

Town Planning Statement

Appendix D - Applications Comparison Schedule

Topic	LBRuT Resolved to Approved Scheme (January 2020)		GLA Refused Scheme (August 2021)		Proposed Development (March 2022)		Proposed Development (August 2022 Amendments)		Resolved to Approve (July 2023)		October 2023 Substitutions (Fire amends)																																																																																																																																																																																																																																																																																																																																																															
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Floor Areas (excluding residential floorspace)	Flex use: 4,686sqm Hotel/pub: 1,668sqm Gym: 740sqm Cinema: 2,120sqm Office: 2,417sqm Basement car park: 25,065 sqm	Basement car park: up to 6,689 sqm	Flex use: 5,023 sqm Hotel/pub: 1,765 sqm Office: 5,523 sqm Cinema: 1,606 sqm Basement car park: 19,454 sqm	Basement Car Park: up to 5,532 sqm	Flex use: 4,839 sqm Hotel/pub: 1,765 sqm Office: 4,547sqm Cinema: 1,606 sqm Basement Car Park: 19,474 sqm	Basement Car Park: up to 5,532 sqm	Flex use: 4,784 sqm Hotel/pub: 1,765 sqm Office: 4,468 sqm Cinema: 1,606 sqm Basement Car Park: 19,478 sqm	Basement Car Park: up to 5,532 sqm	Flex use: 4,784 sqm Hotel/ pub: 1,765 sqm Office: 4,468 sqm Cinema: 1,606 sqm Basement Car Park: 19,479 sqm	Basement Car Park: up to 5,532 sqm	Flex use: 4,909 sqm Hotel/ pub: 1,765sqm Office: 1,897 sqm Cinema: 1,755 sqm Basement Car Park: 19,479 sqm	Basement Car Park: up to 5,532 sqm																																																																																																																																																																																																																																																																																																																																																														
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</table>		Housing Tenure								Unit Size	London Affordable Rent		London Shared Ownership		Private Market		Flexible/ Assisted Living Units	Studio	0	0	0	0	0	0	0	1 bed	6	5%	17	60%	62	12%		2 bed	45	40%	11	40%	273	52%	Max 60%	3 bed	55	50%	0	0%	163	31%	Max 10%	4 bed	6	5%	0	0%	27	5%		Total	112		28		525		150	<table border="1"> <thead> <tr> <th colspan="8">Housing Tenure</th> </tr> <tr> <th>Unit Size</th> <th colspan="2">London Affordable Rent</th> <th colspan="2">London Shared Ownership</th> <th colspan="2">Private Market</th> <th>Intermediate Rent-London Living Rent/ Discount Market Rent</th> </tr> </thead> <tbody> <tr> <td>Studio</td> <td>0</td><td>0</td> <td>0</td><td>0</td> <td>0</td><td>0</td> <td>0</td><td>0</td> </tr> <tr> <td>1 bed</td> <td>8</td><td>6%</td> <td>67</td><td>45%</td> <td>309</td><td>35%</td> <td>0</td><td>0%</td> </tr> <tr> <td>2 bed</td> <td>49</td><td>39%</td> <td>81</td><td>55%</td> <td>397</td><td>44%</td> <td>67</td><td>83%</td> </tr> <tr> <td>3 bed</td> 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Tenure Split (%)	80% London Affordable Rent / 20% Intermediate (London Shared Ownership)		36% London Affordable Rent / 64% Intermediate (including Shared Ownership/London Living Rent/Discount Market Rent)		(ES tested) 23% intermediate 77% social rent (based on unit numbers) FVA demonstrates maximum mix equates to: 20% social rent 80% intermediate		(ES tested) 23% intermediate 77% social rent (based on unit numbers) FVA demonstrates maximum mix equates to: 20% social rent 80% intermediate		80% social rent 20% Intermediate		80% social rent 20% Intermediate																																																																																																																																																																																																																																																																																																																																																															
Compliance with Building Reg M4(2) and M4(3)	Yes (secured by condition)		Yes (secured by condition)		Yes		Yes		Yes		Yes																																																																																																																																																																																																																																																																																																																																																															
Affordable Housing %	n/a		Minimum of 12% maximum of 17% by habitable room		30% affordable by habitable room		Up to 22% based on habitable rooms, tested for the purposes of ES. FVA demonstrates maximum reasonable amount equates to 15% by units (17% by habitable rooms).		7.8% based on habitable rooms		7.5%																																																																																																																																																																																																																																																																																																																																																															
Where are the affordable units?	n/a		18, 19		Block 10		14, 18, 19, 20, 21		Block 10		Blocks 18 and 19																																																																																																																																																																																																																																																																																																																																																															
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EVC points	Minimum 20% active provision, 100% passive provision		20% of all car parking spaces will include active electric charging facilities with passive provision for all remaining spaces		20% of all car parking spaces will include active electric charging facilities with passive provision for all remaining spaces		20% of all car parking spaces will include active electric charging facilities with passive provision for all remaining spaces		40% active provision, including 5% fast charging points, and 100% of the remaining passive provision		40% active provision, including 5% fast charging points, and 100% of the remaining passive provision																																																																																																																																																																																																																																																																																																																																																															
Cycle parking spaces	1,068		677		2,582 long-stay cycle parking spaces 251 short-stay spaces		<u>Application A</u> 2,248 long-stay 270 short-stay <u>App B</u> 165 long stay 14 short-stay		<u>Application A</u> 2,075 long-stay 212 short-stay <u>Application B</u> 165 long stay 13 short-stay		<u>Application A</u> 2,066 long-stay 217 short-stay <u>Application B</u> 165 long stay 13 short-stay																																																																																																																																																																																																																																																																																																																																																															

