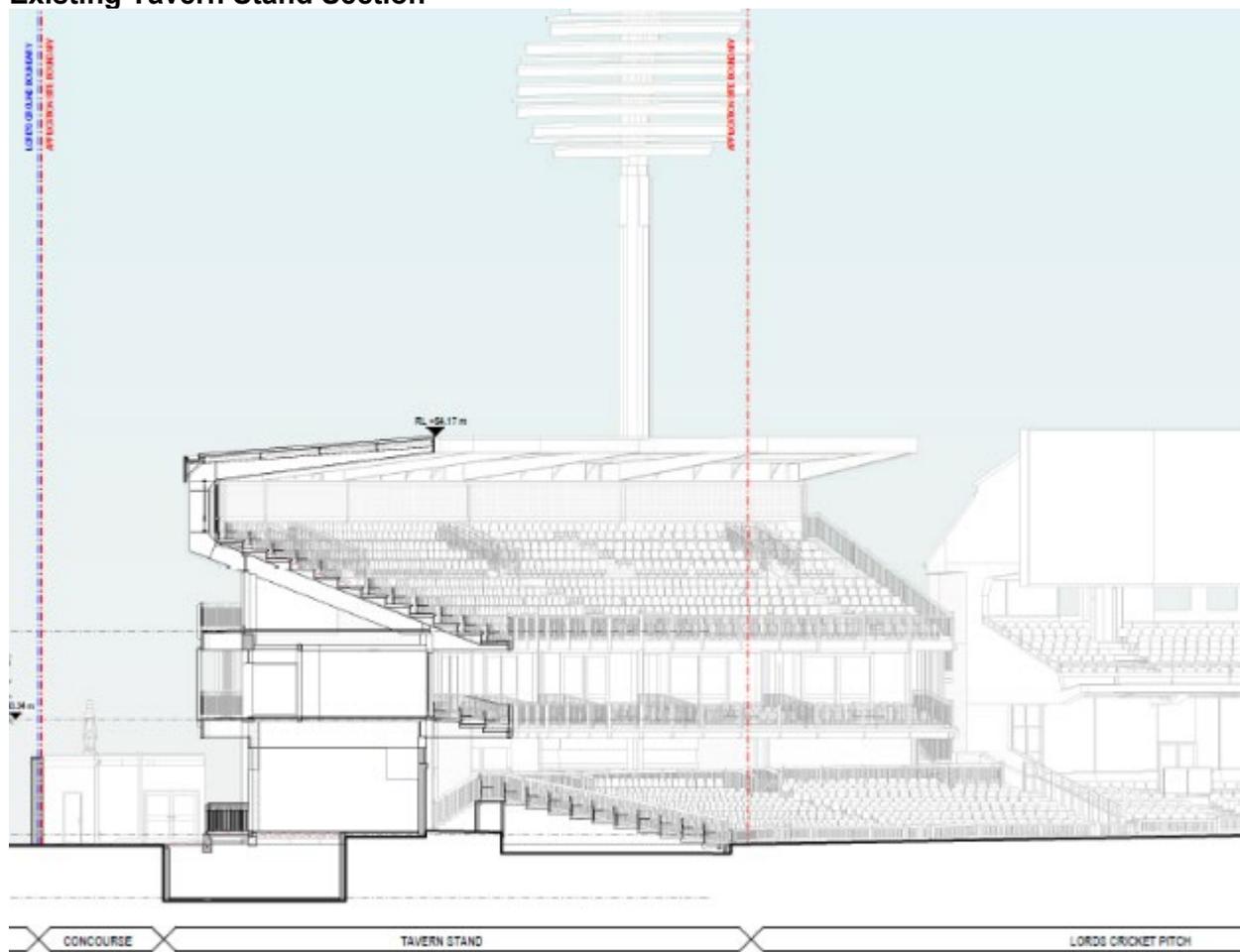
ALLEN STAND

LORD

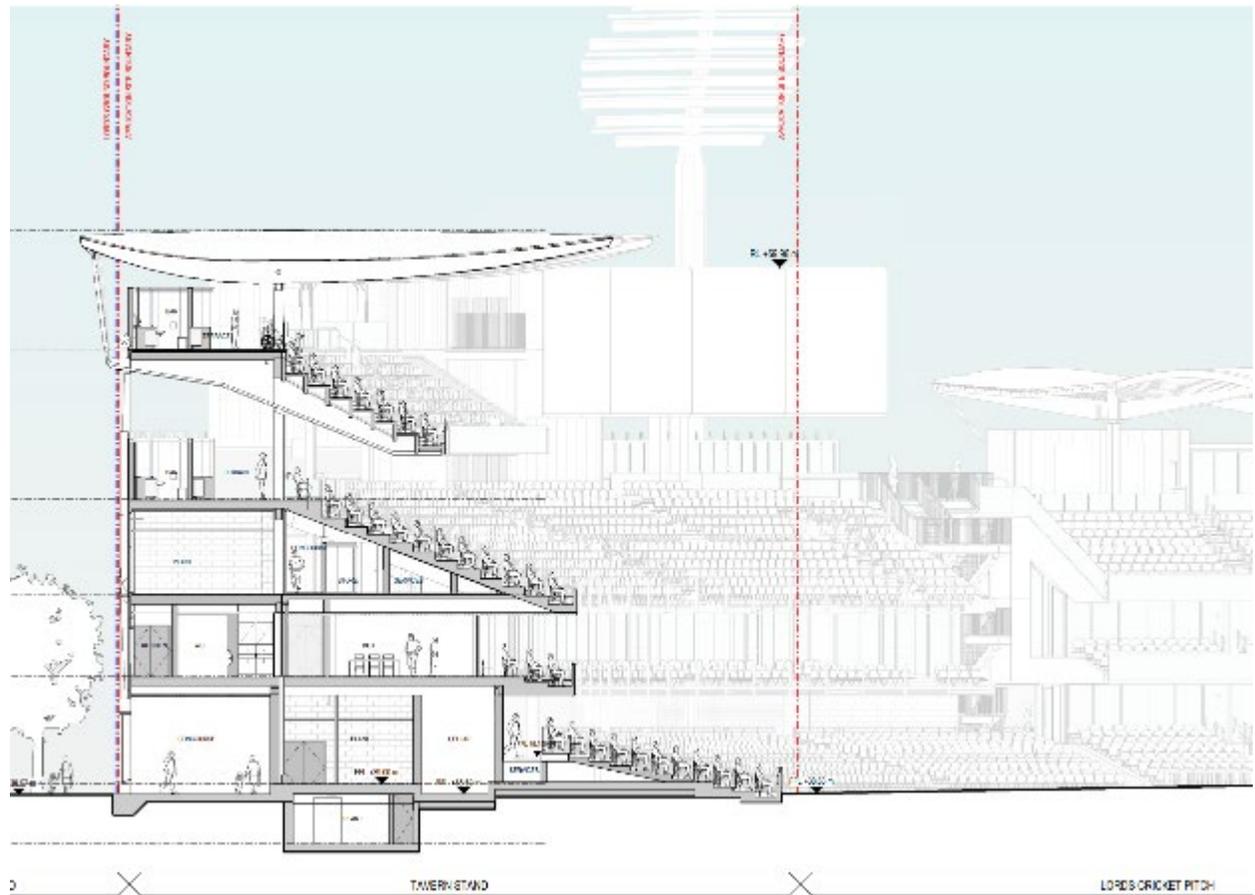
Proposed Allen Stand Section



Existing Tavern Stand Section



Proposed Tavern Stand Section



Retention Details of Tavern Stand Frame



01 - The Retained Structure to the Lower and Mid Tiers



02 - New Steel Frame to the Upper Tier

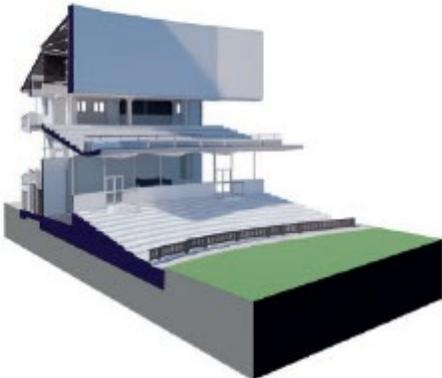


03 - Enclosure to the Backpack and Completed Upper Tier

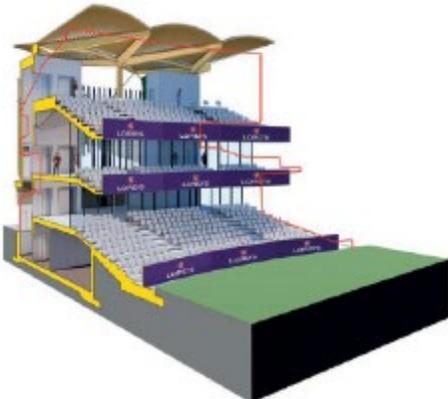


04 - Prefabricated Roof Installed

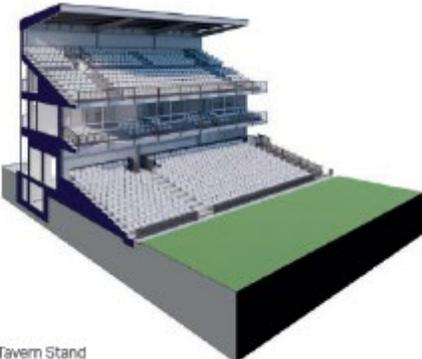
Scale and Massing of Stands



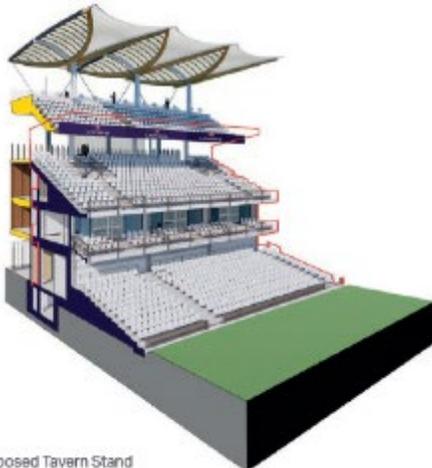
Existing Allen Stand



Proposed Allen Stand



Existing Tavern Stand



Proposed Tavern Stand

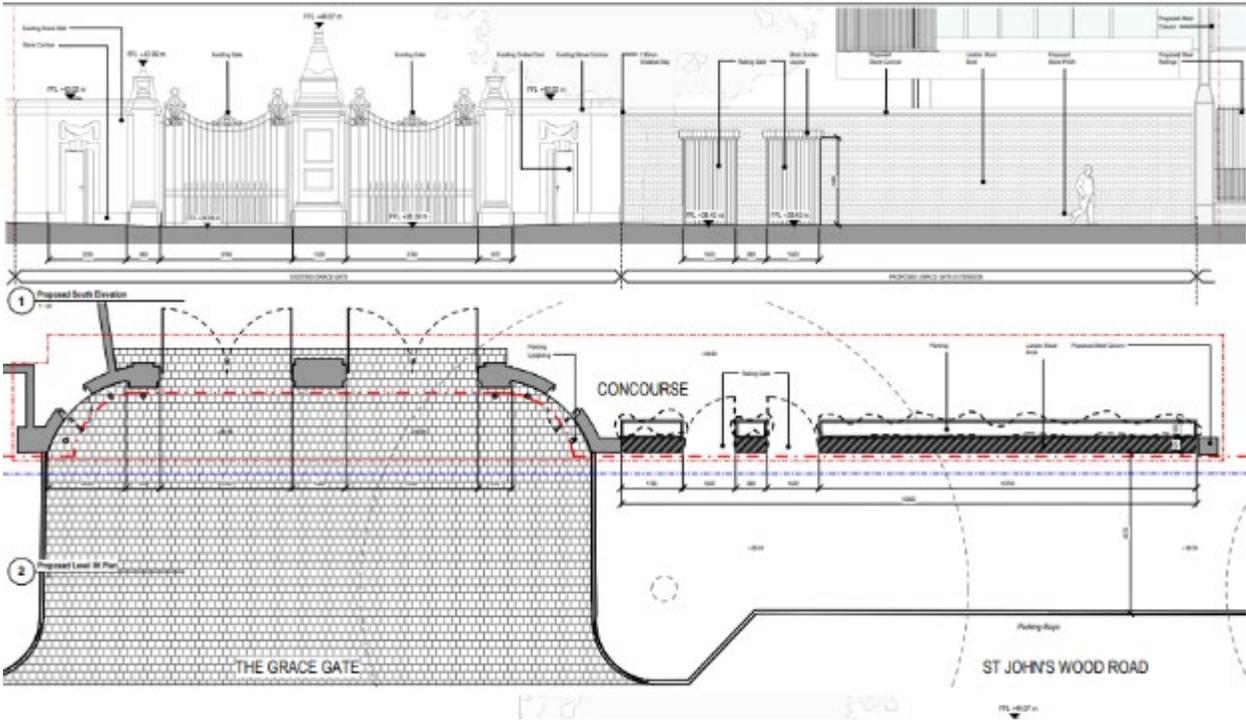
Proposed South Elevation Visuals



Proposed South Elevation Visuals adjacent to Bi Centenary Gate



Proposed Grace Gates Drawings & Visuals



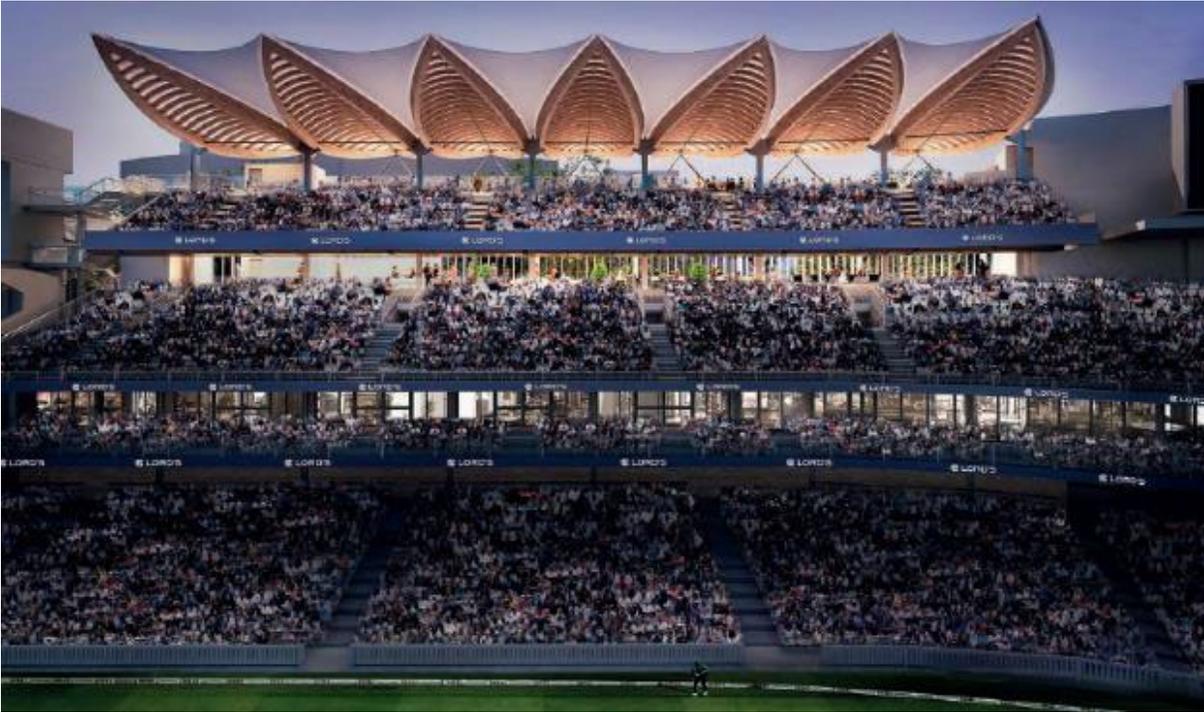
Aerial View Visuals (NB – boundary treatment altered as shown on South Elevation Drawing)



Allen Stand Visuals



Pitch Elevations – Tavern Stand



Pitch Elevations – Allen Stand



Visual from Allen Stand terrace to show roofs



Pitch side Visuals – Tavern Stand



Pitch side Visuals – Allen Stand



DRAFT DECISION LETTER – 23/08458/FULL

- Address:** Ground Floor, Lords Cricket Ground, St John's Wood Road, London
