

# Planning Applications Committee

## Agenda

Tuesday 12 March 2013

7.00 pm

Small Hall - Hammersmith Town Hall

### MEMBERSHIP

Administration:	Opposition
Councillor Alex Chalk (Chairman) Councillor Matt Thorley (Vice-Chairman) Councillor Georgie Cooney Councillor Oliver Craig Councillor Rachel Ford Councillor Peter Graham Councillor Alex Karmel	Councillor Colin Aherne Councillor Michael Cartwright Councillor Wesley Harcourt

**CONTACT OFFICER:** Laura Campbell  
Committee Co-ordinator  
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E-mail: [laura.campbell@lbhf.gov.uk](mailto:laura.campbell@lbhf.gov.uk)

Reports on the open agenda are available on the [Council's website](http://www.lbhf.gov.uk/Directory/Council_and_Democracy):  
[http://www.lbhf.gov.uk/Directory/Council\\_and\\_Democracy](http://www.lbhf.gov.uk/Directory/Council_and_Democracy)

Members of the public are welcome to attend. A loop system for hearing impairment is provided, along with disabled access to the building. Please note that audio recording, filming or taking pictures of Council meetings are not allowed.

For queries concerning a specific application, please contact the relevant case officer.

Date Issued: 4 March 2013

# Planning Applications Committee Agenda

12 March 2013

<u>Item</u>		<u>Pages</u>
<b>1. MINUTES</b>		1 - 6
	To approve as an accurate record, and the Chairman to sign, the minutes of the meeting of the Committee held on 6 February 2013.	
<b>2. APOLOGIES FOR ABSENCE</b>		
<b>3. DECLARATION OF INTERESTS</b>		
	If a Councillor has a disclosable pecuniary interest in a particular item, whether or not it is entered in the Authority's register of interests, or any other significant interest which they consider should be declared in the public interest, they should declare the existence and, unless it is a sensitive interest as defined in the Member Code of Conduct, the nature of the interest at the commencement of the consideration of that item or as soon as it becomes apparent.	
	At meetings where members of the public are not allowed to speak, then the Councillor with a disclosable pecuniary interest should withdraw from the meeting whilst the matter is under consideration. Councillors who have declared other significant interests should also withdraw from the meeting if they consider their continued participation in the matter would not be reasonable in the circumstances and may give rise to a perception of a conflict of interest.	
	Councillors are not obliged to withdraw from the meeting where a dispensation to that effect has been obtained from the Audit, Pensions and Standards Committee.	
<b>4. PLANNING APPLICATIONS</b>		7 - 312



London Borough of Hammersmith & Fulham

## Planning Applications Committee Minutes

Wednesday 6 February 2013

### **PRESENT**

**Committee members:** Councillors Matt Thorley (Vice-Chairman), Colin Aherne, Michael Cartwright, Georgie Cooney, Oliver Craig, Rachel Ford, Peter Graham, Wesley Harcourt and Alex Karmel

**Other Councillors:** Councillors Belinda Donovan (for item 47.2)

### **43. MINUTES**

*In accordance with Council Procedure Rule 17.6, in the absence of the Chairman, Councillor Matt Thorley (Vice Chairman) assumed the Chair at the start of the meeting.*

#### **RESOLVED THAT:**

The minutes of the meetings of the Planning Applications Committee held on 18 December 2012 and 8 January 2013 be confirmed and signed as an accurate record of the proceedings.

### **44. APOLOGIES FOR ABSENCE**

Apologies for absence were received from Councillor Alex Chalk.

### **45. DECLARATION OF INTERESTS**

Councillors Alex Karmel and Oliver Craig declared a significant interest in respect of Parsons Green, Club Broomhouse Lane, SW6 3DP, Sands End 2012/01924/FUL and 2012/01925/CAC applications as they were members of a club in the vicinity. They considered that this did not give rise to a perception of a conflict of interests and, in the circumstances it would be reasonable to participate in the discussion and vote thereon.

Councillor Michael Cartwright declared a significant interest in respect of Sacred Heart High School, 212 Hammersmith Road, W6 7DG, Hammersmith Broadway 2012/02547/FUL as he was the Council's appointed Governor of the school. He considered that this did not give rise to a perception of a conflict of interests and, in the circumstances it would be reasonable to participate in the discussion and vote thereon.

#### **46. DECISION TO RE-ORDER THE AGENDA**

##### **RESOLVED THAT:**

In view of members of the public present for particular applications the Chairman proposed that the agenda be re-ordered, with which the Committee agreed, and the minutes reflect the order of the meeting.

#### **47. PLANNING APPLICATIONS**

##### **47.1 Parsons Green Club, Broomhouse Lane, SW6 3DP, Sands End 2012/01924/FUL and 2012/01925/CAC**

Councillors Alex Karmel and Oliver Craig declared a significant interest as they were members of a club in the vicinity. They considered that this did not give rise to a perception of a conflict of interests and, in the circumstances it would be reasonable to participate in the discussion and vote thereon.

The above two applications were considered together. Please see the Addendum attached to the minutes for further details.

An additional condition was proposed by Councillor Karmel, seconded by Councillor Thorley, to request that the development shall not commence prior to the submission and approval in writing by the Council of details of the design, location and appearance of a commemorative plaque or sign board with information on the history of the subject property. The plaque or sign board shall be located facing Broomhouse Lane where it can be readily viewed by the public. No part of the development shall be used or occupied prior to the installation of the plaque or sign board in accordance with the approved details, and the plaque or sign board shall thereafter be retained; in order to ensure that the historic identity of the site is commemorated as a point of reference for the future, in accordance with Policy EN8 of the Unitary Development Plan, as amended 2007.

The Committee voted on applications 2012/01924/FUL and 2012/01925/CAC and the results were as follows:

For:	5
Against:	4
Not Voting:	0

## **RESOLVED THAT:**

- (1) The Executive Director of Transport and Technical Services be authorised to determine application 2012/01924/FUL and grant permission up on the completion of a satisfactory legal agreement and subject to the conditions set out in the report and Addendum and subject to the following:
  - an additional condition be included to request that the development shall not commence prior to the submission and approval in writing by the Council of details of the design, location and appearance of a commemorative plaque or sign board with information on the history of the subject property. The plaque or sign board shall be located facing Broomhouse Lane where it can be readily viewed by the public. No part of the development shall be used or occupied prior to the installation of the plaque or sign board in accordance with the approved details, and the plaque or sign board shall thereafter be retained; in order to ensure that the historic identity of the site is commemorated as a point of reference for the future, in accordance with Policy EN8 of the Unitary Development Plan, as amended 2007.
- (2) Application 2012/01925/CAC be approved subject to the conditions set out in the report.

### **47.2 Romney Court, Shepherd's Bush Green, W12 8PY, Addison 2012/03728/FUL**

Please see the Addendum attached to the minutes for further details.

Councillor Belinda Donovan, Ward Councillor for Addison, spoke against the application.

An additional condition was proposed by Councillor Karmel, seconded by Councillor Thorley, to request that no part of the roof, other than the areas set out in the proposal, be used for amenity space, and that the fire escape access be used for emergency access only; in order to minimise the impact on neighbours from noise, disturbance and overlooking.

The Committee voted on planning application 2012/03728/FUL and the results were as follows:

For:	5
Against:	3
Not Voting:	1

## **RESOLVED THAT:**

Application 2012/03728/FUL be approved subject to the conditions set out in the report and Addendum and subject to the following:

- an additional condition be included to request that no part of the roof, other than the areas set out in the proposal, be used for amenity space, and that the fire escape access be used for emergency access only; in order to minimise the impact on neighbours from noise, disturbance and overlooking.

**47.3 Sacred Heart High School, 212 Hammersmith Road, W6 7DG, Hammersmith Broadway 2012/02547/FUL**

Councillor Michael Cartwright declared a significant interest as he was the Council's appointed Governor of the school. He considered that this did not give rise to a perception of a conflict of interests and, in the circumstances it would be reasonable to participate in the discussion and vote thereon.

Please see the Addendum attached to the minutes for further details.

The presenting officer informed that Condition 1, line 1, should be amended to replace "2 year period until 05.02.2015" with "2.5 year period until 05.08.2015", with which the Committee agreed.

**RESOLVED THAT:**

Application 2012/02547/FUL be approved subject to the conditions set out in the report and Addendum and subject to an amendment to Condition 1, line 1, to replace "2 year period until 05.02.2015" with "2.5 year period until 05.08.2015".

Meeting started: 7.00 pm  
Meeting ended: 9.15 pm

Chairman .....

Contact officer: Katia Richardson  
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**PLANNING APPLICATIONS COMMITTEE**  
**Addendum 06.02.2013**

<b>2012/01924/FUL</b>	<b>Parson's Green Club, Broomhouse Lane, SW6</b>	<b>Sands End</b>	<b>16</b>
<b>Page 17</b>	Delete Drawing Nos. in description and within condition 2 and replace with the following: 150: P02D; P03D; P04D; P05D; P06C; P07C; P08C; P09C; P10C; P11A; P12; P13A and P14 151: P09D; P10; P11B; P12B; P13A; P14; P15; P16; P17B; P18A; P19B; P20A; P21B; P22B; P23; P24; P25; P26; P28; P30A; P31; P32 and P33		
<b>Page 18</b>	Insert "gates" before "and boundary walls" within Condition 5		
<b>Page 22</b>	Delete Condition 23; renumber remaining conditions		
<b>Page 28</b>	Insert additional condition to read:  'The windows proposed detailed in Plans No. 151.P13A and 151P14 at first and second level of the south facing flank elevation of the main building fronting Broomhouse Lane, shall be designed to be non-opening or top opening only and glazed with obscure glass to a height of 1.7m from the floor level, a sample of which shall be submitted to and approved in writing by the Council before development commences. The dwellings shall not be occupied until the obscure glazing as approved has been installed as approved and the windows shall be permanently retained in this form.  To prevent loss of amenity to neighbouring properties as a result of overlooking and loss of privacy, in accordance with Standard S13.2 of the Unitary Development Plan as amended 2007 and 2011'.		
<b>Page 31</b>	Late letter received from Historic Building's Group 05/02/13		
<b>Page 52</b>	Paragraph 3.105, insert further obligation '(12) the caretakers flat above the squash court shall in perpetuity only be used as ancillary accommodation in connection with the sports club'.		
<b>2012/02547/FUL</b>	<b>Sacred Heart High School, 212 Hammersmith Road, W6</b>	<b>Hammersmith Broadway</b>	<b>56</b>
<b>Page 58</b>	Condition 8, line 1 – Delete 'external'		
<b>Page 68</b>	Para 3.14, line 1 – replace '18m' with '20m'		
<b>2012/03728/FUL</b>	<b>Romney Court, Shepherd's Bush Green, W12</b>	<b>Addison</b>	<b>71</b>
<b>Page 72</b>	Drawing nos. in description and condition 2; Replace 912:957PL205 with 912:957PL205 Rev.A		
<b>Page 76</b>	Summary of reasons for granting planning permission: '1. Land Use.' Delete entire paragraph and replace with the following paragraph:  'The proposed development would involve an extension to an existing residential building to provide additional residential accommodation. The provision of new housing in this location would comply with Policy HO6 of the Unitary Development Plan as amended 2007 and 2011, Policies LE1, H1, H3, H4 of the Core Strategy, and emerging Policies A1, A2 and B1 of the DM DPD, Policies 3.3, 3.4 and 4.4 of The London Plan 2011 and the NPPF (2012)'.		

**Page 76**

Add a new condition as follows:

'Prior to commencement of the development hereby permitted, a noise assessment shall be submitted to the Council for approval of external noise levels - transport, site activities and neighbouring uses. Details are required of the sound insulation of the building envelope, orientation of habitable rooms away from major noise sources and of silenced mechanical ventilation, as necessary, to achieve 'Good' internal room - and external amenity noise standards in accordance with the criteria of BS8233:1999. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

To ensure that the amenity of occupiers of the development is not adversely affected by noise from transport and other external noise sources, in accordance with Policies EN20A, EN20B and EN21 of the Unitary Development Plan, as amended 2007 and 2011.'

**Page 78**

Late letters received objecting to the proposal from (i) The Twentieth Century Society 05/02/2013 (ii) The Hammersmith Society 06/02/2013 (iii) The Hammersmith and Fulham Historic Buildings Group 06/02/2013.

**Page 78**

Para 1.2; line 1 – replace '(nos.47,49,51)' with '(nos.47-51)'

**Page 79**

Para 1.4; line 8 – After 'This development' insert 'was' and delete 'a style which would generally replicate'.

**Page 81**

Para 3.4, line:4 Replace 'one 1-bedroom flat and two 1-bedroom flats' with 'two 1-bedroom flats' and one 2-bedroom flat'.

**Page 85**

Para 3.33, line 3: Replace '10' with '20'.

**Page 87**

Insert a new para – para 3.42 as follows: 'The Mayoral CIL payable for this development has been calculated to be £8,750'.

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# Agenda Item 4

## London Borough Of Hammersmith & Fulham

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### Planning Applications Committee

#### Agenda for 12th March 2013

#### Index of Applications, Enforcement Actions, Advertisements etc.

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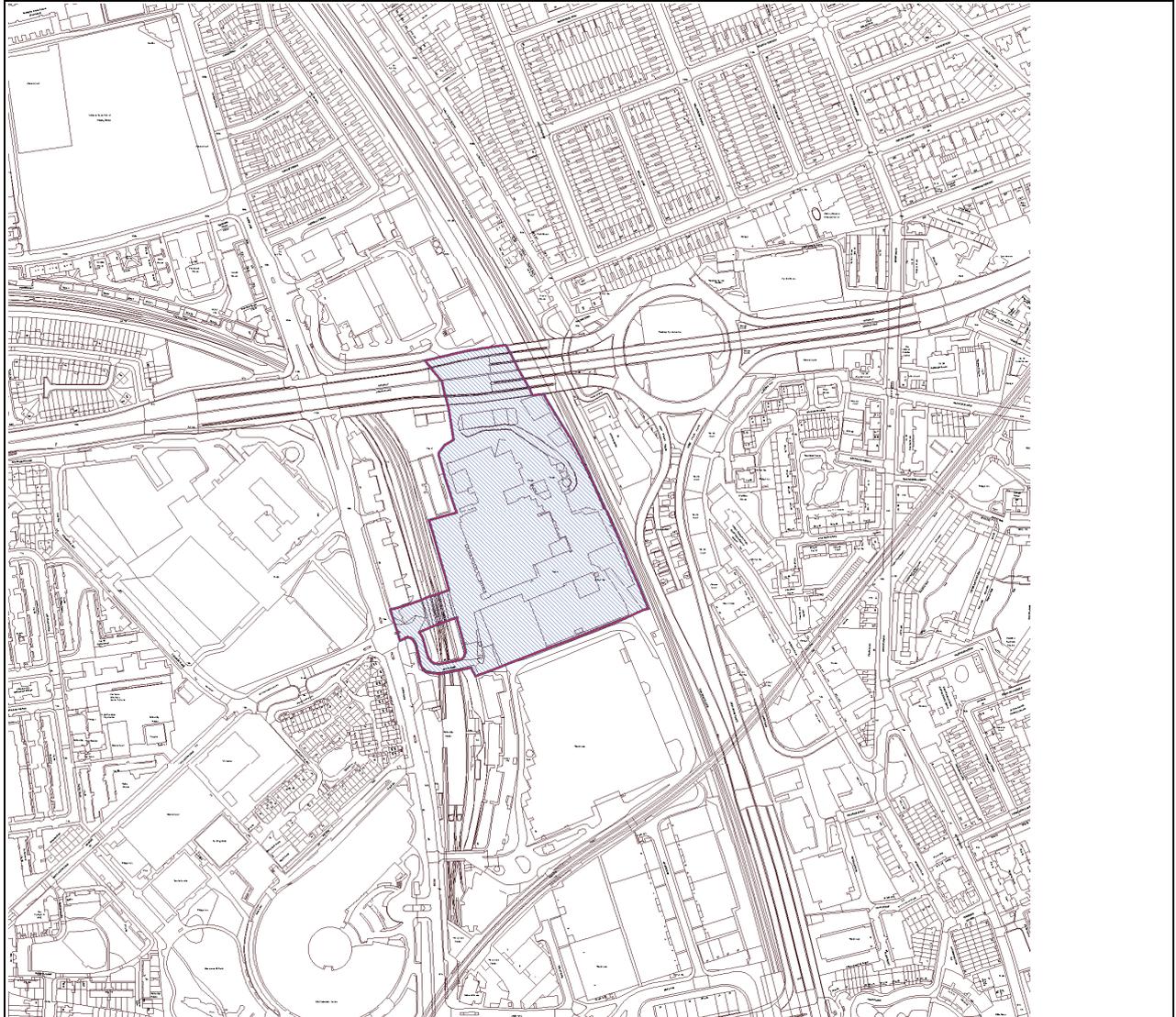
<b>WARD: REG NO:</b>	<b>SITE ADDRESS:</b>	<b>PAGE:</b>
College Park And Old Oak 2012/02454/OUT	Former Dairy Crest Site Land Beneath And Bounded By Westway And West London Railway Line And Adjoining 58 Wood Lane London W12	<b>8</b>
College Park And Old Oak 2012/02455/CAC	Land Beneath And Bounded By Westway And West London Railway Line And Adjoining 58 Wood Lane London	<b>200</b>
Hammersmith Broadway 2012/03546/FUL	Kings Mall Car Park Glenthorne Road And 45 Beadon Road London W6	<b>203</b>

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**Ward:** College Park And Old Oak

**Site Address:**

Former Dairy Crest Site Land Beneath And Bounded By Westway And West London Railway Line And Adjoining 58 Wood Lane London W12



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For identification purposes only - do not scale.

**Reg. No:**  
2012/02454/OUT

**Case Officer:**  
John Sanchez

**Date Valid:**  
20.07.2012

**Conservation Area:**  
Wood Lane Conservation Area - Number 42

**Committee Date:**  
12 March 2013

**Applicant:**

Aviva Investors/ Helical Bar  
C/o Agent

**Description:**

Demolition of all existing buildings and structures and; Outline Planning Application for a comprehensive residential led mixed use redevelopment of the site; comprising 11 building plots, with building heights ranging from 8 - 32 storeys (plus basement/podium level); to develop up to a maximum of 1,150 residential units (Class C3); offices and employment uses (Class B1); shops, services, cafes, restaurants, bars and take-aways (Classes A1-A5); health, crèche and multi-purpose community facilities (Class D1); leisure facilities (Class D2); associated infrastructure works including basement and surface level car parking and servicing; a vehicular and pedestrian bridge, access roads and footways; energy centre; provision of new open spaces including a public garden, urban square, communal and private courtyards and gardens, together with other landscaping works; ancillary accommodation and other associated works (see also 2012/02455/CAC).

**Drawings:****Parameter Plans:**

EPA WCM 00 001 (Location Plan); EPA WCM 00 002 (Site Plan); EPA WCM 01 500; EPA WCM 01 501; EPA WCM 01 502; EPA WCM 01 503; EPA WCM 01 504/A; EPA WCM 01 505; EPA WCM 01 506; EPA WCM 01 507; EPA WCM 01 508; EPA WCM 01 509/A; EPA WCM 01 510; EPA WCM 01 511/P2; EPA WCM 01 512;

**Other Plans (Detailed elevations and Sections of the proposed tower in Building Plot J):**

EPA WCM 00 010; EPA WCM 02 100; EPA WCM 02 101; EPA WCM 03 100; EPA WCM 06 100; EPA WCM 06 101; EPA WCM 06 102; EPA WCM 06 103; EPA WCM 06 104; EPA WCM 06 106; EPA WCM 14 300; EPA WCM 14 301; EPA WCM 14 302; EPA WCM 14 303; EPA WCM 14 304.

**Indicative Layout Plans for each of the Residential Buildings:**

EPA WCM 05 010; EPA WCM 05 011; EPA WCM 05 012; EPA WCM 05 013; EPA WCM 05 014; EPA WCM 05 015; EPA WCM 05 016; EPA WCM 05 017; EPA WCM 05 018.

**Documents:**

Development Specification dated July 2012; Amendment to Design Codes (attached to letter dated 29 October 2012); The Environmental Statement dated July 2012 comprising: Volume 1: Main Text and Figures, Volume 2: Townscape and Visual Impact Assessment (TVIA), Volume 3: Technical Appendices; Environmental Statement, including a Non-Technical Summary; Environmental Statement Addendum dated November 2012; Jones Lang LaSalle letter dated 29 October 2012; WSP Technical Memorandum dated 27 September 2012; Design and Access Statement dated July 2012; Public Realm and Landscape Strategy, including design codes for these spaces; Planning Statement; Transport Assessment; Travel Plan; Energy Assessment; Sustainability Report; The Heritage Report; Utilities Infrastructure Report; Flood Risk Assessment; Statement of Community Involvement; Summary of Planning Application (all dated July 012).

**Application Type:**

Outline Application

**Officer Recommendation:**

Subject to there being no contrary direction from the Secretary of State or the Mayor for London; That the Committee resolve that the Executive Director of Transport and Technical Services be authorised to determine the application and grant outline planning permission upon the completion of a satisfactory legal agreement and subject to the condition(s) set out below:

**Time Limits of Permission**

- (1) The development hereby permitted must be begun not later than 5 years from the date of this outline permission or before the expiration of 2 years from the date of approval of the first of the Reserved Matters applications to be approved whichever is later.

Reason: To comply with the provision of Section 92 (2) of the Town and Country Planning Act 1990 (as amended).

- (2) The first application for approval of Reserved Matters shall be made to the Council before the expiration of 3 years from the date of this outline permission. All subsequent Reserved Matters applications shall be submitted no later than 15 years from the date of this permission and be commenced either before the expiration of this period, or within 2 years from the date of the final reserved matters application being approved, whichever is later.

Reason: To comply with the provision of Section 92 (2) of the Town and Country Planning Act 1990 (as amended).

- (3) All Reserved Matters Applications shall be in accordance with the approved Parameters Plans as set out in the Development Specification (dated July 2012), drawings in respect to Building Plot J, and documents as listed below:

(a) Parameter Plans:

EPA WCM 00 001 (Location Plan); EPA WCM 00 002 (Site Plan); EPA WCM 01 500; EPA WCM 01 501; EPA WCM 01 502; EPA WCM 01 503; EPA WCM 01 504/A; EPA WCM 01 505; EPA WCM 01 506; EPA WCM 01 507; EPA WCM 01 508; EPA WCM 01 509/A; EPA WCM 01 510; EPA WCM 01 511/P2; EPA WCM 01 512;

(b) Other Plans (including detailed elevations and sections of the proposed tower in Building Plot J):

EPA WCM 00 010; EPA WCM 02 100; EPA WCM 02 101; EPA WCM 03 100; EPA WCM 06 100; EPA WCM 06 101; EPA WCM 06 102; EPA WCM 06 103; EPA WCM 06 104; EPA WCM 06 105; EPA WCM 14 300; EPA WCM 14 301; EPA WCM 14 302; EPA WCM 14 303; EPA WCM 14 304.

(c) Documents:

Development Specification dated July 2012; Design and Access Statement dated July 2012; Amendment to Design Codes (attached to letter dated 29 October 2012); The Environmental Statement dated July 2012 comprising: Volume 1: Main Text and Figures, Volume 2: Townscape and Visual Impact Assessment (TVIA), Volume 3; Technical Appendices; Environmental Statement, including a Non-Technical Summary and Environmental Statement Addendum dated November 2012; Jones Lang LaSalle letter (dated 29 October 2012); WSP Technical Memorandum dated 27 September 2012.

Reason: For the avoidance of doubt and to ensure full compliance with the outline planning application hereby approved; to prevent harm arising through deviations from the approved plans on which this decision is based and to be consistent with the principles of good master planning, in accordance with Policies 3.1, 3.6, 5.3, 5.5, 5.6, 5.7, 5.10, 5.11, 5.13, 6.9, 6.13, 7.1, 7.2, 7.3, 7.4, 7.5, 7.6, 7.7, 7.8, 7.9, 7.14, 7.15 and 7.21 of the London Plan (2011), Policies WCOA, WCOA 1, H1, H2, H3, OS1, and BE1 of the London Borough of Hammersmith and Fulham Core Strategy (2011), policies EN2, EN8, EN10, EN26 of the London Borough of Hammersmith and Fulham Unitary Development Plan (as amended 2007 and 2011).

- (4) Prior to the commencement of each phase of the development, approval of details of the following Reserved Matters relevant to that phase shall be obtained from the Council, and no works (with exception to demolition or site clearance works and enabling works, including construction of the bridge link) shall commence within the relevant phase, until the Council has given approval in writing in respect of each Phase of the development:-
- (a) the precise siting and scale of the buildings and structures (with the exception of the tower building on plot J),
  - (b) the layout of the buildings and structures, including details of the areas for each land use and showing the internal layout and room uses for the residential accommodation (above and below ground level) and associated roads and routes,
  - (c) all access arrangements to and within the site for vehicles, cycles and pedestrians,
  - (d) the external appearance of the buildings and structures (with the exception of the tower building on plot J), including facing materials and external plant and equipment,
  - (e) landscaping of private and public open space including tree planting.

Reason: To comply with Section 92 of the Town and Country Planning Act 1990 (as amended).

### **Phasing Plan**

- (5) No development shall take place on the site (with exception to demolition, site clearance and enabling works including construction of the bridge link) until a detailed phasing plan of the whole development and construction, completion and occupation of each phase has been submitted to and approved in writing by the Council. These details shall include the proposed sequence of development across the site, the extent of the development phases and the timing for the completion of the public realm relative to each phase. The development shall be carried out in accordance with the approved phasing. Any amendment to the approved phasing plan must be first agreed in writing by the Council.

Reason: To ensure a comprehensive and sustainable development and to ensure the development is carried out within a reasonable timescale for the benefit of future occupiers and other occupiers of the area, in accordance with policies WCOA, WCOA 1, H1, H2, H3, OS1, and BE1 of the London Borough of Hammersmith and Fulham Core Strategy (2011) and policies EN2, EN8 and EN10 and Standards S5A, S7, S18 and S20 of the Hammersmith and Fulham Unitary Development Plan, (as amended 2007 and 2011).

- (6) Relevant applications for approval of Reserved Matters submitted pursuant to this outline application relating to the design and appearance of the new building plots hereby approved and to the landscaping of the public realm shall be accompanied by an urban design report which explains the underlying approach of the design and explains how it addresses each of the relevant approved Design Codes.

Reason: To ensure a comprehensive and sustainable development and to achieve good design throughout the development, in accordance with policies 7.1, 7.2, 7.3, 7.4, 7.5, 7.6, 7.7, 7.8, 7.9, 7.14, 7.15 and 7.21 of the London Plan (2011), Policies WCOA, WCOA 1, OS1, and BE1 of the London Borough of Hammersmith and Fulham Core Strategy (2011) and policies EN2, EN8, EN10, EN26 of the London Borough of Hammersmith and Fulham Unitary Development Plan (as amended 2007 and 2011).

**Land Use**

- (7) The total gross external floor space (GEA) areas of the development comprising the land uses hereby approved shall not exceed the following:
- (a) An overall gross maximum floor space of all the development, including parking, servicing, energy centre and plant and storage that shall not exceed 177,438 sq m. GEA (including a maximum 27,915 sq m GEA in the basement and building plot M) and;
  - (b) Overall gross maximum floor space by land use that shall not exceed 142,103 sq m. GEA (excluding the floor space below ground level and building plot M) as set out below:
    - Residential (C3):116,117 sq m.
    - Business (B1) 19,623 sq m.
    - Retail (A1-A5): 2,320 sq m.
    - Health / Community (D1): 2,590 sq m
    - Leisure(D2): 610 sq m.
    - Resident’s facilities Ancillary to C3: 843sq m.

Reason: To ensure the development carried out does not exceed the cumulative maximum floor space, in accordance with the approved Development Specification (July 2012) and to ensure a suitable mix and distribution of land uses within the development and to ensure the quantum of floor space keeps within the Parameters assessed pursuant to the EIA in relation to the development, in accordance with policies 7.1, 7.2, 7.3, 7.4, 7.5, 7.6, 7.7, 7.8 and 7.9 of the London Plan (2011) policies BE1, WCOA, WCOA 1 of the London Borough of Hammersmith and Fulham Core Strategy (2011) and policies EN2, EN8, EN25, EN31 and of the London Borough of Hammersmith and Fulham Unitary Development Plan, (as amended 2007 and 2011).

- (8) The maximum gross external floor space (GEA) to be provided in each building plot shall not exceed that set out in the schedule below:

<b>Building Plot</b>	<b>Maximum Floor space (GEA) (sq m)</b>
A	20,809
B	13,200
C	18,266

D	9,150
E and F	19,648
G	14,426
H	13,899
J	24,568
K	6,848
L	1,470
M	2,320

Reason: To ensure the development carried out does not exceed the cumulative maximum approved, to ensure a suitable mix and distribution of land uses within the development and to ensure the quantum of floor space keeps within the parameters assessed pursuant to the EIA in relation to the development in accordance with policies 7.1, 7.2, 7.3, 7.4, 7.5, 7.6, 7.7, 7.8 and 7.9 of the London Plan (2011) policies BE1, WCOA, WCOA 1 of the London Borough of Hammersmith and Fulham Core Strategy (2011) and Policies EN2, EN8, EN25, EN31 and of the London Borough of Hammersmith and Fulham Unitary Development Plan, (as amended 2007 and 2011).

- (9) The development shall not be carried out unless details submitted in accordance with the approved Parameter Plan 01/505 identifying the siting of the vehicular access points into the site has been submitted to and approved in writing by the Council.

Reason: To ensure full compliance with the planning application hereby approved and to prevent harm arising through deviations from the approved plans, in accordance with Policies 3.1, 3.6, 5.3, 5.5, 5.6, 5.7, 5.10, 5.11, 5.13, 6.9, 6.13, 7.1, 7.2, 7.3, 7.4, 7.5, 7.6, 7.7, 7.8, 7.9, 7.14, 7.15 and 7.21 of the London Plan (2011), policies WCOA, WCOA 1, H1, H2, H3, OS1, and BE1 of the London Borough of Hammersmith and Fulham Core Strategy (2011), policies EN2, EN8, EN10, EN26 of the London Borough of Hammersmith and Fulham Unitary Development Plan, (as amended 2007 and 2011).

- (10) The total number of Residential Units (Class C3) hereby approved shall not exceed 1,150 units overall.

Reason: To ensure the development carried out does not exceed the cumulative maximum approved and to ensure the quantum of floor space keeps within the parameters assessed pursuant to the EIA in relation to the development in accordance with policies 7.1, 7.2, 7.3, 7.4, 7.5, 7.6, 7.7, 7.8 and 7.9 of the London Plan (2011) policies BE1, WCOA and WCOA 1 of the London Borough of Hammersmith and Fulham Core Strategy (2011) and Policies EN2, EN8, EN25, EN31 and of the London Borough of Hammersmith and Fulham Unitary Development Plan, (as amended 2007 and 2011).

- (11) No development shall commence for each phase approved in accordance with Condition 5 (with exception to demolition, site clearance and enabling works including construction of the bridge link) until details of the internal configuration of those residential units are submitted to and approved in writing by the Council. The relevant residential unit(s) shall not be implemented otherwise than in accordance with those details as approved.

Reason: To ensure satisfactory residential accommodation is provided within the development, including for people with disabilities, in accordance with policy 3.8 of the London Plan (2011), policies BE1, H4, WCOA and WCOA 1 of the London Borough of Hammersmith and Fulham Core Strategy (2011) and policy HO6 of the London Borough of Hammersmith and Fulham Unitary Development Plan, (as amended 2007 and 2011).

- (12) Each residential unit shall exceed the following space standards unless otherwise agreed in writing by the Council.

	Dwelling Type (b=bedrooms, p = persons)	GIA (sq m)
Flats	1p	37
	1b, 2p	50
	2b, 3p	61
	2b, 4p	70
	3b, 4p	74
	3b, 5p	86
	3b, 6p	95
	4b, 5p	90
	4b, 6p	99
	2 storey houses	2b, 4p
3b, 4p		87
3b, 5p		96
4b, 5p		100
4b, 6p		107
3 storey houses	3b, 5p	102
	4b, 5p	106
	4b, 6p	113

Reason: To ensure adequate space standards for new residents, in accordance with policy 3.5 of the London Plan (2011).

- (13) No less than 20% of the total residential floor space (including affordable housing) provided within the completed development shall be family sized i.e. 3 or more bedrooms, of 86 sq m or greater.

Reason: To ensure a mix and choice of residential units including the provision of family size accommodation in accordance with policy 3.5 of the London Plan (2011).

- (14) No more than 50% of the total residential floor space (including affordable housing) provided within the completed development shall be in studio or 1 bedroom units.

Reason: To ensure a mix and choice of residential units including the provision of family size accommodation in accordance with policy 3.5 of the London Plan (2011).

### **Enabling Works**

- (15) No Enabling Works (except those related to remediation and service diversions) within the development shall commence until full details including the layout, details and specifications (and including inclusivity and accessibility) of the approved bridge link over the Central Line have been submitted to and approved in writing by the Council. The Enabling Works including the bridge link shall be carried out in accordance with those approved details. The works to the bridge link shall be carried out in accordance with those details as approved in advance of the occupation of any part of the development hereby approved. For the avoidance of doubt, any Enabling Works may be undertaken prior to the submission or approval of Reserved Matters Applications.

Reason: To ensure a comprehensive, sustainable and integrated development to facilitate regeneration and good design and to ensure safe and efficient access in accordance with policies 7.1, 7.2, 7.3, 7.4, 7.5, 7.6, 7.7, 7.8 and 7.9 of the London Plan 2011, policies BE1, WCOA and WCOA 1; OS1 and BE1 of the London Borough of Hammersmith and Fulham Core Strategy (2011) and policies EN2, EN8, EN25, EN31 and of the London Borough of Hammersmith and Fulham Unitary Development Plan, (as amended 2007 and 2011).

### **Temporary Works**

- (16) No Temporary Works shall commence until details of the proposed Temporary Works have been submitted to and approved in writing by the Council. The Temporary Works shall be carried out in accordance with those approved details. For the avoidance of doubt, any Temporary Works may be undertaken prior to the submission or approval of Reserved Matters Applications.

Reason: To allow for the submission and approval (and thereby implementation) of temporary works before reserved and pre-commencement conditions matters submission and approval.

### **Demolition Works**

- (17) No demolition works shall commence until a Demolition and Waste Management Plan has been submitted to and approved in writing by the Council. Demolition shall be carried out in accordance with the approved Demolition Method Statement. The Demolition and Waste Management Plan shall cover the following minimum requirements:
- hours of demolition working;
  - health and safety;
  - dust and air quality mitigation;
  - noise and vibration mitigation;
  - water management;
  - pollution control;
  - temporary fencing and/or enclosure;
  - emergency planning;
  - community liaison;
  - site logistics and operations;
  - vehicle routing and lorry holding areas;

- contact details for site managers and details of management lines of reporting;
- location of site offices, ancillary buildings, plant, wheel-washing facilities, stacking bays and car parking;
- storage of any skips, oil and chemical storage etc.;
- access and egress points;
- classification of all waste including hazardous waste according to current legislative provisions;
- measures to minimise waste generation;
- opportunities for re-use or recycling;
- provision for the segregation of waste streams on the site that are clearly labelled;
- licensing requirements for disposals sites;
- an appropriate audit trail encompassing waste disposal activities and waste consignment notes; and
- measures to avoid fly tipping by others on lands being used for construction.

Reason: To ensure no unacceptable adverse effect on the amenity of surrounding occupiers in accordance with policies 5.18, 5.19, 5.20, 5.21 and 5.22 of the London Plan (2011), policy CC4 of the London Borough of Hammersmith and Fulham Core Strategy (2011) and policies EN19A, EN20A, EN20B, EN20C, EN21 and TN15 of the London Borough of Hammersmith and Fulham Unitary Development Plan (as amended 2007 and 2011).

### **Construction Works**

- (18) No development (save for demolition works) shall commence until the Construction and Environmental Logistics Management Plan has been submitted to and approved in writing by the Council. The development shall be carried out in accordance with the approved Construction and Environmental Logistics Management Plan. The Construction and Environmental Logistics Management Plan shall then be reviewed and update prior to the commencement of each phase of the development. The Construction Environmental Logistics Management Plan shall cover the following minimum requirements:
- hours of construction working;
  - health and safety;
  - dust and air quality mitigation;
  - noise and vibration mitigation;
  - water management;
  - pollution control;
  - waste minimisation and management;
  - emergency planning;
  - community liaison;
  - site logistics and operations;
  - construction vehicle routing;
  - contact details for site managers and details of management lines of reporting;
  - detailed plan showing different phasing, different developers and constructors to be updated on a 6 monthly basis;
  - location of site offices, ancillary buildings, plant, wheel-washing facilities, stacking bays and car parking;
  - storage of any skips, oil and chemical storage etc.; and

- access and egress points;
- membership of the Considerate Contractors Scheme.

Reason: To ensure no unacceptable adverse effect on the amenity of surrounding occupiers and occupiers of new residential properties in accordance with policies 7.6, 7.7 and 7.9 of the London Plan (2011), policy CC4 of the London Borough of Hammersmith and Fulham Core Strategy (2011) and policies EN19A, EN20A, EN20B, EN20C, EN21 and TN15 of the London Borough of Hammersmith and Fulham Unitary Development Plan (as amended 2007 and 2011).

- (19) Prior to the commencement of each phase of the development as approved in accordance with Condition 5, a scheme for temporary fencing and/or enclosure of the site where necessary shall be submitted to and approved in writing by the Council, and such enclosure has been erected in accordance with the approved details and retained for the duration of the building works. No part of the temporary fencing and/or enclosure of the site shall be used for the display of advertisement hoardings, other than to provide details of the development being constructed.

To ensure a satisfactory external appearance during the construction phase of the development and to prevent harm to the street scene and public realm, in accordance with policies 7.1, 7.6 and 7.9 of the London Plan (2011), and policy BE1 of the of the London Borough of Hammersmith and Fulham Core Strategy (2011) and policies EN2, and EN8 of the London Borough of Hammersmith and Fulham Unitary Development Plan (as amended 2007 and 2011).

- (20) No impact piling shall take place until a piling method statement (detailing the type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water or sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the Council in consultation with the relevant water or sewerage undertaker. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: To prevent pollution of the water environment and sewage utility infrastructure, in accordance with policies 5.11, 5.13, 5.14 and 5.15 London Plan (2011) and policies CC1 and CC2 of the London Borough of Hammersmith and Fulham Core Strategy (2011). The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the details of the piling method statement

### **Contamination**

- (21) No development shall commence until a preliminary risk assessment report, in connection with land contamination, is submitted to and approved in writing by the Council, unless otherwise agreed in writing by the Council. This report shall comprise: a desktop study which identifies all current and previous uses at the site and surrounding area as well as the potential contaminants associated with those uses; a site reconnaissance; and a conceptual model indicating potential pollutant linkages between sources, pathways and receptors, including those in the surrounding area and those planned at the site; and a qualitative risk

assessment of any potentially unacceptable risks arising from the identified pollutant linkages to human health, controlled waters and the wider environment including ecological receptors and building materials. All works must be carried out in compliance with and by a competent person who conforms to CLR 11: Model Procedures for the Management of Land Contamination (Defra 2004) or the current UK requirements for sampling and testing.

Reason: To ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works, in accordance with policy 5.21 of The London Plan (2011), policy CC4 of the London Borough of Hammersmith and Fulham Core Strategy (2011), and policies EN20A and EN21 of the London Borough of Hammersmith and Fulham Unitary Development Plan (as amended 2007 and 2011).

- (22) No development shall commence until a site investigation scheme, in connection with condition 21, is submitted to and approved in writing by the Council, unless otherwise agreed in writing with the Council. This scheme shall be based upon and target the risks identified in the approved preliminary risk assessment and shall provide provisions for, where relevant, the sampling of soil, soil vapour, ground gas, surface and groundwater. All works must be carried out in compliance with and by a competent person who conforms to CLR 11: Model Procedures for the Management of Land Contamination (Defra 2004) or the current UK requirements for sampling.

Reason: To ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works, in accordance with policy 5.21 of The London Plan (2011), policy CC4 of the London Borough of Hammersmith and Fulham Core Strategy (2011), and policies EN20A and EN21 of the London Borough of Hammersmith and Fulham Unitary Development Plan (as amended 2007 and 2011).

- (23) No development shall commence (unless the Council agree in writing that a set extent of development must commence to enable compliance with this condition) until, following a site investigation undertaken in compliance with the approved site investigation scheme as part of condition 22, a quantitative risk assessment report is submitted to and approved in writing by the Council. This report shall: assess the degree and nature of any contamination identified on the site through the site investigation; include a revised conceptual site model from the preliminary risk assessment based on the information gathered through the site investigation to confirm the existence of any remaining pollutant linkages and determine the risks posed by any contamination to human health, controlled waters and the wider environment. All works must be carried out in compliance with and by a competent person who conforms to CLR 11: Model Procedures for the Management of Land contamination (Defra 2004) or the current UK requirements for sampling and testing.

Reason: To ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works, in accordance with policy 5.21 of The London Plan (2011), policy CC4 of the London Borough of Hammersmith and Fulham Core Strategy (2011), and policies EN20A and EN21 of the London Borough of Hammersmith and Fulham Unitary Development Plan (as amended 2007 and 2011).

- (24) No development shall commence (unless the Council agree in writing that a set extent of development must commence to enable compliance with this condition) until, a remediation method statement, if deemed to be required, in connection with condition 23, is submitted to and approved in writing by the Council. This statement shall detail any required remediation works and shall be designed to mitigate any remaining risks identified in the approved quantitative risk assessment. All works must be carried out in compliance with and by a competent person who conforms to CLR 11: Model Procedures for the Management of Land Contamination (Defra 2004) or the current UK requirements for sampling and testing.

Reason: To ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works, in accordance with policy 5.21 of The London Plan (2011), policy CC4 of the London Borough of Hammersmith and Fulham Core Strategy (2011), and policies EN20A and EN21 of the London Borough of Hammersmith and Fulham Unitary Development Plan (as amended 2007 and 2011).

- (25) Prior to completion of the development a verification report demonstrating completion of the works set out in the approved remediation method statement shall be submitted to, and approved in writing, by the Council. This report shall include: details of the remediation works carried out; results of any verification sampling, testing or monitoring including the analysis of any imported soil; all appropriate waste Duty of Care documentation and the validation of gas membrane placement. If, during development, contamination not previously identified is found to be present at the site, the Council is to be informed immediately and no further development (unless otherwise agreed in writing by the Council) shall be carried out until a report indicating the nature of the contamination and how it is to be dealt with is submitted to, and agreed in writing by, the Council. Any required remediation shall be detailed in an amendment to the remediation method statement and verification of these works included in the verification report. All works must be carried out in compliance with and by a competent person who conforms to CLR 11: Model Procedures for the Management of Land Contamination (Defra 2004) or the current UK requirements for sampling and testing.

Reason: To ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works, in accordance with policy 5.21 of The London Plan (2011), policy CC4 of the London Borough of Hammersmith and Fulham Core Strategy (2011), and policies EN20A and EN21 of the London Borough of Hammersmith and Fulham Unitary Development Plan (as amended 2007 and 2011).

- (26) No development shall commence (unless the Council agree in writing that a set extent of development must commence to enable compliance with this condition) until an onward long-term monitoring methodology report if deemed required, in connection with condition 25, is submitted to and approved in writing by the Council where further monitoring is required past the completion of development works to verify the success of the remediation undertaken. A verification report of these monitoring works shall then be submitted to and approved in writing by the Council when it may be demonstrated that no residual adverse risks exist. All

works must be carried out in compliance with and by a competent person who conforms to CLR 11: Model Procedures for the Management of Land Contamination (Defra 2004) or the current UK requirements for sampling and testing.

Reason: To ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works, in accordance with policy 5.21 of The London Plan (2011), policy CC4 of the London Borough of Hammersmith and Fulham Core Strategy (2011), and policies EN20A and EN21 of the London Borough of Hammersmith and Fulham Unitary Development Plan (as amended 2007 and 2011).

### **Archaeology**

- (27) (a) No development within each Phase shall commence (save for demolition works and enabling works, including construction of the bridge link) until the implementation of a programme of archaeological work for that development phase in accordance with a written scheme of Investigation which has been submitted by the applicant and approved by the Council. The fieldwork is to comprise of:
- (i) archaeological evaluation;
  - (ii) geo-archaeological assessment;
  - (iii) appropriate mitigation based on the results of (i) and (ii) above; and
  - (iv) historic building recording based on results of a completed historic buildings appraisal.

The approved written scheme of investigation is to be implemented as approved.

(b) No residential and/or commercial unit within the relevant Development Phase (save for demolition works and/or Temporary Works) shall be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the written scheme of investigation approved under part (a), and the provision made for analysis, publication and dissemination of the results and archive deposition has been secured.

Reason: Heritage assets of archaeological interest may survive on the site. The planning authority wishes to secure the provision of archaeological investigation and the subsequent recording of the remains prior to development, in accordance with recommendations given by the borough and in NPPF, Chapter 12 in accordance with Policy 7.8 of the London Plan (2011), Policy BE1 of the London Borough of Hammersmith and Fulham Core Strategy (2011) and policies EN6 and EN7 of the London Borough of Hammersmith and Fulham Unitary Development Plan (as amended 2007 and 2011).

### **Environment Agency and Water Resources**

- (28) The development permitted by this planning permission shall only be carried out in accordance with the Flood Risk Assessment (FRA), carried out by WSP (Ref: 11501658-120711 FRA Final), dated July 2012.

Reason: As required by the Environment Agency, to reduce the impact of flooding on the proposed development and to ensure the safety of future occupants, in accordance with policies 5.11, 5.12, 5.13, 5.14 and 5.15 of the London Plan (2011) and Policy CC2 of the London Borough of Hammersmith and Fulham Core Strategy (2011).

- (29) No development within a Phase(s) as approved in condition 5 (with exception to demolition of site clearance works and enabling works, including construction of the bridge link) shall commence until details of a Drainage Strategy relating to the phase have been provided detailing site drainage in order to attenuate surface water run-off as close to its source as possible and to reduce discharge rates as defined in Section 5.4 of the FRA and in accordance with local policies and the London Plan 2011 (Policy 5.13). The strategy should follow the advice enclosed in the FRA (Section 8.1.3) and be submitted at detailed design stage prior to Reserved Matters being granted.

Reason: To attenuate surface water flows and prevent flooding by ensuring satisfactory and sustainable storage of/disposal of surface water from the site.

- (30) No development within a Phase(s) as approved in condition 5 (with exception to demolition of site clearance works and enabling works, including construction of the bridge link) shall commence until details of a Sustainable Urban Drainage System (SUDS) have been submitted to and approved in writing by the Council. The SUDS system shall be implemented in accordance with the approved details prior to first occupation within that Phase(s) and thereafter permanently retained.

Reason: To reduce the risk of flooding from surface water run off in accordance with policies 5.11, 5.13, 5.14 and 5.15 London Plan (2011) and policies CC1 and CC2 of the London Borough of Hammersmith and Fulham Core Strategy (2011).

- (31) No development within a Phase(s) as approved in condition 5 (with exception to demolition of site clearance works and enabling works, including construction of the bridge link) shall commence until a scheme to reduce the surface water run off from that Phase(s) and to dispose of foul water in accordance with the Drainage and Surface Water Management Strategy has been submitted to and approved in writing by the Council. The scheme shall be fully implemented and subsequently maintained, in accordance with details embodied within the scheme.

Reason: To prevent pollution of the water environment and to reduce the risk of flooding in accordance with policies 5.11, 5.13, 5.14 and 5.15 London Plan (2011) and policies CC1 and CC2 of the London Borough of Hammersmith and Fulham Core Strategy (2011).

- (32) No development within a Phase(s) as approved in condition 5 (with exception to demolition of site clearance works and enabling works, including construction of the bridge link) shall commence until: Impact studies of the existing water supply infrastructure have been submitted to, and approved in writing by, the Council (in consultation with Thames Water). The studies should determine the magnitude of any new additional capacity required in the system and a suitable connection point.

Reason: To prevent pollution of the water environment and to reduce the risk of flooding in accordance with policies 5.11, 5.13, 5.14 and 5.15 London Plan (2011) and policies CC1 and CC2 of the London Borough of Hammersmith and Fulham Core Strategy (2011).

- (33) Soakaways shall only be used in areas on site where they would not present a risk to groundwater quality. No soakaways shall be installed prior to the details for such facilities being submitted to and approved in writing by the Council. Any soakaways to be installed within the development shall be installed strictly in accordance with the approved details and shall thereafter be retained.

Reason: To prevent pollution of the water environment and to prevent pollution of the water environment in accordance with Policies 5.11, 5.13, 5.14 and 5.15 London Plan (2011) and policies CC1 and CC2 of the London Borough of Hammersmith and Fulham Core Strategy (2011).

- (34) Prior to commencement of works (with exception to demolition of site clearance works and enabling works, including construction of the bridge link), impact studies of the existing water supply infrastructure to determine the magnitude of any new additional capacity required in the system and the location of a suitable connection point, shall be submitted to and approved in writing by the Council (in consultation with Thames Water. The approved details shall be carried out prior to occupation of the development hereby approved and permanently retained thereafter.

Reason: To ensure that the water supply infrastructure has sufficient capacity to cope with the additional demand in accordance with policies 5.14 and 5.15 of the London Plan (2011) and policy CC2 of the London Borough of Hammersmith and Fulham Core Strategy (2011).

### **Landscaping**

- (35) Prior to any demolition, clearance and enabling works (including construction of the bridge link) or building works on any part of the development, an Arboricultural method statement setting out method(s) of tree protection on or close to the site during demolition and construction, shall be submitted to and approved in writing by the Council. Any works to tree(s) on or adjacent to the site shall be carried out in accordance with BS5837:2012 "Trees in relation to design, demolition and construction – Recommendations". The method(s) of tree protection shall be implemented in accordance with the approved details.

Reason: To ensure that retained trees are protected during the demolition and construction processes to prevent their unnecessary damage or loss, in accordance with policies 7.5 and 7.19 of the London Plan (2011), policies BE1, and OS1 of the London Borough of Hammersmith and Fulham Core Strategy (2011), and policies EN2, EN8, EN25 and EN26 of the London Borough of Hammersmith and Fulham Unitary Development Plan, (as amended 2007 and 2011).

- (36) No phase of the development shall commence as approved by condition 5 (with exception to demolition or site clearance works and enabling works, including construction of the bridge link) prior to the submission and approval in writing by the Council of full details of the proposed hard and soft landscaping for that phase, including planting schedules, plans and details of the species, height and maturity of any trees, hedges and shrubs, including sections through mounds, tree containers and raised shrub beds and a proposed landscape maintenance plan. Details relating to the access of each building, boundary treatments, the shared vehicular and pedestrian surfaces, including samples of surface

treatments, materials (where requested) and kerb details that ensure a safe and convenient environment for blind and partially sighted people shall also be provided for each phase. The approved landscaping scheme shall be implemented in the next winter planting season following completion of the building works for that phase, or before the occupation of and use of any part of the buildings, whichever is the earlier, and the landscaping shall thereafter be retained and maintained in accordance with the approved details.

Reason: To ensure a satisfactory external appearance of the development, improve its contribution to biodiversity and the local environment and to ensure the needs of the visually impaired are catered for in accordance with the Equality Act 2010, policies 3.1, 3.9, 7.1, 7.2, 7.6 and 7.21 of the London Plan (2011), policy BE1 of the London Borough of Hammersmith and Fulham Core Strategy (2011) and policies EN2, EN8, EN23 and EN26 of the London Borough of Hammersmith and Fulham Unitary Development Plan, (as amended 2007 and 2011).

- (37) Any tree or areas of planting which pursuant to the completion of the approved landscape details is removed or severely damaged, dying or becoming seriously diseased within 5 years of planting, shall be replaced as soon as reasonably possible or no later than the end of the next winter planting season with a tree or planting of a similar size and species to that originally required to be planted, unless otherwise agreed in writing by the Council.