Topic	LBRuT Resolved to Approved Scheme (January 2020)		GLA Refused Scheme (August 2021)		Proposed Development (March 2022)		Proposed Development (August 2022 Amendments)		Resolved to Approve (July 2023)		October 2023 Substitutions (Fire amends)	
	Detailed	Outline	Detailed	Outline	Detailed	Outline	Detailed	Outline	Detailed	Outline	Detailed	Outline
Car parking spaces (total)	703 (inc 15 for school)		493 (inc. 15 for school)		516 (inc. 15 for school and 23 for townhouses)		516 (inc. 15 for school and 23 for townhouses)		501 (inc. 23 for townhouses) 15 additional school spaces		486 (inc. 23 for townhouses) 15 additional school spaces	
Car parking ratio to housing	0.74		0.33		0.39		0.39		0.39 (rounded up)		0.39	
No. of above ground car parking spaces	23		22 (15 for school, 7 for townhouses)		38 (15 for school, 23 for townhouses)		38 (15 for school, 23 for townhouses)		38 (15 for school, 23 for townhouses)		38 (15 for school, 23 for townhouses)	
Williams Lane car parking	Reprovision of spaces along Williams Lane (and 5 surface level spaces on Ship Lane)		Reprovision of spaces along Williams Lane with electric charging infrastructure		Reprovision of spaces along Williams Lane with electric charging infrastructure		Reprovision of spaces along Williams Lane with electric charging infrastructure		Reprovision of spaces along Williams Lane with electric charging infrastructure		Reprovision of spaces along Williams Lane with electric charging infrastructure	
Application C alternative	Application C refused		Option 2 – Chalkers Corner Light		Chalkers Corner Light		Chalkers Corner Light		Chalkers Corner Light		Chalkers Corner Light	
Sheen Lane Crossing	Mitigation measures as shown on plan ref: 38262/5501/095 E		Mitigation measures as shown on plan ref: 38262/5501/095 F		Mitigation measures shown on plan reference: 38262/5501/095 F		Mitigation measures shown on plan reference: 38262/5501/095 F		Mitigation measures shown on plan reference: 38262/5501/095 F		Mitigation measures shown on plan reference: 38262/5501/095 F	
Open Space / Play space												
Quantum of publicly accessible open space	38,943sqm		43,687sqm		39,424 sqm		39,424 sqm		39,424 sqm		39,424 sqm	
Quantum of publicly accessible green space	8,499sqm		28,120sqm		27,278 sqm		27,278 sqm		27,278 sqm		27,278 sqm	
Private amenity space (total)	5,912sqm		4,000sqm		5,967 sqm		5,967 sqm		5,967 sqm		5,967 sqm	
Courtyard Space	7,325sqm		7,650		7,693 sqm		7,693 sqm		7,693 sqm		7,693 sqm	
Courtyard Green space	4,948sqm		4,979		5,059 sqm		5,059 sqm		5,059 sqm		5,059 sqm	
Child Yield	272		646.1		216.6		331.5		214.2		331.1	
Quantum of playspace	4,084 sqm (without School) 6,907sqm (with School)		3,980		3,982 sqm		3,488 sqm		3,982 sqm		3,313sqm	
			3,554								3,488	