- Proposal:** Demolition of the existing Allen stand and the erection of a new stand with a link bridge to the adjacent Pavilion, refurbishment and extension of the Tavern Stand including the provision of new hospitality facilities, retail and food and beverage floorspace. Works also include hard and soft landscaping, servicing facilities, and all necessary ancillary and enabling works, plant and equipment, and installation of PV panels on the Thomas Lord Suite. Linked with 23/08621/LBC
- Plan Nos:** LTA-WEA-ZZ-00-DR-A-PA0001; LTA-WEA-ZZ-00-DR-A-PA0002; LTA-WEA-ZZ-00-DR-A-PA0003; LTA-WEA-ZZ-00-DR-A-PA0004; LTA-WEA-ZZ-XX-DR-A-PA0005; LTA-WEA-ZZ-XX-DR-A-PA0006; LTA-WEA-AL-04-DR-A-PA0007; LTA-WEA-AL-04-DR-A-PA0008; LTA-WEA-ZZ-XX-DR-A-PA0009; LTA-WEA-AL-04-DR-A-PA0010; LTA-WEA-AL-04-DR-A-PA0011; LTA-WEA-AL-04-DR-A-PA0012; LTA-WEA-AL-04-DR-A-PA0013 P01Design and Access Statement; Design and Access Statement Addendum March 2024; Site location plan; Circular Economy Statement; Energy Strategy; Whole Life Carbon Assessment; Noise/ Acoustic Assessment; Structural Methodology Statement; Transport Assessment; Travel Plan; Waste Management Strategy; Delivery and Servicing Plan; SUDS Strategy; Ecological Appraisal; Heritage Statement; Townscape and Visual Assessment; Statement of Community Involvement; Code of Construction; Draft Appendix A; Contamination Assessment; Daylight, Sunlight and Overshadowing Assessment; Fire Statement; Air Quality Assessment; BREEAM Pre-assessment; Landscaping Strategy (Including Urban Greening Factor); Foul Sewage