Reason: To ensure a satisfactory provision for planting, in accordance with policies 7.1, 7.6 and 7.21 of the London Plan (2011), policy BE1 of the London Borough of Hammersmith and Fulham Core Strategy (2011) and policies EN2, EN8 and EN26 of the London Borough of Hammersmith and Fulham Unitary Development Plan, (as amended 2007 and 2011).

- (38) The development shall not commence (with exception to demolition or site clearance works and enabling works, including construction of the bridge link) before a Landscape Management Plan for each phase of the development, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas through the different phases of the development, has been submitted to and approved in writing by the Council. The landscape management plan shall be carried out in accordance with the approved details for each phase of the development.

Reason: To ensure that the development provides an attractive natural and visual environment and contributes to biodiversity, in accordance with policies 7.1, 7.6 and 7.21 of the London Plan (2011), policy BE1 of the London Borough of Hammersmith and Fulham Core Strategy (2011) and policies EN2, EN8, EN23, EN26, EN28 and EN29 of the London Borough of Hammersmith and Fulham Unitary Development Plan, (as amended 2007 and 2011).

- (39) No more than 50% of the residential units within any Phase(s) shall be occupied until the hard and soft landscaping works and planting approved as part of the Reserved Matters approval or approvals for that Phase(s) have been completed. The landscaping works so approved shall be carried out in accordance with the approved programme submitted as part of the Reserved Matters Application.

Reason: To ensure a satisfactory external appearance of the development and improve its contribution to biodiversity and the local environment in accordance with Policies 7.18, 7.19 and 7.21 of the London Plan 2011, Policy OS1 of the London Borough of Hammersmith and Fulham Core Strategy 2011 and policies EN2, EN8, EN23, EN26, EN28 and EN29 of the London Borough of Hammersmith and Fulham Unitary Development Plan, (as amended 2007 and 2011).

- (40) Prior to the occupation of the relevant phase of the development or part thereof, details including the locations of the benches, litter bins and signage for each Reserved Matters phase shall be submitted to and approved in writing by the Council. The street furniture listed above shall be designed and sited to be fully inclusive and accessible for all users and will not provide any obstruction to disabled persons or people of impaired mobility and/or sight. The relevant phase of the development shall not be open to users until the benches, litter bins and signage as approved have been provided, and must be permanently retained thereafter.

Reason: To ensure the satisfactory provision of facilities, in accordance with Policy EN23 of the London Borough of Hammersmith and Fulham Unitary Development Plan (as amended 2007 and 2011) and to ensure the development is fully inclusive and accessible for all users, in accordance with Policy 3.1 and 7.2 of the London Plan (2011), and the Council's adopted supplementary planning document "Access for all".

### **Play Space**

- (41) Before the construction of the play space(s) within any relevant Phase(s) of the development, a scheme detailing the play equipment, boundary treatments and ground surface treatment of the play spaces shall be submitted to and approved in writing by the Council. The play equipment will be designed to be fully inclusive to ensure the play spaces are accessible to all. The approved play spaces shall be completed prior to 50% occupation of residential units within the relevant Phase(s) in accordance with the approved details and shall be permanently retained thereafter.

Reason: To ensure the suitable provision of play space and incidental play opportunities for all children throughout the development, in accordance with Policies 3.1 and 3.6 of the London Plan (2011) and Policy EN23B of the London Borough of Hammersmith and Fulham Unitary Development Plan (as amended 2007 and 2011) and the Council's adopted supplementary planning document "Access for all".

### **Ecology**

- (42) Prior to the commencement of work (save for demolition, site clearance and enabling works including construction of the bridge link) on the relevant part of each phase of development or building, details of the location, size and design of green/brown roofs, including planting and maintenance schedules, and other ecological enhancement measures for that phase or part thereof shall be submitted to and approved in writing by the Council. Development shall accord with the details as approved.

To ensure the provision of green and brown roofs in the interests of sustainable urban drainage and habitat provision and to ensure a satisfactory external appearance of the development, in accordance with policies 5.11, 5.13 and 7.19 of the London Plan (2011) and policies EN2, EN8, EN23, EN28, EN28A and EN29 of the London Borough of Hammersmith and Fulham Unitary Development Plan (as amended 2007 and 2011).

- (43) No residential units in a Phase(s) approved in accordance with condition 5 shall be occupied until details of a scheme of 'artificial nesting opportunities' within the Phase(s) have been submitted to and approved in writing by the Council. These details shall incorporate bird and bat boxes. The details to be submitted to the Council for approval shall include a timetable for provision and shall be implemented in accordance with the approved timetable and thereafter retained in accordance with the approved details.

Reason: To ensure that satisfactory provision is made for 'artificial nesting opportunities' within the development in accordance with policy 7.19 of the London Plan (2011) and policies EN23, EN28, EN28A and EN29 of the London Borough of Hammersmith and Fulham Unitary Development Plan, (as amended 2007 and 2011).

### **Energy**

- (44) Prior to the commencement of each phase of the development approved in accordance with condition 5 (with exception to demolition or site clearance works and enabling works, including construction of the bridge link), a revised energy strategy for the development shall be submitted to and approved in writing by the Council providing details of the design, location and connections of the energy centre comprising the Combined Heat and Power Plant and associated structures. Development shall proceed in accordance with the details as approved and shall be permanently retained thereafter.

Reason: To ensure that the development is consistent with the Mayor's sustainable design objectives of energy conservation and reduction of CO2 emissions, in accordance with policies 5.1, 5.2, 5.3, 5.5, 5.6, 5.7, 5.8 and 5.9 of the London Plan (2011) and policy CC1 of the London Borough of Hammersmith Core Strategy (2011) and to ensure that the visual impact of the energy centre or associated structures is satisfactory in accordance with policies BE1 and CC1 of the London Borough of Hammersmith and Fulham Core Strategy (2011) and London Borough of Hammersmith and Fulham Unitary Development Plan policies EN2 and EN8 (as amended 2007 and 2011).

### **Sustainability**

- (45) No residential unit hereby approved shall be occupied until a Code for Sustainable Homes (2010) completion certificate has been submitted to and approved in writing by the Council to confirm that the dwellings meet the requirements of Level 4 or higher.

Reason: In the interests of energy conservation, reduction of CO2 emissions and wider sustainability, in accordance with policies 5.1, 5.2, 5.3, 5.6 and 5.7 of the London Plan (2011) and Policy CC1 of the London Borough of Hammersmith Core Strategy (2011).

- (46) No office or Class A1-A5 floor space hereby approved shall be occupied until a BREEAM (2011) completion certificate has been submitted to and approved in writing by the Council to confirm that the relevant unit has achieved a 'Very Good' BREEAM rating

Reason: In the interests of energy conservation, reduction of CO2 emissions and wider sustainability, in accordance policies 5.1, 5.2, 5.3, 5.6 and 5.7 of the London Plan (2011) and policy CC1 of the London Borough of Hammersmith Core Strategy (2011).

- (47) No part of the relevant building plot hereby approved shall be occupied until full details of the proposed photovoltaic (PV's) system on the roofs of Building A and E (unless otherwise agreed in writing by the Council) are submitted to and approved in writing by the Council at a scale no less than 1:20 in plan, section and elevation. Such details shall be implemented prior to occupation or use of the building and shall be retained thereafter.

Reason: To ensure that the development is consistent with the Mayor's sustainable design objectives, to ensure a satisfactory external appearance and to prevent harm to the street scene and public realm, in accordance with policies 5.3 and 5.7 and 7.1 and 7.6 of the London Plan (2011), policies BE1 and CC1 of the London Borough of Hammersmith and Fulham Core Strategy (2011), policies EN2 and EN8 of the London Borough of Hammersmith and Fulham Unitary Development Plan (as amended 2007 and 2011) and proposals outlined in the development Energy Assessment.

#### **Air Quality**

- (48) Prior to the commencement of each phase 5 (with exception to demolition or site clearance works and enabling works, including construction of the bridge link), a Low Emission Strategy shall be submitted to and approved in writing by the Council. The low emission strategy must calculate the total NOx and PM10 emissions from the existing use of the site and compare this with the new development by each plot and the development site subject of this permission. This shall include transport sources and all major combustion plant including, boilers, energy plant and emergency generators. The strategy shall detail all calculations and assumptions used in full. The strategy should detail the measures that will be taken to achieve a limit in emissions of NOx and particles (PM10). This shall include the feasibility of connecting to existing systems in preference to new plant. Preference should be given to greater energy efficiency incorporated in the building fabric and non combustion renewable technologies to reduce emissions of NO2. Any combustion plant proposed should meet a NOx emissions standard of 40mg/kWh. Where any installations do not meet this emissions standard it should not be operated without the fitting of suitable NOx abatement equipment or technology as determined by a specialist to ensure comparable emissions. Following installation emissions certificates will need to be provided. Any such measures approved by the Council shall be implemented in accordance with the approved strategy.

Reason - To ensure the development's air pollution impacts are mitigated in accordance with the requirements of Policy 7.14 of the London Plan (2011), and policy CC1 of the London Borough of Hammersmith Core Strategy (2011).

### **Microclimate**

- (49) Prior to commencement of building works above the finished ground level of any phase of development, details of micro climate mitigation measures necessary to provide an appropriate wind environment throughout and surrounding the development shall be submitted to and approved in writing by the Council. Approved details shall be implemented, and permanently retained thereafter in accordance with the details approved.

Reason: To ensure that suitable measures are incorporated to mitigate potential adverse wind environments arising from the development, in accordance with policies 7.6 and 7.7 of the London Plan (2011).

### **(50) Samples/Details of Materials**

Prior to the commencement of each phase of the development or relevant part thereof, approved in accordance with condition 5 (with exception to demolition or site clearance works and enabling works, including construction of the bridge link), details and samples of materials (where requested) to be used for that phase or relevant part thereof on all external faces of the buildings, shall be submitted to and approved in writing by the Council. No part of that phase or relevant part thereof shall be used or occupied prior to the implementation of the approved details. Each phase or part thereof, of the development shall be carried out in accordance with such details as have been approved.

Reason: In order to assess the suitability of the proposed materials in order to ensure a satisfactory external appearance in the interests of the appearance on the locality and to prevent harm to the street scene and public realm, in accordance with policies 7.1, 7.6 and 7.9 of the London Plan (2011), policy BE1 of the of the London Borough of Hammersmith and Fulham Core Strategy (2011) and policies EN2 and EN8 of the London Borough of Hammersmith and Fulham Unitary Development Plan (as amended 2007 and 2011).

- (51) Prior to the commencement of the relevant phase of the development approved in accordance with condition 5 (with exception to demolition or site clearance works and enabling works, including construction of the bridge link), details and samples where appropriate, of all surface treatments including paving and external hard surfaces, boundary walls, steps, railings, gates, fences and other means of enclosure for that phase shall be submitted to and approved in writing by the Council. The development shall be carried out in accordance with the approved details.

Reason: In order to assess the suitability of the proposed materials in order to ensure a good standard of design and external appearance, in the interests of the appearance on the locality and to prevent harm to the street scene and public realm, in accordance with policies 7.1, 7.6 and 7.9 of the London Plan (2011), and policy BE1 of the of the London Borough of Hammersmith and Fulham Core Strategy (2011) and policies EN2 and EN8 of the London Borough of Hammersmith and Fulham Unitary Development Plan (as amended 2007 and 2011).

- (52) The development of each phase or individual building approved in accordance with condition 5, shall not commence (with exception to demolition or site clearance works and enabling works, including construction of the bridge link)

before the details of the design of that phase or building at a scale no less than 1:20 in plan, section and elevation of a typical bay to show details of any proposed cladding, fenestration, glazing, balconies and winter gardens (where requested) have been submitted and approved in writing by the Council. The development shall be carried out in accordance with the approved details.

Reason: In order to assess the suitability of the proposed materials in order to ensure a good standard of design and external appearance in the interests of the appearance on the locality and to prevent harm to the street scene and public realm, in accordance with policies 7.1, 7.6 and 7.9 of the London Plan (2011), policy BE1 of the of the London Borough of Hammersmith and Fulham Core Strategy (2011) and policies EN2 and EN8 of the London Borough of Hammersmith and Fulham Unitary Development Plan (as amended 2007 and 2011).

- (53) No advertisements shall be displayed on or within any elevation of the building itself, without details of the advertisements having first been submitted to and agreed in writing by the Council.

Reason: In order that any advertisements displayed on the building are assessed in the context of an overall strategy, so as to ensure a satisfactory external appearance and to preserve the integrity of the design of the building, in accordance with policies 7.1, 7.6 and 7.9 of the London Plan (2011), policy BE1 of the of the London Borough of Hammersmith and Fulham Core Strategy (2011) and policies EN2, EN8 and EN14 of the London Borough of Hammersmith and Fulham Unitary Development Plan (as amended 2007 and 2011).

#### **Permitted Development Rights**

- (54) Notwithstanding the provisions of Classes A, B, C, D, E, F and G of Part 1 of Schedule 2 to the Town and Country Planning (General Permitted Development) Order 1995 as amended, no development within the curtilage of the residential units which form part of the development shall be carried out without planning permission first being granted by the Council.

Reason - In the interests of the living conditions of neighbouring properties within the development and to ensure a good standard of design, in accordance with Policy 3.5 of the London Plan 2011 policy BE1 of the of the London Borough of Hammersmith and Fulham Core Strategy (2011) and policies EN2 and EN8 of the London Borough of Hammersmith and Fulham Unitary Development Plan, (as amended 2007 and 2011).

- (55) **Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (Amendment) (No.2) (England) Order 2008 (or any Order revoking or re-enacting that Order with or without modification), no aerials, antennae, satellite dishes or related telecommunications equipment shall be erected on any part of the development, without planning permission first being granted by the Council.**

Reason: To ensure that the visual impact of telecommunication equipment can be considered, in accordance with Policy 3.5 of the London Plan (2011), policy BE1 of the of the London Borough of Hammersmith and Fulham Core Strategy

(2011) and policies EN2 and EN8 of the London Borough of Hammersmith and Fulham Unitary Development Plan, (as amended 2007 and 2011).

### **Secure by Design**

- (56) No development within a relevant Phase(s) shall commence (with exception to demolition or site clearance works and enabling works, including construction of the bridge link) until details of how the development within that Phase(s) accords with the Metropolitan Police "Secure by Design" requirements have been submitted to and approved in writing by the Council. Such a statement shall include, but not be limited to, CCTV coverage, access controls, basement security measures, and means to secure the site throughout construction in accordance with BS8300:2009. The approved details shall be carried out prior to occupation of any residential units within the relevant Phase(s) and permanently maintained thereafter.

Reason: To ensure that the development incorporates suitable design measures to minimise opportunities for, and the perception of crime, in accordance with Policies 7.3 and 7.13 of the London Plan (2011), policy BE1 of the London Borough of Hammersmith and Fulham Core Strategy (2011) and policy EN10 of the London Borough of Hammersmith and Fulham Unitary Development Plan, (as amended 2007 and 2011).

- (57) No development within a Phase approved in accordance with condition 5 shall commence (with exception to demolition or site clearance works and enabling works, including construction of the bridge link) until a detailed CCTV strategy for that Phase(s) shall be submitted to and approved in writing by the Council. No residential unit within that development Phase(s) shall be occupied prior to the implementation of the approved details. The development shall be carried out in accordance with such details as have been approved and thereafter be permanently retained.**

Reason: To ensure that the development incorporates suitable design measures to minimise opportunities for, and the perception of crime, in accordance with Policies 7.3 and 7.13 of the London Plan (2011), policy BE1 of the London Borough of Hammersmith and Fulham Core Strategy (2011) and policy EN10 of the London Borough of Hammersmith and Fulham Unitary Development Plan, (as amended 2007 and 2011).

- (58) Notwithstanding the glazing details specified in the approved plans for Building Plot J, construction of buildings hereby permitted each phase shall not commence until detailed specification of the external glazing, shall be submitted to the Council. Such details in consultation with a qualified Structural Blast Engineer and the Metropolitan Police in respect to blast resistant glazing shall be implemented, as approved and shall be permanently retained thereafter.

Reason: To ensure that the development incorporates suitable design measures to minimise opportunities for crime, in accordance with Policies 7.3 and 7.13 of the London Plan (2011), policy BE1 of the London Borough of Hammersmith and Fulham Core Strategy (2011) and policy EN10 of the London Borough of Hammersmith and Fulham Unitary Development Plan, (as amended 2007 and 2011).

- (59) Applications for approval of Reserved Matters in relation to residential accommodation shall be accompanied by details of how the proposed design applies standards recommended in the Building Research Establishment's "Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice (2011)".

Reason: To ensure a sustainable development and good design and to safeguard the amenity of future occupiers of the development in accordance with the Environmental Statement (July 2012) and Environmental Statement Addendum (November 2012), in accordance with policies 7.6 and 7.7 of the London Plan (2011) and policy EN8 of the London Borough of Hammersmith and Fulham Unitary Development Plan, (as amended 2007 and 2011).

### **Mobility Issues**

- (60) No development within a Phase(s) shall commence (with exception to demolition or site clearance works and enabling works, including construction of the bridge link) until details of compliance with lifetime homes standards for the residential units and of the provision of 10% of the residential units to wheelchair housing standard or adaptable to this standard have been submitted to and approved in writing by the Council. The development shall accord with the details as approved.

Reason: To ensure that the development provides for the changing circumstances of occupiers and responds to the needs of people with disabilities, in accordance with policy 3.8 of the London Plan (2011), policy H4 of the London Borough of Hammersmith and Fulham Core Strategy (2011) and policy HO6 of the Unitary Development Plan (as amended 2007 and 2011).

- (61) No development within a Phase(s) shall commence as approved in accordance with condition 5 (with exception to demolition or site clearance works and enabling works, including construction of the bridge link) until details of the means by which wheelchair access is provided to residential buildings and open spaces, including the provision of parking spaces, have been submitted to and approved in writing by the Council. Such details as approved shall be carried out prior to any use or occupation of the buildings or open spaces and thereafter permanently retained.

Reason: To ensure buildings, parking spaces and amenity spaces are provided for all occupiers in the development, in accordance with policies 7.2 and 7.5 in the London Plan (2011), policy BE1 of the London Borough of Hammersmith and Fulham Core Strategy (2011), policies EN2, EN8, TN6, TN15 and TN24 and Standards S.18, S.19 and S20.1 of the London Borough of Hammersmith and Fulham Unitary Development Plan (as amended 2007 and 2011) and the Council's "Access for All" Supplementary Planning Guidance.

- (62) Each building within the development (except L&M) shall contain a fire rated lift, details of which shall be submitted to and approved in writing by the Council prior to the occupation of that building, including details of lifts to the basement car park. All lifts should have enhanced lift repair service running 365 day/24 hour cover to ensure no wheelchair occupiers are trapped, if the building concerned is served by a single lift. The fire rated lifts shall be installed as approved and maintained in full working order for the lifetime of the development.

Reason: To ensure that the development provides for the changing circumstances of occupiers and responds to the needs of people with disabilities, in accordance with Policy 3.8 of the London Plan (2011), policy H4 of the London Borough of Hammersmith and Fulham Core Strategy (2011) and policy HO6 of the London Borough of Hammersmith and Fulham Unitary Development Plan, (as amended 2007 and 2011).

- (63) The ground floor entrance doors to all publically accessible buildings and integral lift/stair cores, hereby approved shall not be less than 1 metre wide and the threshold shall be at the same level to the path fronting the entrance to ensure level access.

Reason: In order to ensure the development provides ease of access for all users, in accordance with Policy 3.1 and 7.2 of the London Plan (2011), and the Council's adopted supplementary planning document "Access for all".

- (64) Prior to the commencement of each phase or relevant part thereof as approved in accordance with condition 5 (with exception to demolition or site clearance works and enabling works, including construction of the bridge link), an Inclusive Access Management Plan (IAMP) shall be submitted to the Council and approved in writing which sets out a strategy for ongoing consultation with specific interests groups, the H & F Disability Planning Forum with regard to accessibility of the relevant part of the site. On-going consultation must then be carried out in accordance with the approved IAMP.

Reason: To ensure that the development provides for the changing circumstances of occupiers and responds to the needs of people with disabilities, in accordance with Policy 3.8 and 7.2 of the London Plan (2011), policy H4 of the London Borough of Hammersmith and Fulham Core Strategy (2011), policy HO6 of the London Borough of Hammersmith and Fulham Unitary Development Plan, (as amended 2007 and 2011) with the Council's 'Access for All' Supplementary Planning Document.

### **Parking**

- (65) No development incorporating parking and servicing requirements within a Phase as approved in accordance with condition 5 shall commence until a Parking and Servicing Plan providing the detail, including drawings of how the plan will be implemented in that phase(s) has been submitted to and approved in writing by the Council. Approved details shall be implemented prior to occupation of any residential unit within that Phase and thereafter maintained. The development within that Phase shall not be operated otherwise than in accordance with the Parking and Servicing Plan as approved.

Reason: To ensure appropriate levels, mix and location of car parking is achieved and suitably integrated into the development and co-ordinated with adequate servicing arrangements and vehicular access, and that management arrangements are in place to control its allocation and use, in accordance with Policies 6.13 and 7.2 of the London Plan (2011), policy T1 of the London Borough of Hammersmith and Fulham Core Strategy (2011), policies TN6, TN15 and TN24 and Standards S.18, S.19 and S20.1 of the London Borough of Hammersmith and Fulham Unitary Development Plan, (as amended 2007 and 2011) and the Council's "Access for All" Supplementary Planning Guidance.

- (66) Prior to the commencement of each relevant phase(s) of the development as approved in accordance with condition 5 (with exception to demolition or site clearance works and enabling works, including construction of the bridge link), a detailed design phasing plan, including details of access, layout, number and location of the car parking spaces shall be submitted to and approved in writing by the Council. The proposed car parking spaces shall accord with the details as approved and shall be retained permanently thereafter.

Reason: To ensure there is adequate provision of car parking within the development to meet the needs of future site occupiers and users, in accordance with policies 6.13 and 7.2 of the London Plan (2011) and policy TN15 and Standards S.18 and S.19 of the London Borough of Hammersmith and Fulham Unitary Development Plan (as amended 2007 and 2011) and the Council's Access for All Supplementary Planning Guidance.

- (67) The residential car parking provision for the development shall not exceed 460 car parking spaces and 46 visitor parking spaces or a spaces per residential unit ratio of 0.4 on the whole site, plus a ratio of 0.04 residential visitor spaces, unless otherwise agreed in writing by the Council.

Reason: To avoid creating unacceptable traffic congestion on the surrounding road network and to ensure there would be adequate parking for the development, in accordance with policies 6.13 and 7.2 of the London Plan (2011) and policy TN15 and Standards S.18 and S.19 of the London Borough of Hammersmith and Fulham Unitary Development Plan (as amended 2007 and 2011)

- (68) Prior to occupation of each building plot, details of the installation including location and type of active electric vehicle charging points within the car parking areas must be submitted to and approved in writing by the Council. The electric vehicle charging points comprising at least 20% of the total number of car parking spaces provided on site shall be active electric vehicle charging points; a further 20% of the total number of car parking spaces provided on site shall be passive. The approved electric vehicle charging points shall be installed and retained in working order for the lifetime of the development. The use of the electric vehicle charging points will be regularly monitored via the Travel Plan and if required the further 20% passive provision will be made available.

Reason: To encourage sustainable travel in accordance with policies 5.8, 6.13 and 7.2 of the London Plan (2011), policies CC1 and T1 of the London Borough of Hammersmith and Fulham Core Strategy (2011), policy TN15 and Standards S.18 and S.19 of the London Borough of Hammersmith and Fulham Unitary Development Plan, (as amended 2007 and 2011).

- (69) A minimum of 10% of the residential car parking spaces hereby approved shall be provided and maintained for use of wheelchair users in accordance with standards set out in the development plan or, where the development is yet to be completed, the number of car parking spaces allocated to wheelchair users shall be calculated in proportion with the amount of spaces completed in accordance with those standards.

Reason: To ensure the suitable provision of car parking within the development to meet sustainable transport objectives, in accordance with policies 6.13 and 7.2 of the London Plan (2011) and policy TN15 and Standards S.18 and S.19 of the London Borough of Hammersmith and Fulham Unitary Development Plan, (as amended 2007 and 2011).

- (70) The non residential car parking level for the development shall not exceed 24 car parking spaces for the office accommodation, 17 spaces for the health, community and leisure uses and 2 operational spaces for each retail/active frontage units.

Reason: To avoid creating unacceptable traffic congestion on the surrounding road network and to ensure there would be adequate parking for the development, in accordance with in accordance with policies 6.13 and 7.2 of the London Plan (2011) and policy TN15 and Standards S.18 and S.19 of the London Borough of Hammersmith and Fulham Unitary Development Plan (as amended 2007 and 2011).

- (71) Prior to the commencement of each relevant phase(s) of the development as approved in accordance with condition 5 (with exception to demolition or site clearance works and enabling works, including construction of the bridge link), full details of the internal roads and the vehicle/pedestrian access points relative to that phase shall be submitted, including details of street level car parking arrangements and shall be implemented in accordance and thereafter retained in accordance with the approved details.

Reason: To ensure there is sufficient circulation space for pedestrians, servicing and other vehicles and provide the surface level car parking to meet the needs of future site occupiers and users, in accordance with policies 6.13 and 7.2 of the London Plan (2011) and policy TN15 and Standards S.18 and S.19 of the London Borough of Hammersmith and Fulham Unitary Development Plan (as amended 2007 and 2011) and the Council's Access for All Supplementary Planning Guidance.

- (72) Prior to the commencement of work on the basement car park, details of the design/layout of the car parking areas, including details of the quantity of car parking allocated to each building plot, ramp gradient with at least 2.6m vertical clearance and vehicle tracking, shall be submitted to and approved in writing by the Council. The car park shall be carried out in accordance with the approved details, and shall be retained permanently thereafter.

Reason: To ensure the suitable provision of car parking within the development to meet the needs of future site occupiers and users, in accordance with policies 6.13 and 7.2 of the London Plan (2011) and Policy TN15 and Standards S18 and S19 of the London Borough of Hammersmith and Fulham Unitary Development Plan (as amended 2007 and 2011) and the Council's Access for All Supplementary Planning Guidance.

- (73) Details of a new taxi rank and drop-off bay for private hire cars shall be submitted to the Council for approval, prior to commencement of works of the relevant phase of development, or part thereof, to be permanently retained thereafter.

Reason: To ensure there are adequate facilities for taxis serving the development, in accordance with policy TN24 of the London Borough of Hammersmith and Fulham Unitary Development Plan (amended 2007 and 2011).

- (74) Details of a coach drop-off/parking bay shall be submitted to the Council for approval, unless otherwise agreed in writing by the Council, prior to commencement of works of the relevant phase of development, or part thereof, to be permanently retained thereafter.

Reason: To ensure there are adequate facilities for coaches serving the development, in accordance with policy TN24 of the London Borough of Hammersmith and Fulham Unitary Development Plan (as amended 2007 and 2011).

- (75) Details of the number, layout, location and access to motorcycle parking spaces to be provided on the site shall be submitted to the Council for approval in respect of each Phase(s) of the development and shall be permanently retained thereafter.

Reason: To avoid creating unacceptable traffic congestion on the surrounding road network and to ensure there would be adequate parking for the development, in accordance with in accordance with policies 6.13 and 7.2 of the London Plan (2011) and policy TN15 and Standards S.18 and S.19 of the London Borough of Hammersmith and Fulham Unitary Development Plan (as amended 2007 and 2011).

### **Cycle Parking**

- (76) Prior to occupation of the development within each Phase(s) as approved in accordance with condition 5, details of the facilities to be provided for the secure storage of residents' and other users cycles shall be submitted to and approved in writing by the Council. Such details shall include the number, location and access arrangements to cycle parking in that phase and shall include details of the Mayor's cycle docking station to be implemented on the site. No residential or commercial units shall be occupied until such facilities as may have been approved have been provided. Thereafter the cycle parking facilities provided shall be retained and the space used for no other purpose without the prior written consent of the Council.

Reason: To ensure the suitable provision of cycle parking within the Development to meet the needs of future site occupiers and users and in the interest of the appearance of the development, in accordance with Policies 6.9 and 6.13 of the London Plan (2011) and Policy TN6 and Standard S20.1 of the London Borough of Hammersmith and Fulham Unitary Development Plan, (as amended 2007 and 2011).

### **Servicing**

- (77) No residential or commercial uses in each Phase(s) as approved in accordance with condition 5 shall be occupied until a site servicing strategy (or Servicing Management Plan), including vehicle tracking, have been submitted to and approved in writing by the Council detailing management of deliveries, emergency access, collection of waste and recyclables, times and frequencies of

deliveries and collections/ silent reversing methods/ location of loading bays and vehicle movement. The approved measures shall be implemented and continued thereafter for the lifetime of the development.

Reason: In order to ensure that satisfactory provision is made for refuse storage and collection and to protect the amenities of the occupiers of the development site in terms of noise and disturbance, in accordance with Policy 6.11 of the London Plan (2011), policies EN17, EN20A, EN20B and EN21 of the London Borough of Hammersmith and Fulham Unitary Development Plan, (as amended 2007 and 2011) and the Council's Supplementary Planning Document 'Storage of Refuse and Recyclables'.

- (78) Details of the footway, kerbs and access ramps to basement/lower ground car park (including confirmation of the vertical clearance, width and gradient) for each Phase(s) shall be submitted to and approved in writing by the Council and such details as are approved shall be implemented prior to the occupation or use of the residential units within that Phase(s) and permanently retained thereafter.**

Reason: To ensure that the detailed design of the access ramps provides sufficient vertical clearance and capacity for vehicle manoeuvring in the interest of public safety and to avoid vehicle/pedestrian conflict in accordance with policy T1 of the London Borough of Hammersmith and Fulham Core Strategy (2011), and policies TN5, TN15 and TN28 of the London Borough of Hammersmith and Fulham Unitary Development Plan, (as amended 2007 and 2011).

#### **Highways**

- (79) No development within a Phase(s) as approved in accordance with condition 5 (with exception to demolition or site clearance works and enabling works, including construction of the bridge link) shall commence until details of the road, footway, footpath and cycleway layout relevant to that Phase(s) have been submitted to and approved in writing by the Council. The submitted details shall show the alignment, widths, surfacing arrangements, forward visibility sight lines and vision splays, speed restraint measures, turning heads, gradients, street lighting and drainage. The Phase(s) shall be implemented in accordance with the approved details for that Phase(s) and no residential building within that Phase(s) shall be occupied until the approved roads, footways, footpaths and cycleways thereby approved have been constructed and been made available for use.**

Reason: To ensure the interests of public safety in accordance with Policy T1 of the of the London Borough of Hammersmith and Fulham Core Strategy (2011) and policies TN5, TN15 and TN28 of the London Borough of Hammersmith and Fulham Unitary Plan (as amended 2007 and 2011).

- (80) A Stage 2 Safety Audit shall be carried out on the vehicular access arrangements to the site on the Wood Lane/Depot Road junction works once the detailed design drawings have been submitted to the Council and any measures recommended in the audit shall be carried out to the satisfaction of the Council.**

Reason To ensure that all access points provided into the site are safe for site and highway users in accordance with Policies 6.3 and 6.10 of the London Plan

(2011) and policy TN5 of the Unitary Development Plan, (as amended 2007 and 2011).

### **Fire Hydrants**

- (81) Prior to the occupation of each phase(s) as approved in accordance with condition 5, full details of the number and location of fire hydrants to be installed shall be provided and agreed in writing with the Council in consultation with the Fire Brigade. The fire hydrants shall be permanently retained thereafter.

Reason: To ensure sufficient water supply is available in the event of an emergency in accordance with policies 5.15 and 7.13 of the London Plan (2011).

### **Refuse and Recycling**

- (82) Prior to the first occupation of any individual building plot within a Phase(s) as approved in accordance with condition 5 details of a Waste Management Strategy for the refuse storage and collection arrangements for that building, including how recycling will be maximised and incorporated into the facilities, shall be submitted to and approved in writing by the Council. No building within a Phase(s) shall be occupied until the approved refuse storage arrangements for that building are in place and all approved storage arrangements shall be maintained permanently thereafter.

Reason: In order to protect the environment and to ensure that satisfactory provision is made for refuse storage and collection, in accordance with policy 5.3 of the London Plan (2011), policy EN17 of the London Borough of Hammersmith and Fulham Unitary Development Plan, (as amended 2007 and 2011) and the Council's Supplementary Planning Document 'Storage of Refuse and Recyclables'.

### **TV Reception**

- (83) Before the commencement of each phase(s) of the development as approved in accordance with condition 5, details of the methods proposed to identify any television interference to residential properties caused by the proposed development within that Phase, including periods during the construction phases, and the measures proposed to ensure that any television interference that might be identified is remediated in a satisfactory manner has been submitted to and approved in writing by the Local Planning Authority. If any television interference to residential properties is identified, the approved remediation measures shall be implemented for each phase, where feasible, as soon as reasonably practicable.

Reason: To ensure that television interference caused by the development is remediated, in accordance with policy 7.7 of the London Plan (2011) and policy EN21 of the London Borough of Hammersmith and Fulham Unitary Development Plan, (as amended 2007 and 2011).

### **A1-A5, D1 and D2 Uses**

- (84) Within the areas shown to accommodate Class A uses on the Parameter Plans hereby approved, details of the size, location, façade treatment and proposed shop frontages, disabled access and toilets for each unit, shall be submitted to the Council for approval in writing prior to the first occupation of each unit. Details shall be submitted for each phase of the development. The uses shall only be operated in accordance with the details approved by the Council.

Reason: To ensure a suitable mix of units within the development, in the interests of the appearance of the development and to ensure satisfactory access for people with disabilities in accordance with in accordance with policies BE1 of the London Borough of Hammersmith and Fulham Core Strategy (2011) and policies EN2, EN8 and EN8D of the of the London Borough of Hammersmith and Fulham Unitary Development Plan (as amended 2007 and 2011).

- (85) The window glass of any shop front hereby approved shall not be mirrored, painted or be otherwise obscured, no roller shutters shall be installed on any façade and no shelving, cabinets or other such obstruction shall be placed at any time within 1m of the shop windows, unless otherwise agreed in writing by the Council.

Reason: In order to prevent the creation of a dead frontage and to ensure an appropriate character and appearance to the street scene, in accordance with policies BE1 of the London Borough of Hammersmith and Fulham Core Strategy (2011) and EN2, EN8 and EN8D of the of the London Borough of Hammersmith and Fulham Unitary Development Plan (as amended 2007 and 2011).

- (86) In the event that either retail (Class A1), or mix of retail, services and restaurant/café/bars or take-aways uses (Class A2, A3-A5) hereby approved is implemented, no single Class A unit permitted within the development shall exceed 300 sq m net sales area and no more than 50% of the maximum Gross External Area (GEA) permitted shall fall within Class A3-A5 uses.

Reason: To prevent large out-of-centre commercial units in accordance with Council policy and to limit internal alterations and ensure that larger units are not implemented without prior consideration by the Council and the of the ground floor space by larger Class A3 units could give rise to a materially different impact on the amenities of the area, in accordance with policy CC4 of the London Borough of Hammersmith and Fulham Core Strategy (2011), policies SH11, EN20A, EN20B and EN21 of the London Borough of Hammersmith and Fulham Unitary Development Plan (as amended 2007 and 2011).

- (87) No single Class A use having first been implemented pursuant to this planning permission shall be subsequently combined with an adjoining unit of the same use class having first been implemented pursuant to this planning permission without prior written permission of the Council.

Reason: To prevent amalgamation of small units in order to create larger out-of town centre units and to limit internal alterations and ensure that larger units are not implemented without prior consideration by the Council in accordance with policies 6.3, and 6.13 of the London Plan (2011), Strategic Policy C and policy CC4 of the London Borough of Hammersmith and Fulham Core Strategy (2011), policies EN8, EN10, SH1, SH3a, SH11, TN13, TN15, EN20B and EN21 of the London Borough of Hammersmith and Fulham Unitary Development Plan (as amended 2007 and 2011).

- (88) Class A, D1 or D2 uses hereby permitted which are implemented pursuant to this planning permission shall not be open to customers other than between 0700 and 2300 hours on any day.

Reason: To safeguard the amenities of the neighbourhood and local residents, by reason of noise and disturbance in accordance with policy CC4 of the London Borough of Hammersmith and Fulham Core Strategy (2011), policies EN20A, EN20B, EN21 and SH11 of the London Borough of Hammersmith and Fulham Unitary Development Plan (as amended 2007 and 2011).

- (89) Table or chairs associated with the Class A uses hereby permitted shall only be placed within designated areas of the public realm unless otherwise agreed in writing by the Council.

Reason: To ensure the free, safe and secure passage of pedestrians and to safeguard the amenity of surrounding residential properties from noise and disturbance in accordance with policy CC4 of the London Borough of Hammersmith and Fulham Core Strategy (2011), policies EN20A, EN20B, EN21 and SH11 of the London Borough of Hammersmith and Fulham Unitary Development Plan (as amended 2007 and 2011).

- (90) The tables and chairs permitted by condition 89 shall be removed from the public realm and stored within the relevant building between the hours of 23.00 and 08.00 daily.

Reason: To safeguard the amenity of surrounding residential properties from noise and disturbance in accordance with policy CC4 of the London Borough of Hammersmith and Fulham Core Strategy (2011), policies EN20A, EN20B, EN21 and SH11 of the London Borough of Hammersmith and Fulham Unitary Development Plan (as amended 2007 and 2011).

- (91) The details of the provision of Class D1 (Non-residential Institution) and Class D2 (Leisure) floor space hereby approved within Parameter Plan EPA/WCM/01/509, shall be submitted to the Council for approval in writing, prior to the submission of the Reserved Matters applications for Plots B,J and L. The details shall include the location, size, layout and description of the facilities and any other relevant information relating to the provider or use.

Reason: To ensure a sustainable mix of uses is delivered within the development, to create a high quality environment with active and vibrant streets and a range of land uses which would complement the White City Opportunity Area, in accordance with policies 7.1 and 7.3 of the London Plan (2011), policies BE1, WCOA and WCOA1 of the London Borough of Hammersmith and Fulham Core Strategy (2011) and policies CS8, CS10 and TC1 of the London Borough of Hammersmith and Fulham Unitary Development Plan (as amended 2007 and 2011).

- (92) The community use / crèche / health / leisure club uses hereby approved shall not be used for any other uses falling within Class D1/D2 respectively of the Town and Country Planning (Use Classes) Order 1987 (as amended April 2005) or any order revoking and re-enacting that Order with or without modification.

The community use / crèche / health / leisure club uses shall be made available to members of the general public.

Reason: To ensure the use is compatible with the master plan for the overall site and land use character of the surrounding area. The use of the site for any other purpose could raise materially different planning considerations and the council wishes to have an opportunity to consider such circumstances at that time, and to ensure that there is appropriate provision of community, health and leisure uses for the general public in the wider area in addition to the occupiers and visitors to the site, in accordance, in accordance with policies A, BE1, T1, WCOA and WCOA1 of the London Borough of Hammersmith and Fulham Core Strategy (2011) and EN2, EN8, EN21 and TN13 and TN15 of the London Borough of Hammersmith and Fulham Unitary Development Plan (as amended 2007 and 2011).

### **Noise**

- (93) Details of external ventilation or extraction equipment, including ducting associated with any non domestic kitchens shall be submitted to the Council for approval prior to occupation of each unit in that use and shall be installed in accordance with those details approved by the Council.

Reason: To ensure a satisfactory external appearance and prevent harm to the street scene, and to safeguard the amenities of neighbouring residential occupiers, in accordance with policies BE1 and CC4 of the London Borough of Hammersmith and Fulham Core Strategy (2011), policies EN2, EN8, EN20B and EN21 of the London Borough of Hammersmith and Fulham Unitary Development Plan, (as amended 2007 and 2011).

- (94) Neither music nor amplified voices emitted from commercial premises at the development shall be audible within including blast resistant glazing including blast resistant glazing any residential/ noise sensitive premises.

To ensure that the amenity of occupiers of the development site and surrounding premises is not adversely affected by noise, in accordance with policy CC4 of the London Borough of Hammersmith and Fulham Core Strategy (2011) and policies EN20A, EN20B and EN21 of the London Borough of Hammersmith and Fulham Unitary Development Plan (as amended 2007 and 2011).

- (95) No deliveries nor collections/ loading nor unloading shall occur at the development hereby approved other than between the hours of 08:00 to 18:00 on Monday to Saturdays and at no time on Sundays and Public/Bank Holidays.

Reason: To ensure that the amenity of occupiers of the development site/ surrounding premises is not adversely affected by noise, in accordance with policy CC4 of the London Borough of Hammersmith and Fulham Core Strategy (2011) and policies EN20A, EN20B and EN21 of the Unitary Development Plan, as amended 2007 and 2011.

- (96) Prior to commencement of the each phase of the development, details shall be submitted to and approved in writing by the Council of the installation of acoustic lobbies to entrances and exits to/from commercial and community premises in

that phase which would otherwise allow the emission of internal noise to neighbouring noise sensitive premises.

Reason: To ensure that the amenity of occupiers of the surrounding premises is not adversely affected by noise, in accordance with policy CC4 of the London Borough of Hammersmith and Fulham Core Strategy (2011) and policies EN20A, EN20B and EN21 of the London Borough of Hammersmith and Fulham Unitary Development Plan (as amended 2007 and 2011).

- (97) Prior to commencement of the development, a noise assessment shall be submitted to the Council for approval of external noise levels and details of the sound insulation of the building envelope, orientation of habitable rooms where possible away from major noise sources and of silenced mechanical ventilation, as necessary, to achieve 'Good' internal room- and (if provided) external amenity noise standards in accordance with the criteria of BS8233:1999. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

Reason: To ensure that the amenity of occupiers of the development site is not adversely affected by noise from transport and commercial noise sources, in accordance with Policy EN20B and EN21 of the London Borough of Hammersmith and Fulham Unitary Development Plan (as amended 2007 and 2011).

- (98) Prior to commencement of each phase of the development, an assessment shall be submitted to and approved in writing by the Council that considers vibration levels and provides details of all appropriate and necessary mitigation measures in that phase. The assessment method shall be as specified in BS6472:2008 and unless otherwise agreed with the Local Planning Authority the criteria to be achieved are those relating to a low probability of adverse comment. No part of the development shall be occupied until the approved details have been implemented in that part. Approved details shall thereafter be permanently retained.

Reason: To ensure that the amenity of occupiers of [the development site] is not adversely affected by ground- or airborne vibration, in accordance with in accordance with CC4 of the London Borough of Hammersmith and Fulham Core Strategy (2011) and policies EN20B and EN21 of the London Borough of Hammersmith and Fulham Unitary Development Plan, (as amended 2007 and 2011).

- (99) Prior to commencement of each phase of the development, details shall be submitted to and approved in writing by the Council, of the external noise level emitted from plant/ machinery/ equipment and mitigation measures as appropriate in that phase. The measures shall ensure that the external rating noise level emitted from plant, machinery/ equipment will be lower than the lowest existing daytime and/or night-time (07:00 to 23:00 and 23:00 to 07:00 respectively) background noise level by at least 10 dBA, as assessed according to BS 4142:1997 at the nearest and/or most affected noise sensitive premises, with all machinery operating together at maximum capacity. Approved details shall be implemented prior to occupation of that phase of the development and thereafter be permanently retained.

Reason: To ensure that the amenity of occupiers of surrounding premises is not adversely affected by noise from plant/mechanical installations/ equipment, in accordance with policy CC4 of the London Borough of Hammersmith and Fulham Core Strategy (2011) and policies EN20A, EN20B and EN21 of the London Borough of Hammersmith and Fulham Unitary Development Plan (as amended 2007 and 2011).

- (100) Prior to commencement of each phase of the development, details of anti-vibration measures in that phase shall be submitted to and approved in writing by the Council. The measures shall ensure that [machinery, plant/ equipment] [extract/ ventilation system and ducting] are mounted with proprietary anti-vibration isolators and that fan motors are vibration isolated from the casing and adequately sound attenuated. Approved details shall be implemented prior to occupation of that phase of the development and thereafter be permanently retained.

Reason: To ensure that the amenity of occupiers of the development site is not adversely affected by vibration, in accordance with policy CC4 of the London Borough of Hammersmith and Fulham Core Strategy (2011) and policies EN20A, EN20B and EN21 of the London Borough of Hammersmith and Fulham Unitary Development Plan (as amended 2007 and 2011).

- (101) Prior to commencement of the development, details shall be submitted to and approved in writing by the Council, of an enhanced sound insulation value  $D_{nT,w}$  and  $L_{nT,w}$  for the floor/ceiling/ wall structures separating different types of rooms/ uses in adjoining dwellings, namely [e.g. living room and kitchen above bedroom of separate dwelling etc.]. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

Reason: To ensure that the amenity of occupiers of the development site is not adversely affected by noise, in accordance with policy CC4 of the London Borough of Hammersmith and Fulham Core Strategy (2011) and policies EN20A, EN20B and EN21 of the London Borough of Hammersmith and Fulham Unitary Development Plan (as amended 2007 and 2011).

- (102) Prior to commencement of the development, details shall be submitted to and approved in writing by the Council, of the sound insulation of the floor/ ceiling/ walls separating the commercial part(s) of the premises from [dwellings] [noise sensitive premises]. Details shall demonstrate that the sound insulation value  $D_{nT,w}$  [and  $L'_{nT,w}$ ] is sufficiently enhanced and, where necessary, additional mitigation measures are implemented to contain commercial noise within the commercial premises and to achieve the 'Good' criteria of BS8233:1999 within the dwellings/ noise sensitive premises. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

Reason: To ensure that the amenity of occupiers of [the development site] [adjacent dwellings/ noise sensitive premises] is not adversely affected by noise, in accordance with policy CC4 of the London Borough of Hammersmith and Fulham Core Strategy (2011) and policies EN20A, EN20B and EN21 of the London Borough of Hammersmith and Fulham Unitary Development Plan (as amended 2007 and 2011).

- (103) Prior to commencement of the development, details shall be submitted to and approved in writing by the Council, of the sound insulation of the floor/ ceiling/ walls separating the [plant room] [basement car park] [communal facilities] from [dwellings] [noise sensitive premises]. Details shall demonstrate that the sound insulation value  $D_{nT,w}$  [and  $L'_{nT,w}$ ] is sufficiently enhanced and, where necessary, additional mitigation measures implemented to contain commercial noise within the commercial premises and to achieve the 'Good' criteria of BS8233:1999 within the dwellings/ noise sensitive premises. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

Reason: To ensure that the amenity of occupiers of [the development site] [adjacent dwellings/ noise sensitive premises] is not adversely affected by noise, in accordance with policy CC4 of the London Borough of Hammersmith and Fulham Core Strategy (2011) and policy EN20A, EN20B and EN21 of the London Borough of Hammersmith and Fulham Unitary Development Plan (as amended 2007 and 2011).

- (104) Façade sound insulation including glazing shall achieve 'good' noise levels within bedrooms and living rooms of the proposed residential units as recommended in Table 5 of BS 8233: 1999 (revised) 'Sound insulation and noise reduction for buildings – Code of Practice' (or equivalent), unless otherwise agreed by the Council.**

Reason: To ensure that no unacceptable adverse effect on the amenity of occupiers in accordance with Policy 7.15 of the London Plan 2011, Policy BE1 and CC4 of the London Borough of Hammersmith and Fulham Core Strategy Policy 2011 and policies EN20A, EN20B, EN21 and TN15 of the London Borough of Hammersmith and Fulham Unitary Development Plan (as amended 2007 and 2011).

- (105) Prior to commencement of the relevant phase of development or part thereof, details shall be submitted to and approved in writing by the Council, of building vibration levels, together with appropriate mitigation measures where necessary. The criteria to be met and the assessment method shall be as specified in BS 6472:2008. No part of the development shall be occupied until the approved details have been implemented. Approved details shall thereafter be permanently retained.

To ensure that the amenity of occupiers of the development site is not adversely affected by ground - or airborne vibration, in accordance with Policy EN20B and EN21 of the London Borough of Hammersmith and Fulham Unitary Development Plan (as amended 2007 and 2011).

- (106) Prior to use, machinery, plant or equipment, extract/ ventilation systems and ducting at the development shall be mounted with proprietary anti-vibration isolators and fan motors shall be vibration isolated from the casing and adequately silenced and maintained as such.

To ensure that the amenity of occupiers of the development site and surrounding premises is not adversely affected by vibration, in accordance with Policy

EN20A, EN20B and EN21 of the London Borough of Hammersmith and Fulham Unitary Development Plan (as amended 2007 and 2011).

- (107) Prior to commencement of each phase of the development or part thereof, a noise assessment report that considers noise emitted from fixed plant/ machinery/ equipment, together with appropriate mitigation measures, as necessary, shall be submitted to the Local Planning Authority for approval. The report shall demonstrate that the external noise level emitted from plant, machinery/ equipment will be lower than the existing typical background noise level by at least 10dBA (or 15dBA if the noise is sufficiently characteristic to draw attention to itself), as assessed at the most affected noise sensitive premises and in accordance with BS 4142:1997. Approved details shall be implemented prior to occupation of the development (or part thereof) and thereafter be permanently retained.

To ensure that the amenity of occupiers of the development site and surrounding premises is not adversely affected by noise from plant/mechanical installations/equipment, in accordance with Policy EN20A, EN20B and EN21 of the London Borough of Hammersmith and Fulham Unitary Development Plan (as amended 2007 and 2011).

- (108) Prior to the commencement of the building plots, details of the mechanical ventilation system to be installed within the residential and commercial components shall be submitted to the Council in writing. The details shall include the method of clean intake from higher levels which will be used to serve residential units in the lower floors. The ventilation system shall be implemented in accordance with the approved plans and shall be permanently retained thereafter. The equipment installed shall be permanently maintained in good working order. The maintenance and cleaning of the system shall be undertaken regularly in accordance with the manufacturer specifications and shall be the responsibility of the primary owner of the building.

To ensure that the residential and commercial uses have access to satisfactory air quality levels and are not unduly affected by odour and disturbance in accordance with Policy EN21 of the London Borough of Hammersmith and Fulham's Unitary Development Plan (as amended 2007 and 2011).

- (109) Prior to occupation of premises served by non domestic kitchens of the relevant phase of the development or part thereof, details of the installation, operation, and maintenance of the best practicable odour abatement equipment and extract system shall be submitted to and approved in writing by the Council, including the height of the extract duct and vertical discharge outlet, in accordance with the 'Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems' January 2005 by DEFRA. Approved details shall be implemented prior to occupation of the that premises, unless subsequently otherwise approved in writing by the Council.

To ensure that nearby premises are not unduly affected by odour and disturbance in accordance with Policy EN20A and EN21 of the London Borough of Hammersmith and Fulham's Unitary Development Plan (as amended 2007 and 2011).

- (110) Prior to commencement of each phase of the development, an assessment shall be submitted to and approved in writing by the Council that considers external noise levels and provides details of the sound insulation of the building envelopes in that phase, including acoustically attenuated mechanical ventilation as necessary. Unless otherwise agreed with the Council, the 'Good' noise criteria should be achieved within habitable rooms in accordance with BS8233:1999. Approved details shall be implemented prior to occupation of that phase of the development and thereafter be permanently retained.

Reason: To ensure that the amenity of occupiers of the development site is not adversely affected by noise from transport [industrial/ commercial noise sources], in accordance with CC4 of the London Borough of Hammersmith and Fulham Core Strategy (2011) and policies EN20B and EN21 of the London Borough of Hammersmith and Fulham Unitary Development Plan, (as amended 2007 and 2011).

- (111) Prior to commencement of each phase of the development details shall be submitted to and approved in writing by the Council, of the layout and internal arrangement within the buildings in that phase. Details shall ensure that:
- Large family units are not situated above smaller units.
  - Similar types of rooms in neighbouring dwellings are stacked above each other or adjoin each other.
  - Halls are used as buffer zones between sensitive rooms and main entrances, staircases, lift shafts, service areas and other areas for communal use.

Where plans do not show a suitable layout and/or stacking of rooms, details shall be submitted to demonstrate that the separating partition(s) will provide reasonable resistance to the passage of sound. Approved details shall be implemented prior to occupation of that phase of the development and thereafter be permanently retained.