and Utilities Assessment; Arboricultural Impact Assessment; Framework Construction Logistics PlanLTA-WEA-ZZ-00-DR-A-P0001; LTA-WEA-ZZ-00-DR-A-P0002; LTA-WEA-ZZ-00-DR-A-P0003; LTA-WEA-ZZ-00-DR-A-P0004; LTA-WEA-ZZ-B1-DR-A-P0099; LTA-WEA-ZZ-00-DR-A-P0100; LTA-WEA-ZZ-01-DR-A-P0101; LTA-WEA-ZZ-02-DR-A-P0102; LTA-WEA-ZZ-03-DR-A-P0103; LTA-WEA-ZZ-RF-DR-A-P0104; LTA-WEA-ZZ-B1-DR-A-P0199; LTA-WEA-ZZ-00-DR-A-P0200; LTA-WEA-ZZ-01-DR-A-P0201; LTA-WEA-ZZ-02-DR-A-P0202; LTA-WEA-ZZ-03-DR-A-P0203; LTA-WEA-ZZ-04-DR-A-P0204; LTA-WEA-ZZ-RF-DR-A-P0205; LTA-WEA-ZZ-B1-DR-A-P0999; LTA-WEA-ZZ-00-DR-A-P1000; LTA-WEA-ZZ-01-DR-A-P1001; LTA-WEA-ZZ-02-DR-A-P1002; LTA-WEA-ZZ-03-DR-A-P1003; LTA-WEA-ZZ-04-DR-A-P1004; LTA-WEA-ZZ-RF-DR-A-P1005; LTA-WEA-ZZ-ZZ-DR-A-P2001; LTA-WEA-ZZ-ZZ-DR-A-P2002; LTA-WEA-ZZ-ZZ-DR-A-P2003; LTA-WEA-ZZ-ZZ-DR-A-P2004; LTA-WEA-ZZ-ZZ-DR-A-P2005; LTA-WEA-ZZ-ZZ-DR-A-P2006; LTA-WEA-ZZ-ZZ-DR-A-P2007 P02; LTA-WEA-ZZ-ZZ-DR-A-P2008; LTA-WEA-ZZ-ZZ-DR-A-P2100; LTA-WEA-ZZ-ZZ-DR-A-P2110; LTA-WEA-ZZ-ZZ-DR-A-P2201; LTA-WEA-ZZ-ZZ-DR-A-P2202; LTA-WEA-ZZ-ZZ-DR-A-P2203; LTA-WEA-ZZ-ZZ-DR-A-P2204; LTA-WEA-AL-AA-DR-A-P3001; LTA-WEA-TA-BB-DR-A-P3002; LTA-WEA-TA-CC-DR-A-P3003; LTA-WEA-TA-DD-DR-A-P3004; LTA-WEA-AL-AA-DR-A-P3005; LTA-WEA-TA-BB-DR-A-P3006 P02; LTA-WEA-TA-CC-DR-A-P3007 P02 ; LTA-WEA-TA-DD-DR-A-P3008; LTA-WEA-ZZ-ZZ-DR-A-P3100; LTA-WEA-ZZ-ZZ-DR-A-P3110; LTA-WEA-AL-AA-DR-A-P3201; LTA-WEA-TA-BB-DR-A-P3202L LTA-WEA-TA-CC-DR-A-P3203; LTA-WEA-TA-DD-DR-A-P3204.

Case Officer: Kimberley Davies**Direct Tel. No.** 07866036948

Recommended Condition(s) and Reason(s) or Reason(s) for Refusal:

- 1 The development hereby permitted shall be carried out in accordance with the drawings and other documents listed on this decision letter, and any drawings approved subsequently by the City Council as local planning authority pursuant to any conditions on this decision letter.

Reason:

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

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

You must carry out piling, excavation and demolition work only:

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

Noisy work must not take place outside these hours unless otherwise agreed through a Control of Pollution Act 1974 section 61 prior consent in special circumstances (for example, to meet police traffic restrictions, in an emergency or in the interests of public safety). (C11AB)

Reason:

To protect the environment of neighbouring occupiers. This is as set out in Policies 7 and 33 of the City Plan 2019 - 2040 (April 2021). (R11AD)

- 3 **Pre Commencement Condition.** Prior to the commencement of any:

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

on site you must apply to us for our written approval of evidence to demonstrate that any implementation of the scheme hereby approved, by the applicant or any other party, will be bound by the council's Code of Construction Practice. Such evidence must take the form of the relevant completed Appendix A checklist from the Code of Construction Practice, signed by the applicant and approved by the Council's Environmental Sciences Team, which constitutes an agreement to comply with the Code of Construction Practice and requirements contained therein. Commencement of the relevant stage of demolition, earthworks/piling or construction cannot take place until the City Council as local planning authority has issued its written approval through submission of details prior to each stage of commencement. (C11CD)

Reason:

To protect the environment of neighbouring occupiers. This is as set out in Policies 7 and 33 of the City Plan 2019 - 2040 (April 2021). (R11AD)

- 4 The restaurant/ event/ hospitality spaces hereby approved shall only be open from 08.00 to

23.00 hours daily.

Reason:

To protect the environment of people in neighbouring properties as set out in Policies 7, 16 and 33 of the City Plan 2019 - 2040 (April 2021). (R12AD)

- 5 A detailed Operational Management Plan for the event/restaurant spaces within the Allen Stand shall be submitted to and approved by the City Council as local planning authority 3 months prior to its use.

The Operational Management Plan shall include measures to mitigate noise disturbance to local residents both on match days and non-match days. The use shall be carried out in accordance with the approved plan.

Reason:

To protect the environment of people in neighbouring properties as set out in Policies 7, 16 and 33 of the City Plan 2019 - 2040 (April 2021). (R12AD)

- 6 Prior to commencement of superstructure works, an updated Cooling Hierarchy shall be submitted to and approved by us in writing. The updated Cooling Hierarchy must include details of the following:

- 1) Passive measures included in the design to mitigate against overheating including. Passive measures may include, but not limited to, external shading, insulation, exposed thermal mass, provision of green infrastructure, windows specification and design to achieve G-values in line with or lower than the Notional Building specification as set out in the relevant Building Regulations.
- 2) Details of measures that would be installed to prevent overheating in common areas with communal heating pipework in line with objective 3.9 of CIBSE CP1.
- 3) Details of any management strategies required to control overheating and information that will be supplied to occupants to support the strategy.
- 4) Where the methodology informing the updated Cooling Hierarchy differs from that set out in the Energy Statement submitted at application stage, updated dynamic modelling, in line with requirements of the Mayor of London's Energy Assessment Guidance (June 2022) (or any guidance that may supersede it) shall be carried out to demonstrate that the measures proposed are appropriate to control overheating and minimise the need for mechanical cooling (required only where passive measures set out under (1) are insufficient to prevent overheating).

The Cooling Hierarchy we approve shall be implemented prior to first occupation of the development and thereafter be permanently retained and maintained in accordance with the manufacturer's recommended maintenance regime for the passive and mechanical elements of the hierarchy. (C17FA)

Reason:

To ensure the development is designed and operated to minimise the risk of internal overheating and is an energy efficient building in accordance with Policy SI4 in the London Plan 2021, Policies 36 and 38 of the City Plan 2019 - 2040 (April 2021) and the Environmental Supplementary Planning Document (February 2022). (R17EA)

- 7 The development shall be carried out in accordance with the approved Energy Strategy

(prepared by Buro Happold; dated December 2023) and shall achieve regulated carbon dioxide emission savings of not less than 54% for emissions beyond the Target Emissions Rate of Part L of Building Regulations 2021. The energy efficiency and sustainability measures set out there in shall be completed and made operational prior to the first occupation of the development and retained for the lifetime of the development.

Reason:

To ensure the development minimises operational carbon emissions and achieves the highest levels of sustainable design and construction in accordance with Policy SI2 in the London Plan 2021, Policies 36 and 38 of the City Plan 2019 - 2040 (April 2021) and the Environmental Supplementary Planning Document (February 2022). (R17CA)

- 8 You must apply to us for our written approval of an independent review of the energy efficiency measures to be provided within the development before you start any work on the development. In the case of an assessment using Building Research Establishment methods ('BREEAM'), this review must show that you have achieved an 'excellent' rating. If you use another method, you must achieve an equally high standard. You must provide all the energy efficiency measures referred to in the review before you start to use the building. You must then permanently retain these features. (C44BB)

Reason:

To make sure that the development provides the environmental sustainability features included in your application as set out in Policies 36 and 38 of the City Plan 2019 - 2040 (April 2021). (R44AD)

- 9 The development hereby approved shall achieve Net Zero Carbon verification for both construction and operation within the first year of completion. Post completion verification report on Construction emissions, based on as-built drawings, energy and water use, issued by an independent third-party assessor, that confirms that the development has been completed and reviewed in accordance with the UK Green Building Council Net Zero Carbon Framework, to be submitted to us for our approval within 3 month of occupation of the building. The report must state the exact emissions to-date in relation to RICS modules A1-A5 and any associated offsets following the carbon offsetting principles as described by the UKGBC Renewable Energy Procurement Carbon Offsetting Guidance for Net Zero Carbon buildings, showing that the development is considered Net Zero at the time of submitting the report to us. Net Zero in Operation must be reported after the first year of occupation and submitted to us for approval.

Reason:

To ensure the development minimises carbon emissions throughout its whole life cycle in accordance with Policy SI2 in the London Plan 2021, Policy 38 in the City Plan 2019 - 2040 (April 2021), the Environmental Supplementary Planning Document (February 2022) and the guidance set out in the Mayor of London's guidance 'Whole Life-Cycle Carbon Assessments' (March 2022).