Reason: To ensure that the amenity of occupiers of the development site is not adversely affected by household/ neighbour noise that is transmitted to adjoining dwellings at unreasonable levels due to unsuitable layout and arrangement of rooms and communal areas, in accordance with CC4 of the London Borough of Hammersmith and Fulham Core Strategy (2011) and policies EN20A, EN20B and EN21 of the London Borough of Hammersmith and Fulham Unitary Development Plan, (as amended 2007 and 2011).

### **Lighting**

- (112) Prior to the commencement of each relevant phase(s) of the development (with exception to demolition or site clearance works and enabling works, including construction of the bridge link), details of all proposed external artificial lighting in that phase, including security lights have been submitted to and approved in writing by the Council and shall not be occupied until the lighting has been installed in full accordance with the approved details. Such details shall include the number, exact location, height, design and appearance of the lights, together with data concerning the levels of illumination and light spillage and the specific measures, having regard to the recommendations of the Institution of Lighting Engineers in the 'Guidance Notes For The Reduction Of Light Pollution 2011' (or relevant guidance) to ensure that any lighting proposed does not harm the existing amenities of the occupiers of neighbouring properties.

Reason: To ensure that adequate lighting is provided to the pedestrian pathways for safety and security and that the lighting does not adversely affect the amenities of occupiers of the surrounding premises, in accordance with Policies 7.3 and 7.13 of the London Plan (2011) policy BE1 and CC4 of the London Borough of Hammersmith and Fulham Core Strategy (2011) and policies EN2, EN8, EN10, EN20A, EN20C and EN21 of the London Borough of Hammersmith and Fulham Unitary Development Plan, (as amended 2007 and 2011).

**INFORMATIVES for Demolition and Construction:**

(1) For larger developments - an application for consent under S.61 Control of Pollution Act 1974 (Control of Noise and Vibration at Construction Sites) may be recommended.

(2) Membership of the nationally recognised Considerate Contractors Scheme is encouraged, however, it is not always a guarantee of good control measures and working practice.

**Permitted hours for building work**

(3) Construction and demolition works and associated activities at the development, audible beyond the boundary of the site should not be carried out other than between the hours of 0800 - 1800hrs Mondays to Fridays and 0800 - 1300hrs on Saturdays and at no other times, including Sundays and Public/Bank Holidays, unless otherwise agreed with the Environmental Health Officer.

**Notification to neighbours of demolition/ building works**

(4) At least 21 days prior to the commencement of any site works, all occupiers surrounding the site should be notified in writing of the nature and duration of works to be undertaken. The name and contact details of a person responsible for the site works should be made available for enquiries and complaints for the entire duration of the works and updates of work should be provided regularly. Any complaints should be properly addressed as quickly as possible.

**Dust**

(5) Best Practicable Means (BPM) should be used in controlling dust emissions, in accordance with the Best Practice Guidance by the GLA 2006 for The Control of Dust and Emissions from Construction and Demolition.

**Dark smoke and nuisance**

(6) No waste materials should be burnt on site of the development hereby approved.

**Noise and Vibration from demolition, piling, concrete crushing, drilling, excavating, etc.**

(7) Best Practicable Means (BPM) should be used, including low vibration methods and silenced equipment and machinery, in accordance with the Approved Codes of Practice of BS5228:2009 for noise and vibration control on construction and open sites.

**Demolition of a structure greater than 50m3**

(8) Under Section 80 of the Building Act 1984, the Council should be given a minimum of 6 weeks notice of intention to carry out any works of demolition of the whole or part of a building. A notice of intended demolition should be

submitted to the London Borough of Hammersmith and Fulham, Environmental Quality Team, Hammersmith Town Hall Extension, King Street, Hammersmith W6 9JU or email [Environmental.Quality@lbhf.gov.uk](mailto:Environmental.Quality@lbhf.gov.uk).

### **Asbestos**

(9) Where works involve materials containing asbestos, specialist licensed contractors and carriers should be employed for the safe handling and disposal of asbestos materials.

**NOTE:**

Advisory and Enforcement body: Health & Safety Executive on tel. 0845 345 0055, [www.hse.gov.uk](http://www.hse.gov.uk).

### **Concrete crushing**

(10) Concrete crushing requires a permit under the Environmental Permitting (England and Wales) Regulations 2010. Please contact the Council's Environmental Quality team Transport and Technical Services, on email [environmentalquality@lbhf.gov.uk](mailto:environmentalquality@lbhf.gov.uk) or Tel. 020 8753 3454.

### **Waste management and disposal**

(11) All waste materials and rubbish associated with demolition and/or construction should be contained on site in appropriate containers which, when full, should be promptly removed to a licensed disposal site.

### **Site Waste Management Plan**

(12) Where the construction project is worth more than £300,000, a Site Waste Management Plan (SWMP) should be submitted to the Local Planning Authority, in accordance with the Site Waste Management Plans Regulations 2008. For more details, visit [www.defra.gov.uk](http://www.defra.gov.uk) or [www.netregs.gov.uk](http://www.netregs.gov.uk) Waste management plans are requested by waste management and planning officers.

Reason(s) for granting outline planning permission:

- (1) **Principle of Development/Regeneration:** The principle of a comprehensive mixed use redevelopment of the site including residential, offices, retail and community use / crèche / health / leisure facilities is considered to be acceptable and in accordance with national, strategic and local planning policies, which advocate making the most efficient use of Brownfield land in sustainable locations in order to help meet local and strategic housing needs. The proposed development would contribute to the regeneration of the area, improve housing and employment opportunities, and promote sustainable economic growth. The relatively small size and location of the proposed Class A floor space is considered not to compromise the vitality or viability of surrounding centres. The loss of the existing employment uses is also considered justified in the circumstances as a residential led development would make a more effective use of this underutilised site. The redevelopment of the site would provide an appropriate quantum of replacement employment floor space in accordance with policies 4.2 and 4.4 of the London Plan, requiring the enhancement and increase in current office stock. Other non residential uses proposed would offer the opportunity for leisure and community services to meet the needs of future

occupiers. The proposed development would be an appropriate use within the White City Opportunity Area which is well served and accessible by public transport. The proposed development is therefore considered acceptable, in accordance with policies 2.13, 2.14, 2.15, 3.3, 3.4 of the London Plan (2011) and Strategic Policies WCOA and WCOA1 which require the wider regeneration of the White City area and H1 of the Hammersmith and Fulham Core Strategy (2011).

- (2) **Housing:** The proposed development would contribute towards providing much needed additional housing in accordance with the NPPF (2012), London Plan Policies 3.3B, 3.3D and 3.3E and would help the borough meet its housing targets in accordance with Table 3.1 of the London Plan. It is considered that the development would contribute towards the indicative housing targets set out in Strategic Policy H1 of the Core Strategy which promotes the development of new housing within the Strategic Sites and Core Strategy Policy WCOA and WCOA1 for developments within the White City Opportunity Area which set an indicative housing target of 5,000 homes is proposed across the plan period. The principle and density of residential development proposed is considered acceptable in accordance with London Plan Policies 3.3 and 3.4 and Core Strategy Strategic policies H1 and H3. The proposed development is assessed as comprising an appropriate mix of dwelling sizes and is therefore considered in accordance with policy 3.8 of the London Plan and policy H4 of the Core Strategy. In the context of these policies and having regard to the Viability Assessment, the individual circumstances of the site and the planning and regeneration benefits arising it is considered that the provision of affordable housing is acceptable in accordance with policies 3.8, 3.10, 3.11 and 3.12 in the London Plan (2011) and policies H1 and H2 in the London Borough of Hammersmith and Fulham Core Strategy (2011) and Policy DM A2 of the draft DM Local Plan (2013).
- (3) **Design:** It is considered that the proposal would be a high quality development, addressing the lack of connectivity across this part of the Opportunity Area through a new bridge link and clearly defined new streets within the site which include connections with the Imperial College development to the north. The development would therefore make a positive contribution to the character and appearance of the White City Opportunity Area. The scale and massing of the proposed development as defined by the outline Parameters Plans is also assessed as being appropriate. Specifically, the location of tall building plot adjacent to the Westway (A40) is supported by Core Strategy Strategic Policy WCOA. The tallest building (Building Plot J) is considered to fulfil an important townscape role and functions as a key urban marker alongside the recently approved building (Building F) on the Imperial College scheme. This proposed building signals the gateway to London when travelling east along the Westway, the principal entrance to the site, as well as the proposed entrance to the east-west link. This building would help provide an identity for the WCOA generally. Although the proposed development would be visible and would have an impact on views from within LBHF and the Royal Borough of Kensington and Chelsea, it is considered that the impact is not one of significant harm to conservation areas or local townscape and the proposed development would positively contribute to the skyline of this part of White City. The proposed development is therefore considered acceptable in accordance with policies 7.1, 7.2, 7.3, 7.4, 7.5, 7.6, 7.7 and 7.8 of the London Plan requiring high quality inclusive development providing safe and secure environments which respond to their setting and are of high

architectural quality with high quality public realm and policies BE1, WCOA and WCOA1 of the London Borough of Hammersmith and Fulham Core Strategy (2011) requiring a high quality urban environment and policies EN2, and EN8 of London Borough of Hammersmith and Fulham's Unitary Development Plan (as amended 2007 and 2011) requiring development does not harm the character or appearance of conservation areas and a high standard of design.

- (4) **Built Heritage:** The proposed development would be visible from within LBHF and the Royal Borough of Kensington and Chelsea. The impact of the proposal on the historic significance including listed buildings, visual amenity, character and appearance of these areas, in particular White City; Oxford Gardens/St Quintin Conservation Area; Grade I listed Kensal Green Park (Kensal Green Cemetery); and listed buildings in the area, is considered on balance acceptable. The proposed development is therefore considered to be acceptable and in accordance with policies 7.4, 7.7 and 7.8 of the London Plan (2011), and policies BE1 and WCOA 1 of the London Borough of Hammersmith and Fulham Core Strategy (2011) and policies EN2, EN3, EN6 and EN8 of the London Borough of Hammersmith and Fulham Unitary Development Plan (as amended 2007 and 2011).
- (5) **Residential Amenity and Impact on Neighbouring Properties:** It is considered that the proposed development would not result in unacceptable adverse impacts upon the amenities of adjoining occupiers, in particular existing residents in Wood Lane (LBHF) and Stable Way (RBKC), in terms of daylight/sunlight, overshadowing, and privacy. Potential impacts in terms of air quality, light pollution, wind tunnelling, noise or TV/radio reception would be acceptable with regard to the various mitigation methods proposed which are secured by condition. In this regard, the development would respect the principles of good neighbourliness. The proposed development is considered acceptable in terms of the provision of open space provision including children's and play space. The proposed development is therefore considered acceptable in accordance with policies 3.5, 3.6, 3.8, 7.3, 7.6, 7.7, 7.14 and 7.15 of the London Plan (2011), policies H3 and CC4 of the London Borough of Hammersmith and Fulham Core Strategy (2011) and policies EN8, EN20a, EN23, EN23B and HO6 and Standards S5A.1, S5A.2, S7.1, S7A, S13.1, S13.2 and S13.3 of the London Borough of Hammersmith and Fulham Unitary Development Plan (as amended 2007 and 2011).
- (6) **Access:** Subject to conditions, it is considered that the development would provide a safe and secure environment for all users. The development is therefore considered to be acceptable with regard to meeting designing out crime, in accordance with Policy 4B.5, of the London Plan (2011), policy EN10 of the London Borough of Hammersmith and Fulham Unitary Development Plan (as amended 2007 and 2011), and the Council's adopted Supplementary Planning Document 'Access for all'.
- (7) **Quality of Residential Accommodation:** The proposal is considered to provide an acceptable standard of accommodation for future occupiers of the residential accommodation (private and affordable) in respect of the living space, aspect and amenity. The development would meet the requirements to be built to Lifetime Homes Standards. The assessment is that all units would benefit from acceptable levels of daylight/sunlight, outlook and privacy. The development is therefore considered to be acceptable in accordance with Policies 3.5 and 3.8 of

the London Plan (2011), policies H3 and H4 of the London Borough of Hammersmith and Fulham Core Strategy (2011), policies HO6 and EN10 and standard S13.2 of the London Borough of Hammersmith and Fulham Unitary Development Plan (as amended 2007 and 2011).

- (8) **Transport:** It is considered that the overall traffic impact of the proposed development would be less than anticipated in the forecasts undertaken by Transport for London in relation to the Transport Study undertaken for the Draft White City Opportunity Area Planning Framework and as such, the traffic impact would be acceptable and in accordance with policy TN13 of the London Borough of Hammersmith and Fulham Unitary Development Plan (as amended 2007 and 2011). The level of car and cycle parking is assessed as being acceptable in accordance with the standards S18, S19 and S20 set by the London Borough of Hammersmith and Fulham Unitary Development Plan (as amended 2007 and 2011). The site is accessible and well served by public transport, the proposed development would enhance vehicular and pedestrian linkages to the north-south and east-west of the site to the benefit of the wider White City Opportunity Area. It is considered that any impacts arising from the development would be mitigated by conditions and s106 provision to contribute towards sustainable transport infrastructure measures within the White City Opportunity Area and prevent significant increase in on-street parking pressures in surrounding roads. A car park management, servicing, road safety and travel planning initiatives would be implemented in and around the site to mitigate against potential issues. Subject to a legal agreement the proposed development is therefore considered acceptable in accordance with policies 6.1, 6.3, 6.9, 6.10, 6.11, 6.13, of the London Plan (2011) and policy T1 and CC3 of the London Borough of Hammersmith and Fulham Core Strategy (2011) and policies TN4, TN5, TN6, TN8, TN13, TN15, TN21, TN28 and Standards S18, S19, S20, S21 and S23 of the London Borough of Hammersmith and Fulham Unitary Development Plan (as amended 2007 and 2011) and policies DM J2, DM J3 and DM J5 of the DM Local Plan (2013).
- (9) **Sustainability:** The proposed development has been designed to meet Level 4 of the Code for Sustainable Homes and a BREEAM rating of Very Good or Excellent subject to individual tenancy agreements. The proposed development will include a decentralised energy centre, which would provide the heating and hot water requirements to the whole development through Gas fired CHP units. Some of the building plots would also provide further renewable energy technologies (such as connections to photovoltaic panels) to supplement the provision of gas fired CHP units as appropriate to their carbon reduction target and energy profile. This will result in a significant reduction of CO2 emissions beyond the Building Regulations 2010 compliant level. The proposed development is therefore considered acceptable in accordance with policies 5.1, 5.2, 5.3, 5.6, 5.7, 5.8, 5.9, 5.11, 5.12, 5.13, 5.14, 5.15, and 7.19 of the London Plan (2011), and policies CC1, CC2 and H3 of the London Borough of Hammersmith and Fulham Core Strategy (2011) and policies EN28A, EN29 of the London Borough of Hammersmith Unitary Development Plan (as amended 2007 and 2011).
- (10) **Flood Risk:** The site is located in Flood Zone 1 (low risk). A Flood Risk Assessment (FRA) has been submitted which advises standard construction practices in order to ensure the risk of flooding at the site remains low.

Sustainable drainage systems (SUDS) would be integrated into the development to cut surface water flows into the communal sewer system. The development would therefore be acceptable in accordance with the NPFF (2012), policies 5.11, 5.12, 5.13 and 5.14 of the London Plan (2011), policies CC1 and CC2 of the London Borough of Hammersmith and Fulham Core Strategy (2011) and policy DM H3 of the DM Local Plan 2013.

- (11) **Land Contamination:** Conditions will ensure that the site would be remediated to an appropriate level for the sensitive residential and open space uses. The proposed development therefore accords with policy 5.21 of the London Plan (2011), policy CC4 of the London Borough of Hammersmith and Fulham Core Strategy (2011) and policy DM H7 of the draft DM Local Plan (2013).
- (12) **Archaeology:** The site is unlikely to have surviving archaeological remains and is not located close to an Archaeological Priority Area. A condition will secure the implementation of a programme of archaeological work by way of a watching brief throughout relevant construction times. The proposed development therefore accords with policy 7.8 of the London Plan requiring new development to be sympathetic to heritage assets, policy BE1 of the London Borough of Hammersmith and Fulham Core Strategy (2011) which requires development to protect the borough's heritage assets and policy EN7 of the London Borough of Hammersmith Unitary Development Plan (as amended 2007 and 2011) which requires protection of important archaeological remains.
- (13) **Ecology:** None of the habitats within the application site are recorded as being of high botanical or habitat value and no native plant species of national importance have been identified as being present. Ecological enhancements are proposed through the creation of new habitats. The public realm and the possibility of the Ecology Walk adjacent to the site would act as a strong green space providing new habitats the proposed development therefore accords with policy 7.19 of the London Plan which seeks the enhancement of biodiversity, policy OS1 of the London Borough of Hammersmith and Fulham Core Strategy (2011) requiring the enhancement and protection of biodiversity, policies EN28A and 29 of the LBHF UDP which prevent harm to protected species and requires the protection of nature conservation interests.
- (14) **Planning Obligations:** The application proposes that its impacts are mitigated by way of a comprehensive package of planning obligations to fund improvements that are necessary as a consequence of the increased use arising from the population yield from the development. A range of such contributions and significant provision of public transport education, health, employment and community facilities are proposed. The proposed development would therefore mitigate external impacts and would accord with policy 8.2 of the London Plan (2011) which requires the Mayor to take account of planning obligations in decision making and policy WCOA and WCOA 1 of the London Borough of Hammersmith and Fulham Core Strategy (2011).
- (15) **Environmental Impact Assessment :** The Environmental Statement, the further Environmental Statement Addendum and their various technical assessments together with the consultation responses received from statutory consultees and other stakeholders and parties were taken into account by the Council in reaching its decision as required by Regulation 3 of the Town and Country

Planning (Environmental Impact Assessment) Regulations 2011 and therefore enables the Council to determine this application with knowledge of the likely significant environmental impacts of the proposed development.

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**LOCAL GOVERNMENT ACT 2000  
LIST OF BACKGROUND PAPERS**

**All Background Papers held by Michael Merrington (Ext: 3453):**

Application form received: 19th July 2012  
Document and Drawing Nos: See above

**Policy Documents:** The London Plan (2011).  
LBHF Core Strategy 2011.  
LBHF Unitary Development Plan (as amended 2007 and 2011).

**Consultation Comments:**

<b>Comments from:</b>	<b>Dated:</b>
Hammersmith And Fulham Disability Forum	27.09.12
Environment Agency - Planning Liaison	03.09.12
Environment Agency - Planning Liaison	07.12.12
Highways Agency	01.10.12
Natural England	03.09.12
Natural England	06.12.12
English Heritage	27.02.13
Transport For London - Land Use Planning Team	12.09.12
Thames Water - Development Control	22.08.12
Thames Water – Development Control	07.01.13
Health And Safety Executive	16.08.12
London Underground Limited	26.09.12
British Airports Authority Plc	04.09.12
Council For British Archaeology	07.09.12
Ministry Of Defence	21.09.12

The Hammersmith Society	02.10.12
Greater London Authority - Planning Decisions Unit	21.09.12
Greater London Authority - Planning Decisions Unit	09.10.12
National Planning Casework Unit	05.12.12
Royal Borough of Kensington and Chelsea	05.10.12
Andrew Slaughter MP	14.09.12

**Neighbour Comments:**

**Letters from:**

**Dated:**

44A Eynham Road London W12 0HA	14.09.12
44A Eynham Road London W12 0HA	22.02.13
Stable Way Residents Association, 18 Stable Way London W10 6QZ	05.11.12
Stable Way Residents Association	20.12.12
Stable Way Young Peoples Group	20.12.12
1 Stable Way, London W10 6QZ	20.12.12
11 Stable Way, London W10 6QZ	20.12.12
12 Stable Way, London W10 6QZ	20.12.12
14 Stable Way, London W10 6QZ	20.12.12
17 Stable Way, London W10 6QZ	20.12.12
St Helen's Residents Association, 95 Highlever Road London W10 6PW	12.09.12
28 Highlever Road London W10 6PW	07.09.12
106 Oxford Gardens W10, 6NG	27.08.12
181 Oxford Gardens W10 6NE	13.09.12
141 St Marks Road, W10, 6BZ	19.08.12
1 Wallingford Avenue London W10 6QA	22.08.12
31 Wallingford Avenue London W10 6QA	21.09.12
69 Wallingford Avenue London W10 6PZ	30.08.12
3 St. Quintin Avenue London W10 6NX	29.08.12
St Quintin Estate Residents Highlever Road W10	14.09.12
Norlands Conservation Society	
32 Royal Crescent Mews, W11 4SY	01.09.12
Gerald Eve, 72 Welbeck Street, London W1G 0AY	14.09.12
Lambert Smith Hampton 180 Oxford Street London W1D 1NN	10.10.12
NAG	10.08.12

# OFFICER REPORT

## 1.0 BACKGROUND

### Site Description

1.1 The application site (the site) is the former Dairy Crest (Unigate Dairies) site in White City. The site is located on the east side of Wood Lane, just south of an elevated section of A40 (Westway). The site occupies an area of approximately 4.95 hectares (12.22 acres) and includes land that extends under part of the elevated Westway. The site has a single entry point on the southern boundary via Depot Road, off Wood Lane.

1.2 There are topographical changes across the site. The ground levels are broadly level in the centre, on average 8.2 m above Ordnance Datum (AOD), but increase towards the northern end of the site as the land goes up towards and beneath the Westway. The highest part of the site is an earth (former railway) embankment, running alongside the north eastern boundary with the West London Line, where the land is approximately 4 m higher.

1.3 The site is industrial in nature. There are a range of low and medium height industrial buildings across the site. These include corrugated panelling, steel and brick structures in the centre. There are also a variety of temporary structures, including portable buildings and shipping containers. The total existing floor space is approximately 14,310 sq m. Most of the open parts on the site are concrete or tarmac over. At the southern end of the site there is a hard standing area currently used as a car pound and recycling services. There are small areas of scattered shrubs and very few existing trees.

1.4 The site was established in the post war years as a purpose built milk processing, bottling and distribution depot. Dairy Crest vacated the site in 2002 and the land was acquired by the applicant. Since then the existing buildings and land have been operated by Euro Storage UK Limited and used for a variety of industrial and distribution uses for short term accommodation. The applicant also owns Stadium House, an office building fronting Wood Lane. Stadium House itself does not form part of the application but a strip of the land south of the building is planned to provide a new access to the development.

1.5 The site is fairly isolated from the immediate area as a consequence of its limited entry points and by existing transport infrastructures and buildings. The only existing pedestrian and vehicular access point is by means of Depot Road, a narrow 'S' road that rises from Wood Lane to form a bridge over the Central line cutting and tracks. The site is bounded by a section of the elevated Westway to the north, with the Imperial College development beyond, the Central Line cutting and tracks and adjacent buildings including Forest House and Wood Lane to the west, the West London Railway Line and the West Cross Route to the east and the Marks and Spencer (M&S) warehouse depot land and BBC land to the south, which itself is bounded by the Hammersmith and City Line viaduct. Further to the south lies the Ariel Way Industrial Estate, where Westfield has outline planning permission for an extension to its shopping centre with a residential development.

### Surrounding Area

1.6 The area surrounding the site comprise a variety of land uses and transport infrastructure, largely in the form of low grade offices, industrial and commercial uses

and residential uses. To the west, the site is bounded by Forest House, a building occupied by Euro Storage and adjacent open land to the north acquired by Imperial College London (ICL). Along the western boundary the Central Line prevents direct access. On the north side of the Westway is the former BBC "Woodlands" site. Land acquired by Imperial College London (ICL) for redevelopment for a mix of uses, coming forward in two phases. Phase 1 providing student accommodation is due for completion. In Phase 2 the site will provide key worker/residential units, administration and research space, a hotel and community buildings. Beyond the ICL site is an area of Edwardian terraced housing. Other close neighbours include the Grade II BBC Television Centre and the Media Village both on the opposite side of Wood Lane. To the east, beyond the West London Line and under and alongside the Westway flyover is the Westway Sports Centre. A gypsy and travellers site is located at the southern end of Stable Way, in-between the north and southbound elevated carriageways of the West Cross Route. It has approximately 20 permanent pitches. Both the Westway Sport Centre and gypsy and travellers site are located within the administrative boundary of the Royal Borough of Kensington and Chelsea (RBKC).

1.7 The site benefits from proximity to good public transport links and enjoys a Public Transport Accessibility Level (PTAL) of 5 (Good to Very Good), on a scale of 1-6 where 6 is most accessible. The site has access to two London Underground stations. White City serving the Central Line is located 200 metres (4 minutes walk) to the south of the site. Wood Lane offering an interchange and access to the Hammersmith and City and Circle Lines is located 300 metres (7 minutes walk) to the south of the site. There are 15 bus routes operating within walking distance of the site and a bus station on part of the Westfield development. The closest southbound bus stop to the site is located adjacent to White City underground station. The closest northbound bus stop is located on South Africa Road, 4 minutes walk to the west of the site. The West London Line is served by Shepherds Bush over ground station. Although a bit further afield, this provides additional public transport options.

### **Site Designations**

1.8 The whole of the application site is within a regeneration area and part of the wider White City Opportunity Area (WCOA), as designated by the London Plan (July 2011) and the borough's Core Strategy (October 2011). The White City Opportunity Area covers approximately 110 hectares (272 acres) of land on the eastern edge of the borough, along the boundary with the Royal Borough of Kensington and Chelsea (RBKC).

1.9 The site falls within the Wood Lane conservation area. There are no listed buildings or buildings on the Council's Local Register of Buildings of Merit on the site. There are heritage assets surrounding the site. Located close by is the grade II listed BBC Television Centre on the west side of Wood Lane, the focus of the Wood Lane conservation area and the locally listed White City underground station. There are nine conservation areas surrounding the application site. They include the Oxford Gardens/St Quintin Conservation Area to the north of the Westway, within RBKC.

1.10 The site is not located in a flood plain or an area of high flood risk and is identified by the Environment Agency as Flood Zone 1. The application site contains a designated green corridor following the West London Line, running along the eastern boundary and a Nature Conservation Area, following the Central Line north of White City Station. The Opportunity Area is in an area that is subject to RAF safeguarding, requiring consultation with the MOD on development proposals over 91.4 m tall.

## **Application Proposal**

1.11 This is an outline application. All matters are reserved for future determination, with the exception of the tallest proposed building (on building plot J), where details of both the scale and appearance of the building are sought for approval at this stage. This tall building is located on the northern part of the site, closest to the Westway.

1.12 The outline application seeks approval of the maximum amount of development identified for the various proposed land uses, as set out in Table 1 of this report. This is set out in the course of the Development Specification document and a series of Parameter Plans. The Reserved Matters in respect to access, scale, layout, appearance and landscaping for the majority of the site would need to be submitted for the different phases/plots of the scheme and conditions would be recommended to any outline permission requiring these to be submitted within a prescribed time period. The planning application envisages that the Development Specification, Parameter Plans and Design Code are embodied in any outline planning permission to control and guide the quantum of development and design work over the various phases of the scheme delivery and form the foundation for future Reserved Matters applications.

1.13 The application seeks to demolish all the existing buildings on the site for a comprehensive residential led mixed use redevelopment up to a maximum land use floor space not exceeding 177,438 sq m and including up to a maximum 1,150 new residential units depending on the final mix. The Development Specification and the Parameter Plans set out the mix of all the proposed land uses on the site, with up to 22,553 sq m commercial floor space, including 19,623 sq m business space and a range of retail, services and restaurant/café uses, together with health related, community and leisure uses.

1.14 The master plan subdivides the site into 11 building plots formed around primary and secondary access and egress points and routes, with heights ranging from 2 to 32 storeys. Two main squares are described in the application referred to as the URBAN and GARDEN Squares which would be provided together with a smaller public open space for children's play. The Parameter Plans provide detailed levels of information in relation to the height of both existing and all the proposed buildings, the general site layout, public realm provision, uses, basement area, access and circulation. The Parameter Plans seek approval for maximum and minimum parameters, including heights and the width and length of all the proposed buildings in each building plot. Indicative building heights are shown, largely between 8-11 storeys above a basement/podium deck, with stepped facades on the upper levels. Two taller buildings are also proposed at 16 storeys and 32 storeys, one at each end of the site. Mansion blocks on both the central and main east/west axis up to a height of 11 storeys would make up the main spine of the development. These blocks would front the Garden Square and the sides of the Urban Square. Behind the mansion blocks, lower mews and courtyard blocks are proposed up to a height of 8 storeys. These finger blocks would be orientated east-west towards the boundary with RBKC. The predominant material throughout the development is brick. The majority of the buildings (A, B, C, D, E, F, G, H and K) would sit above a podium deck with buildings (J, L and M) outside this footprint. The podium is required due to the need to achieve ease of access over the Central Line tracks and cutting on the western boundary of the site. Public realm and amenity space would cover approximately half of the total area of the site. Would be made up mainly of the two squares referred to, plus recreation/play gardens and communal and private gardens and on the upper levels of the buildings.

1.15 The red line (Location Plan) indicates the extent of the application site. Includes an 'Ecological Walk' or green route located along the eastern boundary of the site adjacent with the West London Railway Line. This land is however within the ownership of National Rail and has been the subject of on-going discussions between the applicant and the current landowners. The proposed landscaping proposals put forward for this green strip would therefore only be feasible with the cooperation of Network Rail.

1.16 A new bridge link is proposed off Wood Lane crossing the Central Line tracks to the western boundary of the site. Depot Road would be retained. This new bridge link would provide the new main vehicle and pedestrian access entrance to the site, connecting it to the wider infrastructure. Pedestrian and vehicular links to the north and the Imperial College site under the Westway and south to the M&S site are also proposed. Vehicle and cycle parking would be provided largely in the form of underground parking beneath the raised podium deck.

#### Development Specification and Parameter Plans

1.17 The outline application seeks approval at this stage for the content, layout and form of development on the site. The quantum and type of uses sought are tightly defined as are the location and general scale of the proposed buildings on the site. The Development Specification and the accompanying Parameter Plans submitted for formal determination at this stage, describe the main elements of the proposal, the extent and quantum of development and mix of uses. The Development Specification describes the principal components of the proposal including the description of the development and the amount and uses of development by building plot. The information in the Parameter Plans includes details of the size, location and minimum/maximum deviations of building lines and heights of each 'building plot', the uses being sought and the maximum floor space being applied for on each plot, as well as other elements of the scheme including public realm and open space and key streets.

1.18 The location of each of the 11 buildings plot in the overall master plan scheme is fixed. This limits deviation and would provide a certain level of certainty on the overall layout. The ground floor footprint of all buildings must be constructed within the boundaries of the plots, with maximum and minimum horizontal deviations for the frontages of buildings set out for each plot. This fixes the general size of the key elements of the new public realm, including the dimensions of the Urban Square, located between buildings A, C and D and the main central Garden Square onto which Buildings C, D, G, H, J and K front. The tolerances stated in the Parameter Plans mean that variation in building locations would be limited.

1.19 The Parameter Plans set out the proposed limit and constraints of each individual building plot, within which further detailed proposals would have to be contained. In order to define the three dimensional envelope of each of the buildings, the Parameter Plans set out the maximum and minimum heights, and the width and length of each building plot. The proposed heights are shown in metres - Above Ordnance Datum levels (AOD). The Parameter Plans also set out the location of principal open space areas, the routes and the maximum area of below ground/basement space. Each plot has an individual reference which is used throughout the application material to provide information about what might happen in each individual plot. The development which comes forward at reserved matters stage could fall anywhere in between the minimum and the maximum levels set out in those plans, taking account also of the requirements

of the Design Code, Development Specification and any conditions which may be attached to the outline planning permission.

#### Highway Works

1.20 The Parameter Plans deal with access and the main circulation routes within the application site. They identify how vehicular and pedestrian access would be obtained and the new points of access proposed. The two proposed locations for access are fixed, with the detailed design and appropriate widths coming forward at the reserved matters stage. The principle point of access and entrance to the site would be off Wood Lane, utilising the existing access point via Depot Road. A new vehicular and pedestrian bridge would be formed at this point over the Central Line. The bridge link would be 65 m in length. The exact width is not for determination at this stage but could be between 13.35 m or a maximum 30 m wide. The existing Depot Road access point would be retained for two way access. The application states there is a long term aspiration for this road to be for pedestrian, cycle use and emergency vehicles, but only if redevelopment of the Marks and Spencer owned land proceeds. A second vehicular and pedestrian point is proposed at the northern edge of the site, beneath and in-between the supporting columns of the elevated Westway, re-connecting the site with the recently approved Imperial College scheme. Primary, secondary and tertiary circulation routes within the site are identified and include details on how the site could potentially connect to the south with the neighbouring Marks and Spencer owned land, should this come forward for redevelopment.

1.21 The Parameter Plans define the extent and type of public realm and open space that forms part of the proposal, defining all those areas which are publicly accessible. Shows which areas would comprise predominantly hard landscaping and which would comprise predominantly soft landscaping. In addition, the extent of communal and private gardens shown both at ground floor level and where applicable above ground level is shown. Below ground level, the possible extent of the basement floor space and parking arrangement is identified.

#### Design Code

1.22 The Design Code forms part of the supporting Design and Access Statement. It provides a framework of 'rules' for the later detailed design of development within each plot. The Design Code contains more detail than the parameter plans, and demonstrates how the buildings, open spaces and streets should be designed. The Design Code establish a number of key design principles and these are intended to put into place controls to ensure that high quality architecture and design is delivered when the Reserved Matters applications are submitted, whilst providing sufficient flexibility for the applicant to allow architectural interpretation to take place. The controls proposed would ensure delivery of design based upon the vision of the illustrative scheme, which is expressed within the Design and Access Statement and upon which the outline application parameters are based. A Design Code has been prepared for each of the building plot and set out a common set of architectural principles upon which all future Reserved Matters applications would be based. The Design Code has been amended in response to comments from the GLA to confirm that the east elevation of Buildings E, F, G and H overlooking the landscape strip alongside the east boundary of the site would provide sufficient visual interest. Some illustrative designs in the form of CGI's have been submitted along with the Design and Access Statement, which sets out the illustrative design rationale for the proposals. These seek to demonstrate how the quantum of development proposed could be satisfactorily arranged and accommodated within the parameters set out.

1.23 Design guidelines have also been prepared in relation to the areas of public realm and the central Garden Square. Landscaping design codes are also provided and included in the supporting Public Realm and Landscaping Strategy.

1.24 The application tightly defines the design treatment of the tallest building, the residential tower in plot J. This allows officers to judge the significant environmental effects of the proposal as well as discharge the authority’s duty to properly understand the impact of the proposal upon the character and appearance of neighbouring conservation areas and listed buildings. Detailed drawings have been submitted in relation to this particular building for which planning permission is sought. A further explanation of this building is set out in the environmental statement and design sections of this report.

1.25 Officers consider the application meets the requirements of the Town and Country Planning (Development Management Procedure) (England) Order 2010 for outline planning applications, by providing additional information: whilst the scale is reserved the application states the upper and lower limit for the height, width and length of the buildings, whilst layout is reserved, the application states the approximate location of buildings, routes and open spaces. Furthermore, guidance contained in Circular 01/2006 states that for outline applications which reserve scale, the application should provide an indication of the upper and lower limits for height, width and length of each building within the site boundary (Para. 52) to establish a three dimensional building envelope within which the detailed design of the building will be constructed.

#### General Layout

1.26 The Development Specification sets out the quantum of the development. The application is for demolition of the existing buildings and the comprehensive redevelopment of the site. The maximum floor space figures (GEA) for each of the different land uses accommodating people are set out in table 1. A maximum floor space of 142,103 sq m. (GEA) has been applied for of which a maximum of 116,117 sq m. is residential floor space. The application sets out this could accommodate up to 1,150 units dependent on the precise mix of unit sizes. At a Reserved Matters stage, all the dwellings would be designed to meet the Mayor’s Lifetime Homes standards and 10% of all dwellings shall be designed to wheelchairs standards.

1.27 In addition to the residential use a mix of business, retail, community and leisure uses would be distributed across the building plots. To a large extent these uses would be located on the ground floors of the buildings in order to provide active frontages. The application states that the maximum figures would not be exceeded, but excludes ancillary uses such as plant rooms, space for parking, servicing, circulation, ancillary storage and on-site energy generation which would be located mainly below ground level (see paragraph 1.29 below).

**Table 1: proposed maximum floor space (GEA) by land use**

<b>Proposed Uses</b>	<b>Use Classes</b>	<b>Maximum Floor space Gross External Areas (GEA) (sq m)</b>
Residential ( up to a maximum 1,150 units)	C3	116,117

Office / Business Space	B1	19,623
Retail and other similar land uses. (include financial and professional services/restaurants and cafes/drinking establishments and takeaways)	A1 – A5	2,320
Health / Community	D1	2,590
Leisure	D2	610
Residents' facilities	Ancillary to C3	843
<b>Total</b>	<b>All Uses</b>	<b>142,103</b>

1.28 The layout of the proposed master plan scheme seeks approval for 10 main building plots above ground (referred to as Buildings A-L) which define the distribution of development and the main uses within the application site. A further building plot (Plot M) is proposed and provides a decked car park under the Westway. Table 2 below summarises the proposed floor space by building plot (maximum floor space).

**Table 2: proposed maximum floor space by building plot**

<b>Building Plot</b>	<b>Maximum Floor space (GEA) (sq m)</b>
A	20,809
B	13,200
C	18,266
D	9,150
E/F	19,648
G	14,426
H	13,899
J	24,568
K	6,848
L	1,470

1.29 In addition to the built floor space set out in tables 1 and 2 above, the development includes new streets, squares, public open space and a range of other ancillary activities not associated with containing people. The largest of these areas would be housed below the podium base. This space would provide accommodation for a range of purposes including parking, circulation, ancillary storage and plant. Other space is identified to accommodate energy centres and other plant equipment to serve the needs of each of the buildings. Plot M identified on the Parameter Plans provides a two storey multi purpose car park above ground level. The maximum total area for all these other purposes is 35,335 sq m. Table 3 shows how this proposed floor space for the other

areas would be distributed. The total development floor space proposed for the site would not exceed **177,438 sq m**.

**Table 3: proposed floor space for other areas**

<b>Area</b>	<b>Maximum GEA (sq m)</b>
Basement (car parking/circulation/ancillary storage/plant)	27,915
Car Park – Building Plot M	2,320
Energy Centres and other plant	5,100
<b>Total</b>	<b>35,335</b>

1:30 The proposed layout of the building plots would be based on a conventional arrangement around a GARDEN SQUARE running through the centre of the site and a smaller URBAN SQUARE located at the main approach and entrance to the site from a new bridge off Wood Lane. Building Plots B, C and D would comprise a mix of uses and include residential on the upper floors whereas plot A would contain principally office space. Plots E, F, G, H and K are residential whereas plot J is residential with ancillary leisure and community uses at ground floor. Plot L (beneath the elevated Westway) is proposed as a community use and plot M provides parking. Each building plot with the proposed land uses and indicative heights are set out in more detail in table 4 below.

**Table 4: proposed land uses and indicative heights in each Building Plot**

**A:** This plot is the single primary commercial building in the development, with the principle use for business purposes (Class B1) occupying all of the upper levels. At ground floor level there would be a mix of uses. The northern frontage of the block onto the Urban Square would be in predominantly a mix of retail and other related uses (Classes A1, A2, A3, A4 and A5), and/or other business (B1) and commercial uses that are able to provide active frontages. The frontage to the south would principally be for doctor’s surgeries and other health related activities (Class D1) and/or for business (B1) uses. Access and entrance lobbies to the business space provided at the upper levels would be located within these frontages. The basement vehicular entrance would be located on the eastern edge.

This plot is located in the south-west corner of the site adjacent to the Central Line and southern boundary. This northern edge of this plot is located at the southern end of the Urban Square. The Parameter Plans allow for a ‘U’ shaped courtyard building, with no deviation to the northern and eastern elevations at the base and middle of the building. The range of building levels is between 43.00 m and 55.40 m AOD (height above sea level). Indicative storey heights are ground plus ten storeys (11 storeys).

**B:** The principle use of this plot is for residential purposes (Class C3) which would occupy the upper levels. At the ground floor, there would be a varied mix of uses that may include a crèche (Class D1), leisure facilities (Class D2) and business accommodation (Class B1), together with entrances to the residential above.

This plot is located at the southern edge of the site and the second tallest

building on the site. The Parameter Plans allow for a rectangular shaped tower building, with no deviation to the northern and southern elevations but with some deviation in the width of the building. This plot would have an access ramp to the basement for vehicular and cycle parking. The range of building levels is between 62.90 m and 66.60 m AOD (height above sea level). Indicative storey heights are ground plus fifteen storeys (16 storeys).

- C:** The principle use of this plot is for residential purposes (Class C3) which include all the upper floors and most of the ground floor in the east and north sections where vehicular and servicing access is also proposed. The remainder of the ground floor is predominantly for a range of retail and other related uses (Classes A1, A2, A3, A4 and A5) and/or other business (B1) and commercial uses that are able to provide active frontages to the Urban Square, with potential for an energy centre behind if required. In addition to the main built form, a flue for the potential energy centre could also extend up above Building C so that it is a minimum of 3 metres clear of the roof line (if on-site energy generation is required).

This plot is located at the northern end of the Urban Square and south-eastern edge of the Garden Square. The parameter plans allow for a courtyard building, with no deviation on 3 sides to the northern, eastern and southern elevations. Communal gardens both at ground level and above. The range of building levels is between 41.20 m and 55.10 m AOD (height above sea level). Indicative storey heights are ground plus ten storeys (11 storeys).

- D:** The principle use of this plot is for residential (Class C3), which include all the upper floors. On the ground floor, a mix of uses is proposed with its western frontage facing onto the Urban Square, predominantly for a mix of retail and other related uses (Classes A1, A2, A3, A4 and A5), and/or other business (B1) and commercial uses are able to provide active frontages. On the remainder, there would be a residential amenity centre offering a range of services and facilities for those living in the development as a whole, including the potential for a collection and drop-off point for deliveries and other ancillary uses for the residential, together with residential access to the accommodation above. A further residential amenity space is at roof level.

This is the smallest but still a key plot in the master plan. Located at the southern end of the Garden Square and eastern point of the Urban Square. With exception to the top floor, the parameter plans allow for a square-shaped building with no deviation to all the facades. The range of building heights is between 41.20 m and 49.50 m AOD (height above sea level). Indicative storey heights are ground plus nine storeys (10 storeys).

- E/F:** This plot comprises two inter-locked residential mansion style buildings (Class C3). Located at the south east corner of the site. Joined together on the upper levels to create a single 'C' shaped building to enclose a Courtyard Garden.

The range of building heights is between 36.60 m and 46.60 m AOD (height above sea level). Indicative storey heights for Block E is ground and eight storeys (9 storeys) and for Block F is ground and nine storeys (10 storeys), measured from street level.

**G:** A residential building (Class C3) located along the eastern boundary of the site between the Garden Square and the West London Railway Line. This building comprises a mansion block facing on to the Garden Square with lower mews blocks with narrow flank facades extending up to the eastern most boundary. The blocks share a communal garden.

The range of building heights is between 27.30 m and 49.60 m AOD (height above sea level). Indicative storey heights are **eight** and **eleven** storeys as measured from street level.

**H:** A residential building (Class C3) located along the eastern boundary of the site between the Garden Square and the West London Railway Line. Similar in form to Building Plot G. Building comprises a mansion block facing on to the Garden Square and lower mews blocks with narrow flank facades extending up to the eastern most boundary. The blocks share a communal garden.

The range of building heights is between 27.30 m and 49.60 m AOD (height above sea level). Indicative storey heights are **eight** and **eleven** storeys as measured from street level.

**J:** The principle use of this plot is for residential purposes (Class C3), occupying the whole of the lower eastern part of the plot and all the upper levels of the proposed tower. Within the upper levels of the tower would be a facility for residents, services and related activities, ancillary to the main residential use, as well as separate space given over to plant. The ground floor could accommodate a mix of uses, including a crèche (Class D1), leisure facilities (Class D2) and business accommodation within (Class B1), together with residential entrances and ancillary plant.

Has two distinct parts and is located south of the Westway. Contains the tallest building on the site Building heights range between 24.60 m and 118 m AOD (height above sea level). Indicative storey heights are **seven** and up to **thirty-two** storeys measured from street level.

**K:** A residential building (Class C3). Located on west boundary of the site, in between the Garden Square and Forest House.

The range of building heights is between 39.70 m and 46.90 m AOD (height above sea level). Indicative storey heights are ground plus ten storeys (**11 storeys**) as measured from street level.

**L:** A mixed-use building that could accommodate a wide range of community related uses including arts and craft, galleries, music, training and/or other purposes (Class D1), the potential for theatre space and other related activities, leisure uses (Class D2) and small business units falling within Use Class B1. Located underneath the Westway on the primary north-south route and opposite the Imperial College site.

The range of building height is between 10.00 m and 16.00 m AOD (height above sea level). Indicative storey heights are between **one and two** storeys in height and relates to the change in ground levels between the application site and adjoining Imperial College site to the north. The lower level on the north

elevation of this building would in effect provide a frontage to the adjacent site.

**M:** A double deck car parking facility for residents within the development. Located at the north eastern most point of the site underneath the Westway next to Plot L and adjacent to the West London Line.

The range of building heights is between 9.50 m and 16.00 m AOD (height above sea level). Indicative storey heights are **two** storeys in height.

1.31 The application seeks permission to carry out works to existing highways together with the formation of a new access road. These works involve the construction of a new bridge/deck over the Central Line and a modified junction to Wood Lane, opposite South Africa Road.

#### Public Realm

1.32 The proposed building plots are designed in a grid form, connected by a hierarchy of streets and routes linked to a range of different spaces, including public squares, smaller courtyard gardens, dedicated play spaces and community mews spaces. The general principles for the landscaping of the public realm are set out in the Design and Access Statement. As indicated above, the majority of the buildings would be arranged around two main public squares. The largest space is referred to as the GARDEN SQUARE and is proposed in the centre of the site. This open area is an important part of the public realm. Building frontages around the square are all fixed. This is a soft landscaped square (125 m x 58 m) with a primary circulation route on one side and secondary shared surface routes on the remaining three sides. This space would be larger than many of the squares found in Central London. This space is intended to provide 'relief' in an otherwise very urban environment, as well as an area for the relaxation and social interaction of future occupiers, employees and visitors to the development. A Landscaping Strategy for the square identifies tree planting along the streets that run north to south, a large central lawn, and water garden and seating. The main entrances to the proposed 11 storeys residential buildings would be mainly from this public square.

1.33 The URBAN SQUARE would be located at the main entrance to the site and act as the public face of the development. The public realm would be served by a new bridge link providing both vehicular and pedestrian access. This space is proposed as a largely a hard landscaped public square (70 m x 35 m) which would be larger than Lyric Square in Hammersmith. Designed to provide the main hub of activity on the site and have animated frontages at ground level on three sides, served by a mix of ground floor retail, restaurants/café as well as other commercial and business uses with offices and residential above. Set behind the main facades to the Urban Square, a range of other community uses are proposed including the potential provision of a doctor's surgery/health clinic in part of the ground floor of Building A and a health and fitness facility and a crèche on the ground floor of Building B.

1.34 A further area of public landscaped space is proposed at the northern end of the site, overlooked by the eastern edge of Plot J and northern elevation of building H. This space to the north east of the Garden Square is designed as children's play garden, intended to provide an active play area for residents and visitors and includes formal play equipment with tree planting and seating. Further details relating to all these spaces are covered in the Design section of the report.

## Building J

1.35 Building plot J would be the tallest building on the site Located at the northern end of the Garden Square and south of the elevated Westway. This tall building is designed up to 118.90 metres AOD height or equivalent to 32 storeys in height (with 30 residential floors), with a stepped facades introduced from the 4<sup>th</sup>, 12<sup>th</sup> and 23<sup>rd</sup> floors to produce a slender profile as it increases in height. The building is designed in light coloured brick ribs in between glazed panels to all the facades, extending the full height of the building. The 12<sup>th</sup> floor would incorporate a roof top garden with further planting formed by double height private winter gardens. At ground level all the facades would have active frontages. The design merits of this tall building are covered in more detail in the design section of this report.

## Development under the Westway

1.36 A multi purpose community building up to 1470 sq m floor space is proposed in the northern section of the site and underneath the elevated Westway. This building is aimed at providing an active and occupied frontage along the main north-south route. The proposed building could be used for a variety of uses including music and exhibition space or for training facilities which would complement facilities provided by the Westway Development Trust to the east. Underneath the easternmost part of the Westway a double deck car park (building plot M) is proposed for use by residents of the development.

## Parking

1.37 An underground car park beneath and around the southern perimeter of the development is proposed, which together with a limited amount of surface level car parking would provide a total of 549 car parking spaces for the development, comprising 460 spaces for the residential units and 46 visitor spaces and 43 for the commercial uses on the site. A total of 1,632 cycle parking spaces would be provided comprising 1,479 spaces for the residential units and 153 for the commercial uses on the site.

## Site Levels

1.38 A variety of building heights are proposed across the site, ranging from 38.10 to 66.60 metres Above Ordnance Datum (AOD) and up to 118.90 metres AOD for the tower in building plot J. It should be noted that ground levels vary across the site; hence building heights are primarily illustrated as AOD. The proposal involves limited excavations since the site levels would be mainly raised up from the existing ground levels. This would be formed by installing a suspended podium structure to the southern part of the site to form low level servicing and parking areas, with filled material making up the level at the northern end of the site.

## Phasing

1.39 An indicative demolition and construction programme in the Environmental Statement shows that the applicant has assumed that the scheme would take approximately 11 years to complete and would be delivered in seven phases, with utilities and enabling works, demolition of the whole site and the bridge construction undertaken upfront in Phases 1&2. Each phase would be readied for development by putting in the basement car parking where applicable and load bearing piling across the entire phase and landscaping.

## Conservation Area Consent

1.40 A parallel application (ref: 2011/02455/CAC) for conservation area consent has also been submitted for the demolition of the existing buildings and structures on the site, as the application site is located within the Wood Lane Conservation Area. No part of the existing buildings is proposed to be retained.

## Application Documentation

1.41 The planning application is supported by a number of documents and studies to assist in the consideration and determination of the planning application. These comprise the:

- Development Specification and Parameter Plans;
- Detailed elevations and sections showing the scale and appearance of the proposed tower within Building Plot J;
- Design and Access Statement, including design codes;
- Public Realm and Landscape Strategy, including design codes for these spaces;
- Planning Statement;
- Environmental Statement, including a Non-Technical Summary;
- Transport Assessment;
- Travel Plan;
- Energy Assessment;
- Sustainability Report;
- The Heritage Report;
- Utilities Infrastructure Report;
- Affordable Housing Viability Assessment;
- Flood Risk Assessment;
- Statement of Community Involvement;
- Summary of Planning Application.

The Conservation Area Consent Application documents are:

- Plans and Drawings

1.42 The proposed layout of the buildings, public and private realm within the site, and how it might come forward at a detailed design stage is restricted in the Parameter Plans and Design Code submitted with the application. In addition to the Parameter Plans, Design Code and Development Specification which set out the details and limitations of this outline application, the applicant has submitted illustrative drawings and information which shows one way that the scheme could look. This is helpful in establishing one way that the scheme might develop. But it must be remembered this is not necessarily the way it would be developed within the parameters submitted.

1.43 The Master Plan has been the subject of a viability assessment to demonstrate that a proposal of this nature could be commercially attractive and thus can be expected to be successfully implemented.

## Environmental Statement Addendum/Revisions

1.44 Due to the size, scope and nature of the development, the project is a Schedule 2 development under the Town and Country Planning (Environmental Impact Assessments) Regulations 2011, being one that is likely to have significant effects on the environment and, consequently the applicant is obliged to conduct an Environmental Impact Assessment (EIA). An Environmental Statement (ES) has therefore been

submitted with the application under The Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2011 which assesses the environmental impacts of the proposal and mitigation strategies that should be implemented.

1.45 A Scoping opinion was issued by the Council for the proposed development in February and supplemented in April 2012. Consultation also took place with statutory and other consultees prior to the production of the ES. Each of the topics covered in the ES are summarised in more detail in section 3 of this report and section 4 of the report has been produced taking the environmental information into account.