- 10 You must provide, maintain and retain the following energy efficiency measures prior to the use of the first completed stand, as set out in your application.

- the PV panels on the Thomas Lord Suite.

You must not remove any of these features. (C44AA)

Reason:

To make sure that the development provides the environmental sustainability features included in your application as set out in Policies 36 and 38 of the City Plan 2019 - 2040 (April 2021). (R44AD)

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

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

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

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

Phase 4: Validation report - summarises the action you have taken during the development and what action you will take in the future, if appropriate. (C18AA)

Reason:

To make sure that any contamination under the site is identified and treated so that it does not harm anyone who uses the site in the future. This is as set out in Policy 33(E) of the City Plan 2019 - 2040 (April 2021). (R18AB)

- 12 You must apply to us for approval of detailed drawings of a hard and soft landscaping scheme which includes the number, size, species and position of trees and shrubs. You must not start work on the relevant part of the development until we have approved in writing what you have sent us. You must then carry out the landscaping and planting within 12 months of completing the development, (or within any other time limit we agree to in writing).

If you remove any trees that are part of the planting scheme that we approve, or find that they are dying, severely damaged or diseased within 5 years of planting them, you must replace them with trees of the same size and species, (or alternative sizes and species which we agree to in writing).

Reason:

To improve the appearance of the development, to make sure that it contributes to the character and appearance of this part of the St John's Wood Conservation Area, and to improve its contribution to biodiversity and the local environment. This is as set out in Policies 34, 38 and 39 of the City Plan 2019 - 2040 (April 2021). (R30CE)

- 13 You must apply to us for approval of the design, depth, size, and location and means of

installation of foundations for Tavern and Allen Stands and the boundary wall to St John's Wood Road. You must not start any demolition, site clearance or building work for these items, and you must not take any equipment, machinery or materials for these items onto the site, until we have approved what you have sent us. You must then carry out the work according to the approved details.

Reason:

To make sure that the trees on the site are adequately protected during building works. This is as set out in Policies 34 and 38 of the City Plan 2019 - 2040 (April 2021). (R31AD)

- 14 You must apply to us for our approval of the positions and method to be used to dig trenches, pipelines or ducts for services or drains. You must not start any work until we have approved what you have sent to us. The work must be carried out according to the approved details.

Reason:

To make sure that the trees on the site are adequately protected during building works. This is as set out in Policies 34 and 38 of the City Plan 2019 - 2040 (April 2021). (R31AD)

- 15 **Pre-Commencement Condition.** You must apply to us for approval of a method statement and tree protection plan explaining the measures you will take to protect the trees on the site and adjacent to it. You must ensure that the details you submit to satisfy the tree protection conditions are site specific and are prepared in conjunction with construction management proposals, as adequate protection of trees on/ adjacent to the site will rely heavily on an appropriate means of construction. You must not start any demolition, site clearance or building work, and you must not take any equipment, machinery or materials for the development onto the site, until we have approved in writing what you have sent us. You must then carry out the work according to the approved details.

Reason:

To protect the trees and the character and appearance of this part of the St John's Wood Conservation Area. This is as set out in Policies 34, 38 and 39 of the City Plan 2019 - 2040 (April 2021). (R31DD)

- 16 **Pre-Commencement Condition.** You must apply to us for our approval of details of an auditable system of arboricultural site supervision and record keeping prepared by an arboricultural consultant who is registered with the Arboricultural Association, or who has the level of qualifications and experience needed to be registered. The details of such supervision must include:

- o identification of individual responsibilities and key personnel.
- o induction and personnel awareness of arboricultural matters.
- o supervision schedule, indicating frequency and methods of site visiting and record keeping
- o procedures for dealing with variations and incidents.

You must not start any demolition, site clearance or building work, and you must not take any equipment, machinery or materials for the development onto the site, until we have approved what you have sent us. You must then adhere to the approved supervision schedule.

You must produce written site supervision reports after each site monitoring visit, demonstrating that you have carried out the supervision and that the tree protection is being provided in accordance with the approved scheme. If any damage to trees, root protection areas or other breaches of tree protection

measures occur then details of the incident and any mitigation/amelioration must be included. You must send copies of each written site supervision record to us within five days of the site visit.

Reason:

To make sure that the trees on the site are adequately protected during building works. This is as set out in Policies 34 and 38 of the City Plan 2019 - 2040 (April 2021). (R31AD)

- 17 You must carry out the tree surgery according to the specification in your tree report reference 230370-PD-11a dated December 2023.

You must apply to us for approval of any additional details of tree surgery to non-TFL trees (beyond the specification in your tree report) and the reasons for the additional proposed works. You must not start any further works to the trees until we have approved what you have sent us. You must then carry out the tree surgery according to the approved specification.

Reason:

To protect the trees and the character and appearance of this part of the St John's Wood Conservation Area. This is as set out in Policies 34, 38 and 39 of the City Plan 2019 - 2040 (April 2021). (R31DD)

- 18 You must provide, maintain and retain the following bio-diversity features before you start to use any part of the development, as set out in your application.

insect boxes, bat boxes, swift bricks

You must not remove any of these features. (C43FA)

Reason:

To increase the biodiversity of the environment, as set out Policy 34 of the City Plan 2019 - 2040 (April 2021). (R43FC)

- 19 All new work to the outside of the building must match existing original work in terms of the choice of materials, method of construction and finished appearance. This applies unless differences are shown on the drawings we have approved or are required by conditions to this permission. (C26AA)

Reason:

To make sure that the appearance of the building is suitable and that it contributes to the character and appearance of this part of the St John's Wood Conservation Area. This is as set out in Policies 38, 39 and 40 of the City Plan 2019 - 2040 (April 2021). (R26BF)

- 20 Notwithstanding the drawings hereby approved, you must apply to us for approval of detailed drawings at 1:5 and 1:20 of the following parts of the development -

- A) typical bay details to all new facades to Allen Stand (including new link bridge).
- B) typical bay details to all new facades to Tavern Stand.
- C) typical bay details to new St John's Wood Road boundary elevation (including Grace Gates).

to indicate the following (as applicable):

- i) windows.
- ii) external doors.
- iii) cills.
- iv) reveals.
- v) fascias and soffits.
- vi) canopies, roof structures and external supports.
- vii) terraces/balconies, including method of drainage.
- viii) railings and balustrades.
- ix) fins (including any integrated design motifs);
- x) decorative glazing panels;
- xi) indicative locations and design principles for display of any signage;
- xii) location and size of movement joints;
- xiii) step backs in façade;
- xiv) interfaces with windows;
- xv) interfaces with landscaping and details of any planters or areas of greening;
- xvi) interfaces with architectural metalwork (including fins);
- xvii) plant, ventilation and other services terminations at façade and roof level;
- xviii) integral architectural lighting.

You must not start any work on the relevant building until we have approved what you have sent us. You must then carry out the work according to these approved drawings.

Reason:

To protect the special architectural or historic interest of this listed building and to make sure the development contributes to the character and appearance of the St John's Wood Conservation Area. This is as set out in Policies 38, 39 and 40 of the City Plan 2019 - 2040 (April 2021).
(R26FE)

- 21 You must apply to us for approval of photographic schedules (with actual samples available to view on site) of samples of the facing materials you will use, including glazing, and elevations and roof plans annotated to show where the materials are to be located for -
- A) all new facades to Allen Stand (including new link bridge);
 - B) all new facades to Tavern Stand;
 - C) new St John's Wood Road boundary elevation (including Grace Gates).

You must not start any work on the relevant parts of the development until we have approved what you have sent us. You must then carry out the work using the approved materials.

Reason:

To protect the special architectural or historic interest of this listed building and to make sure the development contributes to the character and appearance of the St John's Wood Conservation Area. This is as set out in Policies 38, 39 and 40 of the City Plan 2019 - 2040 (April 2021).
(R26FE)

- 22 Any plaques or statutes attached to either stands must be retained and either be resited on the stands or sited within the museum on the site.

Reason:

To make sure that the appearance of the building is suitable and that it contributes to the

character and appearance of the area. This is as set out in Policies 38 and 40 of the City Plan 2019 - 2040 (April 2021). (R26AE)

- 23 (1) Where noise emitted from the proposed plant and machinery will not contain tones or will not be intermittent, the 'A' weighted sound pressure level from the plant and machinery (including non-emergency auxiliary plant and generators) hereby permitted, when operating at its noisiest, shall not at any time exceed a value of 10 dB below the minimum external background noise, at a point 1 metre outside any window of any residential and other noise sensitive property, unless and until a fixed maximum noise level is approved in writing by the City Council. The background level should be expressed in terms of the lowest LA90, 15 mins during the proposed hours of operation. The plant-specific noise level should be expressed as LAeqTm, and shall be representative of the plant operating at its maximum.
- (2) Where noise emitted from the proposed plant and machinery will contain tones or will be intermittent, the 'A' weighted sound pressure level from the plant and machinery (including non-emergency auxiliary plant and generators) hereby permitted, when operating at its noisiest, shall not at any time exceed a value of 15 dB below the minimum external background noise, at a point 1 metre outside any window of any residential and other noise sensitive property, unless and until a fixed maximum noise level is approved in writing by the City Council. The background level should be expressed in terms of the lowest LA90, 15 mins during the proposed hours of operation. The plant-specific noise level should be expressed as LAeqTm, and shall be representative of the plant operating at its maximum.
- (3) Following installation of the plant and equipment, you may apply in writing to the City Council for a fixed maximum noise level to be approved. This is to be done by submitting a further noise report confirming previous details and subsequent measurement data of the installed plant, including a proposed fixed noise level for written approval by the City Council. Your submission of a noise report must include:
- (a) A schedule of all plant and equipment that formed part of this application;
 - (b) Locations of the plant and machinery and associated: ducting; attenuation and damping equipment;
 - (c) Manufacturer specifications of sound emissions in octave or third octave detail;
 - (d) The location of most affected noise sensitive receptor location and the most affected window of it;
 - (e) Distances between plant & equipment and receptor location/s and any mitigating features that may attenuate the sound level received at the most affected receptor location;
 - (f) Measurements of existing LA90, 15 mins levels recorded one metre outside and in front of the window referred to in (d) above (or a suitable representative position), at times when background noise is at its lowest during hours when the plant and equipment will operate. This acoustic survey to be conducted in conformity to BS 7445 in respect of measurement methodology and procedures;
 - (g) The lowest existing LA90, 15 mins measurement recorded under (f) above;
 - (h) Measurement evidence and any calculations demonstrating that plant and equipment complies with the planning condition;
 - (i) The proposed maximum noise level to be emitted by the plant and equipment. (C46AC)

Reason:

Because existing external ambient noise levels exceed WHO Guideline Levels, and as set out in Policies 7 and 33 of the City Plan 2019 - 2040 (April 2021) and the Environmental Supplementary Planning Document (February 2022), so that the noise environment of people in noise sensitive receptors is protected, including the intrusiveness of tonal and impulsive sounds, and by contributing to reducing excessive ambient noise levels. Part (3) is included so that applicants may ask subsequently for a fixed maximum noise level to be approved in case ambient noise levels reduce at any time after implementation of the planning permission. (R46AC)

- 24 No vibration shall be transmitted to adjoining or other premises and structures through the building structure and fabric of this development as to cause a vibration dose value of greater than 0.4m/s (1.75) 16 hour day-time nor 0.2m/s (1.75) 8 hour night-time as defined by BS 6472 (2008) in any part of a residential and other noise sensitive property. (C48AB)

Reason:

To ensure that the development is designed to prevent structural transmission of noise or vibration and to prevent adverse effects as a result of vibration on the noise environment in accordance with Policies 7 and 33 of the City Plan 2019 - 2040 (April 2021) and the Environmental Supplementary Planning Document (February 2022). (R48AB)

- 25 You must apply to us for approval of details of a supplementary acoustic report demonstrating that the plant will comply with the Council's noise criteria as set out in Condition(s) 21 and 22 of this permission. You must not start work on this part of the development until we have approved in writing what you have sent us. (C51AB)

Reason:

Because existing external ambient noise levels exceed WHO Guideline Levels, and Policies 7 and 33 of the City Plan 2019 - 2040 (April 2021) and the Environmental Supplementary Planning Document (February 2022), so that the noise environment of people in noise sensitive receptors is protected, including the intrusiveness of tonal and impulsive sounds, and by contributing to reducing excessive ambient noise levels. (R51AC)

- 26 The noise level from any amplified music and/or public address system shall not at one metre from the façade of any noise sensitive receptor exceed 72dB LAeq(15mins). There is no restriction on the noise levels for the public address system when being used for safety announcements in an emergency.

Reason:

To protect the environment of people in neighbouring properties, as set out Policies 7 and 38 of the City Plan 2019 - 2040 (April 2021). (R21AD)

- 27 An External Crowd Management Plan (ECMP) for the stands operation shall be submitted to and approved by the City Council in consultation with Transport for London three months prior to occupation of the new stands. The ECMP must cover all aspects of crowd management outside the ground and visitors travel to the ground for match days and other events and include target data and monitoring mechanisms. In particular it must outline measures that will be taken to effectively manage increased spectator numbers at peak times that will result from the increased capacity and address Transport for London's concerns with regard to arrangements for pick up and set down for disabled visitors to the site and taxis and private hire vehicles, facilitating the use of sustainable modes of transport for spectators, management of increased visitor numbers travelling to the ground via St John's Wood underground station and mitigating uncomfortable pedestrian conditions around the ground.

You must comply with the approved (ECMP) for the lifetime of the development, unless an alternative ECMP has been submitted and approved by the City Council.

Reason:

In the interest of public safety, to avoid blocking the surrounding streets and to protect the

environment of people in neighbouring properties as set out in Policies 25, 26 and 28 of the City Plan 2019 - 2040 (April 2021). (R23AD)

- 28 Three months prior to the start of each cricket season, you must apply to us for approval of travel targets, including the proportion of spectators using St John's Wood London Underground Station. You must also provide us with details of a monitoring strategy to ensure these targets are met. These will be agreed in consultation with Transport for London. You must then abide by the targets and agreed monitoring mechanisms at all times.