1.46 In this case, the ES has been revised through the course of the application to address comments made during the initial public consultation. An ES Addendum submitted in November 2012 assesses the potential impacts and identifies any additional mitigation of the proposed development on the gypsy and travellers site in Stable Way. Officers consider the ES and ES Addendum have appropriately considered the likely significant environmental impacts of the development proposals and have been fully taken into account in the consideration of this application.

1.47 Revision has also been made to the proposed affordable housing provision. This would now comprise a level of affordable housing with a base position of 10%, increasing to 12.5% and 15%, if the Internal Rate of Return exceeds 17.5%. Tenure comprising 60% affordable rent and 40% shared ownership.

1.48 This report is a joint report covering the outline planning application and an accompanying application for Conservation Area Consent for the demolition of the existing buildings on the site.

## **2.0 PUBLICITY AND CONSULTATION**

### **Pre-application Consultation and Community Involvement**

2.1 The Planning Statement (PS) submitted in support of the application, states that the form of the proposed development and specific technical issues have been the subject of extensive pre-application discussions with Council officers and the GLA (and TfL). In addition it states there have been detailed discussions with a range of consultees including English Heritage (EH), Transport for London (TfL), London Underground Limited (LUL) and Network Rail and a presentation to the Council's Design Review Panel.

2.2 A Statement of Community Consultation (SCC) has been submitted in support of the application which summarises the pre-application consultation undertaken by the applicants in advance of the submission of the applications in July 2012. The consultation strategy also included residents and groups from the adjacent parts of the Royal Borough of Kensington and Chelsea. This report outlines the process undertaken to engage with the public, summarises the response from this engagement, and sets out to explain the way in which the applicant has addressed the issues that have been raised.

2.3 The applicant explains the strategy for community engagement had three phases and included the following:

- Preliminary discussions and scene setting with key local representatives and local stakeholder groups;

- Wider public consultation with local residents on the master plan through public exhibitions, meetings and a project website;
- Feeding back to stakeholders on the consultation outcomes and presenting the final plans for submission for planning.

2.4 The first phase comprised a Stakeholder Forum in November 2011. In total 97 representatives of local stakeholder groups, including residents and tenants associations, amenity groups and ward councillors were invited. The forum was attended by 26 local stakeholders. It consisted of an introduction to the site's location; the planning context and the broad concepts hoped to be achieved through the regeneration of the site. The presentations were followed by a question and answer session, then by discussion groups covering a range of themes and topics relating to how the site could be developed and its impact on the wider area. In addition to the forum, local councillors, the GLA member and the local Member of Parliament were offered briefings on the initial plans. The applicant advises a briefing meeting was held in December 2011 with the local MP Andrew Slaughter at his constituency office.

2.5 The second phase of consultation consisted of a second forum in March 2012 to local stakeholder groups, to introduce the draft master plan and gain initial feedback on the proposals. Attended by 7 organisations. This was followed by wider public consultation with local residents in March 2012. This involved: the distribution of 6,973 consultation newsletters to local residents, the setting up of a project website [www.whitecityw12.co.uk](http://www.whitecityw12.co.uk) and a consultation road show in March 2012, visiting three different locations in the local area. The drop in events was advertised ahead of the events in local newspapers and the Shepherds Bush Blog site. The three events were attended by approximately 45 local residents, including local councillors and local MP Andrew Slaughter. There had been 346 unique visitors to the website between January 2012 up to the completion of the SCC at the beginning of July 2012.

2.6 The final phase consisted of a feedback session. This involved issuing a second newsletter, an update to the project website and a further public exhibition.

2.7 In summary, the SCC advises that 72% of those that participated in the consultation say the proposals would be good for the area while some (8%) felt the plans would not benefit the wider area. The concerns raised in the SCC specifically relate to issues about the height and density of the scheme and transport & access and infrastructure facilities within the development. Suggestions ranged from comments about the type of retail and uses that should be included in the proposals, to suggestions on the type and design of housing in the development and the need for open space and community facilities.

### **Design Review Panel**

2.8 As part of the assessment of the design and townscape proposals, a Design Review Panel (DRP) were consulted on two occasions, foremost during the pre-planning application process and most recently (on the 19<sup>th</sup> July 2012) prior to the submission of the planning application.

2.9 In summary the Panel were impressed with the scheme and thought it was very robust and a positive step change for this part of the Opportunity Area. The main points raised by the Panel were about the development and phasing of the proposals and some of the details, rather than to do with the master plan and main architectural principles.

2.10 The specific panel comments were as follows:

- The design of the brick tower and its proposed height represents an opportunity for London.
- The Design Code should not be too flexible in relation to the development of the tower to ensure that the aesthetic qualities of the design as currently proposed are delivered.
- The public realm elements of the development, including street furniture, landscaping, street lighting etc should be fully integrated into the overall design of the scheme.
- The design codes should take account of a review of the quality of lighting spaces and ensure that lighting of, in particular, open spaces is adequate for residential use.
- The ecology walkway should be left open to encourage future developments on adjacent sites to continue the ecology corridor.
- Some aspects of the development should be brought forward to allow the Section 106 investments to be utilised to improve aesthetic quality and ensure continuity.
- The quality of the amenity space will be important.
- The scheme should be built out maintaining the continuity of the public realm throughout all phases of the development.

### **Planning Application Publicity and Consultations**

2.11 In addition to the above, the planning application has been the subject of separate publicity and consultation by the Council (as the local planning authority), in accordance with statutory requirements. The application has been the subject of two rounds of public consultation in response to the submission of scheme and more recently following the submission of an addendum to the Environmental Statement.

2.12 In the first round of consultation the application was advertised by means of a press advert and site notices, displayed on and in the immediate vicinity of the application site. The application has been advertised as being:

- A major development;
- An applications accompanied by an Environmental Impact Assessment;
- Application that is located within a conservation area (Wood Lane) that may affect its character or appearance; and
- Application that adjoins other conservation areas that may affect its character or appearance;
- Further information provided in respect of the Environmental Statement (Regulation 22 of the Town and Country Planning (Environmental Impact Assessment) (England) Regulations 2011 (Second Consultation only).

2.13 Approximately 440 individual notification letters were sent out in the first round of consultation to the occupiers of surrounding properties in Hammersmith and Fulham (H&F), plus a letter to the Stable Way Residents Association and the St. Helen's Residents' Association (in RBKC).

2.14 The Royal Borough of Kensington & Chelsea (RBKC) was notified of the application due to the proximity of the application site to the administrative boundary. RBKC as the adjoining borough sent 2,362 letters to occupiers within the Royal Borough, As a result, a total of some 2,800 individual letters were sent to occupiers in both LBHF and RBKC notifying them of the planning application. The first consultation took place between 9 August and 14 September 2012.

2.15 The application has been referred to the Mayor of London (Stage 1) as required by the Mayor of London Order 2008. In addition a number of other statutory bodies and

non-statutory amenity groups, interest and residents' groups have also been consulted/notified of the application. These include: Transport for London (TfL); English Heritage; English Heritage (archaeology); the Environment Agency, Thames Water; Natural England; Health & Safety Executive; London Underground Ltd; Network Rail; London Fire and Emergency Planning Authority; Civil Aviation Authority; Hammersmith Society; Hammersmith & Fulham Historic Buildings Group and the Royal Borough of Kensington and Chelsea. The proposals have also been the subject of presentations to the Design Review Panel (DRP).

2.16 Following the first consultation the application was revised in November 2012. Additional information was provided by the applicant in the form of an addendum to the Environmental Statement. The revised application was the subject of a second round of consultation between 30 November 2012 and 21 December 2012. This second consultation contained a press advert and site notices and notification letters to the statutory consultees, the GLA, RBKC and Stable Way Residents Association.

Summary of Representations Received in Response:

2.17 A total of 22 letters/emails were received from/on behalf of local occupiers (2 e-mails from an occupier in LBHF) raising objections to the proposals. The letters received include representations received from both Stable Way Residents Association and St Helen's Residents Association. These are summarised in paragraphs 2.27 – 2.29 below.

In the interests of clarity, the contents of the rest of the representations are summarised below:

- Height of residential tower. Too large, excessive and inappropriate for setting. Will not fit in the streetscape and mass of buildings in the area.
- Significant impact on the views from Oxford Gardens CA and surrounding areas such as Kensington Memorial Park, Avondale Park and Little Wormwood Scrubs. Very prominent from Wood Lane and Wormwood Scrubs.
- Tall building will cause wind turbulence and render amenity spaces as unpleasant. Will overshadow these spaces for most of the day.
- Development too dense and lead to over crowding.
- Detrimental impact on traffic and pollution levels, particularly Wood Lane.
- Density higher than an inner city site.
- Will block the light and darken and dwarf nearby houses, flats and gardens.
- Does not take account cumulative impacts on traffic and local services in Wood Lane. Already overburdened from Westfield and will be exacerbated by Imperial College development.
- Traffic from Barlby Road to the end of North Pole Road has got considerably worse. Development will exacerbate the situation.
- TfL reports have been found to be inaccurate in the past.
- Would welcome a pedestrian subway or bridge under/over the railway tracks.
- Social Housing component does not meet policy guidelines.
- Cumulative impact of series of developments not adequately taken into account in the environment statement.
- Insufficient consultation with local residents.
- Inclusion of an ice skating rink as part of the development would be welcomed. Not enough ice rinks in London. Temporary ice rinks go up at Christmas.

2.18 Two letters of support were also received. One from Gerald Eve LLP (on behalf of Stanhope Plc) and Lambert Smith Hampton (on behalf of BBC).

## **REPRESENTATIONS FROM HAMMERSMITH & FULHAM GROUPS/ORGANISATIONS**

2.19 In addition to the comments summarised in paragraphs 2.17 and 2.18, the following representations have been received from or on behalf of H&F groups and the MP for Hammersmith, objecting to the planning application (from the time of the first and second rounds of consultation).

2.20 The Hammersmith Society:

Object on the following grounds:

- Height of the tower at the northern end of the development at 32 storeys is too tall for the site and the existing development plan.
- Endorse the objection submitted by the St Helen's Residents Association.

2.21 Andrew Slaughter MP – Labour MP for Hammersmith:

Objects to the proposed development on the following grounds:

- Density and Infrastructure;
- Affordable and Social Housing;
- Building Height;
- Development designed in isolation and fails to take proper account of surrounding developments.

2.22 The above objections are summarised in more detail:

### Density and infrastructure

Reference to existing pressures on infrastructure in the area both in terms of traffic and development proposes will overburden already stretched road and public transport services. The water supply, drainage and sewage arrangements for the site are yet to be resolved by Thames Water. Until a satisfactory solution to current needs is found, it is irresponsible to propose developments that add to the burden that water infrastructure is expected to cope with.

### Affordable and Social Housing

Not acceptable that no social and affordable housing is provided. This development should not be allowed unless it is revised to address those needs.

### Building Height

The 32-storey block proposed is entirely out of keeping with the area. The only justification adduced for its suitability is the proposed Imperial tower on the other side of the A40. But both these buildings have a "disruptive and harmful effect on the skyline" (para BE1, Core Strategy Doc).

2.23 The MP concludes that he has been contacted by tenants' groups, a residents' association and several dozen individual constituents, all of whom have expressed their opposition to this development. Adds the unanimous feeling is that the density, mass and height of the buildings will look out of place, and the pressure put on already groaning local infrastructure will be intolerable.

## **REPRESENTATIONS FROM ROYAL BOROUGH OF KENSINGTON & CHELSEA GROUPS/ORGANISATIONS**

2.24 The following representations have been received from the Royal Borough and groups/organisations in RBKC, objecting to the planning application (from the time of the first and second round of consultation).

Royal Borough of Kensington and Chelsea (RBKC):

2.25 Object to the proposal on the grounds it contravenes local, London Plan and national policy guidance, on the following grounds:

- The height, bulk, orientation and design of Building J, the cumulative impact of Block J and the tall tower from the Imperial College development, and the wider townscape impacts of the entire development and the Imperial College development would harm views from within and the setting of the Oxford Gardens/St Quintin, Ladbroke and Kensal Green Cemetery Conservation Areas together with the setting of the registered park at Kensal Green Cemetery;
- In the absence of suitable visual assessment, the application fails to demonstrate the effect on the setting of the Harrow Club, 189 Freston Road and Latimer Education Centre listed buildings and on the Gypsy & Travellers site on Stable Way.
- Due to the gap between the application site and the Imperial College site, insufficient landscaping detail, and control over the footprint of Block L, the application fails to demonstrate the successful integration of the proposals with the east-west pedestrian link within the Imperial College site.
- Fails to demonstrate firm commitment to mitigate the socio-economic and infrastructure impacts of the proposals, particularly with regard to education facilities and particularly in light of the likely prematurity of the application ahead of adoption of either the White City Development Infrastructure Funding Study or the London Borough of Hammersmith and Fulham Community Infrastructure Levy.
- Absence of analysis relating to the impact of the proposals on air quality within RBKC:
  - (1). Absence of the impact on the Gypsy & Travellers site on Stable Way.
  - (2). Assessment of the contributions emissions to the short term hourly objective.
  - (3). Absence of analysis relating to the cumulative impacts from other operational developments in the area including accurate assessment of the energy centre Contributions.
  - (4). Operational traffic from committed schemes including Isopleth mapping of concentrations
- The application fails to demonstrate adequate analysis of the noise and vibration impacts on the Gypsy & Travellers site on Stable Way and St Anne's Nursery school on Freston Road.
- The application fails to secure signal optimisation funds required for the Wood Lane/Scrubs Lane/North Pole Road junction as a result of the cumulative impact of the White City Opportunity Area developments.

2.26 The Royal Borough recommends the following INFORMATIVE(S) be included:

- A continuous north-South Street through the site parallel to Wood Lane.
- The air quality assessment considers dust and PM10 emissions from construction activities but not plant emissions or construction traffic. A risk based assessment of the air quality impacts (dust and emissions) of demolition and construction should be undertaken based on the Mayor's best practice guidance and the appropriate mitigation measures should be detailed in an environmental management plan. This should include monitoring proposals and protocols if required.
- Due to the large number of highly significant developments in the area relying on CHP plant to achieve carbon savings more measures should be included to reduce this impact, in particular, the use of cleaner options for electricity generation, e.g. photovoltaic panels, and non-combustion renewable technologies and low NOx appliances for heat and hot water provision.
- The provision of Sustainable Urban Drainage Systems to reduce surface water runoff.

- The Gypsy & Traveller community on Stable Way should be involved in discussion and proposals for any community floor space provision and to explore additional pitch provision.
- The construction noise limits should be set at 70dBLAeq day for sites in NEC A and B, and 75dBLAeq for sites in C and D. The existing ambient noise levels in Table 9.11 in Chapter 9 of the Environmental Statement indicates that measurement Locations 1 and 2 would be in NEC B, Locations 3 and 4 would be in C. A construction noise limit of 75dBLAeqday should not be accepted at all receptors.

#### 2.27 Stable Way Residents Association:

The Association objects to the application. The main objections are as follows:

- Scheme currently proposes zero affordable units on site. Immediate conflict with both RBKC and LBHF Core Strategy policy, based on local appropriate evidence. Additionally, the London Plan suggests that affordable housing should be provided.
- Concerned that no provision of socially affordable accommodation for the Traveller communities is provided. Proposals do not live up to the aspiration WCOA development.
- No reference to the Travellers Site at the Westway is made in the application and consultation has not included families on Stable Way. Seems to imply that no consideration has been given to the impact on families on Stable Way in terms of traffic and pollution.
- The existing (joint LBHF/RBKC) Travellers site requires expansion. No additional provision has been provided in 40+ years since the site has existed.
- The proposal gives an opportunity to explore additional pitch provision on the application site which would reduce existing overcrowding on the current site.
- Families on Stable Way would be inclined to discuss the possibility of land outside the development and even outside the Borough being purchased by the WCOA developers for new Traveller accommodation.
- Because of the nature of this application, population growth and child yield can only be based on assumptions. It will be necessary to revisit these assumptions as known unit numbers emerge, through the planning process.
- Due to proximity of the site and the impact this development should mitigate the harm through provision of necessary measures, including, for example an underpass beneath the West London Line to connect the London Boroughs of Hammersmith & Fulham and Kensington & Chelsea. This community should be involved in discussion and proposals for any community provision, for example, the “not for profit” facility proposed, with charges set at a low level simply to cover costs.
- The scheme rightly attempts to link with the community provision at Westway Development Trust which provides sporting and recreational facilities. The Trust has agreed to act as a Trusted friend to the Traveller community.

2.28 In response to the second round of consultation and ES Addendum, a further seven representations were received objection to the application (Stable Way Residents Association, Stable Way Young Peoples Group and 1, 11, 12, 14 and 17 Stable Way).

The principle objections are as follows:

- Will cause significant impact on existing families
- Will cause pollution
- Will cause overshadowing and loss of sunlight
- Fails to support Core Strategy policies (in LBHF and RBKC) for developing gypsy and Traveller accommodation. White City Opportunity Area is ‘once in a lifetime’ opportunity to contribute to this. Essential that the two councils commit to significantly improving conditions on the site and enabling additional provision.

## 2.29 St. Helen's Residents' Association:

Provided the following objections:

- The North – South linear route through the site joining up the Imperial site only makes sense if the Marks & Spencer site is fulfilled and connects through to Westfield 2.
- In the meantime value of linear public open space in location is questionable. Questions wider public benefits.
- A 32-storey residential tower is inappropriate. Application fails to make case for location of building of this height.
- Application pre-empts the adoption of the draft WCOAPF still subject to a 2<sup>nd</sup> round of consultation. Reference also made to the Wakil judgment. The 2004 White City OAPF should be used to assess the application instead.
- The proposed tower is contrary to paragraph 7.7 within the London Plan and policy BE1 of the Core Strategy does not provide justification for a building of this height.
- The proposed tower will have a detrimental impact on the character and setting of a number of areas such as the Oxford Gardens Conservation Area.
- In addition will dramatically impact on views from less sensitive areas such as Wood Lane.
- Whilst the visual assessment provided is an improvement to those submitted with the Imperial College application have no objective merit.
- Inadequate provision of affordable housing, if key worker housing is accepted then it needs to be fixed and adequately defined;
- Query the results of the 'affordable housing viability study' assessment and proportion of affordable housing proposed in the development.
- Serious concerns about the cumulative transport impact of this and neighbouring developments in terms of existing levels of congestion along Wood Lane.
- Do not accept the proposed trip generation figures given for Wood Lane in the applicant's Transport Assessment. Places over reliance on TfL Strategic Transport Study and its modelling of traffic impacts. Have asked to see subsequent traffic modelling on North Pole Road/Wood Lane junction.
- Cumulative impact of development proposals in the area will outstrip the capacity of Thames Water to handle surface water disposal, and water supply.

## **REPRESENTATIONS FROM OTHER STATUTORY GROUPS & ORGANISATIONS**

2.30 In addition to the above, representations have also been received from: The Greater London Authority (GLA); English Heritage; The Environment Agency; Thames Water; Natural England; London Underground Ltd. At the time when this report was published no response had been received from English Heritage (Archaeology); London Fire and Emergency Planning Authority or Network Rail. The contents of these representations received are summarised as follows:

Greater London Authority (GLA)/Mayor of London:

2.31 Given the scale of the proposal, the application has been referred to the Mayor of London under categories 1A, 1B and 1C of the Town and Country (Mayor of London) Order 2008. This allows the Mayor the opportunity, within 14 days of being formally notified of the Council's decision to direct the Council either to direct refusal, to take the case over for his own determination or allow the Council to determine the case itself.

2.32 The comments of the Mayor as contained in his Stage 1 report (received dated 20 September 2012), states that the application complies with some London Plan policies but not others. In summary it adds:

*“The principle of redevelopment of this site and the proposed mix of uses are consistent with the aspirations for the White City Opportunity Area and are supported.*

*The master plan scheme is generally well designed and complies with London Plan urban design policies, including in respect of the proposed tall building. There are, however, outstanding issues relating to residential quality, affordable housing delivery, the mix of units, climate change mitigation and adaption, transport, air quality and noise.*

*A section 106 contribution will be required in accordance with the White City development infrastructure funding study, in order to mitigate the impact of the development and accord with priorities for the delivery of infrastructure in the opportunity area”.*

2.33 In summary the Stage I report states:

- Land use: Proposed mix of uses accords with Opportunity Area aspirations and complies with the London Plan.
- Urban Design: Scheme generally well designed and meets many of the design aspirations set out in the London plan and draft White city OAPF. Consistent with London Plan policies 7.1, 7.3, 7.4, 7.7 and 7.7. Insufficient information however provided to demonstrate compliance with policy 3.5 in the form of illustrative layouts of residential blocks and space standards set out in table 3.3.
- Inclusive Design: Comprehensive access statement in compliance with policy 7.2. Design solution for bridge to be determined at reserved matter stage should ensure inclusive design.
- Housing: No affordable housing provided at this stage for consideration and cannot therefore be assessed against policy 3.12. Unit mix not proposed for determination and cannot be assessed against policy 3.8. Density (232 units per hectare) likely to comply with policy 3.4, but confirmation required that calculation carried out in accordance with paragraph 3.35 of the Interim Housing SPG. Subject to clarification on methodology used to calculate child yield, proposed play strategy complies with policy 3.6. Subject to the outcome of an independent review of the applicant’s financial viability appraisal, the maximum reasonable amount of affordable housing should be delivered in accordance with policy 3.12.
- Climate change adaption/mitigation: Complies with policies 5.9, 5.10, 5.11, 5.12, 5.13 with further information required to demonstrate compliance with policy 5.2 and 5.15 in respect to carbon dioxide savings at each stage of the energy strategy and meeting target of 105 litres or less per person per day. Connection to the White City district network should be secured.
- Transport: Assessment unsatisfactory and inconsistent with London Plan transport policies.
- Air Quality: GLA officers still in the process of assessing air quality for compliance with policy 7.14.
- Noise: GLA officers still in the process of assessing noise for compliance with policy 7.15.

Greater London Authority (2<sup>nd</sup> response):

2.34 A supplementary response was received from the GLA in relation to Noise and Air Quality.

- Noise: No further work is required in this regard. GLA’s Noise Consultants add that if permission is recommended suitable conditions be included to ensure reasonable or good internal acoustic conditions for residents and to ensure a reasonable or good

standard of protection for the local environment due to noise arising from the development itself.

- Air Quality: Relevant conditions/requirements should follow the Best Practice on the control of dust and emissions from construction and demolition; Recommend that emission standards for CHP plant. Option 2 for CHP plant set out in the ES is not considered acceptable and modelling of emissions and stack heights must be provided (secured by condition); Back up gas boilers proposed must be specified to be low NOx as well as energy efficient; Vent air takes for the ventilation systems located on the roof must be outside of the dispersion circumference of the CHP flues; Parking spaces should be kept to a minimum and sustainable transport infrastructure included (car club, EV charging point, bike parking and bike hire) and due to proximity of the Westway, a green wall should be considered to provide a barrier against pollution.

Transport for London (TFL):

2.35 Raise no objections to the proposals, and have provided a comprehensive response to the application proposals. The main transport issues have been picked up and addressed within section 4 of this report.

Communities & Local Government:

2.36 Acknowledge receipt of ES for the development.

English Heritage:

2.37 English Heritage's concern relates to the impact of the 32-storey residential tower. English Heritage state the proposals fail to respond appropriately to the setting of Grade I Registered Landscape, Kensal Green Cemetery in the Royal Borough of Kensington and Chelsea.

Environment Agency:

2.38 No objections, subject to implementation of measures outlined in the supporting Flood Risk Assessment and via conditions relating to a drainage strategy and utilisation of Sustainable Urban Drainage Systems (SUDS). Had no further comments to make on the addendum to the Environmental Statement.

Thames Water:

2.39 State that the water supply infrastructure has insufficient capacity to meet the additional demand. Therefore recommend that a condition be attached to any planning permission requiring that no development commences prior to "impact studies of the existing water supply" being submitted and approved. These studies should determine the magnitude of any new additional capacity required in the system and a suitable connection point. Also recommend that a further condition be attached to ensure that no impact piling takes place until a piling method statement has been submitted and approved. Thames Water has confirmed agreement on waste discharge rates for the development and as such has no objections.

Natural England:

2.40 No objection subject to being carried out in accordance with the details of the application. Request LPA consider other possible impacts relating to biodiversity/geo diversity on other sites, local landscape character and local or national biodiversity priority habitats and species. Natural England state the site appears to have little wildlife value and the suggested mitigation methods appear sufficient to avoid any adverse impacts to species on the site. Add the development provides opportunity to incorporate

biodiversity enhancements such as bat and bird nest boxes. Had no further comments to make on the addendum to the Environmental Statement.

Defence Infrastructure Organisation (Ministry of Defence):

2.41 Confirm that the MOD has no safeguarding objections to this proposal.

Health and Safety Executive:

2.42 No comments to make as not situated within Consultation Distance of and Hazardous Installation or Hazardous Pipeline.

Highways Agency:

2.43 No objection.

London Underground Limited:

2.44 No objection in principle however, there are a number of potential constraints on the redevelopment of the site, close to underground tunnels and infrastructure. LUL request that any grant of permission should be subject to conditions to secure design and methods statements of all works and structures.

BAA:

2.45 No safeguarding objections subject to observations for the applicant relating to use of cranes and wind turbines.

Historic Buildings and Conservation Committee (LAMAS):

2.46 This committee acts on behalf of the Council for British Archaeology in respect of listed buildings within the Greater London area. State that neither the LPA or committee should be considering an outline application within a conservation area and demolition of all buildings nor structures should not be allowed without detailed proposals for the redevelopment of the site. Add that height generally across the site should be reduced to 6/7 storeys, against idea of two towers and development needs to relate better to surrounding area specifically to the Art Deco building that has been excluded from the application site.

Crime Prevention Design Advisor (CPDA) - Hammersmith:

2.47 The CPDA raises no objection to the proposal, subject to the development providing adequate security measures during construction and that a condition is imposed which ensures that the development complies with the principles of Secure by Design.

HAFAD:

2.48 Opted to make no representations on the planning application having viewed the proposals at the pre-application stage.

2.49 All responses received are important in determining the acceptability or not of this planning application. Officers consider that all relevant material comments received have been taken into account in the assessment of the scheme, presented in the relevant sections below.

### **3.0 ENVIRONMENTAL IMPACT ASSESSMENT**

3.1 The Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations require certain projects to be assessed to establish whether they would have any significant effect on the environment. The scale of the proposals

means that it is EIA development requiring an Environmental Impact Assessment. An Environmental Impact Assessment (EIA) has been undertaken and an Environmental Statement (ES) has been submitted by the applicants.

3.2 The purpose of such assessment is to allow determining authorities and the public adequately to understand the significant environmental effects of the proposed development. The adequacy of the material presented in the ES and generally as part of an application is a matter of judgment for the local planning authority. In judging the adequacy of the material submitted, a local planning authority is required to act rationally and to have regard to the context within which the application is made.

3.3 When considering an outline application, the courts have strongly emphasised that effects which a project may have on the environment must be identified and assessed at the time of the procedure relating to the grant of outline planning permission. This means that where some flexibility of final development solution is sought by a developer –“each option will need to have been properly assessed and be within the remit of the outline planning permission if it is to be permitted as an option for reserved matters.” (Central Government commentary on relevant case law).

3.4 The nature of “proper assessment” at outline stage will of course depend upon the circumstances of each case. It may not be necessary to test every conceivable iteration of a development if a sufficiently robust representative “envelope” of impacts has been identified and tested. Ordinarily, however, the more sensitive a receptor is to an impact, the more detailed an understanding of the proposal and the assessment of the relevant impact needs to be.

3.5 The adequacy of the material presented in the applicant’s ES was assessed by officers. Gaps were identified in the initial submitted ES and the applicants were informed of what needed to be addressed. This related to the need to clarify the environment impacts of the minimum parameters and to consider the existing gypsy and travellers site in Stable Way as an additional and specific receptor. Further information and clarification has been provided by the applicant. The ES Addendum supplements the ES and considers any environmental effects of the proposed development on the occupants of the travellers site. The ES is now considered to be fit for purpose and is a document upon which the local planning authority can properly consider the environmental information and assess the environmental impacts.

3.6 The ES (together with the ES Addendum) comprises

- Volume 1: Main Text and Figures,
- Volume 2: Townscape and Visual Impact Assessment (TVIA)
- Volume 3; Technical Appendices.

3.7 The Non-Technical Summary, which provides a summary of the proposed development and the findings of the ES in non-technical language, is presented as a separate document. Additional studies have been undertaken for the application. These include Landscape Design and Access Statement, Energy Assessment, Flood Risk Assessment, Preliminary Surface Water and Drainage Strategy, Code for Sustainable Homes Pre-Assessment, Design and Access Statement and Transport Assessment. Pertinent information from these studies has been incorporated into this ES and the technical reports related to these studies are submitted separately in support of the application.

3.8 The ES also includes a cumulative impacts assessment of the development proposals together with other relevant committed schemes in the surrounding area. These are as follows:

- Imperial College Phase 2 (Planning Application Number: 2011/04016/COMB);
- Land North of Westfield Shopping Centre (Planning Application Number: 2011/02940/OUT);
- BBC Music Centre (Planning Application Number: 2009/01940/RES); and
- Shepherds Bush Market (Planning Application Number: 2011/02930/OUT).

It should be noted that at the time of submission of this application, the Imperial College has planning permission and is currently being built out. As this development is currently under construction, the completed development has formed the baseline scenario for the Former Dairy Crest ES.

3.9 The ES and the submitted further information to the ES identify, describe and assess the likely significant impacts of the development on the local environment, the local and regional economy and the wider area. A specialist assessment has been undertaken for each of the key environmental topic areas.

3.10 The ES sets out to predict the likely impacts of the development from site preparation to final use and occupation and takes account of mitigation measures which have been identified to either reduce or remove any potential adverse impacts. Various methodologies are used to determine the potential for likely significant environmental effects resulting from the demolition/construction works and the operation of the development. The assessment years comprise the following:

- 2012 (baseline conditions);
- 2031 (GLA future year of completion used for transport modelling and assessment of road traffic effects on noise and air quality, based on timescales for growth in the LBHF area);
- 2024 (anticipated year of completion).

3.11 The assessment in the ES of the likely significance of potential environmental effects considered the following:

- Positive and negative effects;
- Short, medium and long term effects;
- Direct and indirect effects;
- Permanent and temporary effects; and
- Cumulative effects.

3.12 Several criteria are used in the ES to determine whether or not the likely environmental effects will be deemed 'significant'. The effects have been assessed quantitatively, where possible. Generally, the significance of effects has been assessed using one or more of the following criteria:

- International, national and local standards;
- Sensitivity of receiving environment;
- Extent and magnitude of the effect;
- Reversibility and duration of the effect;
- Inter-relationship between effects; and
- Nature and extent of cumulative effects.

Where no such standards exist, the assessments describe the professional judgements (assumptions and value systems) that underpin the attribution of significance.

3.13 To determine significance the ES has considered the degree of change from the baseline conditions, the sensitivity of the effected environment/receptors and in determining residual effects the extent to which mitigation and enhancement measures will reduce or reverse negative effects. Additionally further influences such as those listed below have also been factored into the assessment using professional judgement:

- Likelihood of occurrence;
- Geographical extent;
- The value of the affected resource;
- Adherence of the proposals to legislation and planning policy; and
- Reversibility and duration of the effect.

3.14 The degree of change for each effect has been identified and predicted as a deviation from the established baseline conditions. The scale used being high, medium, low, and negligible. The sensitivity of the receptors / receiving environment to change has been determined using professional judgement, consideration of existing designations such as Air Quality Management Areas, Sites of Special Scientific Interest (SSSI's) and quantifiable data, where possible. The scale used is high, medium, low, and negligible.

3.15 Each effect has been assessed against the degree of change and the sensitivity of the receptor as shown in table 5.

**Table 5: Sensitivity of Receptor/Receiving Environment to Change/Effect**

	<b>High</b>	<b>Medium</b>	<b>Low</b>	<b>Negligible</b>
<b>Degree of Effect/Change</b>				
<b>High</b>	Major	Moderate to Major	Minor to Moderate	Negligible
<b>Medium</b>	Moderate to Major	Moderate	Minor	Negligible
<b>Low</b>	Minor to Moderate	Minor	Negligible to Minor	Negligible
<b>Negligible</b>	Negligible	Negligible	Negligible	Negligible

The likely significance of the effects reflects judgements as to the importance or sensitivity of the affected receptor(s) and the nature and degree of the predicted changes. For example, a moderate negative effect on a feature or site of low importance will be of lesser significance than the same effect on a feature or site of high importance.

3.16 The following terms, which have been developed with reference to published best practice guidance as well as WSPE's EIA experience, are used to describe the significance of effects, where they are predicted to occur:

- **Major positive or negative effect** - where the proposed development would cause a significant improvement (or deterioration) to the existing environment;
- **Moderate positive or negative effect** - where the proposed development would cause a noticeable improvement (or deterioration) to the existing environment;
- **Minor positive or negative effect** - where the proposed development would cause a barely perceptible improvement (or deterioration) to the existing environment; and

- **Negligible** - where the proposed development would result in no discernible improvement or deterioration to the existing environment.

3.17 Following the assessment, mitigation measures have been recommended in the ES to prevent, reduce or remedy any potentially significant environmental effects. Such measures are to be implemented during detailed design, construction and/or operation of the proposed development. Each technical chapter in the ES describes the measures recommended to mitigate any identified likely significant adverse environmental effects.

3.18 The ES Chapters are:

- Chapter 1: Introduction
- Chapter 2: EIA Methodology
- Chapter 3: Planning Policy Context
- Chapter 4: The Proposed Development
- Chapter 5: Socio-Economics
- Chapter 6: Waste Management
- Chapter 7: Archaeology & Cultural Heritage
- Chapter 8: Transportation & Access
- Chapter 9: Noise & Vibration
- Chapter 10: Local Air Quality
- Chapter 11: Telecommunications
- Chapter 12: Ground Conditions & Contamination
- Chapter 13: Water Resources & Flood Risk
- Chapter 14: Ecology & Nature Conservation
- Chapter 15: Microclimate – Wind
- Chapter 16: Microclimate – Sunlight and Daylight
- Chapter 17: Cumulative Effects
- Chapter 18: Residual Effects & Conclusion

3.19 As this application is an EIA development and an ES has been submitted, when determining the application, the Council is under a number of statutory duties as set out in the table 6 below.

**Table 6: EIA Regulations**

<u>Regulation</u>	<u>Requirement</u>	<u>Where considered in the report</u>
3	The authority shall not grant planning permission unless they have first taken the environmental information into consideration, and they shall state in their decision that they have done so. “Environmental information” comprises (i) the environmental statement and further information and any other information , (ii) any representations made by any other person about the environmental effects of the development	(i) A summary of the findings of the environmental statement is set out in paragraphs 3.20 et seq and the officers’ assessment of each topic is considered in section 4 of the report; (ii) All representations, which include those about the environmental effects are set out in section 2 of the report and the issues that are raised therein are

		considered in section 4 of the report when dealing with the relevant topic. If permission is granted, the decision notice must state that the environmental information has been taken into account.
13	<p>(1) copies of the environmental statement and application documents must be sent to the Secretary of State;</p> <p>(2) A copy of the environmental statement must be sent to consultation bodies which has not received a copy direct from the applicant and inform them that they may make representations;</p> <p>(3) where the council is aware of any person who is or is likely to be affected by, or has an interest in, the application, who is unlikely to become aware of it by means of site notice or by local advertisement, to send a notice to such person giving details (under reg. 14(2)) to enable the application to be viewed and representations to be made.</p>	<p>(1) This has been done.</p> <p>(2) Consultation bodies have been sent copies;</p> <p>(3) The Council was not aware of any such person. However, as part of its public consultation process, letters were sent to 440 occupiers in the borough surrounding the site and a further 2,382 letters were sent by RBKC to occupiers in the Royal Borough.</p>
19	<p>(1) Additional information has been received by the council and so the council must publish in a local newspaper a notice giving details of the application, the information and how the information can be obtained, viewed and commented on.</p> <p>(2) Copies must be sent to the Secretary of State.</p>	<p>(1) Notices were published in the Fulham and Hammersmith Chronicle on 10 August and 30 November 2012.</p> <p>(2) Copies of additional information were sent to the SoS.</p>
20	A copy of the screening opinion, environmental statement and any other information must be placed on the register and made available for public inspection.	Copies are placed in the Council's planning register. The documents can also be viewed on the Council's website.
21	<p>On determination of the application, the authority shall:</p> <p>(a) inform the Secretary of State of the decision;</p> <p>(b) inform the public of the decision by local advertisement (newspaper and council website);</p> <p>(c) make available for public</p>	These steps will be carried out when the determination is made, which in the case of the grant of planning permission will be after the s.106 agreement has been completed. A number of the requirements listed will

	inspection on the register a statement containing (i) the content of the decision and any conditions; (ii) the main reasons and considerations on which the decision is based including, if relevant, information about the participation of the public; (iii) a description, where necessary of the main measures to avoid, reduce and, if possible, offset the major adverse effects of the development; and (iv) information regarding the right to challenge the validity of the decision and the procedure for doing so.	be set out in this report.
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### Summary of the Environmental Statement

3.20 The following is a factual summary of the ES. An assessment of the topic areas against development plan policy will be considered in the planning considerations section of the report.

#### Socio-Economics

3.21 The following features of the Proposed Development have been included in the assessment of effects relating to socio economic considerations:

- Direct on-site employment during the construction phase;
- Indirect and induced employment during the construction phase;
- Direct on-site employment during the operational phase;
- Indirect and induced employment during the operational phase;
- Increase in housing stock – range and size of units and contribution to affordable housing needs;
- Effect on demand for pre-school, primary and secondary education;
- Effect on demand for GPs and dentists;
- Effects associated with improved connectivity to the wider area; and
- Increase in spending from the new community on the local economy.

3.22 The Site falls within 'White City East', which is part of the White City Opportunity Area as highlighted in the LBHF Core Strategy. The proposal will help meet planned employment and housing growth within the White City Opportunity Area.

3.23 The ES assesses that the construction phase will generate employment on-site and additional benefits will accrue from spending in the local economy during the construction phase. Construction employment has been estimated based on a total construction cost for the built works and localized infrastructure of approximately £396 million. The proposal will generate approximately 220 Full Time Equivalent (FTE) construction jobs over the 11 year build period. In addition multiplier effects are anticipated as a result of local spending in relation to on-site construction activities, both in terms of the sourcing of local supplies (indirect employment), and local spend by on-site construction workers (induced employment) and the ES estimates a further 485 FTE jobs could be supported by the proposals

3.24 The proposal contains a range employment uses. Employment has been estimated using assumptions about the density of different uses and the ES notes that communal facilities for residents may also generate some employment but this is unlikely to be significant. The ES estimates there will be 1,231 direct FTE jobs resulting in a further 123 'spin-off' FTE jobs in local services and other firms in the area. The employment provision represents about 15% of the total employment target for the White City Area set out in the WCOAPF. As the effect is positive the ES considers no mitigation is required but it does acknowledge there may be scope for additional measures to optimize benefits to the local economy, such as measures to encourage local recruitment and links to training programmes.

3.25 The ES identifies that the development will make a contribution towards meeting housing needs, providing a mix of market, intermediate and affordable housing. New residents moving into the area will also bring benefits through spend in the local economy.

3.26 The ES estimates the child yield arising from the development to be 235. The borough needs to plan for additional capacity in its schools arising from the additional population growth expected within the WCOA. It is anticipated that this development will make a financial contribution towards the expansion of existing schools as part of a wider infrastructure contribution.

3.27 The Primary Care Trust (PCT) has been consulted to inform the content of the application and the ES. The PCT has indicated that it would like to consider locating a health and wellbeing centre in the White City east zone of the WCOA in close proximity to a public transport hub. The PCT has requested that an allowance be made within the development to provide up to an 820 sq m floor plate to accommodate up to 5 GPs (up to 2,590 sq m GEA of D1 use class is included within the Proposed Development, with health care facilities located in Plot A. The ES considers the provision of a health and wellbeing centre will help meet needs beyond those in the proposed development. The ES considers the effect the effect on the provision of health care facilities to be positive and no additional mitigation measures are therefore identified.

3.28 The ES acknowledges that a key aim of the White City Opportunity Area Framework is to achieve a network of pedestrian and cycle routes and connectivity. One primary route will connect the site from the existing traffic light at Wood Lane and Depot Road across a new wide bridge over the Central Line. The new bridge will be landscaped and provide access for pedestrians, cyclists and two way vehicular traffic. Depot Road will remain for the two way access, but with the long-term aspiration to be for pedestrian/ cycle use and emergency vehicles only. The other primary route onto the Site will be a new north south road linking Imperial West to the north to Marks and Spencer's site to the south. The ES considers these new connections to be positive benefits and as such no mitigation is proposed.

3.29 The ES identifies that additional benefits will accrue from spending in the local economy during the construction phase. The development will also include opportunities for employment, helping to meet local employment needs and provide the opportunity for people to live and work locally if they choose to do so. Additional employment will arise from spend in the local economy by companies on site and those who work in the area. New residents moving into the area will also bring benefits through spend in the local economy.

## Waste Management

3.30 The ES identifies the most significant effects of the development from a waste management perspective to be the generation of waste materials during site clearance and earthworks; construction activities; and the subsequent operation of the completed development. The proposed construction approach and strategy seeks to minimise waste generation.

3.31 The ES considers the effects on waste management will be mitigated by the following measures:

- Adherence to the waste hierarchy (reduce, reuse, recycle, recover);
- Implementation of a Site Waste Management Plan (SWMP);
- Reuse of earthworks/construction materials on-site or reuse/recycling off-site;
- Registration of the development with the Considerate Constructors Scheme;
- Management of supply chains and good on-site storage of materials to prevent wastage; and,
- Segregation of recyclable materials within new buildings.

3.32 The demolition of existing buildings on-site would be carried out in one phase. It is anticipated in the ES that demolition works would be completed initially to ground floor slab level, together with above ground walls, columns, beams, and other above ground features/furniture. Ground floor slabs, foundations and other buried obstructions would be removed as the last activity of the demolition works. The proposals involve substantial rising of levels towards the centre of the site and the concrete generated through demolition is proposed to be crushed, graded, stockpiled and reused on-site. The materials would be used to refill some of the excavated areas to accommodate the development's new levels, where having been crushed, hard core would be compacted to form the piling mat for the new construction. The development is therefore not expected to result in a significant quantity of demolition and excavation material being generated and the ES considers this will result in a negligible long-term residual effect due to the timescale for the construction phase (approximately 11 years).

3.33 In terms of construction waste best practice measures and recommendations for the minimisation and management of waste will be incorporated into a Construction Environmental Management Plan (CEMP). Specific waste quantification and monitoring through the SWMP will assist in determining the success of waste management initiatives employed. As for the site clearance works, the waste arising during construction will be controlled through the SWMP which will contain targets for construction phase waste generation. Implementation of good practice measures in terms of on-site storage will also assist in reducing unnecessary wastage of material and ensure that high standards are maintained throughout the development process. The ES considers that if the majority of the construction waste is appropriately reused on-site or reused/recycled off-site and SWMPs are prepared and implemented, the development will result in a residual long-term minor negative effect.

3.34 Design measures for the completed development will ensure that all residents have access to both internal and external waste and recycling storage facilities. These facilities will be located in suitably designed enclosures on ground level. These facilities will be easily accessible for residents and collection crews. Waste segregation and storage facilities will be designed to be convenient and simple to use, to encourage residents to recycle and to maximise recycling rates. The storage of comingled recyclable materials within the main waste storage areas will be in 'Smart Banks' (1,100 litre Euro bins with orange lids) provided by LBHF. The ES considers that following the

implementation of mitigation measures the generation of waste during operation of the development is likely to comprise a minor negative effect on off-site waste treatment and disposal facilities in the long-term for household waste and a negligible effect in the long-term for commercial waste from retail, leisure, community and education uses.

#### Archaeology and Heritage

3.35 The ES assessment of archaeology and cultural heritage has been undertaken in accordance with the NPPF and focuses on disturbance to buried archaeological deposits and changes to the setting of above ground built heritage. There are a number of isolated Listed Buildings as well as buildings of local interest; these include the BBC Television Centre and the White City Underground Station. The site lies within Wood Lane Conservation Area, with Shepherds Bush Conservation Area to the south.

3.36 The key below ground archaeological assets within the s identified in the ES relate to Medieval and Post Medieval activity, which may broadly characterised as initially industrial based around brick works and small scale residences then broadly becoming the more mixed cultural, commercial and residential mix which was firmly established in the 20th century. The site is known to lie in the vicinity of Counters Creek, which could mean earlier deposits containing environmental deposits are preserved. This will require investigation prior to construction activity commencing.

3.37 Archaeological mitigation can be agreed in several forms, namely:

- Preservation 'in situ' (i.e. the elimination of effect); or
- Preservation by record (i.e. the controlled archaeological investigation and recording of assets); or
- A combination of the above.

3.38 It is considered in the ES that as the evidence baseline stands the given archaeological assets will not in their entirety be considered to be of national importance and archaeological interests would be best served through directly viewing the deposits. Preservation in situ is considered not to be a proportionate or appropriate mitigation response for the entire development area. However the ES recognises that given archaeological fieldwork is still in progress, the possibility of high importance remains should not be discounted and may apply to archaeological assets which might be identified. In these instances consideration will be given to alternatives to preservation by record.

3.39 For areas where it is consistent with the NPPF and guidance of PPS5, preservation by record can be achieved prior to construction activity or in association with it. Prior to construction activity, this may include observation of test pits/trenches for other purposes (i.e. geotechnical investigations) or specific archaeological investigations (such as trial trench evaluation, open area strip etc.).

3.40 Irrespective of the timing of archaeological investigation, if it is required, it will be subject to the agreement with GLAAS in the form of a Written Scheme of Investigation (WSI). The WSI will contain a detailed archaeological method statement for the work required. The ES anticipates that any archaeological deposits identified through a programme of investigation will not be of national significance and therefore it is likely that they will be preserved by record (i.e. excavation, evaluation and storage off-site). Despite the implementing of such a programme, the effects are considered to be negative and of minor to moderate significance.

3.41 The loss of the all buildings within the site will result in a direct change to the Wood Lane Conservation Area as the existing buildings currently dominate the character, structure and value of the this zone of the Conservation Area. It is acknowledged in the ES that redevelopment in this part of the Conservation Area should be encouraged, and it is noted that the current building stock contribute towards the Conservation Area in terms of built outline rather than through particular qualities which the buildings possess that could not be replicated by new buildings.

3.42 Effects of construction activity upon the heritage assets within and near to the site are, to a certain extent, unavoidable. Moderation of effects can be achieved by ensuring use of main trunk roads to enter into the site area and conversely avoiding the lower category roads where an increase of traffic would be more noticeable. In this way, the effect upon heritage assets can be minimised through design of traffic movements.

3.43 Furthermore, to retain the visual contribution, during construction works consideration should be given to preserving the 'background' contribution provided by the current built environment (particularly to the White City Underground Station). This could be achieved through the consideration of retention of colour scheme of the current building stock in the site hoarding.

3.44 During the operational phase, the change in overall character predominantly to the Wood Lane Conservation Area is considered by the ES to be a negative impact. As such the effect of the development is considered to be of minor to moderate negative significance during construction and moderate negative significance following the completion of the development.

3.45 The ES anticipates similar but indirect effects including changes in views to the BBC Television Centre and the White City Underground Station. However, in general, they are considered to be of lesser significance, albeit minor negative.

3.46 The ES considers that the planned architecture of the development through design will ensure the contribution of the site to other heritage assets remains the same as before the development given the retention of built environment behind the White City Underground Station. The loss of structures currently seen as characterising the industrial nature of this zone of the Conservation Area is not considered to be a change which can be mitigated however, while the replacement structures are not considered in heritage terms to be able to substitute structures in place at the point of Conservation Area designation, the proposed design will continue the general underlying contribution towards the setting of the identified heritage assets. Furthermore, the design of the development will result in the establishment of key views toward the BBC TV Centre to reduce the overall impact of the change in mass of the new structures by facilitating a clear line of sight. No further mitigation measures are considered appropriate or proportionate to meaningfully reduce the effect of change.

#### Transport and Access

3.47 The ES has established the effects of the development upon associated receptors taking account of the area being already heavily trafficked. These receptors include:

- Change in traffic flows on Wood Lane
- Change in pedestrian or cyclist journey time
- Change in pedestrian amenity
- Change in bus capacity

- Change in LUL/National Rail Capacity
- West London Line.

3.48 A detailed construction programme has not yet been established due to the outline nature of the application. An indicative programme has however been developed and it is anticipated that site works would commence in Q4 2013 with construction works for the entire site scheduled to complete in Q4 2024. It has been calculated in the ES that peak construction activity will generate a daily peak of 50 two way HGV movements and 20 van movements, less movements than that generated by the existing land use.

3.49 The ES and ES Addendum envisage that construction will not significantly affect any of the receptors identified. It is estimated that existing traffic flows to the West Cross Route would only increase by a negligible effect. Notwithstanding the negligible effect on receptors, a number of measures will be implemented to mitigate the effect of additional construction vehicles, including agreeing routes to and from the site, avoiding residential and congested routes, with deliveries scheduled to avoid morning and evening peak hours and where feasible loading and unloading occurring on-site. These mitigation strategies will be agreed with LBHF via the preparation of a Construction Method Statement (CMS) by the principal contractor.

3.50 The effect of construction traffic on pedestrian and cyclists' amenity and safety nearby the site will be minimised through strict monitoring and control of all vehicles. This will include the setting of specific delivery and collection times and consolidation of deliveries where possible. Signs near the site entrance and exit will provide pedestrians and other road users with advance warning of the presence of HGV manoeuvring and hoarding along the site frontage will be introduced to provide pedestrians with a greater sense of safety and reasonable endeavours will be made to ensure that all existing pedestrian routes will remain open during construction, thereby minimising effects on pedestrian amenity.

3.51 In terms of the completed development for the purpose of Transport Assessment (TA), 2031 was adopted as an assessment year as this is when the redevelopment of the wider White City area is estimated to be complete, therefore allowing a cumulative assessment of all development sites to be made. The TA compared the proposed development traffic flows with the existing land use and concluded that even when the worst case scenario was adopted, the development would generate an increase of 7 two way trips during the AM peak period, with no net change in traffic flows during the PM peak period. Based on the magnitude of effect detailed above the ES considers there is no requirement for any specific mitigation.

3.52 The TA quantified that the development will generate 203 two way bus trips during the AM peak and 325 two way bus trips during the PM peak. These trips will be distributed to stops along Wood Lane and White City Bus Terminal. There are in the order of 146 services operating from these stops per hour and based on an average capacity of 74 passengers per service (60 passengers for a single deck bus and 87 for a double deck bus) there is a total capacity of 10,804. The additional trips generated by the development are approximately 3% of this provision in the worst case PM peak. The WCOAPF identified that increased bus capacity would need to be provided to mitigate the wider development of the Opportunity Area. The ES considers planning contributions are likely to be secured that would support this mitigation strategy.

3.53 The TA quantified that the development will generate 456 two-way trips during the AM peak and 715 two way trips during the PM peak on the London Underground Network, which will be distributed across both White City to gain access to the Central Line and Wood Lane to gain access to the Circle and Hammersmith and City Line. The ES considers the development will generate a reasonable proportional increase in entry movements at both underground stations during the AM peak. The existing movements are low however, with the dominant tidal flow at these stations being in the opposite direction. The ES considers therefore there is likely to be a direct, permanent, long-term effect on London underground capacity.

3.54 The ES considers the development will generate 101 two way London Over ground trips in the AM peak and 151 two way trips in the PM peak, which will access Shepherds Bush station. This effect of the development is likely to be readily accommodated within existing provisions when spread across the full peak hour.

3.55 The ES considers it likely that the effect of the development will be accommodated within the underground network particularly when the flows are considered across the whole of the peak hour and against the committed tube upgrade. Similarly, the implementation of Crossrail will have the effect of significantly reducing the number of passengers on the underground line, freeing up additional capacity for trips generated by the development. The ES therefore concludes there is unlikely therefore to be any need for additional mitigation to negate the effect of the development.