Reason:

The site is located in a sensitive part of the road network with several Transport for London assets in close proximity. Transport for London have requested this condition.

- 29 Pre-Commencement Condition: No development shall take place, including any works of demolition, until a construction management plan/logistics plan for the proposed development has been submitted to and approved in writing by the City Council in consultation with Transport for London. You must then abide by the terms and agreement of the construction management plan/ logistics plan at all times.

Reason:

The site is located in a sensitive part of the road network with several Transport for London assets in close proximity. Transport for London have requested this condition.

- 30 The travel plan hereby approved must be adhered to at all times.

Reason:

In the interest of public safety, to avoid blocking the surrounding streets and to protect the environment of people in neighbouring properties as set out in Policies 25, 26 and 28 of the City Plan 2019 - 2040 (April 2021). (R23AD)

- 31 The delivery and servicing plan hereby approved must be adhered to at all times.

Reason:

To avoid blocking the surrounding streets and to protect the environment of people in neighbouring properties as set out in Policy 29 of the City Plan 2019 - 2040 (April 2021). (R23AD)

- 32 You must provide the disabled persons parking bay within the site prior to the first use of the new and replacement Tavern and Allen Stands and it must remain a disabled persons parking bay for the lifetime of the development.

Reason:

To provide a disabled parking space for those using the development as set out in Policy 27 of the City Plan 2019 - 2040 (April 2021). (R22AC)

- 33 You must provide the access for people with disabilities and all 50 accessible seats across the

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Tavern and Allen Stands as shown on the approved drawing(s) and as outlined in the Design and Access Statement before you use the new and replacement Tavern and Allen Stands.

Reason:

To make sure that there is reasonable access for people with disabilities and to make sure that the access does not harm the appearance of the building, as set out in Policy 38 of the City Plan 2019 - 2040 (April 2021). (R20AD)

- 34 The provision for the storage of waste and recyclable materials for the development, as shown on the Operational Waste Management Plan reference number LTA-BHE-ZZ-ZZ-RP-YZ-9001 dated 4 December 2023 Revision P02 is to be made permanently available and used for no other purpose.

Reason:

To protect the environment and provide suitable storage for waste and materials for recycling as set out in Policies 7 and 37 of the City Plan 2019 - 2040 (April 2021). (R14CD)

- 35 Waste management and servicing must be in accordance with the Operational Waste Management Plan dated 4 December 2023 Revision P02 and remain for the lifetime of the development.

Reason:

To protect the environment of people in neighbouring properties as set out in Policies 7 and 33 of the City Plan 2019 - 2040 (April 2021). (R14AD)

- 36 The development hereby approved shall be constructed to achieve or exceed the BREEAM 'Excellent' standard for the 'Wat 01' water category or equivalent.

Reason:

The site is in an area of serious water stress requiring water efficiency opportunities to be maximised to mitigate the impacts of climate change and enhance the sustainability of the development in accordance with Policy 38(D) in the City Plan 2019 - 2040, Policy S15 in the London Plan 2021 and our Environmental Supplementary Planning Document (2022).

Informative(s):

- 1 In dealing with this application the City Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies in the City Plan 2019 - 2040 (April 2021), neighbourhood plan (where relevant), supplementary planning documents, the London Plan (March 2021), planning briefs and other informal written guidance, as well as offering a full pre application advice service, in order to ensure that 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 at the validation stage.

2 HIGHWAYS LICENSING:

Under the Highways Act 1980 you must get a licence from us before you put skips or scaffolding on the road or pavement. It is an offence to break the conditions of that licence. You may also have to send us a programme of work so that we can tell your neighbours the likely timing of building activities. For more advice, please visit our website at www.westminster.gov.uk/guide-temporary-structures.

CONSIDERATE CONSTRUCTORS:

You are encouraged to join the nationally recognised Considerate Constructors Scheme. This commits those sites registered with the Scheme to be considerate and good neighbours, as well as clean, respectful, safe, environmentally conscious, responsible and accountable. For more information please contact the Considerate Constructors Scheme directly on 0800 783 1423, siteenquiries@ccscheme.org.uk or visit www.ccscheme.org.uk.

BUILDING REGULATIONS:

You are advised that the works are likely to require building regulations approval. Details in relation to Westminster Building Control services can be found on our website at www.westminster.gov.uk/contact-us-building-control

- 3 The applicant is required to enter into a S278 agreement with Transport for London to secure the following:
 - temporary accesses needed for construction.
 - works to TFL street trees on St John's Wood Road
 - any route improvement works to and from other London Underground stations as deemed necessary by Transport for London.
 - Road Safety Audit recommendations and actions.

- 4 For advice on BREEAM, including appointment of a licensed assessor and how to obtain a post completion certificate, please visit the Building Research Establishment (BRE) website: <https://bregroup.com/products/breeam/>. (I15AB)

- 5 No digging should take place within 5 metres of a High Voltage Cable without contacting National Grid's Plant Protection Team <https://www.beforeyoudig.nationalgrid.com>

- 6 You will need to re-apply for planning permission if another authority or council department asks you to make changes that will affect the outside appearance of the building or the purpose it is used for. (I23AA)

- 7 Some of the trees on the site are protected by a Tree Preservation Order. You must get our permission before you do anything to them. You can apply online at the following link: www.westminster.gov.uk/trees-and-high-hedges. You may want to discuss this first with our Tree Officers by emailing privatelyownedtrees@westminster.gov.uk.

- 8 This site is in a conservation area. By law you must write and tell us if you want to cut, move or trim any of the trees there. You can apply online at the following link: www.westminster.gov.uk/trees-and-high-hedges. You may want to discuss this first with our Tree Officers by emailing privatelyownedtrees@westminster.gov.uk.
- 9 You are encouraged to join the Sustainable City Charter (www.westminster.gov.uk/tackling-climate-change-westminster/business-climate-action/sustainable-city-charter/current-participants), a free and voluntary network of organisations across the city who own or occupy non-domestic buildings and are working to promote environmental sustainability. The scheme provides a framework for reducing building-based emissions, in line with the council's target of reaching next zero across the city by 2040. Please contact climateemergency@westminster.gov.uk for more information.
- 10 Please make sure that the lighting is designed so that it does not cause any nuisance for neighbours at night. If a neighbour considers that the lighting is causing them a nuisance, they can ask us to take action to stop the nuisance.
- 11 You are encouraged to join the nationally recognised Considerate Constructors Scheme. This commits those sites registered with the Scheme to be considerate and good neighbours, as well as clean, respectful, safe, environmentally conscious, responsible and accountable. For more information, please contact the Considerate Constructors Scheme directly on 0800 783 1423, siteenquiries@ccscheme.org.uk or visit www.ccscheme.org.uk.
- 12 The construction manager should keep residents and others informed about unavoidable disturbance such as noise, dust and extended working hours, and disruption of traffic. Site neighbours should be given clear information well in advance, preferably in writing, for example by issuing regular bulletins about site progress.
- 13 With reference to condition 3 please refer to the Council's Code of Construction Practice at (www.westminster.gov.uk/code-construction-practice). You will be required to enter into an agreement with the Council appropriate to this scale of development and to pay the relevant fees prior to starting work.

Your completed and signed Checklist A (for Level 1 and Level 2 developments) or B (for basements) and all relevant accompanying documents outlined in Checklist A or B, e.g. the full Site Environmental Management Plan (Levels 1 and 2) or Construction Management Plan (basements), must be submitted to the City Council's Environmental Inspectorate (cocp@westminster.gov.uk) **at least 40 days prior to commencement of works** (which may include some pre-commencement works and demolition). The checklist must be countersigned by them before you apply to the local planning authority to discharge the above condition.

You are urged to give this your early attention as the relevant stages of demolition, earthworks/piling or construction cannot take place until the City Council as local planning authority has issued its written approval of each of the relevant parts, prior to each stage of commencement.

Where you change your plans after we have discharged the condition, you must re-apply and submit new details for consideration before you start work. Please note that where separate contractors are appointed for different phases of the project, you may apply to partially discharge the condition by clearly stating in your submission which phase of the works (i.e. (a) demolition, (b) excavation or (c) construction or a combination of these) the details relate to. However please note that the entire fee payable to the Environmental Inspectorate team must be paid on submission of the details relating to the relevant phase.

Appendix A must be signed and countersigned by the Environmental Inspectorate prior to the submission of the approval of details of the above condition.

- 14 This permission is governed by a legal agreement between the applicant and us under Section 106 of the Town and Country Planning Act 1990. The agreement relates to:
 - o Carbon Off Set Contribution of £61, 380.

- 15 Condition 11 refers to a publication 'Contaminated Land Guidance for Developers submitting planning applications' - produced by Westminster City Council in January 2018. You can get a copy of this document at www.westminster.gov.uk/contaminated-land. For further advice you can email Public Protection and Licensing at environmentalsciences2@westminster.gov.uk.

- 16 The kitchen extract ventilation systems should be designed to prevent odour nuisance, see guidance on the Council's website:
<https://www.westminster.gov.uk/westminster-environment-guidance-section-b/section-b-odour>

- 17 The whole of the City of Westminster is a Smoke Control Area under the Clean Air Act 1993. Thus, premises cannot emit smoke unless burning an 'authorized fuel' or using 'exempt appliances'. Further information can be found at the following government website:
<https://www.gov.uk/smoke-control-area-rules>.

- 18 Conditions 23, 24 and 25 control noise from the approved machinery. It is very important that you meet the conditions, and we may take legal action if you do not. You should make sure that the machinery is properly maintained and serviced regularly. (I82AA)

- 19 Fractures and ruptures can cause burst water mains, low water pressure or sewer flooding. You are advised to consult with Thames Water on the piling methods and foundation design to be employed with this development in order to help minimise the potential risk to their network.

Please contact:

Thames Water Utilities Ltd
Development Planning
Maple Lodge STW
Denham Way
Rickmansworth
Hertfordshire
WD3 9SQ
Tel: 01923 898072
Email: Devcon.Team@thameswater.co.uk

DRAFT DECISION LETTER – 23/08621/LBC.

- Address:** Ground Floor, Lords Cricket Ground, St John's Wood Road, London
- Proposal:** Demolition of the existing Allen stand and the erection of a new stand and link to adjacent Pavilion, refurbishment and extension of the Tavern Stand, provision of new hospitality facilities, retail and food and beverage floorspace, hard and soft landscaping, servicing facilities, and all necessary ancillary and enabling works, plant and equipment, and installation of PV panels on the Thomas Lord Suite. Linked with 23/08458/FULL
- Plan Nos:** LTA-WEA-ZZ-00-DR-A-PA0001; LTA-WEA-ZZ-00-DR-A-PA0002; LTA-WEA-ZZ-00-DR-A-PA0003; LTA-WEA-ZZ-00-DR-A-PA0004; LTA-WEA-ZZ-XX-DR-A-PA0005; LTA-WEA-ZZ-XX-DR-A-PA0006; LTA-WEA-AL-04-DR-A-PA0007; LTA-

WEA-AL-04-DR-A-PA0008; LTA-WEA-ZZ-XX-DR-A-PA0009; LTA-WEA-AL-04-DR-A-PA00010; LTA-WEA-AL-04-DR-A-PA00011; LTA-WEA-AL-04-DR-A-PA00012; LTA-WEA-AL-04-DR-A-PA00013 P01

Case Officer: Kimberley Davies

Direct Tel. No. 07866036948

Recommended Condition(s) and Reason(s) or Reason(s) for Refusal:

- 1 The works hereby permitted shall be carried out in accordance with the drawings and other documents listed on this decision letter, and any drawings approved subsequently by the City Council as local planning authority pursuant to any conditions on this decision letter.

Reason:

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

- 2 All new work and improvements inside and outside the building must match existing original adjacent work in terms of the choice of materials, method of construction and finished appearance. This applies unless differences are shown on the approved drawings or are required in conditions to this permission. (C27AA)

Reason:

To protect the special architectural or historic interest of the Pavilion Building and the Grace Gates and to make sure the development contributes to the character and appearance of the St John's Wood Conservation Area. This is as set out in Policies 38 and 39 of the City Plan 2019 - 2040 (April 2021). (R27AC)

- 3 You must apply to us for approval of detailed drawings 1:20 and method statement for the following parts of the development:
- Package of repairs to the terracotta facade of the Grade II* Pavilion.

You must not start any work on these parts of the development until we have approved what you have sent us. You must then carry out the work according to these approved documents.

Reason:

To protect the special architectural or historic interest of the Pavilion Building and to make sure the development contributes to the character and appearance of the St John's Wood Conservation Area. This is as set out in Policies 38 and 39 of the City Plan 2019 - 2040 (April 2021). (R27AC)

Informative(s):

- 1 SUMMARY OF REASONS FOR GRANTING CONDITIONAL LISTED BUILDING CONSENT - In reaching the decision to grant listed building consent with conditions, the City Council has had regard to the relevant policies in the National Planning Policy Framework, the London Plan (March 2021), the City Plan (April 2021), as well as relevant supplementary planning guidance,

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representations received and all other material considerations.

The City Council has had special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses and has decided that the proposed works would not harm this special architectural or historic interest; or where any harm has been identified it has been considered acceptable in accordance with the NPPF.

In reaching this decision the following were of particular relevance:
Policies 38, 39 and 40 of the City Plan 2019 - 2040 adopted in April 2021 and paragraph 2.4 of our Supplementary Planning Guidance: Repairs and Alterations to Listed Buildings.

- 2 You will need to contact us again if you want to carry out work on the listed building which is not referred to in your plans. This includes:
- * Any extra work which is necessary after further assessments of the building's condition;
 - * Stripping out or structural investigations; and
 - * Any work needed to meet the building regulations or other forms of statutory control.

Please quote any 'TP' and 'RN' reference numbers shown on this consent when you send us further documents.

It is a criminal offence to carry out work on a listed building without our consent. Please remind your client, consultants, contractors and subcontractors of the terms and conditions of this consent. (159AA)