3.56 The proposal will generate a total of 475 two pedestrian trips during the AM peak and 751 two way trips during the PM peak via the WCOA internal footway network, with 430 two way trips on Wood Lane south of the site access during the AM peak and 678 two way trips during the PM peak. Analysis in the ES demonstrates that there is likely to be sufficient capacity to accommodate all pedestrian trips should these connections not be available during the short to medium term, therefore indicating that the Dairy Crest site is not reliant on such.

3.57 The ES assessment is that the development will have a negligible effect on all receptors, apart from on the London Underground, where the effect will be low at Wood Lane, although this is based on a proportional effect against a relatively low baseline, with capacity increases as a result of the committed tube upgrade and Crossrail likely to mitigate this additional effect, with no further mitigation required. Nevertheless whilst the ES assessment detailed that there is no requirement for any mitigation associated with the immediate effects of the proposals, a Travel Plan will be submitted as part of the outline application promotes a range of measures to support sustainable travel, and/or measures that will influence modal choice away from more sensitive forms of transport or routes, along with a monitoring and reporting strategy.

#### Noise and Vibration

3.58 A noise and vibration assessment has been undertaken for the development. The appraisal has considered effects associated with the following aspects:

- Demolition/Construction phase activities;
- Development related road traffic;
- Fixed building services plant; and
- Suitability of the application site for the proposed uses.

3.59 The ES Addendum presents an assessment of the likely noise and vibration effects on the Travellers site in Stable Way. At the nearest point the dwellings on the

Travellers site are some 30 m from the site boundary and between 40-45 m from the nearest proposed building.

3.60 At all off-site locations and times, negligible effects would arise as construction phase noise levels are predicted in the ES to remain at or below 70 dB LAeq,10h. However, potential conflicts might arise on-site should some buildings constructed during earlier phases be occupied before other buildings on later phases are completed. For all on-site receptors construction noise is predicted to be within 3 dB of 75 dB LAeq,10h. All construction phase effects would be temporary. To ensure that best practice is adopted throughout the works, the principal contractor appointed by the applicant will be charged with developing and implementing a Construction Environmental Management Plan (CEMP). Through the adoption of a CEMP and a considerate approach throughout the construction phase the ES anticipates that all construction phase activities can be undertaken whilst minimising disturbance to local residents.

3.61 At off-site locations construction vibration is unlikely to be perceptible and so the ES considers the effects to be negligible at all locations. Vibration generated by a vibro-hammer may be perceptible at on-site receptors should some buildings constructed during earlier phases be occupied before other buildings on later phases are completed. It is recommended in the ES that any plant which by its nature generates notable levels of vibration should not be started or stopped within 60 metres of an occupied dwelling and, in any case, that all such plant should be used sparingly and for limited periods. Furthermore, vibration measurements should be undertaken when vibration generating plant is first utilised to determine whether the predicted levels are likely to be met or exceeded in practice. If, following these measurements, vibration levels regularly above 1 mms<sup>-1</sup> are anticipated the ES considers a strategy for managing these works should be drawn up in liaison with LBHF.

3.62 With respect to development related road traffic. The ES has determined that for all road links the changes in noise directly attributable to the development comparing the future base situation with and without traffic associated with the development in 2031 and 2041, will be no greater than +0.3 dB. Such a difference is considered negligible and on this basis, no particular mitigation measures are considered necessary by the ES.

3.63 With respect to fixed building services plant, noise emission limits have been specified based on the background noise level and the requirements of LBHF. Assuming that fixed building services plant is designed, selected, located and/or attenuated such that the specified plant noise emission limit is satisfied, then the ES considers the effect to be negligible.

3.64 The site suitability assessment has been undertaken in accordance with the requirements of LBHF. The various building plots on-site are anticipated to experience varying levels of noise, with the northern frontage of tower and its associated wing closest to the Westway subject to the highest noise levels of all. Consideration has been given to the degree of sound attenuation that will be required to ensure that appropriate internal target values would be met. With the incorporation of appropriate attenuation measures it is considered that an adequate level of protection against noise will be achieved for future occupants of the proposed dwellings. Consequently, it is concluded that based on the current parameter plans and subject to the incorporation of

appropriate attenuation measures, the noise climate affecting the site should not pose a significant constraint to any aspect of the proposed development.

#### Air Quality

3.65 LBHF has declared the entire Borough as an Air Quality Management Area (AQMA) due to predicted exceedences of the objectives for both Nitrogen Dioxide (NO<sub>2</sub>) and Particulate Matters (PM<sub>10</sub>). The air quality assessment in the ES therefore only considers these two pollutants. The ES considers the effects of dust and PM<sub>10</sub> generated during the construction phase on nearby sensitive receptors, emissions from traffic associated with the development and the air quality implications of the completed development.

3.66 During the construction phase, activities may cause dust to be emitted to the atmosphere. If transported beyond the site boundary, dust can have a negative effect on local air quality. The smaller particles of dust (typically less than 10µm in aerodynamic diameter) are known as particulate matter (PM<sub>10</sub>), or 'suspended particles'. They represent only a small proportion of total dust released. As particles of this size are much smaller in size than dust, it remains suspended in the atmosphere for a longer period and can be transported by wind over a wider area. These fractions are small enough to be drawn into the lungs during breathing, which in sensitive members of the public could cause a negative reaction.

3.67 The ES identifies the main sources of dust and PM<sub>10</sub> during construction activities to include:

- Haulage routes, vehicles and construction traffic;
- Materials handling, storage, stockpiling, spillage and disposal;
- Exhaust emissions from site plant, especially when used at the extremes of their capacity and during mechanical breakdown;
- Site preparation and restoration after completion;
- Demolition;
- Construction and fabrication processes; and
- Internal and external finishing and refurbishment.

3.68 The majority of the releases are likely to occur during the 'working week'. However, for some potential release sources, e.g. exposed soil produced from significant earthwork activities, in the absence of dust control mitigation measures, dust generation has the potential to occur 24 hours per day over the period during which such activities are to take place.

3.69 The construction of the development is divided in seven phases over a period of 11 years. The ES considers that this approach will limit the size and area of any dust generating activities and increase the separation distances to the nearest sensitive receptors.

3.70 The ES considers a number of good practices and mitigation methods should be implemented as appropriate including:

- Vehicles carrying loose aggregate and workings should be sheeted at all times;
- Implementation of design controls for construction equipment and vehicles and use of appropriately designed vehicles for materials handling;
- Completed earthworks should be covered or vegetated as soon as is practicable;
- Regular inspection and, if necessary, cleaning of local highways and site boundaries to check for dust deposits (and removal if necessary);

- Minimise surface areas of stockpiles (subject to health and safety and visual constraints regarding slope gradients and visual intrusion) to reduce area of surfaces exposed to wind pick-up;
- Use of dust-suppressed tools for all operations;
- Ensuring that all construction plant and equipment is maintained in good working order and not left running when not in use;
- Restrict on-site movements to well within Site and not near the perimeter, if possible; and
- No unauthorised burning of any material anywhere on-site.

3.71 The ES assessment of the potential effects on local air quality from construction activities is that releases of dust and PM10 were likely to occur. However, through good site practice and the implementation of suitable mitigation measures, the ES considers the effect of dust and PM10 releases will be minimised and excessive releases prevented.

3.72 Construction traffic associated with the development will contribute to existing traffic levels on the surrounding road network. The greatest potential for effects on air quality from traffic associated with the construction phase will occur in the areas immediately adjacent to the principal means of site access for construction traffic along Wood Lane.

3.73 The ES states mitigation measures to control construction traffic would be discussed with LBFH to establish the most suitable access and haul routes for the site traffic to avoid sensitive roads (residential roads, congested roads, via unsuitable junctions, etc.) where possible and keeping vehicles clean (through the use of wheel washers, etc.) and sheeted when on public highways. Timing of large-scale vehicle movements to avoid peak hours on the local road network would also be beneficial.

3.74 For construction traffic, the ES considers the effects to be temporary, local and of minor significance. Liaison with the local authority and local residents will be maintained throughout the construction process.

3.75 Once construction has been completed, the traffic generated by the development will have an effect on local pollution concentrations, both on and around the site. The main pollutants of concern for road traffic are generally considered to be NO<sub>2</sub>, PM<sub>10</sub>, CO and C<sub>6</sub>H<sub>6</sub>. Of these pollutants, emissions of NO<sub>2</sub> and PM<sub>10</sub> are most likely to result in exceedences of the relevant air quality standards or objectives in urban areas.

3.76 An assessment of the potential effects of emissions from the energy centre associated with development was undertaken to predict the changes in NO<sub>2</sub> concentrations that would occur due to emissions from this energy centre. The results show that there would be small to imperceptible increases in pollutant concentrations at the existing sensitive receptors included in the assessment.

3.77 The results in the ES show that the effect of the operation of the development on local air quality would have a slight adverse effect during the construction and operational phases. The development will however introduce new receptors in an AQMA where annual mean NO<sub>2</sub> concentrations exceed the objective. As such, air quality would be seen as a highly significant consideration in the planning process. It is proposed to introduce Air Handling Units (AHU) as part of the ventilation systems into all building blocks within the development with their intakes at roof level. In addition, the

ventilation strategy is exploring different options to introduce a suitable filtration system to reduce NO<sub>2</sub> concentrations drawn into the air intakes of AHUs. Details of the ventilation systems will be available at detailed design stage.

3.78 A Travel Plan is submitted with the application. The Travel Plan focuses on alternative modes of transport and also on reducing the need to travel together with promoting public transport and excellent local accessibility to shops will all form key components of the Travel Plan.

3.79 A Low Emissions Strategy (LES) will be incorporated for the operational phase of the Proposed Development. This will include the use of low emission CHP's, car clubs, the provision of electric vehicle charging points etc.

#### Telecommunications

3.80 Analogue television services over-the-air (OTA) broadcast TV was the traditional method of TV broadcast signal delivery prior to the advent of cable and satellite TV. These have now been withdrawn in London, replaced with a digital service known as Freeview. Cable TV services are received via cables connected directly into a receiver. Satellite TV services are received via a satellite dish connected to a receiver e.g. a digital set top-box.

3.81 The quality of terrestrial TV reception achieved is dependent on the reception equipment used. In many cases, a standard roof-top wide gain aerial is sufficient to obtain adequate signal reception in strong reception areas. In weak reception areas, high gain, more directional antennae, and/or masthead amplifiers can be employed.

3.82 An assessment in the ES of the topography and direct line from the transmitter to the application site indicates that the optimal antenna alignment is to the south-east. The critical study area for the baseline conditions relating to terrestrial television is therefore identified to be areas north-west. The area is predominately occupied by 2-4 storey residential buildings extending from Depot Road, A219 Wood Lane, Bentworth Road, Pioneer Close, Du Cane Road, approximately 1.74 km to the north-west. The properties within the study area with visible aerials have them aligned with the Crystal Palace transmitter to the south-east. Most aerial types in the study areas were standard gain aerials mounted at roof level, indicating that TV reception is medium to strong.

3.83 A number of the properties in the study area were observed to have externally mounted satellite television dishes. The orientations of the dishes were generally facing south. Receiving dishes in this area were generally mounted at roof level, to gain a sight line to the satellite.

3.84 New buildings can create a broadcast shadow and the effect is the reduction of the signal strength within the shadow zone. For a building, the most significant factors affecting the potential for broadcast shadowing are the building size and height above the surrounding sky line. Radio transmissions are less affected by broadcast shadowing from buildings than TV transmissions. This is because the lower frequency radio signals can more easily diffract around buildings and hills, although some loss of signal strength can occur.

3.85 The ES acknowledges that during the construction phase, tower cranes and temporary structures may potentially cause shadowing / signal blocking associated with the physical size of the cranes and buildings under construction; and signal reflection

caused by the metallic structure of the cranes or reflective building façades. Any signal interference however during the construction works is likely only to be temporary and intermittent, when the tower cranes or temporary structures are in use. The ES therefore considers that based on the temporary and intermittent nature of the anticipated interference the resulting magnitude of change can be classified as negligible. It is also possible to minimise the temporary effects caused by the tower cranes by parking the lifting boom in a fixed position when not in use, as the bulk of signal reflections are caused by its movement. The overall significance of the effect is therefore considered by the ES to be negligible.

3.86 The ES also recognises that during construction there is the potential for cable services to be disrupted through the inadvertent cutting of fibre-optic or copper cabling. Such incidents are rare and normally result in only local users being affected. Due to the localised effect on users and the low likelihood of occurrence and the temporary nature of any disruption caused the overall effect is considered in the ES to be negligible.

3.87 The maximum roof level of the proposed building within the development is 118m above ordnance datum (AOD) +/-250mm. As the development is made up of several blocks multiple broadcast television shadows will be generated. The orientation and length of the shadows will depend on the location and elevation of the transmission signal. Shadowing for digital transmissions is of less significance than for analogue transmission. However, whereas an analogue signal will simply degrade, once significantly affected, digital broadcast reception will be completely lost. Mitigation measures identified in the ES could include one of, or a combination of, the following:

- Realigning end-user reception aerials to an alternative transmitter or improve reception;
- Upgrading end-user equipment (television reception aerials, cables and/or signal boosters/amplifiers);
- Relocating user aerials or satellite dishes on building façades or rooftops to maintain a direct line of sight;
- Switching end users' systems to satellite, subscription cable or ADSL services.

3.88 The development will cast a relatively short satellite shadow to the north-west. Within this shadow, the direct line of sight between receiver dish and satellite may be interrupted. No fixed satellite users were identified during the visual survey of the area with only one commercial property affected. Based on these observations the affected user base is likely to be minimal and given the small length of the shadow the overall effect in the ES is considered to be negligible.

3.89 Both cable services and ADSL are provided through either fibre-optic or copper based networks from nearby distribution points and telecommunication exchanges. As these are unaffected by the transmission shadows created by the development the magnitude of change, receptor sensitivity and significance of effect is considered in the ES to be negligible.

3.90 The development will be slightly higher than the surrounding built environment and may cause slight degradation to signal strength to radio listeners. However, the receptor sensitivity can be classified as low because residents can access analogue and digital radio services from more than one transmitter, which would enable radio reception to the end user to be maintained. Therefore the significance of the effect in the ES is considered to be negligible.

## Ground Conditions & Contamination

3.91 A desk top assessment has been undertaken. The study area comprises the site itself and the surrounding area within a 1km radius. The 1km zone of influence was chosen as this is the area within which it is considered that certain sources could have an effect on the site, and the site could have an effect on off-site receptors.

3.92 The assessment considers the likely significant effects of the development on ground conditions and contamination at the site, and the potential effects of contamination on the development, and other identified receptors. The potential for harm to occur requires three conditions to be satisfied:

- The presence of substances (potential contaminants/pollutants) that may cause harm (source of pollution);
- The presence of a receptor which may be harmed, (e.g. the water environment or humans, buildings, fauna and flora) (the receptor); and
- The existence of a linkage between the source and the receptor (the pathway).

The proposed mitigation measures aim to remove either the source of contamination or the pathway, thus removing the potential for harm.

3.93 Due to the geological and hydro geological conditions and the surrounding land uses, the overall setting of the site has been assessed in the ES to be of low environmental sensitivity. The following baseline conditions have been identified:

- The presence of the potentially significant thicknesses of the London Clay non-aquifer overlying the Lambeth Group Secondary (A) Aquifer and the Thanet Sand and White Chalk Principal Aquifers;
- The lack of significant surface water receptors in the vicinity of the site, and the site not being located within an Source Protection Zone;
- The site's location close to an area of residential land use;
- The presence of Wormwood Scrubs Local Nature Reserve within 600m of the Site;
- The significant industrial history of the site and the surrounding land;
- The identification during earlier site investigations of arsenic, lead and petroleum product contamination, and the presence of asbestos on the ground surface.

3.94 The ES has identified potential sources of contamination to include:

- Contamination already present in the made ground, groundwater and potentially present within the Lynch Hill Gravel Formation from past and present land uses both on site and on adjacent land;
- Asbestos that may make up part of the building materials on site, or that is present in materials in the made ground underlying the site, and
- Construction plant or future vehicle use on site which may potentially contaminate soils or groundwater.

3.95 Potential pathways have been identified including:

- Dermal contact, ingestion and/or inhalation of contaminated dust, soils or vapours creating direct exposure to potential contamination present within the unsaturated zone;
- Migration and accumulation of possible ground gases; and,
- Migration of shallow groundwater within the Lynch Hill Gravel Formation and non-cohesive made ground.

3.96 The ES considers potential receptors to on-site contamination or contaminative materials to include; construction and maintenance workers, current and future site users and third party occupants who may be exposed to on-site contamination or contaminative materials while they are removed from the site. Further site investigations may be required to determine the level of contamination within the site.

3.97 Proposed mitigation measures for the construction and operation phases set out in the ES include:

#### Construction

- Appropriate use of personal protection equipment and provision of welfare facilities during construction and maintenance;
- Education of construction workers of the potential contamination that could be present on site and appropriate handling techniques;
- A site watching brief to allow rapid identification and risk assessment of any uncovered contamination;
- Damping down of dust;
- Stability assessments of areas of made ground, the embankment and any excavations that will be entered or subject to heavy loading from plant prior to the commencement of works;
- Design for drainage around any excavation required;
- Removal or capping of the made ground with clean fill material used for re-levelling the site; and,
- Implementation of the guidance detailed in the UK Water Industry Research (UKWIR): Guidance for the Selection of Water Supply Pipes to be used in Brownfield Sites (UKWIR 2010) should be undertaken during the redevelopment of the site to ensure pipe materials will not allow ingress of potential contaminants.

#### Operation

For the purposes of the assessment of effects during operation it has been assumed that remediation or other works have been carried out on the site prior to operation. This being so the ES considers effects during operation to be negligible based upon the site being raised to a suitable environmental standard, and adequate information being gathered in order to appropriately design foundations, floor slabs and ground gas protection measures.

3.98 Following remediation and the excavation or capping of the identified areas of contamination at the site during construction, the ES considers it unlikely that unacceptable risks to third party properties and occupants will remain.

#### Water Resources & Flood Risk

3.99 A desk study was undertaken to determine the existing water resources and flood risk conditions within and around the site. A review of Chapter 12 in the ES regarding 'Ground Conditions and Contamination' and the submitted Flood Risk Assessment (FRA) was also undertaken. An assessment was then made in the ES of the effect of the development on water resources and the potential effect on flood risk.

3.100 The River Thames is located 2.6km south of the site and the Grand Union Canal is located approximately 1.3km north of the site. The historical stream 'Counter's Creek', located 200m east of the site has been culverted. Surface water run-off from the site currently drains to the existing combined foul sewer network. Thames Water records identify that a combined sewer is present beneath the A219 Wood Lane to the

west and to the east of the site beneath Stable Way. Environment Agency mapping indicates that the site lies within Flood Zone 1, where the probability of flooding is 1 in 1000 years or greater (0.1% or less chance of flooding in any given year).

3.101 Construction activities, such as the breaking up and removal of hard standing, and buildings, will increase areas of open ground and will result in a small, temporary increase in the volume and the rate of surface water run-off reaching open areas. This may pose a localised flood risk or result in localised ponding of surface water on the site. There is also a possibility that construction debris may enter the drainage system and cause blockages if surface run-off from construction areas is not appropriately managed.

3.102 There is the potential for contamination of surface water runoff from construction activities. Demolition and construction activities that could give rise to the potential for run-off to be contaminated with hydrocarbons, suspended solids and construction materials include:

- The operation of construction vehicles;
- General construction / demolition activities, the on-site prefabrication of certain elements such as the new bridge over the train lines, and the storage of associated fuels and chemicals; and
- The siting and operation of site construction compound and the construction of Proposed Development access roads.

3.103 The ES also identifies the potential of the movement of plant and machinery to damage soil stability, e.g. creating 'water logged' conditions during wet weather and dust during dry periods. This, as well as the stockpiling of spoil and other construction materials, has the potential to increase sedimentation on-site and in surface water discharges from the site. Such movements can be controlled by the provision of designated haulage routes and tracks for use by construction vehicles, and appropriate phasing of the development.

3.104 Earthworks will also need to be undertaken. This has the potential to increase the quantity of suspended solids (such as dust and particulates) in surface run-off on the site. The storage of the construction materials and hazardous substances (e.g. diesel) also has the potential to impact surface and groundwater quality if appropriate control measures are not adopted.

3.105 To mitigate the impacts of construction a Construction Environmental Management Plan (CEMP) will be developed and implemented. Further the use of temporary bunding or settlement ponds to store water removed from excavations provides a level of attenuation, thereby reducing the risk of localised flooding. Excess water could also be discharged to the combined sewer under temporary licence from the appropriate authority. Construction vehicles will be regularly maintained to reduce the risk of hydrocarbon contamination and will only be active when required. Other activities associated with the use of construction vehicles (such as wash-down facilities) will be appropriately managed and designated haulage routes around the site will be identified to minimise the impacts on soil stability. The ES considers that the careful management of pollutant sources, such as fuel from construction vehicles, and adherence to best practice guidelines as part of the CEMP, will allow potential impacts of the construction phase to be effectively managed.

3.106 Once operational the development will be served by a single main surface water drainage system and will utilise green/brown roofs. The use of green/brown roofs will provide attenuation of rainwater. Use of water butts and rain water harvesting is also proposed in gardens. It is also the intention to use underground soil cells in combination with tree planting along streets. This will potentially create strategic zones where surface water runoff can be directed for use in watering landscaped areas and also as a form of attenuation prior to discharging into the main development drainage system.

3.107 The drainage system requires surface water storage at key locations within the development. It is envisaged in the ES that this storage will primarily consist of underground storage located within the central open space and communal hard standing areas. A formal pond/water feature is also proposed within the north east of the site that could accommodate limited surface water storage.

3.108 The ES anticipates that potential sources of surface water contamination during operation to be minimal and limited to the following:

- Oil residues and sediments from vehicles accessing the site and car parking areas;
- Wastewater (sewage effluent, water from sinks, showers and other domestic uses) from occupation of the residential properties; and
- The use of household chemicals and any horticultural chemicals used in areas of soft landscaping.

3.109 In terms of mitigation the ES considers the handling and storage of any potentially contaminative materials including oils should not be undertaken over or close to drains or areas which drain to sewers. Signs advising residents of these precautions should be displayed clearly in car parking areas and other public areas which are served by the surface water drainage system. Potentially contaminative materials will be disposed of off-site at an appropriately licensed facility and not via site drains. The ES considers the implementation of the aforementioned drainage strategy, along with the recommended prevention and mitigation measures will ensure that the risk of contamination of nearby surface waters is significantly reduced.

3.110 A change of use from a brownfield site to residential, community and employment uses will result in an increase in water demand. The residential use will consume the largest quantity of water for uses such as drinking, washing and other domestic purposes. In addition, landscaped areas will require watering during certain times of the year. The strategy set out in the ES is to use mains water Thames Water has stated that their existing water distribution network in Wood Lane can be used to supply water to the development without reinforcement. They have further stated that they will provide two separate supplies to the site taken off different trunk mains to provide resilience to the supply.

3.111 Measures to promote the re-use and / or recycling of water to reduce overall water demand will be considered for integration into development. Residential units will meet Code for Sustainable Homes Level 4. Non-residential elements will meet BREEAM 'Very Good'. Water efficiency measures will be installed, consistent with the associated Code for Sustainable Homes Level and BREEAM rating, best practice and applicable Building Regulations, and could include measures such as water efficient sanitary fixings and appliances and grey water recycling systems.

3.112 Wastewater production is closely linked to water consumption and is likely to be very similar in terms of volume. Therefore the mitigation measures proposed to reduce water demand will also be effective in reducing the pressure on foul sewerage infrastructure as a result of the development.

3.113 Following the implementation of the above mitigation measures, and with an appropriate drainage strategy in place within the development the ES anticipates any long term effect due to operation to be negligible.

#### Ecology & Nature Conservation

3.114 Wormwood Scrubs Local Nature Reserve (LNR) is located 0.95km north-west of the site. It is the only statutory site within 2km of the site Three non-statutory Sites of Importance for Nature Conservation (SINC's) are located within 150m of the Site; Westway Wildlife Garden (NE), Wormwood Scrubs Railway Embankment (N) and Central Line West of White City (W). Westway Wildlife Garden is additionally a Site of Local Importance (SLI,) and both railway embankments are listed as Sites of Borough Importance (SBI).

3.115 The ES identifies potential effects upon ecological receptors as:

- Loss of Semi-natural Habitats during Construction;
- Loss of Suitable Nesting Bird Habitats during Construction; and
- Overshadowing of Adjacent Non-Statutory Designated Sites (during Operation).

3.116 The majority of the site comprises built and semi-natural habitats which the ES identifies as being of generally negligible ecological value and some suitable nesting habitat. There will be some loss of habitats to facilitate construction. Habitat loss will include the earth bank, scattered scrub, species poor hedge and existing buildings which provide for nesting birds. It should be noted, however that elements of this semi-natural habitat will remain in situ during construction where these features span the site boundary.

3.117 To mitigate the decrease in semi-natural habitats extensive habitat creation has been designed into the development. The green infrastructure would comprise a network of green corridors, green / brown roofs and residential gardens set around a central garden providing a substantial net increase in the diversity and coverage of semi-natural habitats on the site.

3.118 An extensive tree planting strategy forms part of the framework for other habitat planting, key components of the strategy include establishing a mature and connected tree network and using appropriate species, native where practical, which enhance the site-wide biodiversity. Planting will specifically include species chosen for their flowering and fruiting characteristics, this will provide a food source for a greater abundance of invertebrates which in turn will provide a greater food source for species including birds and bats.

3.119 The gardens will predominantly comprise of species rich and formal lawns with localised perimeter planting based on multi-functional plants Including medicinal/edible herbs and shrubs. Near to the central gardens a small water garden is proposed, the garden will incorporate native marginal and emergence aquatic species. Low hedgerow planting and green walls are proposed along the western boundary which will increase the structural diversity of habitat available on the Site.

3.120 The ES also states that the opportunity to incorporate a wider 'habitat belt' ('Ecological Walk') is being explored. Habitat creation in this location will provide habitat connectivity beyond the immediate site to the Central Line West of White City SINC. The character of this area lends itself to shrub, and shade tolerant woodland ground flora planting such as ferns, grasses/sedges. Creation of habitat characteristic of woodland edge would extend the habitat available to mobile species currently present in the SINC, for example bird species, and create an informal buffer between the SINC and new development.

3.121 New built structure on site will include green / brown roofs which provide further opportunities to integrate habitat into the development. Importantly parts of the green / brown roof provision will be subject to very low disturbance levels, in comparison to parts of the ground level gardens, this provides an opportunity to include more sensitive grassland species promoting greater diversity and provide suitable nesting habitat for a wider range of bird species.

3.122 The loss of semi-natural habitats will temporarily reduce the availability of suitable habitat for nesting birds. Additionally, during construction in the absence of mitigation there is the risk of killing and or injury of birds, and the destruction of active birds' nests. The ES acknowledges that measures to avoid the risk of killing and or injury of birds, and the destruction of active birds' nests may also be required. This may be partially achieved through the sensitive timing of site clearance outside the normal nesting bird season. Additionally, if it is found that feral pigeon nests remain active throughout the year; these will need to be removed prior to site clearance.

3.123 The development includes construction of new buildings and structures which will, the ES identifies in the long-term, increase the shading experienced by parts of adjacent non-statutory designated sites. The results indicate that there will be no change in shading associated with the SINC located to the north of the site, the Westway Wildlife Garden (NE) and the Wormwood Scrubs Railway Embankment (N).

3.124 The area which would be subject to increased shading primarily comprises a narrow band of scrub and railway sidings near to the proposed bridge over the Central Line. This represents approximately 2.5% (0.2ha) of the Central Line West of White City SINC. Changes in shading to this localised area could affect the extent of flowering and fruiting of shrubs, and value of habitat for species such as reptiles which are endothermic (dependent on external heat sources such as sunlight). However, proportionally this is a very small part of the SINC which, given the urban context is already subject to relatively high levels of shading.

3.125 The ES considers that given the comprehensive green infrastructure incorporated into the development the possible minor negative effect on the adjacent SINC should be mitigated by an increase in similar semi-natural habitat within the habitats provided on site and therefore this effect should be reduced to a negligible level.

#### Microclimate – Wind

3.126 The likely effects of the development on the local wind environment have been assessed against best practice criteria for pedestrian comfort and safety. These two aspects are associated with pedestrian use of public open spaces. Wind environment is defined as the wind flow experienced by people and the subsequent

influence it has on their activities. It is concerned primarily with wind characteristics at pedestrian level.

3.127 The assessment undertaken in the ES compares the wind environment within the existing site and its immediate surroundings with the wind conditions likely to be generated as a result of the development. The assessment is based upon the parameter plans which fix the maximum height and massing of the proposal.

3.128 The results of the assessment for pedestrian safety and pedestrian comfort of the existing site and its immediate surroundings indicate that the wind environment generally remains within acceptable criterion for all pedestrians. The results indicate that the wind environment within the Travellers site and its surroundings remains within the safety criteria for pedestrians.

3.129 The results of the pedestrian safety assessment for when the development has been constructed indicate that there is little change from the existing scenario. There are however areas within the site where higher wind speeds than general will be experienced. These are under the elevated Westway carriageway (similar to existing scenario), in the proximity of the corners of the tower block (Block J), covered passageways and some corners of blocks in the north and northeast of the site.

3.130 The results of the pedestrian comfort assessment for the development show a minor change from the existing scenario with wind speeds generally within the recommended comfort criteria. However, there are areas where the wind speed is likely to be exceeded for 5% of the year for comfort criterion for standing and entrances. These areas are underneath the Westway carriage way and in proximity of the corners and covered passageways of blocks to the north and north-east in the site.

3.131 The ES states no mitigation measures for the Travellers site are required and that any negative effects on the site can be mitigated during the detailed design stage. There will also be a combination of strategic planting; street furniture, wind screens and landscaping in the pedestrian areas where wind speeds are likely to increase. The use of trees and shrubs can play a significant role in absorbing winds to mitigate the effects locally. The mitigation measures will contribute to an overall improvement in the wind environment in the areas of the development where higher wind speeds have been identified and as such the ES considers the overall effect to be negligible.

#### Microclimate – Sunlight and Daylight

3.132 The likely impact of the development on daylight, sunlight and overshadowing to surrounding properties and open spaces has been assessed in the ES and ES Addendum compared to the existing conditions. The ES Addendum specially considers the impact on the Travellers site. To assess the daylight and sunlight effects on the surroundings, a 3d model of the parameter plans was used. The planning considerations section of this report will have a comprehensive analysis of the findings.

#### Residual Impact and Cumulative Impact Assessments

3.133 For each of the topic areas the ES assessed both the residual impacts and the cumulative impacts. Residual impacts are those impacts that remain following the implementation of the mitigation measures presented and discussed throughout the ES. Whilst the cumulative impacts are both the combination of impacts arising from the

development itself and also the combination of the impacts of the development with other relevant developments.

3.134 In terms of residual impacts, the ES concluded the key long-term significant environmental residual effects to be:

- **Socio Economics, Community and Health:** The development will contribute towards an increase in the number of homes for sale and rent at a range of prices and affordability. There will be opportunities for employment in terms of offices, retail and health/community helping to meet local employment needs. Additional employment would arise from spend in the local economy by companies on the site and those who work in the area. New residents moving into the area would also bring benefits through spend in the local economy. The development would have a negligible effect on education facilities and a moderate positive effect on healthcare facilities. There will also be a moderate positive effect associated with improved connectivity through the site and to the wider area.
- **Waste Management:** Whilst the development will maximise recycling opportunities for new residents and occupiers of commercial and retail space, it may result in a minor negligible effect on existing waste management infrastructure.
- **Archaeology and Cultural Heritage:** The introduction of new and replacement buildings will result in a direct change of views from sensitive heritage assets in the study area and also has the potential to affect below ground assets. It is recognised that redevelopment in this part of the Conservation Area should be encouraged, and it is noted that the current building stock contribute towards the Conservation Area in terms of built outline rather than through particular qualities which the buildings possess that could not be replicated by new buildings.
- **Transportation and Access:** There will be an increase in traffic flow, cycling, walking and public transport usage above the existing baseline. However, potentially long-term, all of these are identified by the ES to be negligible in their effect.
- **Noise and Vibration:** The assessment of noise was found to have a negligible long term effect after mitigation is implemented.
- **Local Air Quality:** The development is predicted to give rise to small to imperceptible increases in nitrogen dioxide concentrations and fine particulates. On completion the development is considered by the ES to have slight adverse to negligible effects on local air quality.
- **Telecommunications:** The development will result in negligible effects to the reception of broadcast of television (terrestrial, satellite, cable services and TV over ADSL) and the interference to terrestrial radio signals.
- **Ground Conditions and Contamination:** Residual effects during operation have all been assessed as negligible based upon the site being raised to a suitable environmental standard through remediation.
- **Water Resources and Flood Risk:** Whilst the development will result in an increase in the demand and usage of water as well as placing increased pressure on the foul sewerage infrastructure, the residual effects after mitigation measures are likely

to be negligible in significance. The alteration of the drainage regime and potential contamination of surface waters are also anticipated to have a negligible effect.

- Ecology and Conservation: Nature: Extensive habitat creation has been designed into the development; providing a substantial net increase in the diversity and coverage of semi-natural habitats on the site. These measures should deliver a residual, long-term positive effect.
- Microclimate - Wind: The results indicate that the wind speeds generally remain within the safety criterion for all pedestrians. In the identified areas where wind speeds are anticipated to be higher the residual effect after mitigation is anticipated to be moderate negative at worst. The results of the pedestrian comfort assessment for the development indicate that wind speeds also generally remain within the recommended comfort criteria for standing, leisure walking and business walking. However, in those areas where the wind speed is likely to be higher the residual effect after mitigation is anticipated to be minor negative to negligible at worst.
- Microclimate - Daylight, Sunlight and Overshadowing: The main effects relating to daylight, sunlight and overshadowing relate to the availability of daylight and sunlight to the properties to the west and south east of the development. Due to the proximity of some of these developments the residual effects range from negligible to moderate negative.

3.135 On completion and occupation the ES concludes the main cumulative effects are considered to be positive in terms of socio economics due to the increase in employment and in regard to ground conditions provided appropriate remediation takes place. Moderate negative effects in terms of waste management are expected with negligible effects in terms of transport and telecommunications. The cumulative effects on air quality are likely to result in small to imperceptible increases in pollutant concentrations during the operation of the schemes. The cumulative effects on noise and vibration will depend on whether nearby works take place at the same time.

#### **4.0 PLANNING CONSIDERATIONS**

4.1 In considering any planning application, account has to be taken of the National Planning Policy Framework (NPPF), the strategic and local planning policies, any local finance considerations (CIL/S106 Obligations), the documentation accompanying the application, the available environmental information including the Environmental Impact Assessment, representations made and all other material planning considerations.

4.2 It is considered that the key considerations relating to this application are:

- Whether the development would accord with the relevant policies of the London Plan, LBHF Core Strategy and saved policies within the Unitary Development Plan and replacement Development Management Local Plan;
- The appropriateness of a residential led redevelopment and mix and nature of other proposed land;
- The mix and type of housing provision, including density, the amount of affordable housing and type of units proposed having regard to the viability assessment;
- The standard and quality of the residential accommodation, including unit sizes, open space and play provision;
- The effect of the proposed development on the surrounding townscape. In particular, the effect of the character and appearance of the tallest building on the Wood Lane

conservation area, other surrounding conservation areas, heritage assets and in context of the comprehensive approach to redevelopment of the Opportunity Area and its connectivity with surrounding areas.;

- The effect of the proposal on the living conditions of both future and existing surrounding occupiers, particularly in terms of privacy, sunlight, daylight, overshadowing, and enclosure;
- Transport impact including car parking provision and traffic generation, in respect to the effect of the proposal on the surrounding traffic and public transport networks, pressure on street parking together with the effect of the proposal on pedestrian and vehicular movement; effect on site servicing and waste management;
- The effect of the proposals on existing infrastructure provision;
- The environmental effects of the proposal, in particular on sustainability and energy efficiency, drainage and flooding, recycling and waste ecology, land contamination, wind microclimate, air quality in the surrounding area, noise and vibration, light pollution, archaeology and telecommunications;
- Equality Impacts;
- Planning Obligations and Mayoral CIL.

### **Development Plan**

4.3 For the purposes of this report and in accordance with Section 38 (6) of the Planning and Compulsory Purchase Act 2004, the planning application has been assessed against the adopted policies in the London Plan (2011), London Borough of Hammersmith and Fulham Core Strategy (2011), saved Unitary Development Plan (UDP amended 2007 and 2011) together with any other material considerations. The Government's National Planning Policy Framework (NPPF) has also been considered. The saved UDP policies that have not been superseded will continue to be considered alongside the Core Strategy policies until they are replaced by the Development Management – DM Local Plan which is expected to be adopted in June 2013. Reference is made on occasion to show that the proposals don't prejudice the emerging policy or guidance. The Council has also considered other relevant adopted SPD's and SPG's and other guidance including the emerging White City Opportunity Area Framework (WCOAPF).

4.4 In addition, Section 149 of the Equality Act (2010) which sets a Public Sector Equality Duty (PSED) came into force in April 2011 and requires the Council to consider the equality impacts on all protected groups when exercising its functions. In the case of planning, equalities considerations are factored into the planning process at various stages. The first stage relates to the adoption of planning policies (national, strategic and local) and any relevant supplementary guidance. A further assessment of equalities impacts on protected groups is necessary for development proposals which may have equality impacts on the protected groups.

4.5 With regards to this application, all planning policies in the London Plan, Core Strategy, UDP, DM Local Plan and National Planning Policy Framework (NPPF) which have been referenced where relevant in this report have been considered with regards to equalities impacts through the statutory adoption processes, and in accordance with the Equality Act 2010 and Council's PSED. Therefore, the adopted planning framework which encompasses all planning policies which are relevant in officers assessment of the application are considered to acknowledge protected equality groups, in accordance with the Equality Act 2010 and the Council's PSED. Given the proposals constitute major development which would be of strategic importance to the Borough, an Equalities Impact Assessment (EqIA) has been undertaken which is referenced

throughout the report. A summary of the equalities impacts on protected groups is set out as a separate section in the report. This draws from the outcomes set out in the EqIA which forms a comprehensive assessment of the equalities impacts of the development.

### **National Policy**

4.6 National Planning Policy Framework (NPPF) came into effect on 27 March 2012 and is a material consideration in planning decisions. The NPPF sets out national planning policies and how these are expected to be applied replacing the previous framework of Planning Policy Guidance and Planning Policy Statements. It is intended to make the planning system less complex and more accessible, to protect the environment and to promote sustainable growth. It includes a presumption in favour of sustainable development in both plan making and decision making and its publication.

4.7 The NPPF does not change the statutory status of the development plan as the starting point for decision making. Proposed development that accords with an up to date Development Plan should be approved and proposed development that conflicts should be refused unless other material considerations indicate otherwise.

4.8 A key policy of the NPPF is the requirement to ensure the planning system does everything it can to support sustainable economic growth and build a strong and competitive economy and it identifies that planning should operate to encourage and not act as an impediment to sustainable growth. It also promotes mixed use development encouraging the multiple benefits from the re-use of brownfield land in urban areas.

4.9 The NPPF is aimed at safeguarding the environment while meeting the need for sustainable growth. It advises that the planning system should;

- a) plan for prosperity by using the planning system to build a strong, responsive and competitive economy, by ensuring that sufficient land of the right type, and in the right places, is available to allow growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;
- b) plan for people (a social role) - use the planning system to promote strong, vibrant and healthy communities, by providing an increased supply of housing to meet the needs of present and future generations; and by creating a good quality built environment, with accessible local services that reflect the community's needs and supports its health and well-being; and
- c) plan for places (an environmental role) - use the planning system to protect and enhance our natural, built and historic environment, to use natural resources prudently and to mitigate and adapt to climate change, including moving to a low carbon economy. The NPPF also underlines the need for councils to work closely with communities and businesses and actively seek opportunities for sustainable growth to rebuild the economy; helping to deliver the homes, jobs, and infrastructure needed for a growing population whilst protecting the environment.

### **Strategic and Regional Policy (London Plan - 2011)**

4.10 The London Plan forms part of the statutory development plan against which planning applications are considered together with the Council's adopted local planning policies. Policy 2.5 of the London Plan identifies the site within the West London sub region and Policy 2.9 in the Inner London region. Policy 2.14 refers to areas for regeneration but some of the areas identified also fall within opportunity or intensification areas where policy 2.13 is applicable. Policy 2.13 sets out the Mayor's role in relation to 33 Opportunity Areas (OA's) and what development proposals within

OA's should achieve. Defines OA's as having a capacity for at least 2,500 additional homes and/or 5,000 jobs or a mix of the two along with other supporting facilities and infrastructure. White City is recognised in the London Plan by its classification as an OA in Map 2.4. The whole of the application site lies within the White City Opportunity Area (WCOA).

4.11 London Plan policy 2.13 states that development proposals within Opportunity Areas should:

***‘ seek to optimise residential and non-residential output and densities, provide necessary social and other infrastructure to sustain growth, and, where appropriate contain a mix of uses’ and, ‘support wider regeneration (including in particular improvements to environmental quality) and integrate development proposals to the surrounding areas especially areas for regeneration’.***

The explanatory text for this policy states:

***‘Opportunity Areas are the capitals major reservoir of brownfield land with significant capacity to accommodate new housing, commercial and other development linked to existing or potential improvements to public transport accessibility.’***

4.12 Policy 2.13 seeks to ensure development in OA's achieve the optimum intensity of residential use, but remain compatible with the local context and are well served by public transport. The strategic policy direction for the WCOA set out in Table A1.1 in Annex 1 (Ref: 32) of the London Plan states:

***“There is potential for mixed density housing and a focal point for office development at and around the tube stations at White City and Wood Lane, with other commercial, leisure, open space, education and retail uses of appropriate scale to support the local community.”***

and

***“Housing-led intensification should support local regeneration, enable estate renewal and seek a mixed and balanced community”.***

The strategic policy direction also confirms that the White City Opportunity Area has an indicative employment capacity of 10,000 and a minimum of 5,000 new homes target over the plan period to 2031.

#### **Local Policy (Core Strategy 2011)**

4.13 At a local level, the application site is the subject of a strategic site policy in the Council's Local Development Framework: Core Strategy (October 2011).

4.14 Chapter 7 of the Core Strategy: Regeneration Area Strategies sets out the Council's wider regeneration strategy. The site forms part of a Strategic Policy - WCOA (White City Opportunity Area). In line with the London Plan, policy WCOA in the Core Strategy allocates indicative targets of 5,000 additional homes (of which around 4,500 in White City East) and 10,000 new jobs. Policy WCOA states:

***“The Council will work with the GLA, other strategic partners, the local community and landowners to secure the comprehensive regeneration of the White City Opportunity Area (WCOA); and, to create a vibrant and creative place with a stimulating and high quality environment where people will want to live, work, shop and spend their leisure time. The existing estates community must be able to benefit from regeneration of the area through access to jobs, better local facilities, better and more suitable housing, and improved environmental conditions”.***

4.15 Policy WCOA adds:

***“The regeneration of the WCOA will be focused on the development of White City East, partial development of the BBC TV Centre and encouraging the regeneration of the White City and adjacent estates.”***

4.16 The supporting text in policy WCOA states the development of White City East will include substantial amounts of new housing and affordable housing, as part of mix land use schemes.

4.17 Policy WCOA 1 of the Core Strategy is more site specific. Policy WCOA 1 comprises some 18 hectares of potential development land to the north of Westfield and east side of Wood Lane. This policy identifies that the application site forms part of a Strategic Site - White City East. Also includes the BBC Television Centre, Imperial College land, Marks and Spencer Mock Shop and Westfield. A considerable amount of work has already been undertaken by the major landowners on preparation of a wider master plan for this area which is being tested in preparation of the new White City Opportunity Area Planning Framework. Taking its lead from the London Plan, policy WCOA 1 of the Core Strategy states:

***“There must be a comprehensive approach to the development of the area which provides high quality places for living and working that are well integrated with, and respect the setting of, the surrounding area. Planning applications should illustrate how proposals sit within the context of a detailed master plan for each major landholding (or group of closely related landholdings), and in line with the White City Opportunity Area Planning Framework, its indicative master plan and its transport study to provide the basis for detailed planning applications. All development must contribute to achieving the strategic policy for the opportunity area, especially in terms of directly contributing to the regeneration of the north of the opportunity area”.***

And,

***“The area should be redeveloped for a mix of housing, employment and community uses, establishing a creative industries hub, primary school, major leisure facilities, and a local centre with supporting uses (e.g. local shopping, restaurants and community facilities). 40% of housing should be affordable. Approximately 25% of housing should be social rented in sizes and types that enable local estate regeneration. Provision of some student accommodation is appropriate as part of a satisfactory overall mix of housing.”***

**Unitary Development Plan (as amended 2007 and 2011)**

4.18 The local planning policies set out in the Unitary Development Plan (as amended 2007 and 2011) have been partly superseded by the Local Development Framework

Core Strategy. The remaining UDP policies that have not been superseded will continue to be used alongside the Core Strategy and LDF proposals map until they are replaced by the emerging Development Management Local Plan (DM Local Plan) document which is expected to be adopted in June 2013. Although there are no specific policies for the WCOA, a number of UDP policies relevant to the proposal are covered in the relevant topics of this report.

#### **Emerging Development Management Local Plan document (DM Local Plan 2013)**

4.19 In addition consideration should be given to the draft Development Management Local Plan document which will form part of the LBHF Local Development Framework when adopted in June 2013. The DM Local Plan sets out the proposed development management policies used in helping to determine planning applications. The DM Local Plan will replace the remaining saved policies of the borough's adopted UDP and will be used together with the Core Strategy and the London Plan. The draft Development Management Local Plan has been submitted to the Planning Inspectorate for Examination and the Inspector's Report has been received. Although not yet adopted, the draft Development Management Local Plan as an emerging policy document is a material consideration in the determination of planning applications.

#### **Draft White City Opportunity Area Planning Framework (WCOAPF)**

4.20 The Council is in the process of developing a guidance planning document for the wider White City Opportunity Area. Jointly with the Mayor of London (GLA) and in partnership with Transport for London (TfL), the Council is producing a planning framework for the Opportunity Area in the form of a Supplementary Planning Document (SPD) and as an SPG to the Mayor's London Plan. It aims to set out a master planning framework within which individual schemes could be brought forward for large scale mixed used developments providing substantial new housing and jobs and accessible to good public transport.

4.21 The principle of regeneration in this Opportunity Area are already well established in the London Plan (2011), Core Strategy (2011) and White City Opportunity Area – A Framework for Development SPG (2004) (the White City SPG). The White City SPG remains extant guidance but was adopted over eight years ago as supplementary guidance to UDP at the time (as the Committee will be aware, SPG's do not form part of the development plan).

4.22 The White City SPG has effectively now been superseded by the site specific policies contained within the Core Strategy for the White City Opportunity Area including policy BE1. At the time of adoption of the White City SPG, the site was designated within the UDP for employment use (B1-B2 – light industrial and general industrial use). The UDP was amended in 2007 (and 2011), and policy E1 which designated the site for employment use was removed from the amended UDP. Core Strategy policies WCOA, WCOA 1, WCOA 2 and WCOA 3 now provide up to date site specific policies in which to assess planning applications in the WCOA. Therefore, whilst the 2004 White City SPG has not formally been revoked or revised, officers form the view that it should be given little weight as supplementary guidance to the 2011 Core Strategy and that there are sufficient freestanding policies within the Core Strategy, London Plan and amended UDP in which to assess this proposal against.

4.23 Strategic Policy WCOA in the Core Strategy requires all developments within the White City Opportunity Area to have regard to and be considered against the White City Opportunity Area Planning Framework (WCOAPF) with similar reference within policy

WCOA 1. The Council in collaboration with the GLA and partners have been preparing the WCOAPF since 2009, which builds upon the Core Strategy Regeneration policies and promotes the regeneration of the wider White City area. The draft WCOAPF encompasses an overarching strategy for urban design, land use, housing, transport, social and environmental and provides policy guidance for developers and landowners in order to ensure a comprehensive approach is taken to the redevelopment of the area.

4.24 The WCOAPF sets out an overview of the preferred approach to future development in the eastern part of the OA (White City East). It identifies a number of strategic sites where the majority of new development should be focused. This includes the application site allocated as a development opportunity site. Recognises development sites to the east of the OA “provide the opportunity to build new high quality housing” Overall the OAPF supports medium to high density housing as part of a mixed use development, together with the creation of north-south connections and linkages to the east-west connection on the Imperial College site. A tall building (up to 30 storeys) is supported to the North West corner of the site and taller buildings along the eastern boundary (11-20 storeys) are also set out in an indicative master plan. A key element of the framework is the deliverance of 4,500 new homes east of Wood Lane in a broad range of tenures, house sizes and affordability.

4.25 The draft WCOAPF went through its first round of public consultation in April-June 2011. The final round of consultation is expected to take place in 2013. However, given the operational requirements of the applicant they have decided to engage with the Council to bring forward proposals prior to the draft WCOAPF being adopted. Other landowners in the Opportunity Area are similarly engaging with the Council to bring forward proposals.

4.26 A Development Infrastructure Funding Study (DIFS) is also being prepared as part of the WCOAPF, in order to identify the cost of and secure a comprehensive package of physical, social and economic infrastructure investments to support the level of development proposed in the WCOA. The DIFS commenced in July 2011. The DIFS has not yet been completed but is anticipated with the release of the next consultation version of the WCOAPF. The DIFS suggest setting a tariff approach towards providing the total infrastructure required as part of the redevelopment of the Opportunity Area. This tariff would be used as a guide to negotiations with developers prior to any development in relation to legislation in respect of Section 106 and CIL.

4.27 The draft WCOAPF is being brought forward by the Council as a Supplementary Planning Document (SPD) and as such will not form part of the development plan when formally adopted. In addition, the guidance is only in draft form at the present time, and as indicated above it is due to go out to a further round of consultation. In this context officers note that the first round of consultation generated a significant level of response. For these reasons therefore, it is the view of officers that in considering the merits of this application it is only appropriate to attached very limited weight to the draft WCOAPF and to focus instead on the extent to which the proposal comply with up to date, adopted policy in the development plan.

4.28 Further in this context, officers note that objectors to the application have questioned the basis on which the draft WCOAPF has been promoted as SPD. In consideration of the Imperial college scheme it was contended that it should have been promoted instead as an Area Action Plan (AAP) and therefore subject to scrutiny by an independent planning inspector. Notwithstanding that officers are content that the

Council's procedures are robust, they note that the Council's decision to adopt planning guidance relating to Shepherd's Bush Market as SPD rather than an AAP was quashed in *R (Wakil) v LBHF* [2012] EWHC 411. Officers are however of the view that the circumstances relating to the draft WCOAPF are materially different to those in the Wakil case. However, for this reason also set out in the paragraph above, it is felt that it would be inappropriate to attach more than very limited weight to this emerging document.

4.29 Taking account of the adopted Core Strategy, London Plan and relevant UDP policies, officers have weighed up the merits of the proposals in order to establish whether this application is compliant with these planning policies and also considered whether the proposals would prejudice the Council's ability to bring forward a supplementary planning document consistent with the Core Strategy. In this context, officers have considered whether the proposals are premature.

4.30 In summary, in light of the relevant and up-to-date planning policy context (Core Strategy, UDP and London Plan policies), the nature of the proposed uses and the scale of development, officers are satisfied that the application would comply with the development plan. Having regard to the degree to which the proposals comply with the development plan, and also having noted that they broadly accord with the emerging WCOAPF, officers do not consider that their promotion in advance of the adoption of SPD for the White City Opportunity Area renders the proposals premature so that they would frustrate the Council's development plan.

4.31 The London Plan and Core Strategy for LBHF have been adopted for development control purposes and coupled with the UDP 2011; these documents form the primary basis against which officers have assessed the application.

#### **A Case for Regeneration:**

4.32 Current national planning policy supports the regeneration of under used urban brown field sites and the delivery of mixed and balanced communities. The focus of the NPPF is on the key themes of growth, change, regeneration and development.

4.33 The Core Strategy states that a comprehensive approach to regeneration will be adopted in the borough by focusing and encouraging major regeneration and growth in the five regeneration areas identified in the borough (Strategic Policy A). In the Regeneration Areas, the Council aims to tackle the physical nature of places thereby making them better places to live and work. Regeneration is necessary to address high levels of multiple deprivations and achieve better quality accommodation and decent neighbourhoods.

4.34 It is the Council's core objective (explained in the Core Strategy) to complement physical change with social and economic regeneration, and improve life chances through improved education, health, safety and access to employment and better homes. The regeneration areas including White City represent an opportunity for significant new sustainable place making and will provide the focus for new development in the borough.

4.35 White City is in need of regeneration and the application site presents a unique opportunity to contribute towards securing benefits for the wider area through additional housing provision, access to a range of jobs, improved linkages with the wider area, better community and leisure facilities and improved environmental conditions.

Underpinning the regeneration objectives is the need to create a more sustainable, mixed and balanced community and to raise educational standards in the Borough and in London which will contribute towards reducing levels of social deprivation.

4.36 The application site was occupied up to 2002 by Dairy Crest, as a major milk processing and bottling plant. At that time, the site was identified in the London Plan as part of a wider Strategic Employment location. However, it was acknowledged that the area had greater development opportunity which led to its identification as part of an Opportunity Area in the London Plan 2004 and the London Plan 2011 and removal of the area as a Strategic Industrial Location. Since 2002 this site has been under-used, pending redevelopment and has been occupied for some time by a number of temporary uses. The policy framework for the area as included in the London Plan 2011 and the Core Strategy is for a mixed use regeneration approach across the OA including the provision of substantial new homes and jobs.

4.37 The Council's Core Strategy policy WCOA sets out the key policy considerations for the OA as a whole. Development proposals should be linked to and benefit the regeneration of the whole Opportunity area. Specifically development should assist in achieving a mixed and balanced community across the whole area. It sets out the measures that should be used to achieve this including housing type and mix and the provision of affordable housing to secure estate regeneration; measures to improve the participation of the local workforce within the job opportunities to be created; environmental improvements and improvements to environment and sustainability; and provision of land or buildings for social and transport infrastructure. Development should be low to medium rise but tall buildings of exceptional quality could be permitted in certain locations, close to the A40 and A3220. The overall quantity of development should have regard to the capacity of the public transport and highway networks. There is a strict requirement for high levels of environmental performance.

4.38 Core Strategy Strategic site policy WCOA 1 covers a much larger site than the application site itself and includes the BBC TV Centre to the west of Wood Lane and sites to the north including the former BBC site at Woodlands now being developed by Imperial College and land to the south including the Marks & Spencer warehouse in use as a "mock" shop and further south the Ariel Way industrial estate where planning permission has been given for the extension of Westfield shopping centre. It sets out an aspiration that there should be a comprehensive approach to development with individual proposals contributing to a wider master plan for the area. The uses should include "a mix of housing, employment and community uses, establishing a creative industries hub, primary school, major leisure facilities and a local centre and supporting uses....." There should a high quality public realm.

4.39 The proposal is for a mixed residential led scheme that includes significant levels of new housing with up to a maximum of 1,150 homes; offices and employment uses and a range of other retail, community, leisure and health facilities. The proposal includes routes that link the development to the north and south of the site thus improving connectivity. Most of the non housing uses on the site would be placed at the southern end, near to White City station and focus primarily on offices and ground floor retail and restaurant activity.

4.40 It is considered that the proposed redevelopment of the application site delivers comprehensive mixed use regeneration and is in conformity with the policy context. The application site is part of a London Plan designated Opportunity Area and the reason for

designating such areas is to stimulate regeneration. The very essence of Opportunity Areas is change and regeneration of a substantial scale. New housing and economic growth are key to delivering the regeneration of Opportunity Areas. The housing targets in the London Plan are predicated on housing-led redevelopment and the regeneration of the Opportunity Areas. The Areas are crucial to the growth of London and to achieving its physical, social and economic regeneration.

4.41 The proposed residential led mixed use redevelopment of the application site is supported at all levels of planning policy and is considered to be in accordance with national policy, London Plan policy and relevant Core Strategy policies. To ensure the delivery of an acceptable mixed use scheme through the Reserved Matters applications, a condition will require the submission and approval of a land use plan (Condition 6).

4.42 As mentioned Core Strategy policies WCOA and WCOA 1 seek new development to improve connections to facilitate east - west movements. The application site is heavily constrained at present by the infrastructures of the West Cross route, underground and over ground rail lines and the elevated Westway. Vehicular access is limited to only Depot Road that bridges over the Central Line tracks. The application proposes to improve connectivity through a clearly defined network of new streets within the site and extend to the wider area which includes a new connection from Wood Lane. The entrance to the site would be enhanced by a new bridge link, reconnecting the site directly with Wood Lane and the wider road network. The proposed road network and routes through the site as shown on the Parameter Plans would provide a good level of permeability and overcome the existing severances to this part of the OA. Whilst the proposals do not provide a direct link to RBKC, the proposed layout does facilitate north-south re connections. A proposed new pedestrian/vehicular route beneath the Westway would tie the application site to the Imperial College development proposals and provide a further link with the proposed underpass funded by Imperial College scheme, to run underneath the over ground rail line north of the Westway with RBKC. Similarly the development is designed to encourage new linkages with land to the south of the application site. Overall these links are viewed by officers in the Council and GLA/TfL as being an integral part of the proposal and to the benefit of the wider OA.

### **Phasing of the development**

4.43 It is proposed that the development would be implemented in phases over a predicted 11 year period. The applicant has submitted an indicative phasing plan with a broad indication of the timescale envisaged for the release of the main areas to enable the assessment of the likely environmental effects within the ES. This shows that following initial enabling and demolition works and the construction of the new bridge over the Central Line cutting, the development would be broken up into a series of areas 'phases' and a phased development of each or in some cases more than one phase would overlap. The proposed tower building on building plot J would be delivered towards the end of the development. A condition would ensure that development takes place in accordance with a more detailed phasing plan as part of the submission of Reserved Matters (Condition 5). Whilst there are no relevant development plan policies in regard to phasing, officers consider the proposals would result in an acceptable residential led mixed use development.

### **Land Uses: Employment-Offices.**

4.44 The application would result in the redevelopment of a former milk processing and distribution depot. The existing B Class floor space is approximately 14,310 sq m. Since

2002 the buildings and land have been underused whilst the site awaits redevelopment. The site is occupied by a variety of small and temporary B Class industrial and distribution businesses/users, operating in short term accommodation. Although it is acknowledged that there would be an impact in the short term as a result of the closure of this site, to a large extent the businesses could be relocated to other premises run by the same operator.

4.45 In its place a comprehensive residential led mix use redevelopment is proposed on the site, although with a relatively large component of commercial use proposed. The scheme proposes up to 19,623 sq m (GEA) Class B1 business floor space (approximately 13.8% of the occupied floor space). The majority of the commercial space is focused in a single purpose built office building. The office use would largely occupy the upper floors of building plot A, located in the south west corner of the site and close to White City underground station. The Parameter Plans allow for other small scale B1 businesses at ground floor level on the site, in building plots A and B.

4.46 The overriding emphasis in both national and regional policy is to enable increased provision for new housing, albeit not at the expense of existing economic activity. National and regional policy specify that employment land and premises should be retained where needed and intensified where appropriate, but unwanted or inappropriately located, under-utilised land or premises should be released to provide for increased housing, either as a single use or as a mixed use scheme. The NPPF states that planning policies should avoid long term protection of sites allocated for employment use where the site is no longer required for such use. The appropriate London Plan policies regarding offices and industrial land are 4.2 and 4.4. Policy 4.2 which state that boroughs should seek renewal and increases in current office stock where there is a local evidence based demand for office based activities. The SPG 'Land for Industry and Transport' allows for change of use to residential where the existing premises can be deemed surplus to requirements.

4.47 Core Strategy - Strategic Policy B, policies WCOA and WCOA 1 and borough wide policy LE1 are also of relevance and comprise the appropriate provisions of the development plan in relation to employment uses and the loss of employment accommodation from the application site. Policy B1 of the draft DM Local Plan also seeks to support new employment uses and the intensification of existing employment uses whereas policy B3 seeks appropriate employment and training initiatives for local people.

4.48 In respect of employment uses, the borough's Core Strategy policies follow on from those policies in the London Plan within which a range of uses as part of a mix regeneration scheme is expected. Current policy framework in the development plan seeks to encourage the retention of valuable, appropriately located employment property, whilst releasing surplus, inappropriately located property to provide for housing or mixed use. Strategic Policy B of the adopted Core Strategy seeks to support the local economy by providing for inward investment in the preferred locations and by the protection of existing employment land where there is significant existing employment. It also adds "substantial office based development is encouraged in the White City Opportunity Area as part of a mixed use approach with residential, and there should be a focus on creative and bio-tech industries".

4.49 The overarching strategic London Plan policy for the White City Opportunity Area identifies an indicative employment capacity of 10,000 jobs and identifies the

opportunity for further commercial development “building upon the area’s strengths in creative, media and entertainment business”. It adds there should be a “focal point for office development at and around the tube stations at White City and Wood Lane with other commercial, leisure, open space, education and retail uses of appropriate scale to support the local community”.

4.50 Core Strategy policy WCOA also includes reference to the creation of 10,000 new jobs and seeks an environment where people do not only want to live but also “work, shop and spend their leisure time”. Paragraph 7.12 of the supporting text to WCOA states “to develop a new creative quarter, with the potential for not only replacing the jobs lost by the relocation of the activities in the BBC TV Centre by 2012, but also for creating additional employment”. It goes on to explain the Council aims in providing conditions for creative industries to establish and expand in the area and of encouraging research and development that could be related to Hammersmith Hospital and Imperial College. It also states in paragraph 7.13 that “The main area for new employment will be as part of a mixed use development east of Wood Lane”.

4.51 Policy WCOA also states that White City East (WCOA 1) should be redeveloped for a mix of housing, employment and community uses and the establishment of “a local centre with supporting uses (e.g. local shopping, restaurants and community facilities)”.

4.52 Policy LE1 permits the change use of unused or underused employment land to residential or mixed use development “if there is no clear benefit to the economy in continued employment use” and policy LE1 (iii) supports the loss of employment land if “it can be satisfactorily demonstrated that the property is no longer required for employment purposes.” Also states that “it is important that new and refurbished business developments provide accommodation that can meet the needs of a variety of activities, including start-up businesses, so that the rich mix of businesses in the borough can continue”. The existing employment businesses/users on the site are all temporary occupiers on short term licenses. Therefore, the exact numbers of persons currently employed is not known. The applicant states the existing businesses on the site are operating on a short-term basis and expect to transfer at some stage to similar sites on the same basis. Euro Storage currently provides 8 sites in west and North London for open business and storage purposes. Officers therefore consider that the loss of the existing temporary businesses on the application site is justified in this case. The application site sits within Strategic Policy WCOA and officers consider that policy LE1 to be out-weighted by the provisions in the site allocation policies WCOA and WCOA 1 This policy identifies development within this area will include a mix of uses including new business floor space and substantial amounts of new housing including the provision of affordable housing which could enable housing estate regeneration in the wider White City area. Accordingly, officers consider that the proposed residential led mix development gives a demonstrably greater benefit to the borough and opportunity area that could not be provided elsewhere which would help off-set the loss of the existing employment uses. It is therefore apparent that the site is suitable for a residential led development, which is accepted in both the London Plan and Core Strategy policy.

4.53 Whilst acknowledged to be of little weight as a material consideration, the draft WCOAPF aims to build on existing institutions and businesses already existing in the area, such as the BBC and Imperial College. It considers there is an opportunity to attract new jobs into the area on the strength of existing media, research/innovation and fashion uses and the good public transport links. Furthermore new development would

take advantage new office-based creative industries focussed along Wood Lane and close to transport hubs, as part of sustainable mixed use schemes. There is a lack of new Grade A space in the locality. It is considered the proposed office use within the proposal would benefit from this location close to Hammersmith office locations and good transport connections.

4.54 In spite of this loss of existing employment floor space, good quality new business floor space is proposed on the site, with up to 19,623 sq m floor office space being applied for. There is no requirement in the relevant policies for a specific amount of business floor space. However, all the individual schemes in the WCOA are expected to contribute to the allocated target of 10,000 new jobs set for the area. The supporting Environmental Statement (ES) estimates that the development would generate a total of 1,448 new jobs on the site once completed. The new office space would have the potential to generate up to 1,308 new jobs with a further 103 jobs in the retail and 37 in leisure and community sectors. These figures are based on assumption of the density for the different land uses. Although this equate to about 15% of the overall employment target of 10,000 additional new jobs for the WCOA allocation target, the increase in employment on this site is considered of significant benefit and would contribute towards the provision of jobs in the White City area in line with this strategic policy, taking into consideration the percentage of new housing also proposed. In addition, it is also estimated that approximately 220 Full Time Equivalent (FTE) construction jobs would be created over the estimated 11 year build out period with a further 485 FTE jobs indirectly supporting these services. These jobs are an important provision and contribute towards the generation of employment in this location.

4.55 Officers have negotiated with the applicant to ensure that appropriate s106 controls are put in place to optimise local recruitment during construction phases, to ensure new jobs and training initiatives are accessible to local people, particularly those living in White City and the surrounding area. The applicant has expressed a willingness to work with LBHF in fostering a partnership whereby employment training, outreach programmes, skills development, traineeships, apprenticeships, job fairs and workshops are more actively promoted to local people. In addition, the applicant has confirmed their commitment to business procurement whereby local firms, businesses and practices would have the opportunity to compete for construction contracts as part of a tendering process aimed at assisting local business. The strategy would need to consider amongst other matters, impacts on the equalities groups to ensure all people have access to jobs.

4.56 Through the Section 106 agreement, the LPA would secure a clause which requires an on-going commitment from the applicant, in partnership with the Council to fund apprentice and trainee placements for residents of the Council in partnership with the developer. The applicant has agreed to sign a Local Employment agreement and pay a contribution of £1,100,000 considered necessary to mitigate the effects of the development and contribute to the wider WCOA economic, social, physical and environmental infrastructure improvements.

4.57 In summary, the office and retail space opportunities generated by the development are regarded by officers to represent a major contribution towards meeting the overall jobs target in the Opportunity Area, and providing opportunities aimed principally at those in the greatest need, the development would bring about employment for the borough addressing problems of social deprivation at the same time as stimulating the economy. In conclusion, the proposals are considered to be in

accordance with both strategic regeneration objectives in the Core Strategy along with the detailed opportunity and regeneration area site policies which aim to deliver regeneration in the Borough.

4.58 In light of the above, when assessed against the various relevant policies and taking into account the poor condition of the site and regeneration benefits to the officers consider a sound case has been made to justify the loss of the employment use on this site to accord with Core Strategy policy LE1. In this respect the change of use to residential can be considered acceptable in principle, in accordance with London Plan Policies 4.2 and 4.4, Core Strategy Policies WCOA, WCOA 1, LE1 and Policy B1 of the Submission DM Local Plan.

#### **Other Non Residential Land Uses:**

4.59 The development specification states that up to 2, 320 sq m (GEA) commercial (Class A1-A5) floor space would be provided. The proposed uses range from retail to café, bar and restaurants uses, located within the ground level of the building plots (A, C and D). In addition a children's day care facility or health centre (Class D1) is proposed within building plots A and/or B, plus leisure facilities (plot Band J). A larger community and or leisure facility is proposed within Building plot L. Given the application is at outline stage the flexible mix of uses requested are considered appropriate.

#### **Class A1-A5 uses**

4.60 A key issue is the scale of the retail floor space proposed in the scheme. The site is not located within any shopping frontage or area designated by the UDP but close to Shepherds Bush town centre. The quantum of retail floor space proposed does not exceed the threshold of 2,500 sq m as set out in paragraph 26 of the NPPF and paragraph 4.51 of the London Plan. Strategic Policy C of the Core Strategy states "In major regeneration areas new shopping facilities of an appropriate scale will be required to provide for the day to day needs of people living and working in the area."

4.62 The applicant intends to provide different and vibrant small scale uses in and around the Urban Square, serving the local needs of residents, workers and visitors. Restaurants and bars would add to vibrancy and atmosphere of the square, providing a focal point where people can sit and enjoy the space. The inclusion of such uses in the part of the development is considered critical to the development's overall success and would be entirely appropriate in this location and complement the proposed residential/non residential uses. Officers consider this component of the development to be of a relatively small scale, sufficient to establish sustainable shopping patterns and dissuade residents from travelling to stores further afield for their day to day needs. This floor space is therefore considered to be of sufficient quantity to stimulate the Urban Square and key primary routes and yet provide a local level provision that will not impact on existing surrounding centres. Full details of the mix and location of the uses would be submitted for consideration at the Reserved Matters stage. A condition is recommended to ensure that no individual A1 to A5 uses exceed 500 sq m net sales or can be amalgamated and that the A3-A5 uses will not constitute more than 50% of the retail floor area of the scheme (Condition 86). This would ensure that no unacceptable impact is caused by such uses. Conditions relating to full details of location and equipment such as means of extraction associated with A3-A5 uses and details of outdoor seating are recommended to ensure no adverse effect on residential amenity and function of the area. (Conditions 89, 90 and 93).

#### **Health and Social Care facilities**

4.63 The Development Specification would provide up to a maximum of 3,200 sq m (GEA) health / community / leisure floor space within Class D1 and D2. These uses would be distributed across the site and include a multi purpose community/leisure facility with up to 1,470 sq m floor space, located beneath the Westway on building plot L. The proposed health and community uses would provide a balanced range of facilities for new residents and workers within this part of the OA.

4.64 Together with London Plan policy 3.16, policies 3.17 – health and social care facilities, 3.18 – education facilities and 3.19 – sports facilities, seek to ensure that new housing provision is complemented by adequate social and other infrastructure.

4.65 The Core Strategy aims to support the reorganisation of healthcare in the borough and identifies the need for a new health facility serving the WCOA, but the location is not specified. Policy CF1 sets out a number of measures to support community facilities and services. Includes encouraging the co-location of community facilities and services where opportunities arise, assisting in securing sites for future healthcare provision, improving the range of leisure, recreation, sports, arts and cultural facilities, in particular major new leisure and recreation facilities in the White City Opportunity Area and requiring developments that increase the demand for community facilities and services to make contributions towards, or provide for, new or improved facilities. UDP policy CS5 supports the provision of suitable local premises to voluntary and community groups as a community benefit in commercial developments, where this is appropriate. Policy CS10 relating to Local Community Services states that proposals for the provision of general medical practitioner services and other local community services will normally be given sympathetic consideration, providing they are compatible with the local environment and proven local need exists. Furthermore it is acknowledge that there will be a need for nursery provision as part of the development of the OA.

4.66 It is proposed that there would be two poly-system hubs, one of which would be in White City. Permission has already been granted and works commenced in Bloemfontein Road for a large integrated health and well being hub, with up to 3,400 sq m floor space, providing GP rooms, dental surgeries, chiropody a day surgery, district nurse rooms, a health visitor room and a pharmacy together with other services such as radiology, speech and language, mental health and health trainers as well as a learning difficulties day centre. This facility is due to open in early 2014. It is also accepted that additional primary healthcare facilities would be required to mitigate development in White City East area. Whilst of little weight, the draft WCOAPF has identified a requirement for accommodation for primary healthcare facilities to meet the demand from potential development in the OA, in the form of a practice of approximately 7-8 general practitioners and associated health care teams. This application states that initial discussions have taken place with the Primary Care Trust (PCT) with the potential for an on site facility. The residential population generated by the completed development is estimated to be approximately 2,600 which in itself would generate a need for nearly 1.5 GP's, based on a ratio of 1 GP per 1,800 patients. Therefore although there is no requirement to provide a health facility from this development alone, the application envisages the provision of a health facility on the site or a financial contribution towards the additional provision if the PCT does not consider on site provision necessary. The applicants have allowed a health or a community facility within the Parameter Plans, identifying a maximum space of 2,590 sq m. The commitment to provide either a health centre or a financial contribution towards health is welcomed.

### Community/Leisure facilities

4.67 The application also identifies an indoor facility with facilities included for local community arts/social activities where appropriate. The community/leisure use has the potential to be a training/meeting place and/or youth space or alternatively a sport facility which could complement the existing facilities at the Westway Sports Centre. The provision of this use is expected to be on two floors and would be approximately 1,470 sq m in size. Officers are satisfied that this use could create activity and vibrancy in an area of the site currently closed off to the general public. Given the nature of the application no detailed layout plans have been submitted. Details of the operations and delivery of these facilities and how they would serve the local community need to be provided at the Reserved Matters stage. The S106 agreement would also secure an on site provision for a community and leisure uses and possibly a crèche facility. Issues relating to how this community facility would be provided and operated in the future need to be in the s106 together with provision that the use is properly provided to the local community at an affordable rate. At this point it is considered this use is of huge benefit to existing and future residents which would help integrate the development with the existing community.

### Conclusion

4.68 A key policy of the NPPF is the requirement to ensure the planning system does everything it can to support sustainable economic growth and build a strong and competitive economy and it identifies that planning should operate to encourage and not act as an impediment to sustainable growth. It also promotes mixed use development encouraging the multiple benefits from the re-use of brownfield land in urban areas. Overall the non residential provisions are considered in accordance with national planning policy, London Plan policy 4.6 and relevant Core Strategy and UDP policies. It would redevelop what is currently an underused brownfield site within London for the benefit of the local area and wider economy. Overall the above facilities fall with the list of uses considered acceptable as part of WCOA 1 to create a “vibrant and creative place”. These uses will not form the main land uses but would contribute to meeting local objectives. The type and nature of the community facilities will be dependent on further discussion with the Council and key stakeholders and controlled through appropriate planning obligations in the Section 106 agreement.

### **Housing:**

4.69 The main land use issue is the consideration of the proposed residential led use on this site in light of current planning policy. The NPPF seeks to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities. The NPPF includes twelve core planning principles, several of which are particularly relevant to new housing. These include the following:

- enhancing and improving the places in which people live;
- support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places;
- effective use of land by reusing land that has been previously developed (brown field land), provided that it is not of high environmental value;
- promote mixed use developments, and encourage multiple benefits from the use of land in urban and rural areas.

4.70 The NPPF requires a balancing exercise of the regeneration needs set out in local policies against the need to encourage economic growth and stimulate development in the key regeneration areas that are in most need of investment.

4.71 In general the London Plan recognises the need for more homes in London, support high density residential development within or in proximity to town centres and encourages the provision of additional housing above the stated minimum targets; subject to compatibility with the local context and sustainable principles. London Plan policy 3.3A to G sets out the Mayor's strategic criteria for increasing housing supply up to 2021. Policy 3.3A recognises the pressing need for more homes in London in ways that provide a real choice at a price Londoners can afford. Policy 3.3B states that an annual average of 32,210 net additional homes should be delivered per annum in London. Within this overall aim, Table 3.1 sets an annual target of 615 net additional dwellings for Hammersmith and Fulham (excluding an increment in provision in the Earls Court West Kensington Opportunity Area). Policy 3.3D of the London Plan states that boroughs should seek to achieve and exceed the housing targets set out in Table 3.1 of the plan.

4.72 London Plan policy 3.4 seeks that development optimises housing output within the relevant density range while respecting local context, the Plan's design principles and public transport capacity. Policy 3.7 'Large Residential Developments' encourages large development sites (in excess of 5ha or 500 units) to be located within areas of high public transport accessibility and for them to be the subject of plan led and consultative processes to coordinate provision of necessary infrastructure and to provide distinctive character consistent with the development density guidance that is provided in Table 3.2.

4.73 As explained earlier in this section, the site falls within the White City Opportunity Area whereby the London Plan identifies there is capacity for a minimum of 5,000 new homes. This regeneration objective is also reinforced by the Core Strategy at Policy WCOA which identifies an indicative number of 5,000 additional homes (of which about 4,500 are in White City East).

4.74 Core Strategy Policy WCOA also states that new homes built in White City will be expected to provide a local ladder of affordable housing opportunity. Furthermore, regeneration schemes will need to provide an appropriate level of supporting leisure, green space, schools, community and other facilities. The policy states that development of privately owned land in White City West and East will not be acceptable unless it contributes directly to regeneration of the whole of the north of the Opportunity Area.

4.75 Core Strategy 2011 Policy H1 reiterates the London Plan's annual target of 615 net additional dwellings for the borough including the provision of new housing through conversions and policy H4 seeks to increase the supply and choice of high quality residential accommodation. Policy DM A1 of the submission DM Local Plan states the Council will seek to exceed the London Plan housing target by seeking housing on both identified and windfall sites and as a result of change of use.

4.76 In light of the relevant adopted policy within the London Plan and the Core Strategy, the principle of providing new housing within the development site would accord with the overall provisions in the Core Strategy, London Plan and NPPF (Developing a Wide Choice of Homes).

4.77 Residential use would be the essential part of the proposed development. The application seeks permission for a maximum of 116,117 sq m (GEA) of residential floor space which could accommodate up to 1,150 new homes, depending on the precise

mix of unit sizes. The housing is proposed in an area that benefits from good public transport accessibility and would provide a substantial contribution towards meeting the established London Plan and Core Strategy housing targets. It is therefore considered that the principle of a residential led mixed use application is considered to comply with the land use policies and guidance set out in the NPPF London Plan and Core Strategy.

### **Affordable Housing:**

4.78 Given the amount of new housing which forms part of this scheme, officers have considered whether the proposals are in line with the London Plan and Borough's regeneration and affordable housing objectives set out in the strategic objectives chapter and strategic policies chapter of the adopted Core Strategy.

4.79 At a strategic level, policies 3.8, 3.9, 3.10, 3.11 and 3.12 of the London Plan are relevant to affordable housing. The London Plan seeks to ensure that an average of 13,200 new affordable homes is built each year across London. This would equate to approximately 40% of the total number of units required under housing targets. This affords Local Authorities greater flexibility in how they secure affordable housing units. Policy 3.8 of the London Plan identifies amongst other things that development should offer a range of housing choices in terms of sizes and types including affordable family housing as a priority. Policy 3.9 addresses the need for promoting mixed and balanced communities by tenure and household income particularly in some neighbourhoods where social renting predominates and there are concentrations of deprivation. Policy 3.10 sets out the criteria for housing to fall within the definition of affordable housing with the supporting text cross referencing the household annual income ranges within the London Plan Annual Monitoring Report for intermediate housing. The supporting justification to policy 3.10 defines the affordability requirements for intermediate housing. In the 2011 London Plan, the Mayor sets out a higher intermediate housing income threshold of £74,000 for households with dependents, in order to reflect the higher cost of both developing and buying family-sized homes in London. This figure was derived by up rating the upper income threshold in the Plan (£61,400) by 20%. The upper threshold for intermediate family housing can therefore be updated by adding 20% to the general threshold of £64,300, for a figure of £77,200

4.80 Policy 3.11 of the London Plan sets a target for boroughs to 'seek to ensure that 60% of the affordable housing provided is social rented housing and 40% is intermediate housing'. The second part of the policy 3.11 relates to the establishment of Borough level affordable housing targets through LDF preparation that takes account of a range of considerations that include strategic and local circumstances, mixed and balanced communities and viability.

4.81 Policy 3.12 goes on to declare:

'The maximum reasonable amount of affordable housing should be sought when negotiating on individual private residential and mixed use schemes, having regard to:

- (a) current and future requirements for affordable housing at local and regional levels identified in line with Policies 3.8 and 3.10 and 3.11;
- (b) affordable housing targets adopted in line with policy 3.11;
- (c) the need to encourage rather than restrain residential development (Policy 3.3);
- (d) the need to promote mixed and balanced communities (Policy 3.9);
- (e) the size and type of affordable housing needed in particular locations; and
- (f) the specific circumstances of individual sites'.

4.82 Part B of policy 3.12 seeks negotiation to secure the maximum reasonable amount of affordable housing within new development taking account of the individual circumstances including development viability. It advises that 'negotiations on sites should take account of their individual circumstances including development viability, the availability of public subsidy, the implications of phased development including provisions for re-appraising the viability of schemes prior to implementation ('contingent obligation'), and other scheme requirements'.

4.83 At a local level Core Strategic Policy H2 states that 40% of the new housing should be affordable and provide a better overall mix of unit sizes to help alleviate overcrowding in existing accommodation. However, Policies WCOA and WCOA 1 of the Core Strategy are more specific to this site and all development within White City. Policy WCOA confirms that development of land in White City East should provide a sufficient mix and quantity of social rented housing (approximately 25% of all new housing units) to enable the opportunity for a proportion of existing estate residents to be re-housed in better accommodation. This policy together with policy WCOA 1 envisages that privately owned land such as the application site would contribute towards the regeneration of the housing estates to achieve a more mixed and sustainable community across the area within which the existing community can thrive as a result. The policy reflects the guidance in the NPPF which encourages sustainable mixed and balanced including blast resistant glazing communities.

4.84 Policy H2 of the Core Strategy requires the provision of affordable housing on sites that have the capacity for 10 or more units. As the development site falls within a regeneration area with Council estates in the vicinity, Policy H2 acknowledges that proposals should normally make provision a small proportion of social housing to enable regeneration of the Estates. In negotiating for affordable housing and for an appropriate mix of intermediate, affordable rented and social rented housing in a proposed development, the Council will take into account:

- Site size and site constraints;
- Financial viability, having regard to the individual circumstances of the site, the availability of public subsidy and the need to encourage rather than restrain residential development; and
- The affordability and profile of local housing; the scope for achieving a more mixed and balanced community in the borough, or in an area where there are existing concentrations of social rented housing.

4.85 Whilst of little weight and although no proposals are set out in the draft WCOAPF for the refurbishment or redevelopment of the housing estates, section 6.2 of the document suggests that subject to further consultation with residents, new development of affordable housing in White City East may provide opportunity for residents who consider themselves to be living in less than ideal circumstances or environmental conditions in the existing estates to move to a new social rented home in the development, or enable residents the opportunity to move into intermediate housing if they could afford to. This responds to Core Strategy policy WCOA and WCOA1 . It adds that subject to viability, approximately 25% of all the new housing should be social rented housing and 15% intermediate so that the affordable housing units could be used for the regeneration or refurbishment of housing estates in White City.

4.86 In determining the acceptability of the proposals in accordance with London Plan policies and policies H2, WCOA and WCOA1 of the Core Strategy, regard has been given to the site size and constraints, financial viability, the individual circumstances of

the site, the availability of public subsidy and the need to encourage rather than restrain residential development.

4.87 The applicant's submitted Financial Viability Appraisal (FVA) indicated that the regeneration of the site could not support affordable housing if other requirements including the Mayoral CIL and Section 106 financial obligations necessary to mitigate the impact of the development were met. Key individual circumstances of the site were taken into account, in line with the wording of Core Strategy H2. In particular, bridging over the Central line and constructing the majority of the site on a raised podium deck would come at a significant cost to the developer which reduces the overall viability of the development. As part of the appraisal and for the purposes of determining the amount and type of affordable housing, no grant funding was assumed as currently, there is no availability of public subsidy for the affordable housing.

4.88 Drivers Jonas Deloitte (DJD) were commissioned to undertake an independent review of the applicant's financial viability appraisal in order to advise whether the development is providing the maximum reasonable amount of affordable housing and if there is sufficient finance to deliver the necessary social and environmental infrastructure interventions to mitigate the effects of the development. The DJD report concludes that in their opinion an element of affordable housing could be viably provided along with other s106 mitigation measures.

4.89 As a result of negotiations between officers and the applicant, two options were discussed with the applicant that ensures that affordable housing could be provided. In both cases the affordable housing offer assumes approximately 60% affordable rent and 40% shared ownership. The first option with a review mechanism process enables the affordable housing to increase from a base line position of 10% of all new housing, increasing if viability allows up to 12.5% and 15%, if the Internal Rate Return (IRR) for the development exceeds 17.5%. This level of return is considered broadly reasonable within the sensitivity testing subsequently requested by DJD. The second option is a fixed commitment with no review mechanism offering 14% affordable housing. This option however, caveats to triggers relating to phasing and the occupation of a greater percentage of the private residential units ahead of the affordable housing. DJD have commented on both options. DJD advise that both options would permit the applicant to achieve positive returns.

4.90 Officers have considered both options presented by the applicant. A review mechanism would normally be required for such a large scheme, built out in phases over long periods and on the basis of the good prospects for growth in residential values in the area which DJD have indicated. In the case of the review mechanism option, officers are of the view that it would present a deliverable scheme with a greater return whilst also providing the Council with an acceptable maximum level of affordable housing. The level of affordable housing proposed falls below the specific targets for White City set out in Core Strategy Policy WCOA and WCOA 1. Notwithstanding this, officers are mindful of the London Plan policy 3.3, in addition to Core Strategy policy H2 which state that Council's should have regard for the need to encourage, rather than restrain residential development, when determining planning applications. Furthermore, in accordance with Policy 3.12 of the London Plan and H2 of the Core Strategy, officers have had regard to the individual circumstances of the development coupled with the financial viability of the development in order to ascertain whether the affordable housing provision is the maximum reasonable amount which could be secured as part of the development. Officers are also mindful of the NPPF which states that proposals

which stimulate economic growth in suitable areas should generally be favourably received by local planning authorities.

4.91 Following negotiations with the applicant and taking into account that the up front costs involved in this development which are challenging, the comprehensive nature of the proposals which would assist the Borough's strategic objective to regenerate this part of White City and secure a more balanced and mixed community and the package of financial contributions necessary to mitigate the impact of the scheme, officers are therefore satisfied that the development would provide the maximum reasonable amount of affordable housing at this time. It is also considered appropriate for the Council to put in place a mechanism through the section 106 agreement to test viability of the scheme in the future relating to the delivery of this scheme and in order re-assess whether the viability would allow for additional affordable housing in the future to be provided beyond the baseline offer of 10%.

4.92 Given this is an outline application, the Section 106 agreement would contain mechanisms that bind the applicant and/or future owners to the delivery of the affordable housing across the whole site. In addition the delivery of affordable housing would need to be required prior to the delivery of at least 70% of private housing. The exact location of the affordable units is yet to be determined but where possible the applicant would be expected to seek delivery the affordable housing units in either separate building or cores. Matters relating to service charges applicable to the affordable units would also need to be capped so that the affordability of the affordable units is not affected.

4.93 The applicant has agreed to a review mechanism which allows the Council to review viability further into the development programme. Furthermore should public funding be secured (such as HCA grants/subsidies from central government) this would enhance the current affordable housing offer. In accordance with Core Strategy Policy H2 (d), if public subsidies are available, the viability of the development may allow for additional affordable housing to be provided. In the event that additional funding can be secured, the s106 review mechanism would require a further Financial Viability Assessment to be submitted. The affordable housing offer is considered to build in additional flexibility to enable the Borough to potentially achieve its strategic objectives whilst working within the financial constraints of the development.

4.94 In conclusion, on balance it is considered that the proposed development would contribute significantly to providing new residential accommodation within the Borough and assist the regeneration of White City housing estates thereby achieving the Council's strategic objectives. The proposed review mechanism in the section 106 agreement would enable the Council to deliver the maximum reasonable level of affordable housing in order to facilitate potential for refurbishment or regeneration of White City estate and create sustainable mixed and balanced communities. In addition the scheme delivers a number of other benefits in particular the creation of a new jobs on the Site, the provision of a substantial area of public realm including both the Urban and Central Squares, improved permeability throughout the area, provision of a health and community facilities plus contributions towards public transport, a cycle hire docking station and green Travel Plan. Taking all these points into account including the level of affordable housing, it is considered to be reasonable, and therefore could be accepted, given the circumstances of this particular case, in line with Core Strategy policies A, WCOA, WCOA1, H2 and London Plan policies 2.13.

4.95 The Equalities Impact Analysis (EqIA) has identified some potential negative impacts in terms of the relative high cost of the proposed market housing, which is likely to prevent certain equality groups from being able to afford housing within private ownership. However, this has been justified on the basis of an independently examined Financial Viability Assessment which recognises the desirability of the location, for new housing.

#### Land Use Conclusions

4.96 The development includes a mix of uses which are considered largely in line with Council policy and aspirations for the area. The development includes a mix of commercial and community uses which would add to the vitality and viability of the area. The B1 uses would generally provide office floor space of a reasonable proportion which is an important provision and would contribute towards generation of jobs in this location. Whilst the need for flexibility is recognised and accepted, the office use is considered an important element of the overall mix of this development in this location and would make a positive contribution to the strategic priorities for the OA and in order that the vision for jobs in the OA is secured.

4.97 In conclusion it is considered that the loss of employment accommodation is justified on the basis that the provision of new housing and other land uses proposed would assist the regeneration of this part of White City. As such, the benefits of the scheme are considered to outweigh any adverse effect from the loss of the employment land. Officers consider that the loss of employment generating floor space would be offset by the benefits to the area which would arise from the additional residential and office uses, which is supported by Core Strategy Policies WCOA and WCOA 1. The loss of B class employment floor space is therefore considered to be acceptable, and is justified under the aforementioned regeneration policies set out in the Core Strategy.

#### **Density:**

4.98 The NPPF states that LPA's should set their own approach to housing density to reflect local circumstances. The site is located within the White City Opportunity Area, where London Plan policies promote the principle of high density, mixed use development. Together with Core Strategy policies H3, WCOA and the site specific land allocation contained in policy WCOA 1, it is evident that the principle of a high density residential led development is accepted in this area.

4.99 London Plan policy 2.13 regarding Opportunity Areas, together with policy 3.4 requires developments to optimise housing output for different types of location, taking into account local context and character, the design principles in Chapter 7 and public transport capacity. The residential density matrix in Table 3.2 provides density ranges which would allow developments to achieve a sustainable level of provision. The current public transport accessibility level of the site is PTAL 5. In view of the good public transport links and the emerging scale and character of the WCOA, it is considered the site is within a 'Central' setting. The London Plan has classified a Central setting as being within 800 m walking distance of a Metropolitan or major town centre. Shepherd's Bush is identified as a Metropolitan Centre in the London Plan. In this case the whole of the site is within 800m walking distance of Shepherd's Bush town centre, with the southern end (junction of Depot Road with Wood Lane) approximately 400 m walking distance from the edge of the town centre. This would indicate that an appropriate residential density of development would be within the range of 650-1100 hr/ha (habitable rooms per hectare) or 140-405 u/ha (units per hectare). The application seeks approval for a maximum quantum of residential floor space however the precise

mix of units or number of habitable rooms is not specified. The application does state a maximum quantum of up to 1,150 units and therefore the residential density level is based on this figure.

4.100 When calculating the density on mixed use sites, it is considered appropriate to provide a calculation removing the commercial floor space from the site area, to give a robust calculation of the residential density in this case. Guidance in the Mayor's Housing SPG (November 2012) states non residential floor space should be calculated by deducting an equivalent percentage to the non residential floor space from the total site area. In this instance the non-residential component is 18% and 82% residential floor space. The net residential site area is 4.07 hectares taken from the overall site area of 4.95 hectares. Using the 4.07 hectares figure, this would result in a residential density based on units per hectare of 282 units for the proposed 1,150 unit scheme. This figure falls within the appropriate density range of up to 405 units per hectare or 1100 habitable rooms per hectare identified in Table 3.2. Therefore, the proposed residential density of the scheme is within the relevant density range for a Central setting.

4.101 Density should however be only used as a guide. The explanatory text for Policy 3.4 states that account has to be taken of other factors optimising potential on brown field sites, these being local context, design and transport capacity which are particularly important as well as social infrastructure and paragraph 8.30 of policy H3 of the Core Strategy states that higher density development must have particularly good design quality. All of these other factors are assessed separately in this report, which leads officers to conclude on the whole, as the site is located in a designated OA, the proposed density is considered acceptable and is in line with the emerging scale and character of the area, in accordance with policies 2.13 and 3.4 of the London Plan, and H3, WCOA and WCOA 1 of the Core Strategy.

#### **Residential Mix:**

4.102 London Plan policy 3.8 and associated supplementary planning guidance promotes housing choice and seeks a balanced mix of unit types and sizes in new developments. Core Strategy policy H3 requires new residential development to provide a good range of housing types and sizes. Policy H4 places particular emphasis on the need for family units. UDP policy HO6 (as amended 2007 and 2011) requires new residential development to provide a mixture of units to meet the needs of family and non family households. Policy A3 of the submission DM DPD also states all new housing should include family housing. This is however an emerging policy that can be given little weight at this stage.

4.103 The proposal is an outline submission at this point and the internal layout of the buildings in the proposed development would come forward at the Reserved Matters stage. An illustrative residential mix which applies across the whole site has been submitted in the supporting ES which identifies how the residential floor space and units sizes may well be divided. This information is set out in the table 7 below, but is not for determination. Overall the illustrative mix provides a good mix of unit sizes and a generous level of family sized accommodation in the form of flats and duplex apartments, with ground level entrance residential units incorporating private front gardens. Therefore the overall mix of unit sizes is considered appropriate in this instance. The scheme as a whole is also considered to include a good mix of types and sizes of dwellings including affordable housing, in line with policies 3.3 of the London Plan and policies H3 and H4 of the Core Strategy in that the housing goes towards

meeting the Borough’s housing targets. Whilst indicative the proportions/mix provided in the table therefore demonstrate that a good range of unit sizes can be provided and that more than half of the units proposed (2 bedroom and above) could be capable of accommodating families. In order to ensure the scheme delivers an appropriate mix of units, the final mix will be controlled by condition (Conditions 13 and 14).

**Table 7 Example of dwelling mix (Environmental Statement – July 2012).**

Tenure	1-bed	2-bed	3-bed	4-bed	Total
Private	467	443	104	22	1036
Affordable Rent	9	29	21	10	69
Intermediate	20	18	7	0	45
<b>Total</b>	<b>496</b>	<b>490</b>	<b>132</b>	<b>32</b>	<b>1,150</b>
And (%)	(43%)	(42.5%)	(11%)	(3%)	

**Housing sizes/standards for future occupiers:**

4.104 Policy 3.5 of the London Plan requires new residential development to provide a high quality and design of internal living environment, as well as externally and in relation to the wider context. Part C and Table 3.3 of this policy specify the minimum unit sizes for new development. A caveat is included within the policy stating that development that does not accord fully with the policy can be permitted if it exhibits exemplary design and contributes to the achievement of other policy objectives. The Mayor’s Housing Design Guide (2012) provides further guidance on this policy.

4.105 Policy 3.8 of the London Plan requires new residential development to be built to the lifetime homes standards, with 10% of all the units designed to be wheelchair accessible or easily adaptable to this standard. Policy 7.2 seeks all new development to achieve the highest standards of accessibility and inclusive design. Policy 7.1 stresses the importance of meeting Lifetime Neighbourhood criteria. Policy 7.3 advises that new development should seek to create safe, secure and appropriately accessible environments.

4.106 Policy H3 of the Core Strategy requires new residential development to provide high quality living conditions for future occupiers. Policy H4 of the Core Strategy requires all new dwellings to be built to ‘Lifetime Homes’ standards with 10% to be wheelchair accessible or easily adaptable for residents that are wheelchair users.

4.107 Policy EN10 of the UDP requires new development to create a safe and secure environment. Policy HO6 requires, among other matters, 10% of new residential units to be designed to be suitable for occupation by wheelchair users. Standard S7A specifies minimum internal floor space standards for new residential units.

4.108 The outline nature of the proposal means that the detailed design and internal layout of the housing would be considered at the Reserved Matters stage. However, at this point the application states that the proposal would meet the relevant space requirements for all the residential units, with all the size categories being met and would exceed those set out in the London Plan space standards set out in the table 8 below. This suggests the smallest studio units would 37sq m in size and one bedroom flats would exceed 50 sq m.

4.109 The applicant has provided indicative floor plan layouts of the residential elements of the scheme, for each individual block, which meet the London Plan space standards. Despite the fact that the WCOAPF is still in draft form and has limited weight, it does seek 20% of the housing to be in larger units of three or more bedrooms. The applicant is prepared to commit to this requirement in full subject to the sizes of units fixed to the London Plan space standards. Therefore 20% or more of the residential space would be within units of 86 sq m or greater and no more than 50% of the proposed residential space would be in studio and one bedroom units. This would ensure a diversity of housing units and would be secured by conditions 13 and 14.

**Table 8 - Minimum Space Standards for New Development (London Plan)**

Unit Type	Net Internal Area (sq m)
Studio	37 sq m
One Bed	50 sq m
Two Bed (3 person)	61 sq m
Two Bed (4 person)	70 sq m
Three Bed (5 person)	86 sq m

4.110 The illustrative layouts also demonstrate that all the residential buildings would have eight or less units per floor per core in compliance with guidance in the London Plan Housing Design guidelines. In many cases the buildings have been designed to have fewer units per core. The layout plans have also demonstrated that the circulation cores can be located so that they have their access directly from the street in most cases or from the shared communal entrance lobbies, again at ground floor level. The proposed residential units would look to meet Code Level 4 requirements of the Code for Sustainable Homes which is covered in more detail in the sustainability section below. Overall the layouts show the flats would be designed efficiently, with the final design secured by design codes being achieved at Reserved Matters stage.

**Aspect:**

4.111 UDP Standard S13.3 (Aspect) requires that no dwellings should have all its habitable room windows facing exclusively in any northerly direction, unless very special circumstances can be shown to exist. As stated, the applicant has provided illustrative layouts of the proposed flats for each of the buildings which demonstrate how flats could be laid out. The layout of the development has been designed to maximise efficiency whilst still ensuring a high standard of residential amenity for future residents. The applicant states the proposal adopts a number of design characteristics to minimise the number of north facing single aspect flats, which include:

- a) A north south alignment being adopted for most buildings, thereby providing predominantly east or west facing units;
- b) The inclusion of double aspect flats as part of the overall mix on Plots G, H and K;
- c) The inclusion of buildings with small footprints, including the tower, so there are more corner units thereby providing two aspects for many of the flats.

4.112 The design in the floor plans ensures that the number of double aspect units are maximised with single aspect apartments kept to a minimum. Less than 8% of all units would have single aspect-north facing windows, thereby achieving a level of compliance of some 92% with Standard S13.3. This is welcomed and shows how as the detailed design is brought forward, there is the ability to provide a higher proportion of dual aspect units across the development. Both the UDP standard and the Housing

Design Guide are used as a guide and it is universally accepted that for larger scale developments that have a mix of housing types and sizes in a variety of different built forms, it is not possible to achieve 100% compliance in all the different respects identified within the Guide. Overall officers consider that the level of compliance demonstrated in this scheme would be high for a development of this size and therefore, subject to further details at the reserved matters stage relating to layout, circulation spaces and ventilation, the proposed residential accommodation complies with this standard.

#### **Access for All:**

4.113 The proposed development has been considered within the context of London Plan policies; 1.1, 3.8, 3.16, 4.5, 7.1, 7.2, 7.3 & 7.5; UDP saved policy H06 and Core Strategy Policies; B4, H4 & OS1 and the Council's Access for All SPD (2006). Policy 7.2 requires new development to embrace the principles of inclusive design.

4.114 The access section of the Design and Access Statement sets out how accessibility considerations have been designed into the scheme to achieve Lifetime Neighbourhood criteria. The applicant has set out that all the proposed units would be designed and built to meet the Lifetime Homes Standards which aim to make homes more flexible, convenient, safe and accessible. This would be secured by condition 60. It is also intended that 10% of the residential units would be designed to wheelchair accessible housing standard or easily capable of being adapted as wheelchair units. Due to the application being in outline form, the exact location of the wheelchair accessible units, insofar of their exact distribution in terms of unit sizes and tenures has not been determined at this stage. This will be determined at reserved matters stage. It is therefore considered appropriate that details of the number and location of the proposed wheelchair units could be secured via a condition. In addition 10% of the on-site car parking bays would be designed capable of use by wheelchair users. It is expected that the majority of these car parking bays would be located within the basement car park, close to the entrance cores with three access ramps under building plots A B and C and supplemented with additional spaces, mostly for visitors at street level. Condition 61 would secure this.

4.115 The proposal includes two significant open spaces that include a civic Urban Square accessible via a bridge link. This space is intended to be an area with high levels of pedestrian activity and movement, associated with the proposed ground floor uses such as cafes and restaurants and provide a gateway to the wider development. It is intended that there would be step-free routes and shared spaces running throughout the site, up to all the building entrances and lift access would be provided to all apartments from both street level and to the basement car park. Routes would be legible and clearly defined. Seating would be located at 50 m intervals en route to bus routes on Wood Lane. In terms of possible future shared surface areas, a commitment to further consultation with all relevant parties would be secured through a condition (64) designed to ensure appropriate consultation on detailed proposals for shared surface streets and for public play facilities, as envisaged in paragraph 7.18 of the London Plan. Conditions are also recommended to ensure that the communal landscaped areas are fully accessible to disabled residents and visitors (including wheelchair users and the visually impaired) thereby offering rest and recreation for both older and disabled persons and that there is a level threshold to all these spaces. Conditions 36 and 40 would ensure that all landscaped areas for each Reserved Matters phase of the development would be inclusive and accessible. These should include full details of the design, natural lighting, seating and location of landscaped

gardens and pathways to show how these will be attractive, durable, adaptable and accessible to all.

4.116 Given the phased approach to the development of the site, it is considered the overall scheme should be monitored at different stages to ensure all aspects of the development are designed to optimise inclusivity throughout the construction process. A condition has been added (Condition 64) which requires an Inclusive Access Management Plan (IAMP) be provided. This should set out a strategy for ongoing consultation with specific interests groups with regard to the accessibility of site.

**New Bridge Access:**

4.117 With regard to inclusive access, the existing topography provides a significant challenge in meeting inclusive design. This arises foremost from having to bridge over and maintain sufficient clearance above the Central line viaduct. This would result in a 3.5 m level change between Wood Lane and the east end of the bridge where it meets the Urban Square. The proposed bridge link would serve as the main vehicular and pedestrian access point and sets the general new ground level across the site. Due to the difference in ground levels, the new link would need to be designed with suitable gradients to allow inclusive access. As the final level of the bridge and Urban Square is yet to be determined, the exact solution is still to be completed. A series of initial design solutions for the site entrance and bridge have been put forward in the Design and Access statement. The options include a variation on a series of inclines, incorporating ramps and steps, landscaping and seating, en route between Wood Lane and the Urban Square. The maximum gradient would be 1:14 at this point with 1:21 or less expected generally around the site. At this stage Option 2 (without tapered steps) set out in the Design and Access statement is both the GLA and officers preference but which option is pursued would depend on further discussion. Officers are therefore satisfied that suitable solutions to overcome this can be achieved and will be dealt with at the Reserved Matters stage.

4.118 Overall the information provided at this stage relating to accessibility complies with London Plan Policies 3.8 and 7.2, policy H.4 of the Core Strategy and UDP policy HO6.

4.119 In accordance with the provisions of Section 149 of the Equality Act 2010, the Council needs to have due regard for the potential of the proposal to affect the various needs of protected 'characteristics' and groups. In keeping with these objectives, the following are examples of increased opportunities for accessibility by all groups: all units to be built to Lifetime Homes standards, the provision of wheelchair units and car parking spaces; and substantial public realm within the site. The scheme would not be designed in such a way to exclude or have any detrimental impact on any groups in society and therefore it is considered that the development would not contravene the Act.

4.120 Subject to a number of conditions referred to above, including those which direct the reserved matters submissions, the accessibility provision in the development would comply with London Plan and Core Strategy Policies and the Council's SPD Access for All.

**Secure by Design:**

4.121 There is a section in the Design and Access Statement that summarize how the design evolution has been guided by 'Secured by Design' principles, ensuring that

crime prevention measures form an intrinsic part of the design of the development to assist in reducing the opportunity for crime and the fear of crime. The development would require a series of measures. These would include an extensive lighting scheme designed to ensure that all open spaces, routes and entrances are well lit, operate a 24 hours estate/security service with both manned and electronic surveillance; comprehensive CCTV coverage that would monitor all areas of public and common parts of each building, including lifts and service yards with the potential to be linked into wider security systems; the positioning and choice of planting designed to ensure that the visibility across the site is not restricted. The final details of how the whole scheme would seek to achieve Secure by Design status is required by condition 56.

4.122 In conclusion, it is considered that the proposed development is well designed and the standard of residential accommodation would be acceptable in line with London Plan policy 7.3, subject to compliance with conditions.

#### **Overlooking and Loss of Privacy:**

4.123 The proposal has been considered with regard to its effect on the living conditions of occupiers of neighbouring properties surrounding the site, in terms of loss of sunlight/daylight, privacy, increased sense of enclosure and microclimate. There has also been some assessment carried out with regard to the potential impact of the new build on future residential occupiers within the site boundary. This is an outline application seeking approval for the amount and use of development, with practically all other matters reserved. Testing at this stage is therefore limited and can only be carried out with each building plot built out to the maximum proposed parameters and without specific details of flat and room layouts.

4.124 It is important to consider the new residential accommodation against relevant standards and policies. UDP Standards S13.1, S13.2 and S13.3 provide guidance on the loss of outlook and the loss of privacy of neighbouring properties arising from new development. Standard S13.1 of the UDP seeks to ensure that residential accommodation has sufficient and appropriate outlook. Standard S13.2 relates to loss of privacy and states that new windows should normally be positioned so that the distance to any residential windows is not less than 18 metres taken from the centre, as measured by in arc of 60 degrees taken from the centre of the proposed window. Therefore if the standard cannot be met then windows should be designed to ensure that no loss of privacy will occur.

4.125 It is considered the overall provision of residential accommodation in the proposal would be afforded a good level of amenity and layout. The master plan has been conceived to maximise the number of residential units on the site whilst still achieves a good standard of residential amenity for future residents, where a minimum distance of 18 m between facing habitable room windows would ensure flats would have adequate privacy. Whilst many of the key building plots are designed and set with little or no deviation, the final location and design of the façades of each building and in particular the windows within individual flats (with exception to the tower building on plot J) is unknown and reserved for future consideration. The Parameter Plans for approval at the outline stage have been designed to allow for an initial assessment of the issue of outlook and privacy to be properly made. At key spots the plans fixes the areas of space between development plots and the amount of deviation for the building line within the plots is minimal, so as to ensure buildings at the edges of development plots facing existing properties achieve the minimum distance of 18 metres.

4.126 The proposed indicative layout is such that the applicant has demonstrated the majority of the separation distances achievable between the building blocks would meet Standard S13.2. There are some pinch points where the distances between facing windows within parts of the development might fall short of the 18 metres requirement across streets/public realm. S13.2 however adds if the standard cannot be met then windows should be designed to ensure that no loss of privacy will occur. The proposed residential properties located in the mews spaces between blocks G and H have been identified where a shortfall in the 18 m standard might occur. Here the distance between building frontages would be between 16 m to 18 m but most of the units would be dual aspect. The parameter plans however allow for a deviation of +1 m to these facades which would allow a separation distance of 18 metres to be achieved. Officers consider that there are sufficient controls on the design and layout of the residential units in these blocks at the Reserved Matters stage. Through the use of the Design Code submitted, officers consider this standard could be achieved on site and therefore provide an acceptable level of intimacy so future residents do not experience any significant loss of amenity in terms of overlooking and privacy.

### **Outlook, Daylight/Sunlight and Overshadowing**

4.127 Paragraph 17 of the NPPF makes specific reference to securing a good standard of amenity for all existing and future occupants of land and buildings. Overall it is considered that a reasonable level of outlook could be achieved throughout the development. The Design Code and Parameter Plans ensure that the building plots would be at least 16-18 metres from each other. It is considered that this would allow for adequate distance between properties to ensure enough outlook and privacy for future occupants.

4.128 It is considered that the proposed layout of the development also provides enough comfort at this stage to ensure that future occupiers of the proposed residential units would achieve reasonable levels of daylight and sunlight. Detailed daylight testing is not possible at this stage as the final layout and design of buildings is still be finalised. The applicant states however that daylight studies carried out for the preparation of the master plan with the use of the illustrative internal residential layouts and modelling of the blocks examines how the proposed residential properties based on these indicative layouts would perform in terms of achieving BRE average daylight factor criteria (1.5% for living rooms and 1% for bedrooms). The assessments are based on the maximum parameter plans. The internal daylight report for the proposed development focuses primarily on two specific areas of the master plan. A bedroom assessment carried out on different building plots across the site whilst the work on living rooms focuses on the worst case areas. The tests establish adequate daylight levels to the proposed flats and states that bedroom and living areas would generally experience good levels of daylight in excess of BRE requirements, with 90% of the living rooms and bedrooms meeting or exceeding the standards. Further detailed assessments would need to be carried out at Reserved Matters stage to ensure that daylight/sunlight to residential units, particularly those located on the lower levels of the buildings are designed to maximise levels achieved for living spaces which includes living rooms, bedrooms and kitchens. Viable design solutions such as larger window openings might be necessary in some instances to ensure habitable rooms are adequately mitigated.

### **Overshadowing to the proposed amenity space**

4.129 A sunlight and overshadowing assessment for 8 individual open spaces including the 3 main public amenity spaces have been undertaken. The BRE guidelines recommend the equinox (21 March) as the best date for which to prepare and test the

average level of overshadowing if a space is used all year round. With the proposed layout the longest site frontages run along on either north-south or east-west axis, with the central focus placed on the main open spaces facing onto the Garden Square and civic Urban Square. Inevitably there will be some degree of overshadowing within the development itself, particularly within the smaller communal courtyard gardens. The results indicate that in the majority of cases at least half the space of each individual amenity space considered would receive at least two hours of sunlight in March. In the summer months the level of overshadowing is likely to reduce and therefore the smaller community spaces would be sunlit for a longer duration. This is considered a reasonable level of sunlight to be expected in an urban situation and on balance the scheme is considered acceptable in this regard and would be covered in more detail at a Reserved Matters stage.

4.130 In summary it is considered that given the size of the scheme, and the urban context, the proposed development in terms of daylight, sunlight and overshadowing considerations is on the whole acceptable. Overall it is considered that the development has been sensitively designed with the tower located at the northern end of the site adjacent to the Westway to avoid detrimental impacts with regard to daylight, sunlight and overshadowing not only to surrounding properties but within the development itself. From the assessments submitted there are a very small number of future properties that may experience slight adverse impacts. However, given the regeneration benefits of the scheme, and the small areas of non-compliance with the BRE guidance which should be applied flexibly, it is considered that on balance, the proposed development is acceptable in this respect.

#### Noise for future residents

4.131 A noise assessment in line with PPG24 has been undertaken to establish noise levels across the development sites (although acknowledged this is now superseded by NPPF). In terms of noise levels the sites generally fall within Noise Exposure Category (NEC). NEC C assumes planning permission should not normally be granted unless the LPA agree the development can proceed with appropriate conditions and NEC D is where planning permission should normally be refused. The applicant has identified how mitigation could be applied to the development to ensure BS8233 'good' guidelines can be achieved for all residential units with the exception of railway facing facades which could achieve 'reasonable' guidelines. This would be achieved through glazing standards, ventilation strategy, internal layout of dwellings and placement and selection of balcony types. Conditions requiring mitigation against external noise will be required to ensure that internal noise levels within the residential units meet the requirements of BS 8233.

#### Air Quality for future residents

4.132 With regards to air quality of future residents the ES identifies that some residents are likely to experience elevated pollution levels within the development. It also suggests that new properties would include adequate ventilation with the exact location of inlets to be carefully considered at design stage and filtration also to be considered. Further assessments should be undertaken as part of the next phase of the application to fully characterise the effect of vehicle emissions on concentrations at proposed residential properties on site, although the indicative methods of mitigation could be considered appropriate. Details of methods to protect residential units against high levels of pollutants can be required by condition to ensure a satisfactory environment.

4.133 In addition a Low Emissions Strategy would be required by condition which would relate to methods to reduce emissions from the operation phases of the development. 20% of residential car parking spaces and 10% of commercial spaces would have Electric Vehicle Charging Points and a further 20% of residential and 10% of commercial would have passive provision. These are welcomed measures which would contribute towards and improved air quality in line with policy 6.13 of the London Plan and policy CC4 of the Core Strategy

#### Conclusion

4.134 There are a number of issues in relation to the proposed residential units that would be dealt with at Reserved Matters stage, including sizes and layout of units, daylight/sunlight availability, privacy, amenity space provision, noise mitigation, and the meeting of the Code for Sustainable Homes and Lifetime Homes standards. However at this outline stage, it is considered that the applicant has carried out sufficient level of work to demonstrate how residential accommodation of a reasonable standard of amenity could be achieved within the Parameters, Design Code and Development Specification set out in the outline application, and it is considered that on the basis of the information provided it has been demonstrated that good levels of residential amenity can be achieved across the development.

4.135 Whilst final layouts and unit sizes for the residential accommodation would be submitted at Reserved Matters stage, the development identifies that all dwellings would be built to lifetime home standards and 10% would be wheelchair accessible in line with policy. It is also identified that the residential units in the development would achieve Code for Sustainable Homes Level 4. Overall, the application has at this stage demonstrated how good standards of daylight, sunlight, outlook, privacy and amenity space could be achieved for residential units and how policy compliant flats can be accommodated across the development sites, nevertheless as referred to earlier these issues would be dealt with in full detail at reserved matters stage.

#### **Existing landscaping / Public Realm Space/ Private Amenity Space / Play Space**

4.136 There are no trees on the site of any particular merit worthy of retention. There are however some mature boundary trees located outside on the edge of the site, by the entrance on Depot Road and alongside the Central Line viaduct. None of these trees have a Tree Preservation Order (TPO). As some of the proposed building plots are proposed close to boundaries and is further complicated by the proposed varying of ground levels on the site, officers recommend that an arboriculture survey be carried out at the Reserved Matters stage to protect these trees. This would be submitted as part of the landscaping proposals. If this approach is considered acceptable it would be the subject of condition 35.

4.137 The provision of high quality new public realm space is a key element of this proposal in an area particularly deficient in access to open space. The Design and Access statement sets out how the public space would be created and use and would form and intrinsic part of the site layout, linking the main routes and important buildings on the site. A number of different spaces are proposed, ranging from the very public to private all fulfilling distinct yet complementary roles. The publically accessible open public realm space would be 2.65 hectares approximately 50% of the total site area.

4.138 The new public realm space incorporates a range of different hard and soft landscaped spaces across the development with extensive new mature tree planting and green infrastructure. These include the Garden Square, the Urban Square, the

children's play space, communal courtyards gardens, mews and streets and the bridge link. The mews would be characterised by distinctive mature trees planted into the basement car park that rise up through openings at ground level. A possible linear park 'Ecological Walk' with 'plug in' points is also shown in the overall scheme. This space would however be subject to the final agreement with the landowners, National Rail.

4.139 Within the supporting Public Realm and Landscape Strategy the public realm space would provide the setting to and create a sense of place within the wider landscape context and would support and encourage individual activities, children's play, outdoor seating and meeting points. These spaces have been designed primarily for pedestrians and cyclists. The general principles for the landscaping of the public realm space are set out in the Design and Access Statement and include: a relevant working group should be consulted to ensure ongoing co-ordination across sites; all sites to be DDA compliant; all pedestrian routes and areas to comply with secure by design principles; the public realm should provide a high quality environment; on-street parking should be accommodated; convenient access to active frontages should be provided; the public realm should contribute to street vitality and provide well designed, connected and legible streets; the public realm should accommodate a range of users and encourage social interaction; it should create visual interest and amenity space; there is an aspiration to development beneath the Westway to create a permeable environment; all rainwater harvesting, SUDS or equivalent should be incorporated where possible. In addition to these overarching principles, more specific principles are set out for hard and soft landscaping, street furniture, play space, lighting, maintenance and management and construction phasing and interim uses. This is expanded on as each building plot is addressed in the Design Code where more site specific principles are set out.

4.140 Based on the information provided and examples of other similar landscaping schemes identified, officers consider that it is practical to provide landscaping above a podium deck. However, the final detailed landscaping proposals would be subject to reserved matters applications, including a tree and landscaping strategy for each phase of the development (Condition 36).

#### Amenity Space

4.141 The NPPF seeks to ensure the provision of quality open space and landscaping within new developments. Policy H3 of the Core Strategy promotes shared amenity space in large residential developments. Policy OS1 of the Core Strategy requires a mix of public and private open space in the WCOA. Policy BE1 seeks good quality public realm and landscaping to help regenerate places. Policy EN23 of the UDP requires provision of suitable open space within new development to meet the needs of future occupiers. Policy EN23B similarly requires the provision of suitable play space in development that provides family housing. Policies EN23 and EN23B are supported by Standards S5A.1, S5A.2, S6 and S7.1 relating to the provision of amenity space in new development. Policy DM A2 of the submission DM Local Plan supports the requirement for amenity space and also requires family housing on upper floors to have access to a balcony and/or terrace, subject to acceptable amenity and design considerations.

4.142 Supported by London Plan policies 3.5 and 7.1, the Mayor's Housing SPG sets out a requirement for a minimum of 5 sq m of private outdoor space that should be provided for 1-2 person dwellings and an additional 1 sq m for each additional occupant. Standards S5A.1 and S5A.2 of the UDP requires a directly accessible, private amenity

area or garden area of no less than 36 sq m for new family dwellings at ground floor level and no less than 14 sq m for new non family dwellings.

4.143 In addition to the large Garden Square at the heart of the development, the applicant has submitted with the application details of the communal and private amenity space levels based on the illustrative scheme. In terms of private amenity space, the majority of the residential units across the site would have direct access to their own private amenity space in the form of a balcony, winter garden, and ground floor garden or roof terrace. The key area of open space demonstrates that around 10,840 sq m of communal amenity space could be provided in addition to private gardens, balconies and terraces. Private communal amenity space would take the form of central courtyard communal garden areas between the finger blocks, roof terraces and semi-public areas on upper levels. The majority of the flats would also have balconies, winter gardens, private gardens or terraces. The proposed balconies and roof terraces would however be subject to further consideration relating to design, location and context (e.g. overlooking). The quantum, distribution and form to be submitted for approval at Reserved Matters stage.

4.144 As shown, the proposal includes a hierarchy of both public open space and private and communal green spaces with an element of connectivity. It is concluded that on the basis of London Plan standards, approximately 6,500 sq m of amenity space would be required for the scheme and 2,300 sq m of this would be required for play space to meet London Plan policies. The proposal would secure a total of (1 hectare) of open green space, with 4,600 sq m being provided within the Central Square, 1,000 sq m in the play area and some 5,240 sq m within the communal/private realm of the building plots themselves. Further open space would be provided in the civic Urban Square, and active public hard spaces.

4.145 The applicant has identified the inclusion of an accessible green link along the railway line corridor with the application site. The illustrative supporting information shows how this area alongside the West London Line could be landscaped and integrated into the development although this land does not form part of the application site. However due to land ownership issues this green corridor whilst supported might not be provided. The applicant is willing to work collaboratively with the landowners Network Rail, towards producing a green corridor scheme for this area through the s106 agreement. The applicant would be willing to use reasonable endeavours to assist any landscaping/ecological enhancement scheme if this land is forthcoming.

### **Play Space**

4.146 London Plan Policy 3.6 states that development proposals should make provision for play and informal recreation and that The Mayor's SPG 'Shaping Neighbourhoods: Play and Informal Recreation' (September 2012) sets out guidance to assist in this process. This guidance states that facilities for the under 5's should be in the form of on site local or neighbourhood playable space who should have a minimum walking distance of 100m from these facilities, 400 m for children aged 5-11 and 800m for children aged 12 or over. A minimum of 10 sq m of dedicated play space should be provided per child with under 5 child space provided on site. Wormwood Scrubs Park is within 20 minutes walking distance from the site.

4.147 Using the GLA standards it is anticipated that the projected child yield for this development is approximately 235 children. This figure is broken down as follows.

**Table 9: Total children by age group using GLA Standards**

	<b>Ages 0-4</b>	<b>Age 5-10</b>	<b>Age 11-15</b>	<b>Age 16</b>	<b>Total</b>
Total per age group	115	68	42	10	235

4.148 The Design and Access Statement and Public Realm and Landscape Strategy submitted with the application includes an illustrative Play Strategy which identifies how based on the illustrative scheme the necessary play space could be provided across the development. The proposal would generate a demand for a minimum of 2,350 sq m of dedicated play space provision based on the Mayor’s guidance. Officers are satisfied the development would meet this demand by provision of a variety of different play environments. All the green space would be formed over the ground level podium decked area of the scheme. The essence of the play space (up to 1,000 sq m) would be provided externally at ground level in the form of a purpose built play area, near to building plot J and H. It is considered that this formal play space would be well located, related to observation from surrounding building plots. Other play space areas would be embedded within the public realm, including elements within the Garden Square (450 sq m) and smaller spaces integrated in each of the communal courtyard gardens (approximately 100 sq m each). In addition the proposal provides a generous grassed area in the Garden Square for informal play and recreation use. A linear park proposed on the adjacent railway land and in other areas of public realm could include playable objects capable for use for informal play by all ages. Under the Westway, the proposed community/leisure facility would be appropriate for teenagers. It is expected that in total some 2,000 sq.m of dedicated children’s play space could be directly provided within the overall development based on the existing indicative plans with additional provision in the form of associated activities. This figure is however based on an illustrative scheme and the final mix and level of demand for play space will only emerge at the Reserved Matters stage. The applicant has however demonstrated at this stage that a reasonable level of play space can be accommodated within the outline scheme submitted. It is important that the provision of the open space and play space is phased appropriately relative to the incoming population. This would be secured within the s106 agreement. Condition 41 would secure details of play equipment, ground surface and boundary treatments of the outdoor spaces.

4.149 In summary, the proposals are considered to comply with the relevant adopted policies set out in the London Plan (3.6), Core Strategy (OS1) and Unitary Development Plan (S7) which require amenity space and children's play space to be provided in new development. The proposals provide play space for children to address the need in the development, in line with the Mayor's draft SPG. On balance, the provision of both amenity and play space is considered to be acceptable.

**Impacts on Surrounding Properties**

4.150 This section focuses on the impact the proposed scheme would have on the properties surrounding the site. Policy EN8 of the UDP outlines that development should respect the principles of good neighbourliness and ensure that new developments are designed so that the amenities of existing residential properties are not unacceptably harmed. UDP Standards S13.1, S13.2 and S13.3 provide guidance on the loss of outlook and the loss of privacy of neighbouring properties arising from new development. Policy DM G1 of the DM Local Plan 2013 also states all proposals must be formulated to respect the principles of good neighbourliness.

## Overlooking/Privacy

1 4.151 Overall it is not considered that the scheme would result in the surrounding properties experiencing any significant undue loss of amenity in terms of overlooking/privacy or increased sense of enclosure. Although the application is in outline form, the submitted material in the parameter plans and design codes do allow for an assessment of the issue of outlook and privacy to be made. The plans fix or limit the amount of deviation on building lines which indicate the minimum 18 m guidance between habitable room windows set within UDP Standard S13.2 could be met for this scheme. The final location of the footprint of the buildings within the development would however be reserved for future consideration. The nearest residential properties to this site are located at some 150 m north on the new Imperial College site currently being developed or 45 m east of the development site on the existing Travellers site in Stable Way, between the branches of the West Cross Route, within the Royal Borough of Kensington and Chelsea (RBKC). The new building plots at the southern end of the development would be located at least some 100 m from the nearest residential properties on Wood Lane (nos.103-165). Elsewhere the nearest sensitive receptors would be the residential properties located at the western end of Oxford Gardens beyond the elevated Westway. In summary, given the distance of the proposed building plots from existing properties surrounding the site, it is considered that the proposal would not result in surrounding residential properties experiencing any significant undue loss of amenity in terms of overlooking and privacy. The proposals are considered to generally comply with adopted requirements on this matter.

2

## Daylight, sunlight and overshadowing

4.152 Similarly the proposed development has been assessed with regards to the impact on the levels of daylight and sunlight enjoyed by adjoining properties, including existing residential and commercial buildings and overshadowing of the surrounding open spaces. Objections have been received for the Stable Way Travellers site and have raised concerns about loss of daylight/sunlight and overshadowing. Accordingly this issue has been considered in detail and assessed against the requirements of policies 7.6 and 7.7 of the London Plan, and the BRE guide 'Site Layout Planning for Daylight and Sunlight' (2011).

4.153 Paragraph 17 of the NPPF makes specific reference to securing a good standard of amenity for all existing and future occupants of land and buildings. Policy 7.6 of the London Plan states that buildings and structures should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy, overshadowing, wind and microclimate. This is particularly important for tall buildings. Policy 7.7 states that 'tall buildings should not affect their surroundings adversely in terms of microclimate, wind turbulence, overshadowing, noise, reflected glare, aviation, navigation and telecommunication interference'. There are no specific policies with regard to daylight, sunlight or overshadowing either within the saved UDP or Core Strategy. UDP policy EN8 does however refer to impact generally and the principles of 'good neighbourliness'.

4.154 The application is supported by a daylight, sunlight and overshadowing assessment within the Environmental Statement (ES). It considers the potential impacts of the scale and layout of the proposed development upon the daylight, sunlight and overshadowing amenity of surrounding properties in terms of existing windows and open space. The issues and assessment of daylight, sunlight and overshadowing within the development itself is referred to in paragraph 4.128. Since the original submission of

the ES, an additional daylight, sunlight and overshadowing assessment has been submitted in the ES Addendum, above all to determine the effect of the proposed development on the windows and open space of residential properties located on the Travellers Site in Stable Way. This additional assessment supplements the original ES.

4.155 The assessment has been undertaken in line with the guidance provided in the Building Research Establishment (BRE) document entitled 'Site Layout Planning for Daylight and Sunlight' (2011). In urban and city centre areas, BRE Guidelines advise that the guidance be applied flexibly and is intended to be advisory and it advises it should not be used as an instrument of planning policy. There are circumstances that will exist where a greater degree of obstruction to light can on occasions be acceptable.

4.156 The daylight and sunlight assessment has been undertaken on those properties most likely to experience impacts from the development, i.e. the nearest properties. The daylight assessment has been undertaken using a specialist computer model. The model which is orientated north also enables the path of the sun to be tracked to establish the shadows cast by both the existing and proposed buildings.

4.157 As described above, the application site is bounded by major transport infrastructures such as the elevated Westway to the north, the Central Line cutting and tracks to the west and the West London Railway Line and the north and southbound branches of the West Cross Route to the east. The majority of the properties surrounding the application site are in business-related or industrial use and include Forest and Stadium House to the west and BBC House, 56 Wood Lane to the south of Depot Road. Proposed new commercial and residential buildings located to the north beyond the Westway and within the new Imperial College scheme also need to be considered. The BRE guide recommends that windows and rooms within only residential properties need to be assessed and does not require any assessment of commercial or business properties, although it states that they may also be applied to non-domestic buildings where the occupants have a reasonable expectation of daylight. Taking this advice into account, the ES has identified the above commercial buildings as sensitive receptors and these are therefore included as part of the assessment. No open spaces other than on the Travellers Site were identified within the immediate surroundings that would be affected by the proposed development.

4.158 As stated above the nearest residential properties to the site have either been included in the assessment or are considered too far away to be materially adversely affected. The Travellers site in Stable Way, located within RBKC, comprises the closest residential properties to the application site which have a direct view of the development from selected windows and which receive a reasonable amount of light. In the ES Addendum the applicant has carried out a detailed daylight/sunlight assessment on the occupiers opposite the proposed development site.

4.159 Consideration in this report has been given to the worst case scenario for the submitted scheme. The proposed building plots have been assessed up to the maximum building size, as set out in the Development Specifications and Parameter Plans and against the existing 'Baseline Scenario'. Foreseeable and committed developments in the surroundings such as the two phases on the Imperial College site have also been mapped and included as part of the assessment.

Daylight:

4.160 The BRE guidelines provide three principle methods of calculating daylight to or within a room. The first is the Vertical Sky Component (VSC) method, followed by the No-Sky Line method (NSL) or Daylight Distribution method and finally the Average Daylight Factor (ADF) method.

4.161 The VSC is the most common method used for calculating daylight levels. It is a measure of the amount of skylight visible from the centre of an existing window serving residential buildings which look towards the site. It measures the sky visibility from the outside face of a window and compares the amount of sky that would still be capable of being seen from that same position following the erection of the development. The VSC does not rely on internal calculations and assesses the amount of sky that can be seen by converting it into a percentage. An unobstructed window will achieve a maximum level of 40%. The BRE guide advises that a good level of daylight is considered to be 27%. The BRE guide state that daylight will be noticeably reduced if after the development the VSC at the centre of a window is both less than 27% and less than 80% of its former value.

4.162 The NSL is a more detailed measurement of the distribution of daylight in an existing building within each of the main rooms. This includes living rooms, dining rooms and kitchens. The NSL maps out the region within a room where light can penetrate directly from the sky, taking into account the size of and number of windows. The ADF method uses a mathematical formula. It involves values for the transparency of the glass, the net glazed area of the window, the total area of room surfaces, their colour reflectance and the angle of visible sky measured from the centre of the window. This is a method that measures the general illumination from skylight and takes into account the size and number of windows, room size, room qualities and room use.

4.163 The most commonly accepted approach to the issue of the impact of a development upon daylight is to consider each of the three different methods if needed. When reviewing the daylight results for each property, they should be considered sequentially; VSC, NSL and then ADF. In the first instance the VSC results should be considered. If all the windows in a building meet the VSC criteria, it can be concluded that there will be adequate daylight. If the windows in a building do not meet the VSC criteria, the NSL analysis for the room served by that window needs to be considered. If neither the VSC nor NSL criteria are met, the ADF results should be considered. The assessment criteria specified within the BRE Guidance only suggests where a change in daylight will be noticeable to the occupants, it does not further define impacts beyond this.

#### Daylight Results:

4.164 In accordance with the sequential approach, the daylight assessment has focussed on VSC calculations for the selected receptors. Overall the assessment indicates that only small reductions in terms of daylight change were found to existing adjoining office buildings both to the west on Wood Lane and south west of the site and only a minor effect on the proposed office building to the north on the Imperial College development due to its proximity. All these existing/proposed office/hotel buildings are located within the wider OA and those located to the adjoining sites to the west and south are envisaged for redevelopment at some future stage.

4.165 In the case of the existing residential properties (caravans and free standing buildings) on the neighbouring gypsy and travellers site, a total of 33 windows were tested, 11 on the west elevation and 21 on the south elevations of these properties. The

buildings on this site are largely aligned at right angles to the application site and single storey in form. Windows on the west elevation of the caravan/properties located closest to the application boundary have not been tested in the assessment as they are found adjoining the elevated north bound carriage of the West Cross Route which rises above the height and obstruct some of the windows of these buildings. The daylight assessment for the windows on this site point to only a negligible effect on daylight to the windows of these properties.

#### Daylight Conclusion

4.166 Overall of all the potentially affected properties tested only those on the traveller's site are considered to be of any material effect. The assessment reveals only 5 windows showed a reduction that does not comply with the VSC. These windows however only experience only a small reduction in the amount of daylight received and are entirely as a result of the elevated section of the West Cross Route. The existing VSC values of 3 of these windows were also found to be marginally below 27%, where the proposed reduction is considered to be within an acceptable level. Given the benefits of the proposal and the large degree of compliance for this urban area, on balance it is considered that the provision of daylight is acceptable having regard to the scale of the development. It is therefore considered that the proposal complies with national and regional policy regarding residential amenity and with policy EN8 of the UDP.

#### Sunlight:

4.167 To assess loss of sunlight to an existing building, the BRE guidance suggests that a window facing within 90 degrees of due south needs to be assessed. The Probable Sunlight Hours (PSH) predicts the sunlight availability for the windows of each habitable room that faces 90 degrees of due south for a period of time. The Annual Probable Sunlight Hours (APSH) covers the whole year. The Winter Probable Sunlight Hours (WPSH) covers the period. 21 September to 21 March. The BRE Guidance recommends that both the APSH and WPSH are assessed. The majority of windows that face the proposed development in neighbouring office buildings are not within 90 degrees of due south and therefore do not require sunlight assessment under the requirements of the BRE guidance. In this case the windows on the south elevation of the Imperial College scheme and those properties on the travellers site in Stable Way have been tested. Of the 11 windows assessed on the Travellers Site none were found to experience a level of change sufficient to have any material effect.

#### Sunlight Conclusion

4.168 The overall level of compliance in terms of the sunlight availability is considered reasonable in the context of the BRE guidelines for a development site in an urban location. The proposal would result in only a negligible impact on neighbouring residential properties experiencing any loss of sunlight. Overall the results demonstrate that there would be good levels of sunlight reaching the existing properties following development. Given that the BRE guidance recognises that in urban areas taller buildings can be expected, it is considered that the impact from this scheme is acceptable, particularly given the urban context within which the site is located. On balance, it is considered that the proposal would comply with policy requirements set out in policy EN8 in this respect.

#### Overshadowing:

4.169 The BRE Guidelines require that at least 50% of any garden or open space should receive at least two hours of sunlight on 21 March. In addition if following the

completion of a development an existing garden/amenity area does not meet the suggested criteria and the reduction in the area which can receive some sun is more than 20% the loss of sunlight is likely to be noticeable. The BRE Guidelines suggest that no more than 40% and preferably no more than 25% of the garden should be in permanent shadow on 21 March. If following the completion of a development an existing garden/amenity area does not meet the suggested criteria and the reduction in the area which can receive some sun is more than 20% the loss of sunlight is likely to be noticeable.

#### Overshadowing Conclusions

4.170 The applicants have submitted plans showing the shadows cast by the existing buildings on the surroundings and the shadows that would be cast by the proposed development on the neighbouring Travellers Site and other surrounding properties. The results show that the Travellers site will not be affected by the proposed development until 3PM (on 21 March) and thus will remain within the recommended BRE guidelines. On this basis it is considered that the development would not have any adverse effect in terms of overshadowing and is therefore considered acceptable.

#### Conclusion

4.171 In conclusion, officers consider that given the size of this redevelopment scheme, the impact of the proposals in terms of sunlight/daylight/overshadowing to existing surrounding properties would be broadly acceptable. It is certainly the case that in denser urban environments there will inevitably be some adverse impacts from a development of this scale. It is however considered that the impacts identified in this case are relatively minor and acceptable, particularly given the heights of the buildings proposed and distance from their boundary within which the site is located. In particular the redevelopment of this site has been considered with due regard to the existing Travellers Site, the nearest residential properties. It is considered that there are only a very small number of windows in these properties that may experience a marginal impact in daylight, yet a determinant factor is attributed to the presence of the elevated West Cross Route. A distance of at least 30 m would be retained to the boundaries with these neighbouring buildings and therefore some flexibility needs to be applied in this instance. On balance it is considered that in comparison to the existing adequate levels of daylight and sun lighting to neighbouring properties would be retained and as such the proposal would comply with policy requirements set out in policy EN8.

#### Design and Heritage

4.172 The planning application is an outline submission where the site is divided into a series of building plots. As explained, the majority of the detailed elevation design is not for determination at this stage. Only the details in relation to scale and appearance on part of one of the building plots (Building J) are submitted for approval.

4.173 The primary intention of this outline application is to establish an acceptable quantum of development and a design framework within which the various building plots can come forward in the future. The proposed layout of the building plots together with the public and private realm within the site is set out in detail in the Development Specifications, Parameter Plans and Design Code. The Parameter Plans submitted with the application seek approval for the maximum and minimum height, width and length of each of the building based plots, in order to establish a three dimensional envelope within which all the buildings could come forward.

4.174 A Design Code has been submitted, formulated to define the base parameters which must be adhered to for each building design. The codes will form part of the brief for developing designs and aim to give a coherent design approach should different architects take on different parts of the development. Each building design would include –

- Entrances which are legible and located on primary frontages
- Landscaped threshold edge
- Duplexes with a clear expression as individual units
- Facades with a coherent architectural order.
- A “middle” main part of the building composition which has a strong grid and consistent treatment which sets it apart from the base
- A “top” which provides an articulated skyline
- Facades which are well-detailed
- Brick with well-detailed joints and bonding
- Stone cladding which has depth and not used as a thin veneer, and with attention given to detailing at corners, bonding and weathering
- Timber and render not considered as appropriate materials in this context
- Windows with a high performance and colour of framing to be sympathetic to wall material. Colours are discouraged. Reveal depth to be at least 225mm
- Balconies on the primary and secondary facades to be recessed whilst those on tertiary facades to project.

4.175 The Design Code demonstrates how the quantum of development proposed could satisfactorily be arranged and accommodated within the limits of the Parameter Plans. Therefore it provides a level of certainty in terms of what constitutes acceptable design. It is considered that the Design Code in this case is acceptable and provides comfort that the design and layout of the development will be appropriate. The Design Code would be embodied in any planning permission by way of condition to ensure that the design of the overall scheme is of high quality (Condition 6).

4.176 The application has been assessed against a number of London Plan design policies - 7.1, 7.2, 7.3, 7.4, 7.5, 7.6, 7.7, 7.8 and 7.21, policies BE1, WCOA, WCOA1 of the Core Strategy (2011) and adopted UDP Policies EN2, EN2B, EN2D, EN3, EN6, EN8 and EN28. Consideration has also been given to policies G1, G2, G6 and G7 of the Development Management Local Plan. Officers have also had regard to Policy CL1 and Policy CL2 of the RBKC Core Strategy.

4.177 Consideration has also been given to the following design and conservation based supporting documents:

- Wood Lane Conservation Area Character Profile
- Shepherds Bush Conservation Area Character Profile
- The English Heritage / CABI guidance on Tall Buildings (July 2007)

4.178 There are a number of relevant strategic design policies contained in the London Plan. Policy 7.1 requires all new development to be of high quality that responds to the surrounding context and improves access to social and community infrastructure contributes to the provision of high quality living environments and enhances the character, legibility, permeability and accessibility of the surrounding neighbourhoods. Policy 7.4 states that a development should have regard to the form, function and structure of the area. Policy 7.5 requires the provision of high quality public realm that is comprehensible at a human scale. Policy 7.6 requires development to be of high architectural quality that is of a scale that is compatible with the surrounding

area that makes a positive contribution to the immediate, local and wider area. London Plan Policy 7.7 relates to tall and large building. It requires tall buildings to relate well to the form and composition of surrounding buildings and public realm. The Plan also suggests that individually or as a group, tall buildings can improve the legibility of an area by emphasising a point of civic or visual significance where appropriate and enhance the skyline and image of London. It recognises that tall buildings can make a significant contribution to local regeneration, but that they should not have a harmful impact on local views and in sensitive locations such as conservation areas and settings of listed buildings. Policy 7.8 requires that development respects affected heritage assets by being sympathetic to their form, scale, materials and architectural detail. Policy 7.21 seeks the retention of existing trees of value with new development, and their replacement when lost.

4.179 In terms of tall buildings, the London Plan recognises that individually or as a group, tall buildings can improve the legibility of an area by emphasising a point of visual significance and where appropriate can enhance the skyline and image of London at key locations. It recognises that tall buildings can make a significant contribution to local regeneration.

4.180 The proposed design is required to meet the regeneration objectives for White City Opportunity Area (WCOA) as defined in the Council's Core Strategy. The Council's vision for White City as detailed in the Core Strategy is that it should – "create a vibrant and creative place with a stimulating and high quality environment..." In design terms, policy WCOA of the Core Strategy states that: "All development must have regard to its setting and context within the OA and within the surrounding area in Hammersmith and Fulham and Royal Borough Kensington and Chelsea. It should reflect, extend, improve and integrate with the urban grain and pattern of development in that area (in accordance with Policy BE1). The Council will expect most of the new development to be low to medium rise, however a limited number of tall buildings of exceptionally good design may be acceptable, in particular, close to the A40 and A3220 and in any other areas identified in the White City OA planning framework tall buildings strategy ."

4.181 Para. 7.20 of the Core Strategy states: "Parts of the area such as alongside the A40 and A3220 are less sensitive to the impact of building height, so tall buildings could be considered as part of the approach to urban design provided they are of exceptional quality. The WCOAPF will set out a tall buildings strategy. Any buildings that are visible from RBKC should have regard to that borough's Core Strategy policy CL2 (subject to adoption)"

4.182 The application site lies within White City East, which WCOA states will be the focus of regeneration of the WCOA. White City East is included as Strategy Site WCOA1 in the Core Strategy. In design terms it states: "...There must be a permeable pattern of streets, pedestrian and cycle routes that knits the area together and connects it with the surrounding area"

4.183 As part of the production of the Core Strategy, officers undertook a townscape assessment of the whole of the Borough and also a desk-based tall buildings study which built upon the advice in English Heritage and CABE guidance. Both opportunities for, and constraints which serve against the location of tall buildings, were mapped in an exercise to identify areas in the borough where tall buildings may be

appropriate. The method, analysis and conclusions were supported by the Inspector at the Examination in Public into the Strategy.

4.184 The results were fed into the borough wide policy BE1 of the Core Strategy which requires that all new development creates a high quality, accessible, urban environment that respects the surrounding setting, including heritage assets. Adds there should be an approach to accessible and inclusive design that considers how good design, quality of public realm, landscaping and land use can be integrated to help regenerate places. Policy BE1 concludes that most parts of the borough would be inappropriate for tall building but identified four areas which included parts of the White City Opportunity Area as being appropriate for tall buildings. It adds that proposals for tall buildings will require a full urban design assessment.

4.185 The borough's Unitary Development Plan has the following policies that are of relevance: Policy EN2 states that 'Development within conservation areas will only be permitted if the character or appearance of the conservation area is preserved or enhanced. New development in conservation areas must, where possible, respect the historic context, volume, scale, form and quality' Policy EN2B states that development, including development outside conservation areas, will only be permitted if the character or appearance of the conservation area in terms of its setting and views into and/or out of it is preserved or enhanced. Policy EN2D states development will not be permitted if it would cause demonstrable harm to the character and appearance of sites included in the English Heritage Register of Parks and Gardens of Special Historic Interest. Policy EN3 requires that new development preserves the setting of Listed Buildings. Policy EN8 relates to the design of new development and states that 'development will not be permitted unless it is of a high standard of design and compatible with the scale and character of the existing development and its setting'. Schemes must be formulated to respect the historical context of the area and its sense of place, the scale, mass, form and grain of the surrounding development, relationship to the existing townscape, rhythm and articulation of frontages, local building materials, sustainability objectives and the principles of good neighbourliness'. Policy EN25 seeks the retention of trees with development and suitable replacement where removal is considered to be acceptable. Policy EN28 requires landscaping proposals within the 'Green Corridors' identified in the Proposals Map that make a positive contribution to the perception of the local environment as both leafy and green. A green corridor is identified alongside the alignment of the West London Line in the Opportunity Area.

4.186 Policies contained in the draft Development Management Local Plan (2013) are also applicable in this case. Policy G1 builds on UDP policy EN8 and other design and conservation policies, requiring new build development to be of a high standard of design and compatible with the scale and character of existing development and its setting. In the justification for this policy it adds that within areas experiencing substantial change in the borough, such as regeneration and opportunity areas, new build development provides the opportunity to create a high quality architectural character and sense of space. Policy G2 is about tall buildings, but in this instance, requires reference back to the aims of regeneration and Opportunity Areas in the Core Strategy and Policy BE1 apply. States that "the impact of tall buildings in sensitive locations should be given particular consideration". Policy G6 relates to views and landmarks of local importance requiring development to not cause demonstrable harm. Policy G7 relates to heritage and conservation.

4.187 The draft White City Opportunity Area Planning Framework (WCOAPF) is still an emerging guidance. At this stage in considering and determining this application, officers do note that the draft document contains guidance on design, including the creation of a better east-west and north-south connection between existing and future communities and building heights and taller buildings.

4.188 In terms of tall buildings, paragraph 4.41 of the draft WCOAPF states that: “There may also be limited opportunity for new housing in taller buildings; these will be expected to be of exceptional design, have an elegant form and feature a limited number of units per core to ensure they have a positive impact on the local townscape”.

4.189 Para. 4.4.2 of the draft WCOAPF states that: “Taller buildings (12-15 storeys) may be appropriate along the Westway.... Towers of approximately 20-30 storeys (up to 100 metres) would be appropriate along the Westway at the gateway to central London.”

4.190 Para 4.4.3 of the draft WCOAPF states that: “The master plan proposes up to three towers (approximately 30 storeys, or 100 metres) in the general area around the Westway – two to the north and one to the south of the Westway.”

4.191 In terms of guidance on tall buildings – the joint national guidance produced by English Heritage and CABE is relevant. The guidance states that and in the right place tall buildings can make a positive contribution to the identity of areas and the skyline generally, and that they can be excellent works of architecture in their own right. The guidance goes on to say that they can serve as beacons of regeneration. However, the guidance also criticises some existing tall buildings from an earlier era which it says are poorly located and of poor architecture. In order to avoid repeating these mistakes – the Guidance requires local authorities to determine where tall buildings in their area would, or would not be appropriate based on a thorough urban design analysis.

4.192 The NPPF encourages local authorities to support appropriate development proposals which optimise density and deliver wide ranging regeneration benefits to stimulate economic growth.

4.193 The NPPF requires local authorities to adopt a presumption in favour of sustainable development when assessing applications and that a set of 12 core principles of sustainable development should underpin design making. It is considered that the following principles are of relevance to this application: “proactively driving and supporting sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs. Every effort should be made objectively to identify and then meet the housing, business and other development needs of an area, and respond positively to wider opportunities for growth.

- always seek to secure high quality of design and a good standard of amenity for all existing and future occupants of land and buildings.

- conserve heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations.”

4.194 The NPPF emphasises the importance of good design in determining applications. It states that:

“Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people” and that “great weight should be given to outstanding or innovative designs which help raise the standard of design more generally in the area.”

4.195 It further states that:

“Although visual appearance and the architecture of individual buildings are very important factors, securing high quality and inclusive design goes beyond aesthetic considerations. Therefore, planning policies and decisions should address the connections between people and places and the integration of new development into the natural, built and historic environment.”

4.196 In relation to matters of detailed design, the NPPF states:

“Planning policies and decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles. It is, however, proper to seek to promote or reinforce local distinctiveness.”

4.197 Turning to built heritage guidance, the NPPF requires that:

“Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this assessment into account when considering the impact of a proposal on a heritage asset, to avoid or minimise conflict between the heritage asset’s conservation and any aspect of the proposal.”

4.198 When considering the impact of a proposed development on the significance of a designated heritage asset, the NPPF states that:

“great weight should be given to the asset’s conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification.”

4.199 The NPPF states that:

“where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.”

4.200 The policy position on design is therefore clear. It supports high quality buildings of a taller scale in this location close to the A40 and A3320. The acceptability of the proposed tall buildings needs to be judged on the impact that the proposed buildings would have on views from the surrounding townscape and in particular the impact on the setting of the surrounding heritage assets. The development will be visible from the surrounding townscape. The most prominent views of the development are those along the main transport corridors but arguably the most sensitive views are those from streets in the neighbouring RBKC.

#### Site Context and History

4.201 The proposal aims to transform an underutilised brownfield site into a new urban quarter and thereby assist in achieving the regeneration aspirations for the wider area. In this sense, the proposed master plan would contribute to a London wide

strategy for the Heathrow to Central London corridor as well as the local strategy for regeneration of the White City area.

4.202 In the 1870's and up to the 1900s the site was a series of brickfields and was one of two main areas in London. At this time the West London railway line ran alongside the site creating severance from the area to the west. This pattern has continued with the introduction of the Central Line in 1947 and the development of Westway in the 1970s.

4.203 The site has been gradually cut off from the surrounding townscape by successive infrastructure improvements. The site has a single entry point via the s-shaped Depot Road leading from Wood lane over the railway into the site. The slip roads and the main carriageway of the A40 overhead at the northern end, whilst visually detaching the area to the north, allow for the possibility of connections beneath the structures. Along the eastern boundary, the West London railway line is carried on embankment and the West Cross Route to the east prevents connections. Along the western boundary, the Central Line is in cutting preventing direct access. To the south the site adjoins another area of potential regeneration where it will be important to secure future links.

4.204 Since 2002, and the closure of the Dairy Crest bottling plant which had occupied the site for many years, the site has been used for industrial and storage purposes, let on a short term basis. The buildings on the site are a mixture of steel and brick, together with a number of temporary corrugated structures and free standing portable buildings/containers. None of the buildings on the site are of any architectural or historic interest and do not provide a positive contribution to the Wood Lane Conservation Area and key buildings in the surrounding area. There are no objections to their demolition. Indeed it is considered that redevelopment of the site offers an opportunity and potential to improve the general townscape in this area.

4.205 Successful integration of the site with the surroundings is key to any development on this site. Surrounding uses such as the BBC TV centre, Westfield, QPR football ground, Hammersmith Hospital and Imperial College and Shepherds Bush Empire attract large groups of people to the area. Wormwood Scrubs is a major area of open space. The site has the potential to support and benefit from the surrounding environment if the links are fully realised.

#### Heritage Assets

4.206 The applicant's statement submitted with the application seeks to identify the significance of heritage assets within a study area of approximately 0.5 km surrounding the site. It identifies assets that have a connection to proposed development area and seeks to identify the significance of the heritage asset in relation to the site. The recent English Heritage publication, 'The Setting of Heritage Assets' (October 2011), provides a definition of, and key concepts associated with, setting. It notes that setting is not a heritage asset but can contribute to the significance of heritage assets. The document acknowledges that the protection of the setting of heritage assets need not prevent change. What are important are the recognition of, and the response to setting of heritage assets. The test to be made is whether a development within the setting of an asset due to its scale, massing or prominence, is likely to be acceptable or unacceptable in terms of the degree of harm to its significance.

4.207 The majority of the application site (with exception to land under the elevated Westway) lies within the Wood Lane Conservation Area. There are an additional nine Conservation Areas within 1 km of the site (north of Shepherds Bush roundabout). In the borough, the Old Oak and Wormholt conservation area is located to the North West off Wood Lane. The Oxford Gardens/St Quintin conservation area is to the north east in RBKC, beyond the Westway and West London railway line and Latimer Road. Further afield are the conservation areas of Ingersoll and Arminger, Shepherds Bush and St Mary's and Coningham/Lime Grove in LBHF and Avondale Park Gardens, Ladbrooke, Norland and Kensal Green Cemetery Conservation Areas in RBKC.

4.208 The Wood Lane conservation area contains a mixture of historically commercial and industrial uses, largely of the post-war era. The focal point is the Grade II Listed BBC Television Centre on the east side of Wood Lane and to a lesser extent the 1947 White City Underground Station immediately to the south of the application site. It is concluded that the Wood Lane conservation area would be impacted upon both directly and indirectly. This is covered in more detail as part of the Townscape Assessment. In terms of the listed buildings in the wider areas surrounding the site including the Grade II listed BBC TV Centre and Grade II listed Burlington Danes School, both on Wood Lane it is considered that their setting would receive a low impact.

4.209 The site does not fall within any protected strategic or local views. There are a number of low rise residential areas including Edwardian terraces laid out in a traditional street block pattern and five storey blocks on the White City Estate and, conservation areas, listed buildings and a Registered Park and Garden which the development would be viewed from within. There are also some taller blocks in RBKC on the Latimer and Edward Wood's estates that rise to 21 and 23 storeys whilst further to the east is the listed Trellick tower at 31 storeys that has a landmark quality on the skyline. A comprehensive Townscape and Visual Impact Assessment on potentially affected heritage assets and conservation areas has been undertaken in order to determine the significance of the development impact, and whether significant harm would occur to these areas or assets.

#### The Master Plan

4.210 The master plan for the site proposes a residential led, mixed use development on this existing urban brownfield site. At present the industrial site is somewhat removed from the rest of the local areas by existing transport infrastructure and surrounding buildings and has no presence in townscape terms or within the adjacent areas. The only physical connection to the site is along Depot Road. The existing approach is however restricted and unsuitable as the primary route for a development of this nature. Depot Road would be maintained in its current form as a vehicular route but with a future aspiration to make it a pedestrian route with emergency vehicular access only.

4.211 The master plan attempts to make optimum use of this Brownfield site with a mixed use development. Officers consider that the master plan as a whole is well considered and the mix of uses proposed would support in the objective of creating a vibrant new quarter within this part of the WCOA, with pedestrian activity throughout the day and into the evening. A mix of residential and more active business, retail, community and leisure uses would assist to ensure a pedestrian presence and opportunities for passive surveillance of the public realm both at night and at the weekends.

4.212 One of the key aspirations in this OA is for the creation of a new urban quarter in Wood Lane East, to integrate with the rest of the WCOA and its surroundings. The master plan re-establishes connections into the site foremost with the formation of a 65 m long and 30 m wide bridge from Wood Lane that would lead onto the proposed Urban Square. The layout plan provides a good network of north-south routes through the site, with a link northwards under the elevated Westway to the approved Imperial College development and onwards to the proposed link eastwards under the railway line to Latimer Road and Oxford Gardens in RBKC. Provisions are also made to the south with the Marks and Spencer land. All these reconnections would be linked to a clear hierarchy of open spaces across the site, providing a legible, permeable and accessible layout in the master plan which overcomes the existing severance problems with the existing site. A hierarchy of streets across the site would offer a variety in terms of environment and potential route choices. However in order that this connectivity can be achieved the bridge link with Wood Lane is essential.

4.213 Both the Urban Square providing the “introductory space” at the entrance and formed off the proposed bridge link to the site and the proposed Garden Square which would form the centre piece of the development would provide new areas of public realm and generous public landscaped space. The Urban Square would be of a similar proportion to that in the neighbouring BBC Media Village and would be contained by the scale of the buildings which would focus views into the site. The width of the proposed Urban Square would be lined on three sides by commercial uses at the base of the surrounding buildings and would ensure that it is seen as a square encouraging public access rather than a narrow access route into the site.

4.214 The proposed Garden Square would be an open landscaped area at the heart of the development. While the exact details of the Garden Square are only indicative at this stage the square would build upon the characteristics of a typical London garden square. This space would contain significant trees providing both a tranquil planted environment and play areas for children. The primary ‘public’ frontages of proposed perimeter mansion blocks would enclose this space on three sides and provide animation with the building entrances accessible from the green, with quieter and more private backs to the buildings overlooking enclosed private or communal spaces. A threshold space would be designed to the more public frontages which would provide a subtle barrier protecting the ground floor residential units but allowing the active frontage of front doors connecting onto the street. The square would also provide for movement through the site and the principal route along the western edge would provide activity, movement and contribute to the character and use of the space. This square would have a total coverage of 0.5 hectares with 0.37 hectares of green landscaped gardens, making a significant contribution towards publicly accessible open space in this area, comparable in size to other London squares, such as Red Lion Square and Craven Hill Gardens.

4.215 In addition the proposed courtyard gardens to the blocks alongside the eastern boundary of the site would be shared amenity spaces which would include play facilities but would be private in character relating to the adjoining blocks. The possibility of a new woodland ‘ecological walk’ on the strip of land which varies in width adjacent to the railway is being explored by the applicant. The space which could be for community use or an informal ecological space would add to the variety of amenity space / public realm being proposed for the site.

4.216 The scheme proposes connections to the space under Westway. It would be used primarily to connect the public realm of each development site on either side of the A40. The proposed route would as open as possible in order that it is perceived as a safe and bright space and therefore attractive to use. Visual connection would be important for orientation for those using the route. The area under Westway is key to connectivity, and together with the proposed connection, the scheme includes a new building on two levels beneath the flyover, to take account the difference in ground levels at this point which is proposed for community use continuing the theme of innovative use of space found beneath other sections of the elevated A40 carriageway.

4.217 The topographical changes across the site make this scheme difficult. Variations in existing site levels and the required clearance constraints over the Central Line necessitate a rise to the new bridge in order to clear the existing tracks and links to the wider area. This will result in a podium ground level for the majority of the scheme between a minimum 11.00 and maximum 12.00 AOD, a difference of approximately 4 m above the existing ground level. The exception would be under the elevated Westway. This does allow an additional level to be provided below the newly formed ground floor to accommodate car and bicycle parking and plant without the need to carry out extensive mass excavation on the site. The bridge provides the greatest challenge in design terms. As set out in the inclusive design section, the supporting information accompanying the application at this stage demonstrates that the bridge could be designed with a maximum gradient at 1:14 with the majority of the streets and site edge connections achieving a maximum gradient at 1:24 which is considered acceptable in principle.

#### Buildings – built form

4.218 The proposed built form would add a new edge and square to Wood Lane with connections to the existing townscape. The proposed entry into the site, the built form on the boundaries of the site and the scale of the new spaces has determined a “mid-urban” scale for the site. Generally the proposed buildings would be 8-11 storeys in height with two taller buildings at 16 and 32 storeys on the central axis. Officers consider this will provide a clear logical layout and avoid a monolithic form of development on the site which can arise where large schemes are restricted to a repetitive design. While the design of the master plan on this site has sought to be inclusive, it clearly has its own character appropriate to its location within the WCOA and provides a variation and interest across the site, reflecting the diverse mix of designs in the neighbourhood.

4.219 A “mansion block” typology is proposed which has a scale defined by a clear expression of base, middle and top and which relates satisfactorily to the scale of the central garden space. Lower residential blocks are proposed along the eastern side of the site clustered around smaller courtyard gardens. The design has consciously avoided a continuous wall of development along the eastern boundary and allows for some visual permeability. Masonry and brick is proposed to give solidity and sense of permanence, and would have a contextual response and reflect the history of the site. Active frontages have been designed into the scheme in the form of front doors and gardens or retail shop fronts wherever possible.

4.220 The central axis of the site would be defined by the two north south routes connecting through the site. The routes would align the central garden space and the “spine buildings” which would be aligned on the central axis. Block D would be a key pivotal building in this arrangement having an important role in each of the new spaces.

The scheme recognises the importance of this building and has proposed an elegant signature building where the design has acknowledged the role that this building needs to fulfil in the master plan layout.

4.221 Block B to the south is a narrow rectangular block which sets itself away from the north–south routes on both west and east facades. It would create subsidiary hard landscaped spaces and would together with its neighbours provide a varied edge in terms of height and massing to the southern boundary

4.222 Behind the mansion blocks (part E, F, G, H) facing the garden square, “finger” blocks would project back to the eastern boundary to create courtyard and private gardens. Both the buildings and spaces in these parts of the plots would be of a subservient scale. The orientation of these blocks would also maximise daylight and sunlight to these blocks. The mews blocks would have a similar definition of base middle and top with recessed top floors in a stepped façade. Each flat would have a view of the green space which would be planted and accommodate areas for seating and play. The mews would be characterised by distinctive mature trees that would be planted in the basement below. Whilst the detailed designs would form part of the reserved matters applications, overall it is considered that there are sufficient controls in the Design Code to achieve a successful design of these buildings and public realm.

4.223 The built form and height of the buildings within the development are an important consideration to ensure an appropriate relationship with surrounding development and heritage assets. Guidance for the heights of the proposed buildings has been derived, in part, from the Core Strategy and in part from the emerging WCOAPF document. It is considered the proposed built form responds satisfactorily to the site context: lower buildings would be located on the eastern boundary perpendicular to the railway where they would relate to RBKC and in particular the travellers site opposite. Whilst the final height of the building plots would be determined at the reserved matters stage, the maximum and minimum heights for the plots and the indicative storey heights gives a general indication of the sorts of enclosure ratios likely to be achieved across the proposed development. Overall it is considered that the scheme and layout works well given the size of the squares, courtyards gardens and width of streets, without creating the feeling of excessive overshadowing or enclosure.

#### Block J

4.224 Probably the most contentious element of the development in design terms. Block J is made up of two elements. Includes a 32 storey residential tower located at the northern end of the Garden Square of the site adjacent to the Westway. The other element in this block is a 7 storey linked residential building. Whereas the detailed appearance of the majority of the blocks in the master plan would be subject to separate Reserve Matters applications, the proposed architectural treatment on Block J is provided in sufficient clarity and detail in the Design and Access Statement and drawings in order to be fully assessed at this stage. The location, height, mass and appearance of the tower has been the subject of detailed consultation between officers in the GLA and the Council and has been reviewed by the borough’s design review panel.

4.225 The tower is the tallest element of the scheme and would be the main focal point of the development. Tall buildings are acknowledged within the borough’s Core Strategy and the height of the proposed building at 32 storeys would be read in context with the 34 storeys tower on the Imperial College site to the north of the Westway.

Overall it is considered that a tall building in this location along with the proposed 16 storeys building at the southern end would provide a logical layout and satisfactorily define the Garden Square at the heart of the development. The appropriateness of these two buildings has been assessed and is considered to provide overall a high quality design. The draft WCOAPF also considers a limited number of tall buildings along the A40 as appropriate.

4.226 The proposed tower is of a clear rectilinear form consisting of strong vertical brick ribs which rise through the tower and faience transom panels to give a textured layered façade. The tower has a stepped façade to achieve a slimmer profile as it increases in height which breaks down the scale and massing. The base section relates to the height of the proposed mansion blocks around the Garden Square and provides continuity engaging the tower with the square. The step in the floor plate is marked by a garden terrace and internally by a gym and residents lounge. The middle section is reduced and articulated with double height winter gardens and the top nine floors stepped in again to take a slimmer profile at the top of the building. The double height frontages at the base of the tower would serve a communal residential entrance and other communal or leisure uses. The main entrance would be off the Garden Square on the south elevation. The west entrance adjacent to the primary vehicle route would allow for a lay-by drop off point.

4.227 The design is intended to complement the design of the approved tower on the Imperial College site. The difference with the proposed tower is that all four elevations are treated equally whereas the approved tower to the north is deliberately directional with an angled façade.

4.228 A London stock buff brick is proposed for the tower in order that would remain attractive and age gracefully. The vertical brick ribs would be set at 1.5m and would be slender and elegant architectural elements but visually strong and dominant in the overall composition. The ribs would be splayed to give an interesting form and depth and maximise daylight to flats. Layering to façade would be achieved with terracotta spandrels set at the floor slabs decorated with ornaments and set back from the brick ribs but advanced from glazing line.

4.229 The tower would have a double-height base with highly modelled brick piers enhanced to give the appearance of strength and solidity. The brick pier give a vertical proportion to the windows which would be framed in bronze aluminium and use opaque glazed areas where necessary in a tightly defined manner, most often in the bottom third of the window. The facades would be punctuated by private double height winter gardens and individual balconies which would add subtle variation and interest to façade. Plant at roof level would be contained within a glazed screen and a faience terracotta capping is proposed for top of the brick piers. Details of the materials and the location of the balconies, winter gardens and treatment of the glazing would be finalised as part of a future reserved matters application.

#### Townscape and Visual Impact Assessment

4.230 To assess the impact on surrounding areas, the Environmental Statement includes a comprehensive Townscape and Visual Impact Assessment (TVIA) by Miller Hare. The technical consultants produce a number of verified views from the surrounding area (and wider area where appropriate) within which, the development proposals are accurately plotted. The process used is a widely accepted methodology of plotting the proposed massing and height of the development within a photograph of

the existing townscape. The Assessment has been based on the good practice guidelines in “Guidelines for Landscape and Visual Impact Assessment” [the Landscape Institute with the Institute of Environmental Management and Assessment 2002] and “Seeing the History in the View” – a method for assessing the heritage significance within views [English Heritage 2008].

4.231 The Townscape Assessment has assessed a total of 32 viewpoints from an agreed selection of locations both within and outside of conservation areas in both LBHF and RBKC. Several of the locations selected are from the same position used in the assessment for the tall building proposals on the adjoining Imperial College site to the north. In this respect the cumulative impact of the schemes can be assessed.

4.232 The significance of views from conservation areas in LBHF and RBKC and the impact of the development on the setting of conservation areas and listed buildings have been assessed. Officers have considered the significance and effects in relation to all 32 views when making their recommendation.

4.233 The townscape assessment includes views from the north-eastern corner of Shepherds Bush Green [Viewpoint 23] and from Rockley Road to the south of the Green [Viewpoint 22]. Whilst the tower would be visible in viewpoint 23 only, its impact is negligible from this distance at 1.3 km. Viewpoints 24 and 25 indicate the impact from the west and east sides of the BBCTV centre. The view from Hammersmith Park [25] shows that the scheme is likely to be visible in the winter months as a backdrop to the two to four storey buildings in the foreground. In the summer months the proposed development would be seen through the veil of foliage on the trees in the park. Viewpoint 24 represents the view where the scheme is likely to have most impact on the public realm. It is from this viewpoint that most of the development will be visible. In this view, the proposed scheme is seen to reinstate a built frontage to Wood Lane. The scale of the buildings is compatible with the existing mid-rise buildings to the south, and the massing is layered towards to the centre of the site. The tower is seen as the focal point in the composition and simple slender form at the northern end of the master plan layout.

4.234 Viewpoints 26 -29 are from locations within Old Oak and Wormholt conservation area. Only the tower would be visible in these views. Views from Westway and Bentworth Road indicate that the tower would be seen in conjunction with the approved tower on the Imperial College site. In the Westway view in particular the towers are successful in providing an appropriate landmark and gateway feature as envisaged in the White city Opportunity Area framework, at the point of arrival in White City and to inner London in the wider context.

4.235 The view across the open space at Wormwood Scrubs [Viewpoint 30] shows the mid-rise group of buildings providing a continuation of the built form of the approved Imperial College development to the north of the A40. The two towers are seen in conjunction to provide individual high quality architectural elements on the skyline. The taller buildings towards central London are visible in the backdrop from Wormwood Scrubs.

4.236 Viewpoints 4 – 6 are from the residential streets to the north of the site. Here the approved Imperial College scheme would largely occupy the foreground, with only the upper levels of the proposed tower visible. At this distance the architectural character and quality of the proposed tower would be evident, and whilst different in

architectural character to the approved tower on the Imperial College site, it would be seen to complement it and together act as “beacons of regeneration” for the area.

4.237 The impact of the scheme on the Oxford Gardens conservation is demonstrated in viewpoints 1 -3 and 7- 12. The domestic tight-knit character of the street pattern means that the tower is glimpsed only in most views. The view along Oxford Gardens in viewpoint 12 is one where it would have greatest impact in terms of visibility. The tower would not appear on the axis of the street but would be seen over the ridge line of the two storey buildings lining the southern side of the street. Due to the proximity of the viewpoint, the high quality elevations of the tower would be apparent. Only a small part of the conservation area will be subject to any impact. There is a clear distinction between the townscape of the development site and that of the conservation area. The distinction is caused by the effect of the severance of the railway embankment combined with the row of industrial premises on Latimer Road clearly defining the edges and providing separation between the different townscapes. It is considered that given the distance from Oxford Gardens and the clear separation in townscape terms of the development site from Oxford Gardens, the impact would be minimal.

4.238 Viewpoint 14 from Freston Road to the south of the A40 and to the east of the West Cross Route would encompass the proposed subservient linear blocks of reduced scale defining the landscaped courtyard areas. The scheme has deliberately sought to open up this elevation rather than provide an impenetrable barrier of development. The layering of the scale and massing with a clear hierarchy towards the centre of the site would be apparent from this view. The architectural form and quality of the tower seen towards the centre of the site would also be apparent from this relatively close viewpoint.

4.239 Further views to the south in viewpoints 15–21 include those taken to assess the impact on Avondale Park Gardens, Ladbroke and Norland conservation areas. In these views, parts of the tower only would be visible and not to any significant extent given the distances involved and the strength and urban character of the foreground. The impact in these views is considered to be either neutral or negligible.

4.240 Viewpoint 32 is the view from Kensal Green cemetery. The selected viewpoint indicates where the development is likely to have most impact. Other viewpoints from within the cemetery would show that there is already significant development which has taken place around the boundary and other potential development sites which would have greater impact due to their proximity than the current scheme. The elevated position of the cemetery affords views across London and includes towers such as those on the Edward Woods estate as well as the listed Trellick tower. There are few areas in the cemetery where one is unaware of surrounding development. In this view the northern edge of the buildings would be apparent behind the approved Imperial College group. The tower would be seen to rise above the group as a slender simple form with a distinctive architectural composition to its elevations. The development is likely to be viewed as part of a distant cluster of mid-rise and taller buildings as planning applications are submitted for redevelopment on other sites as envisaged in the Core Strategy and the WCOAPF.

4.241 It is considered that the impact of the proposals on the surrounding townscape including surrounding heritage assets would be neutral or negligible, such that the setting of heritage assets would be preserved. In this respect the development

would not change or result in altering the established townscape character, building typologies, plot dimensions, materials, physical boundaries or street patterns within the surrounding conservation areas. In certain instances such as views along Wood Lane or across from Freston Road where the proposed development would provide a new built form and high quality elevations to define and enclose the street, officers consider it would be beneficial and enhance the character and appearance of the conservation area.

4.242 Officers assessment has had regard to the legibility, townscape composition and quality of architecture of the proposed development. It is considered that the legibility of the area would be improved considerably by prominently signalling the gateway to inner London at this important junction as envisaged in the Council's Core strategy. The presence of a high quality tall building at this prominent gateway site, supported by a well-considered master plan layout is an appropriate response to the townscape composition of this site and its surrounding context. Officers are of the view that the architecture of the proposed tower and that of the surrounding buildings as secured through the Design Code would be of the highest quality.

#### Design Review Panel

4.243 The scheme has been before two Design Review Panels. The second presentation to the DRP was on 19<sup>th</sup> July 2012, just prior to the registration of this application. A summary of the comments made by the DRP are set out fully in paragraphs 2.8 to 2.10 of this report. Overall the DRP were generous in their praise for the scheme and were impressed with the overall design approach taken.

#### Design Conclusions:

4.244 The proposed scheme represents an opportunity to regenerate this part of the White City Opportunity Area. In this respect it meets the aims of the Council's Core Strategy. Currently, this part of White City is disconnected from the surrounding townscape and presents a poor aspect in the local built environment. Development of this site therefore provides an opportunity for significant enhancement of the area.

4.245 It is acknowledged that this is a large area of redevelopment. The impact of the scheme on the surrounding heritage assets has however been assessed through agreed visual studies and found to be acceptable.

4.246 The submitted scheme would connect the site with surrounding townscape and provide a new network of routes and high quality spaces. The proposed built form has a massing which responds to the proposed spaces, and surrounding townscape at its edges. It has a variation in architectural character which provides interest across the frontages. The master plan arrangement in terms of the relationship between the built form and public realm would assist in the creation of a sense of place.

4.247 National, Regional and Local Policy and guidance supports the proposal for a tall building in this location. The impact of the tall building on the surrounding townscape which includes conservation areas in LBHF and RBKC has been considered through a Townscape and Visual Impact Assessment. From this analysis it can be concluded that the impact on surrounding townscape is acceptable, and in particular the setting of the heritage assets would be preserved to the extent that their significance is sustained. Furthermore officers are of the opinion that the design of the tower is of the highest quality such that it would make a positive contribution to the skyline of this part of the Borough and London generally.

4.248 Overall, it is considered that the application proposes an appropriate response to the site and would bring substantial benefits in enhancing the townscape. Set in an area of varied architectural characters the proposed development would provide a new place with its own identity that successfully integrated into the surroundings. It would provide a series of new high quality public open spaces and well designed public realm. The development is consistent with the requirements specified in national guidance, the London Plan, the Core Strategy, and it is considered that it would provide a high quality development which would make a positive contribution to the White City Opportunity Area.

## **Transport**

4.249 Paragraphs 29-41 of the National Planning Policy Framework promote Sustainable Transport. The London Plan contains numerous policies relating to sustainable transport modes, highway safety, traffic congestion and car parking and cycling spaces Policy 6.1 of the London Plan sets out a strategic approach to integrating transport and development. Policy 6.3 requires the effects of development on transport capacity to be assessed. Policy 6.9 seeks to facilitate an increase in cycling in London and requires that new development provide for the needs of cyclist whilst 6.10 seeks to increase walking in London through the provision of high quality pedestrian environments. Policies 6.11 and 6.12 relate to tackling congestion and improving road network capacity. Policy 6.13 outlines an objective for promoting new development while preventing excessive car parking provision, and states that new development should accord with the London Plan car and cycle parking standards. The policy also requires that 20% of car parking spaces provide an electrical charging point and that the delivery and servicing needs be satisfactorily met. Minimum parking standards are set out in Table 6.2.

4.250 Policy T1 of the Core Strategy seeks to improve transport provision and accessibility in the borough. Policy WCOA and WCOA 1 state the overall quantity of development and expected trip generation must relate to capacity of the public transport and highway networks. The UDP also has a number of policies relating to transportation and accessibility. Policies TN4, TN5, TN6, TN8, TN13, TN15 and TN28 together with Standards S18 (parking), S20 (cycle parking) S22 (Vehicular access) and S23 (shared surfaces) are of particular relevance to the assessment of the key transport matters. Policy TN4 requires new development to incorporate ease of access by disabled people and people with mobility impairment. Policies TN5 and TN6 require that the design and layout of development provides for the needs of pedestrians and cyclists respectively. Policy TN8 sets out the Borough's road hierarchy and the restrictions on development within this hierarchy. Policy TN13 states that the arising traffic generation of development will be assessed along with the contribution to traffic congestion. Policy TN15 requires new development to accord with the car parking standards set out in the Plan. Policies DM J2 and DM J3 of the draft DM Local Plan 2013 set out vehicle parking standards, which brings them in line with London plan standards and circumstances when they need not be met. Policies DM J1, DM J4, and DM J5 are also applicable. The transport issues have been broken down and assessed against the topics of the Unitary Development Plan (UDP) policies where practicable. The draft WCOAF to which limited weight should be given in draft format, has identified that strategic transport infrastructure improvements to the local area are of paramount importance to mitigate the impact of future development and ensure sustainable regeneration of the area. Development proposals in the area would be expected to contribute towards these improvements, subject to their likely impact and the scheme's viability.

4.251 The site has a Public Transport Accessibility Level (PTAL) of 5 defined as 'very good' using Transport for London's (TfL's) methodology which indicates a high level of public transport accessibility. The site benefits from good links to public transport close to two different underground stations and extensive bus services. The site is within Controlled Parking Zone (CPZ) O, which operates restricted parking Monday to Saturday 9:00am – 5:00pm.

4.252 A Transport Assessment and additional supporting information following discussions with TfL have been submitted to accompany the application. The TA is provided in accordance with policy TN13 and Appendix 5.4 of the Council's Unitary Development Plan (UDP) which requires the submission of an assessment. The assessment provides the basis against which the other development plan policies have been considered.

### **Site Access**

4.253 Vehicular access into the site would be from the existing Depot Road point of access from Wood Lane, a London Distributor Road. It is proposed that the primary access into the site would be by way of a new pedestrian and vehicular bridge link over the Central Line cutting and adjacent to the existing Depot Road Bridge. This new bridge would become the priority route into the site and accommodate the development traffic. This existing vehicular access would continue to be used but in the long term there is an aspiration it will be used for pedestrian/cycle and emergency access only.

4.254 A number of configurations for the bridge link and the connection with the existing Depot Road Bridge have been considered. Officers preferred option is for the proposed bridge to operate as two-way for vehicles, with the existing Depot Road carriageway to be used for pedestrians, cyclists and emergency vehicle use only. This is also the most efficient option in terms of operation of the signalised junction on Wood Lane.

4.255 In order to achieve the necessary clearance over the Central Line cutting, the proposed bridge link would have a maximum gradient of 1:13.5. This has been agreed by Council and TfL officers during the pre-application stage. It is considered that this will improve pedestrian routes onto the site.

4.256 The principle design of the proposed primary access to the development is considered acceptable. However, this access is only submitted in outline. It is considered that the principle of a bridge and junction in this location can be agreed with the final design, layout and materials to be used to be submitted for approval at the reserved matters stage. It would also be subject to a Stage 2 Road Safety Audit and approval of the detailed construction methodology for the works is required (Condition 80).

4.257 A secondary vehicular access is proposed to the north of the site, by way of an internal spine road connecting into Imperial College internal road network. There are also a series of proposed connections to the Marks & Spencer (M&S) site to the south, by way of an internal spine road and also through secondary shared surface routes. These are only indicative with further detail to be submitted for approval with reserved matters applications. A condition will ensure that all the detailed access points are implemented in accordance with plans to be fully considered by the Council. Overall, the

proposed indicative access arrangements and highway works to Wood Lane and Depot Road are considered acceptable.

### Site Layout

4.258 The site layout has building plots arranged around a north/south spine road running between the Imperial West site to the north, the Dairy Crest site access onto Wood Lane, and to the M&S site to the south. This road is proposed to be built to adoptable standard, being a maximum of 7.3m wide and with 2m footways.

4.259 A second circulatory route is proposed to be located to the east of the spine road. This is proposed to connect to the spine road at its northern extent and with the ability to connect to the M&S site at its southern extent. This is proposed to operate as a shared surface and would be a maximum of 6m wide. The principle of the shared surface is acceptable. UDP Standard 23.1 allows shared surfaces where conflict between vehicles and pedestrians is minimal, which is considered would be the case in this development given the nature of the vehicle movements predicted in the supporting Transport Assessment.

4.260 The final design and materials of all the internal routes (including all parking bays, bus lay-bys and servicing bays) would be approved at reserved matters stage. Overall it is considered the development would have good vehicular and pedestrian connectivity with the surrounding area. The new streets would improve permeability and provide safe and attractive routes with overlooking from proposed buildings, street lighting and general activity associated with both the urban and central squares.

### Car Parking

4.261 The proposed parking provision for the various use classes is shown below:

**Table 10: Car Parking Provision**

Use	Car Parking Ratio	Total Spaces	Proposed Disabled Parking
Residential	0.4 spaces per unit (+0.04 spaces per unit for visitors)	460 (+46 for visitors)	51
Office / Business (19,623 sqm)	One space per 1000sq m	20	1
Retail (2,320 sqm)	Two spaces per retail unit	6	3
Health / Community (2,590 sqm)	One space per 172 sq m	15	Minimum of 1
Leisure (610 sqm)	One space per 300sq m	2	1
<b>TOTAL</b>		<b>549</b>	<b>Minimum of 57</b>

4.262 The exact location of all the car parking spaces is not detailed due to the application being for outline planning permission. However the Parameter Plans provided identify the majority of the parking spaces for residential users within a secured basement beneath the raised podium deck, with access points from plots A/B & C and additional ground level surface level parking located within plot M, underneath

the Westway. These spaces would not be directly accessible to visitors. At street level, car parking spaces would be provided principally for visitor parking together with some dedicated spaces for car club facilities. The location and operation of the car club facilities is still to be determined. Would be the subject of further details secured through the S106 agreement

4.263 A detailed design of the proposed car park spaces would therefore need to be submitted for approval at the reserved matters stage. This should be consistent with Council's "Access for All" Supplementary Planning Document. Tracking should be provided to show that all parking spaces are easily accessible and that access throughout the car park is easily achieved. The proposed car park should also be consistent with the Institution of Structural Engineers Design recommendations for multi-storey and underground car parks (Fourth edition) March 2011.

### **Residential Car Parking**

4.264 A total of 460 spaces would be provided for up to a maximum of 1,150 residential units. This represents a parking ratio of 0.4 per residential unit which is well within the maximum standards allowed in the London Plan and below the Council's UDP maximum residential car parking standards. TfL accept the ratio proposed. Officers also note it is in line with the upper limit of the emerging WCOAPF. The site is in an area of good public transport accessibility and it is therefore acceptable to provide less than the standard 1 space per unit. In addition the interventions set out in the TfL transport study support the 0.4 spaces per unit. This provision is considered acceptable.

4.265 An additional 46 residential visitor parking spaces (0.04 spaces per unit), are also proposed. The applicant has indicated that these spaces would be managed by on-site concierge and would only be available for blue badge holders, tradesman and other short stay visitors accessing the residential properties. This level of parking is considered acceptable, if it is properly managed through the car parking management plan in order to ensure there is minimal overspill onto the public highway from the proposed development.

4.266 It is stated that 20% of the car parking spaces at the development would be equipped with active electric vehicle charging points and a further 20% would have passive provision. Given the size of the development proposed the provision of car club bays would also be requested. The applicant has not yet commenced discussion with a car club operator to determine potential locations. However they have stated they are amenable to this. The delivery of a car club, including the quantum, location and operation of car club parking bays would be secured by in the s106 agreement and linked to the Travel Plan.

### **Parking Impact**

4.267 Due to the good public transport accessibility, it is expected that there would be minimal spill of vehicles into the surrounding area. At present the existing site has unrestricted parking plus a car compound for some 400 vehicles. As mentioned earlier, the site is within CPZ O, which operates restricted parking Monday to Saturday 9:00am – 5:00pm. The applicant has stated they are agreeable to funding a review of CPZ O and contribute to any changes resulting from this which are necessary to mitigate the impacts of the development. This is to be secured within the s106.

4.268 Due to the size of the development, the occupants of the residential units in the development would not be entitled to on street parking permits which would be

secured through the s106 agreement which prohibits residents acquiring an on street car parking permit. Officers consider the 'permit free' agreement would ensure that following the habitation of the dwellings on-street parking stress should not be detrimentally affected.

### **Non Residential Car Parking**

4.269 The level of parking for non residential uses on the site has been reduced following discussion with the applicant. For the office floor space, 1 parking space per 1000 sq m is proposed and with 1 space being a disabled parking space in line with London Plan standards. This would result in 20 spaces. For the proposed retail land use, three retail units could be provided on the ground floor of buildings A, C and D with a total of 2,320 sq m. This retail space provision could be subdivided. A total of 6 spaces are proposed for all the retail space. This is equivalent to one operational space and one disabled parking space per unit and no general spaces for visitors. For the community/health care facilities 15 spaces would be provided for operational, staff and disabled parking use and the leisure facility would provide 2 spaces. Overall the parking provision shown above for the non residential uses is considered acceptable. A large proportion of these will be required for operational use.

4.270 Overall it is considered that the parking arrangements for the development are appropriate and in line with London Plan 6.13 and Policy TN15.

### **Coaches**

4.271 The need for a coach parking space for the proposed community and leisure uses would need to be investigated by the applicant and justified either way at the Reserved Matters stage. If a coach parking space is considered necessary by Council for these uses, the location and detailed design would also need to gain Council approval. The applicant has confirmed that sufficient space would be set aside within the site to accommodate a coach parking space if required. Officers are satisfied that this can also be accommodated on the site and would be secured by a condition (74). This is considered an appropriate solution in line with policy TN24.

### **Provision for Disabled People**

4.272 Each of the wheelchair accessible residential units would have a dedicated car parking space in line with the London Plan standards. Exact locations are not specified due to the outline nature of the application; however the majority would be located within the basement car park with spaces located within accessible parts, close to lift cores. The remainder of spaces would be located at ground level on selected parts of the site. The proposed disabled parking provision is a minimum of 57 spaces (10%) and is considered acceptable. All the disabled parking spaces would need to accord with BS 8300:2009, including minimum floor to ceiling heights in the basement area. This would ensure the development accords with UDP policy TN4.

### **Car Parking Management Plan**

4.273 It is considered that an appropriate Car Parking Management Plan is required to be submitted as part of the reserved matters stage to ensure appropriate, location, allocation and management of all the parking spaces, together with details of the proposed levels of parking for both private and affordable residential units through the different phases, provision and location of the electric vehicle parking points. It is recommended that the car parking management plan include details of the disabled parking provision be reviewed on a regular basis and amended to meet demand. This would be in line with London Plan policy 6.13.

### **Provision for Motorcycle Parking**

4.274 It is proposed that 70 motorcycling parking spaces be provided. This is welcomed as there is no policy requirement for this provision.

### **Electric Vehicle Charging Points**

4.275 Both active and passive electric charging points are proposed to be provided at London Plan standards which are 20% active plus 20% passive provision of residential car parking and 10% active plus 10% passive provision of office and retail car parking. This would be secured by s106 agreement.

Provision for Cycling

**4.276 The Parameter Plans provided identify that the site would be permeable to cyclists and circulation similar to that proposed for pedestrians.**

Table 11: Cycle Parking

<b>Use</b>	<b>London Plan Standard</b>	<b>Minimum Cycle Parking Spaces</b>
Residential (C3)	One space per 1 or 2 bed unit, two spaces per 3+ bed unit and one space per 40 units for visitors	1479
Office (B1)	One per 150sqm	131
Retail (A1-5)	Between one space per 150sqm (average)	15
Health/Community (D1)	One space per 50 staff and one space per 10 visitors	4
Leisure	One space per 10 staff and one space per 10 visitors	3
<b>TOTAL</b>		<b>1632</b>

**4.277 The proposed cycle parking quantum for the whole development accords with UDP and London Plan standards. There has been a further commitment by the applicant to increase the level of residential visitor parking by 29 spaces bringing the ratio up to 1 space per 40 units to reflect draft minor alterations to the London Plan, which is being consulted on at present. It is stated that cycle parking for the residential units would be located close to the cores. Similarly cycle parking would be located in secure and convenient locations and that shower and locker facilities for the non residential uses would be provided on site possibly within a communal facility. The applicant states it is proposed that the main office use in Building A would have its own provision. The quantum is considered acceptable in principle and is in accordance with the London Plan policy 6.9 and the Council's UDP policy TN6. The location and form of the cycle parking necessary to ensure full compliance with policy TN6 would be submitted for approval at the Reserved Matters stage.**

4.278 The application also includes the provision of land for an on site docking station available for the London Cycle Hire Scheme, within an area identified on the western side of the Garden Square. This is welcomed by the Council and would be secured by the s106 agreement. In addition, an s106 contribution towards the funding of a London Cycle Hire Scheme docking station has also been secured in accordance with

London Plan policy 6.9. The cycle parking together with the improvements to permeability and docking station set out above would improve the cycling environment and are consistent with both London and local plan policies.

### **Provision for Pedestrians**

4.279 The application Parameter Plans demonstrates good pedestrian access routes through the site. The development would have good pedestrian connectivity. The main access for pedestrians into the site is proposed by the new bridge across the Central line. There would also be a pedestrian route to the north, underneath the Westway, into Imperial West and the ability to connect to the south into the M&S site. Links would also be provided to the new pedestrian link proposed from/to Latimer Road and Wood Lane, via a new underpass beneath the West London Line to RBKC. Although the final position of pedestrian route within the site still need to be developed it is considered that the site layout would provide opportunities for excellent pedestrian permeability in the White City area. It is proposed that this would be partly by way of a shared surface, which should indicate priority to pedestrians. This is considered acceptable in principle and is in accordance with the Council's UDP policy TN5 in terms of layout. In addition the applicant is looking to improve and humanise the eastern end of the site with the formation of an Ecological Walk improving not only north-south linkages with the site but east west as well. These proposals are welcomed but the vision of this connection is very much dependant on the current landowners, National Rail.

4.280 A Pedestrian Environment Review System (PERS) audit was carried out for the Imperial West Phase 2 development for the main pedestrian routes surrounding the site. Bus stops in the vicinity of the site on Wood Lane and South Africa Road have also been audited and meet TfL's Bus Stop Accessibility criteria. The majority of the links and crossings in the study area perform satisfactorily. Mitigation measures have however been identified where further improvements for pedestrians should be carried out and need to be funded by the s106 agreement. The applicant has set out a financial contribution towards the implementation of a wayfinding strategy in accordance with the Legible London guidelines.

### **Borough Road Network**

4.281 In order to assess the relative traffic impact of the development proposals, the applicant has estimated the number of vehicular trips that would be generated by the proposed development and compared this with that generated by the existing land use.

4.282 The impact of the proposed development has been predicted by estimating the trips for each use of the development. Appropriate TRAVL data has been used for the vehicular trips and for other modes manually adjusted Census Method of Travel to Work data for the resident population of both the College Park and Old Oak ward and the Shepherds Bush Green ward have been used. This is considered to be a robust method of assessment.

4.283 The applicant has satisfactorily quantified the trip generation for the proposed land uses on the site. This indicates that the development would generate 102 two-way vehicular trips in the morning peak and 157 two-way trips in the evening peak.

4.284 This has been compared with the existing trip generation of the site, which was quantified by conducting a classified turning count at the site access junction and

an automatic traffic count (ATC) on Depot Road. This concluded that there would be an increase of 7 two-way trips in the morning peak and no increase in the evening peak, as shown in the table below:

<b>Table 12: Net Traffic Impact</b>						
	<b>AM Peak (08:00-09:00)</b>			<b>PM Peak (17:00-18:00)</b>		
	IN	OUT	TOTAL	IN	OUT	TOTAL
<b>ATC/Turning Count</b>	50	45	95	77	80	157
<b>Development Proposal</b>	31	71	102	83	74	157
<b>Net Traffic Impact</b>	-19	+26	+7	+6	-6	0

4.285 It has been demonstrated by the applicant in the Transport Assessment that the full development proposals would generate a small increase in traffic above the existing use on site. The proposals would generate significantly less trips than was allowed for to/from this zone within the VISSIM model, developed by TfL, which is available through the White City Opportunity Area Transport Study. This results in less impact on the highway network than that predicted as part of the TfL study and deemed acceptable for the White City Opportunity Area. This is detailed below:

<b>Table 13: VISSIM Origin Destination Data for Zone which includes Dairy Crest Site (vehicle movements)</b>						
	<b>AM Peak (08:00-09:00)</b>			<b>PM Peak (17:00-18:00)</b>		
	IN	OUT	TOTAL	IN	OUT	TOTAL
<b>Zone which includes Dairy Crest Site</b>	181	128	309	161	84	245
<b>Development Proposal</b>	31	71	102	83	74	157
<b>Difference</b>	-150	-57	-207	-78	-10	-88

4.286 LINSIG models have been constructed by the applicant to further assess the impact in sensitive locations in greater detail than that provided by the VISSIM model. For the purpose of this assessment, the trip distribution profile that was adopted within the future year TfL VISSIM model has been used (which indicates full development of the White City Opportunity Area), with the development trips for the Dairy Crest site added to these.

#### **Wood Lane / South Africa Road / Depot Road Site Access Junction**

4.287 As mentioned earlier the proposed access to the development is via Depot Road, at the Wood Lane / South Africa Road / Depot Road junction. A LINSIG assessment has been carried out to determine the effect on this junction. The modelling shows that with the development trips added to the future year traffic flows at this junction, and following the signal timings at the junction being optimised, all arms of the junction would operate within capacity. Optimisation of this junction is possible as it does not operate under fixed green timings, allowing a rebalance of green time across each of the approaches where necessary. The acceptability is shown below as all arms operate below a degree of saturation threshold of 90%.

<b>Table 14: Wood Lane / South Africa Road / Depot Road Site Access Junction Optimised with Development Scenario</b>						
<b>Approach</b>	<b>AM Peak (08:00-09:00)</b>			<b>PM Peak (17:00-18:00)</b>		
	<b>Deg of Saturation %</b>	<b>Mean Max Queue (pcu)</b>	<b>Total Delay (s)</b>	<b>Deg of Saturation %</b>	<b>Mean Max Queue (pcu)</b>	<b>Total Delay (s)</b>
Wood Lane Southbound (Ahead & Left)	50.1	9	3.2	32.0	5	1.8
Wood Lane Southbound (Right Turn)	66.1	8	3.6	85.7	10	6.0
Depot Road	27.1	2	0.8	41.0	2	1.1
Wood Lane Northbound (Ahead & Left)	64.2	5	2.7	79.8	9	4.7
Wood Lane Northbound (Ahead & Right)	61.0	5	2.6	75.2	8	4.3
South Africa Road (Ahead & Right)	65.3	4	2.2	72.1	3	2.1
South Africa Road (Left)	20.7	2	0.8	36.2	4	1.5

4.288 Funding to mitigate these effects and works would be secured through the s106 agreement to contribute to optimising the Wood Lane / South Africa Road / Depot Road junction.

#### **Wood Lane / Scrubs Lane / North Pole Road Junction**

4.289 The Wood Lane / Scrubs Lane / North Pole Road junction is located approximately 700m north of the site access. An impact assessment has been undertaken using LINSIG for the baseline scenario, which includes the committed development flows of the Westfield Extension, Imperial West and the BBC Music Centre. The modelling shows that following the signal timings at the junction being optimised in January 2012, all arms of the junction would operate within capacity. Optimisation of this junction is possible as it does not operate under fixed green timings, allowing a rebalance of green time across each of the approaches. The acceptability is shown below as all arms operate below a degree of saturation threshold of 90%.

<b>Table 15: Wood Lane / Scrubs Lane / North Pole Road Signalised Junction Optimised Baseline Scenario</b>				
<b>Approach</b>	<b>AM Peak (08:00-09:00)</b>		<b>PM Peak (17:00-18:00)</b>	
	<b>Deg of Saturation</b>	<b>Mean Max Queue</b>	<b>Deg of Saturation</b>	<b>Mean Max Queue</b>

	%	(pcu)	%	(pcu)
Scrubs Lane (Ahead & Left)	80.7	23	82.8	22
North Pole Road (Left Turn)	68.1	9	83.0	16
North Pole Road (Right Turn)	55.4	4	76.6	7
Wood Lane (Ahead)	34.4	7	46.3	10
Wood Lane (Ahead & Right)	80.4	14	83.0	17

4.290 The development impact analysis of this junction used the VISSIM Origin Destination Matrix to identify what traffic from the development would be directed to and from this junction. This identified that there would be 17 additional two way trips during the morning peak and 19 additional two way trips during the evening peak, with all arms at the junction experiencing less than a 2% increase in traffic flows against the baseline scenario above. This is considered to be a negligible increase.

### Modal Split

4.291 The estimated modal split for the full development is summarised below.

**Table 16:**

Transport Mode	Method of Travel to Work Daytime Population	Method of Travel to Work Resident Population
Car or Van Driver	5%	10%
Car or Van Passenger	2%	1%
Bicycle	4%	4%
Bus or Coach	16%	20%
Motorcycle	2%	1%
Taxi or Minicab	0%	0%
Underground	47%	41%
Train	16%	7%
Walk	7%	16%
Other	0%	0%
<b>Total</b>	<b>100%</b>	<b>100%</b>

### Road

4.292 The impact of the development on the strategic and local highway network has been detailed in the assessment of UDP policy TN8. As mentioned earlier, this indicates that the development would generate 102 two-way vehicular trips in the morning peak and 157 two-way trips in the evening peak. This is an increase of 7 two-way trips in the morning peak and is no increase in the evening peak, of the existing use of the site.

4.293 Funding should be secured to contribute to the off-site highway and junction improvements identified being necessary to mitigate the development.

## **Public Transport**

### **Bus**

4.294 The development is predicted to generate 203 two-way bus trips in the morning peak and 325 two-way trips in the evening peak. A contribution towards additional bus capacity would be provided secured through the S106 agreement. Bus stops in the vicinity of the site on Wood Lane and South Africa Road have been audited and meet TfL's Bus Stop Accessibility criteria.

### **Underground Rail**

4.295 The development is predicted to generate a total increase on the underground of 456 two-way trips in the morning peak and 715 two-way trips in the evening peak. This additional demand would be distributed across the Central Line via White City Station and the Hammersmith & City Line via Wood Lane Station. Additional capacity would also be available on the Central Line once Crossrail is operational as planned in 2018. Therefore, it is expected that the additional trips generated from this and other development in the White City Opportunity area can be incorporated within network capacity.

### **Over ground Rail**

4.296 The development is predicted to generate a total increase on the over ground network of 101 two-way trips in the morning peak and 151 two-way trips in the evening peak. These trips would access the West London Line network at Shepherds Bush Station. This level of impact is likely to be readily accommodated within the existing provision when spread across the full peak hours.

### **Cycling**

4.297 The development is predicted to generate 44 two-way cycle trips in the morning peak and 68 two-way trips in the evening peak, although the framework Travel Plan has identified a number of measures to increase these proportions. The internal road network of this site and adjacent sites in the White City Opportunity Area would provide an attractive alternative to Wood Lane for cyclists and should see this small impact spread over a large area.

### **Pedestrian**

4.298 The development will generate both direct pedestrian trips and indirect pedestrian trips from those residents or visitors that use public transport to enter or exit the site. The development is predicted to generate 430 two-way pedestrian trips on Wood Lane in the morning peak and 678 two-way trips in the evening peak. The applicant has carried out a Fruin Level of Service assessment (with A being best and F being worst) to assess the development impact. This concludes that with these development trips Wood Lane would have a Fruin level of service of A in the morning and evening peaks.

### **Travel Plan**

4.299 A framework Travel Plan for the site has been submitted alongside the Transport Assessment. Separate travel plans or travel statements for the different uses/organisations occupying the site would also be undertaken within a period of occupation. The provision of a travel plan is in accordance with policy 6.3C of the London Plan which states they should be provided.

4.300 The proposed interim targets are considered to be satisfactory however should be subject to review following the completion of the initial monitoring survey,

which will be undertaken within three months of occupation. If the travel plan targets are not being achieved, it would be the responsibility of a Sustainable Travel Manager (STM) to consult and agree with the Council appropriate remedial measures to ensure that future targets can be achieved. The STM would be supported by a team of Travel Plan Coordinators (TPC's).

4.301 The proposed marketing and promotion of the Travel Plan to the various users is considered acceptable. Furthermore, the applicant has committed to providing a financial contribution towards the implementation of the Travel Plan and the promotion of sustainable travel measures.

4.302 Monitoring of the travel plan should be conducted in line with the London Travel Plan Monitoring Protocol. This requires reviews to be conducted using the TRAVL methodology every three years. This requires standardised questions to be asked and for the monitoring to be conducted by an independent third party. In the intervening years iTRACE monitoring should be conducted. The initial monitoring survey should be conducted using the TRAVL methodology. Once monitoring surveys have been completed, the findings and progress should be sent to the LBHF/WestTrans Monitoring Officer in the form of a Monitoring report.

4.303 Annual progress reports should give an overview of progress towards targets and details of actions and measures to be implemented over the next one year period to ensure that targets continue to be met. A full review of the travel plan should be conducted every three years.

4.304 It is stated that the STM will have responsibility for the administration, implementation and monitoring of the travel plan. The contact details of the STM should be sent to the LBHF/WestTrans Monitoring Officer ([travelplans@lbhf.gov.uk](mailto:travelplans@lbhf.gov.uk)) at least two months prior to the occupation of the development. A named contact or nominated individual is needed in the interim until the appointment of a STM.

4.305 The first stages of the development will be occupied from early 2018 with full occupation not occurring until late 2024. This is shown below:

Blocks B, C, D – occupation from early 2018  
Blocks E and F – occupation from early 2020  
Block A – occupation from early 2019  
Blocks G and H – occupation from early 2022  
Blocks J, K, L and M – occupation from early 2024

4.306 The travel plan should be updated once each stage is occupied and monitoring should be conducted throughout this period. The finalised Travel Plan should be monitored for five years after full occupation.

4.307 The Travel Plan would be secured by way of the s106 agreement and a further contribution would be secured by the s106 for monitoring of the Travel Plan.

### **Construction Traffic**

4.308 Construction is due to take place over an 11 year period from the end of 2013 until the end of 2024. It is proposed to take place over a number of overlapping phases, which are indicated in the ES as follows:

- Phase 1 – Enabling works, site clearance, and demolition – late 2013 to early 2014
- Phase 2 – Bridge Structure – early 2014
- Phase 3 – Blocks B, C, D – early 2014 to start 2018
- Phase 4 – Blocks E and F – early 2017 to start 2020
- Phase 5 – Block A – early 2018 to early 2019
- Phase 6 – Blocks G and H – early 2019 to mid 2022
- Phase 7 – Blocks J, K, L and M – mid 2021 to late 2024

4.309 The primary vehicular access to the site would be via Wood Lane and Depot Road, with the existing Depot Road bridge being used for construction vehicles throughout. An estimate of the number vehicle trips based on the phasing programme is shown below:

**Table 17: Estimated Vehicular Trips**

<b>Project Stage</b>	<b>Duration</b>	<b>Vehicle Movements</b>
Enabling Works	6 months	25 two-way HGV movements per day 10-20 van movements
Demolition	6 months	50 two-way HGV movements per day
Bridge Construction	3 months	25 two-way HGV movements
Typical Building:		
Substructure	6 months	50 two-way HGV movements per day 10-20 van movements
Superstructure	9 months	50 two-way HGV movements per day 10-20 van movements
Fit out	12 months	50 two-way HGV movements per day 20-30 van movements
Roads and Landscaping	3 months	20 two-way HGV movements per day 10-20 van movements

4.310 A Construction Logistics Plan (CLP) would be required in accordance with TfL guidance. This should seek to minimise the impact of construction traffic on nearby roads and restrict construction trips to off peak hours only. The CLP would be secured by condition to ensure the impact of demolition and construction work is minimised and the developer would need to submit and approved a CLP prior to the commencement of construction for each phase of the development. Funding towards the monitoring of the CLP would also be secured by the s.106 Agreement.

**TN28 – Servicing**

4.311 Delivery refuse and servicing would be accommodated on site. Due to it being an outline planning application, there is little detail on servicing provision submitted at this stage but would be subject to the location of buildings and layout of the roads. No servicing should take place from the public highway. A Delivery and Servicing Plan is required and would be secured by a condition 77.

4.312 In summary it is considered the proposal, with the mitigation measures secured, would not have a detrimental impact on the transport network and opportunities are provided to promote alternative modes of transport other than the private car.

### **Social Infrastructure**

4.313 National Planning Policy Framework paragraph 38 states:

***For large scale residential developments in particular, planning policies should promote a mix of uses in order to provide opportunities to undertake day-to-day activities including work on site. Where practical, particularly within large scale developments key facilities such as primary schools and local shops should be located within walking distance of most properties.***

4.314 London Plan policies 3.17, 3.18 and 3.19 seek to

- ***Ensure that the adequate provision of social infrastructure and community facilities are provided in major areas of new development and regeneration in light of local and strategic needs assessments.***
- ***Support the provision of high quality healthcare facilities in areas of identified need, particularly in places with accessibility by public transport, cycling and walking***
- ***Support the provision of early years, primary and secondary school and further and higher education facilities adequate to meet the demands of a growing and changing population.***

4.315 LBHF Core Strategy policy CF1 seeks to:

***Provide borough wide high quality accessible and inclusive facilities and services for the community by***

- ***encouraging the co-location of community facilities and services where opportunities arise;***
- ***supporting the retention of existing healthcare facilities and assisting in securing sites for future healthcare provision;***
- ***seeking the improvement of school provision including...requiring the building of new primary schools as appropriate and applicable to the need generated by development proposals and available existing capacity in the White City Opportunity Area ...***
- ***protecting all existing community facilities and services throughout the borough where there is an identified need..***
- ***requiring developments that increase the demand for community facilities and services to make a contributions towards or provide for, new or improved facilities.***

4.316 LBHF UDP seeks to:

- ***Resist any loss of premises currently used by voluntary and community groups and will require their replacement in any redevelopment. It will also try to make available suitable local premises to such groups, including their provision as a community benefit in commercial developments, where this is appropriate*** (Policy CS5).

4.317 Policy D1 of the draft DM Local Plan relates to the enhancement of community services.

4.318 When new developments result in an increase in the demand for social infrastructure appropriate provision needs to be made for new or improved facilities to address the increased demand. A residential development of the scale proposed would inevitably place additional demands on existing services. The main areas of demand would fall upon education and health as the residential units would attract families with children leading to an increase in demand for these services.

#### Education

4.319 The demand for education provision arising from the development can be assessed. The child yield calculations based on maximum parameter of 1,150 dwellings are:

- Ages 0-4 115
- Ages 5-10 68
- Ages 11-15 42
- Age 16 10
- Total 235

4.320 It is considered that this level of the demand for school places at both primary and secondary level arising from the development is not likely to necessitate the provision of on-site facilities. As there is no capacity in local schools, financial contributions would be provided to fund the expansion of existing schools in the vicinity of the Opportunity Area, to mitigate the impact of the development from the incoming population. The s.106 agreement will have clauses securing the contribution. The provision of off-site contributions to education is considered in accordance with national planning policy, London Plan policy and relevant core strategy and UDP policies.

#### Health

4.321 The PCT has indicated that it would like to consider locating a health and wellbeing centre in the White City east zone of the WCOA in close proximity to a public transport hub. Allowance has therefore been made within the development for 820 sq. m floor plate to accommodate up to 5 GPs. The health facility would be located in building plot A. While the particular service requirements are subject to the capacity review and must remain fluid, the PCT anticipate that the service model for such a facility will be linked to the proposed White City Collaborative Care Centre in terms of strategic fit. The Collaborative Care Centre is a joint LBHF and NHS programme to integrate social care and NHS services.

4.322 The Section 106 agreement would have a clause securing its delivery or a financial contribution to the PCT. The provision of the facility is considered in accordance with national planning policy, London Plan policy and relevant core strategy and UDP policies.

#### Community space:

4.323 The application proposes a multipurpose community building in Plot L under the Westway. The intention of the applicant is for the community building to be a non-profit facility for the benefit of the wider community, with charges set at a low level simply to cover costs. Up to 1,470 m<sup>2</sup> of floor space could be provided in this plot and the facility be used for a combination of use and could potentially include a diverse range of activities, such as music rooms for local bands to practice and play in, art studios, gallery/exhibition space, through to training facilities and/or space for small local business. Further to the east, the Westway Development Trust currently provides

a considerable amount of sporting recreational facilities. The proposed community building may possibly provide a complementary facility focused on a wide range of other recreational activities of a non-sporting nature.

4.324 The provision of this floor space is welcomed and considered in accordance with national planning policy, London Plan policy and relevant core strategy and UDP policies. The type and nature of the community facilities will be dependent on further discussion with the local authorities and key stakeholders and controlled through appropriate planning obligations in the Section 106 agreement.

### **Sustainability and Energy**

4.325 The concept of sustainable development is fully endorsed by the National Planning Policy Framework. There is the presumption in favour of sustainable development. The development is located in an urban area where people can access services on foot, bicycle or public transport rather than having to rely on access by car. It is also a mixed-use development, which provides residential and commercial uses on site. Accordingly the development is considered to satisfy fundamental sustainable objectives of promoting the more efficient use of land, of reducing the need to travel and ensuring good access to services.

4.326 The National Planning Policy Framework contains the Government's policy on climate change. Local planning authorities are required to adopt proactive strategies to mitigate and adapt to climate change. To support the move to a low carbon future, the NPPF states that local planning authorities should plan for new development in locations and ways that reduce greenhouse gas emissions; set any local requirements for buildings sustainability in a way that is consistent with the Government's zero carbon buildings policy and adopt nationally described standards.

4.327 New development is expected to comply with adopted Local Plan policies on local requirements for decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable. New development should take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption.

4.328 The London Plan has a number of policies on the need to tackle climate change and carbon reduction.

**Policy 5.2 - *development proposals to make the fullest contribution to minimising carbon dioxide emissions. This is achieved through applying the following hierarchy:***

- ***Be Lean: Use less energy.***
- ***Be Clean: Supply energy efficiently.***
- ***Be Green: Use renewable energy***

**Policy 5.3 - *ensure future developments meet the highest standards of sustainable design and construction.***

**Policy 5.56 - *ensure developments evaluate CHP systems and where a new CHP system is appropriate examine opportunities to extend the scheme beyond the site boundary.***

**Policy 5.7 - *reduce carbon dioxide emissions through the use of on site renewable energy generation.***

**Policy 5.10 - *promotes and supports urban greening ... Development proposals should integrate green infrastructure from the beginning of the design process to contribute to urban greening.***

4.329 The supporting text includes the Government's targets for the reduction in carbon emissions – 34% reduction by 2020 and 80% by 2050, whilst recognising that the London Plan sets a more challenging target of 60% (below 1990 levels) by 2025. Energy use in new development should be reduced by appropriate siting, design, landscaping and energy efficiencies within the building. Where possible, new development should link to existing decentralised energy systems and update these systems. Energy Assessments will be required to demonstrate the reduction in carbon emissions achieved by the proposed development. New development also needs to maximise the amount of energy generated from renewable sources, including measures to help minimise water use.

4.330 The Mayor's Energy Strategy provides a framework for energy policies within the London Plan. Delivery involves the combined approach of:

- Reducing London's contribution to climate change by minimising emissions of CO<sub>2</sub> from all sectors through energy efficiency, CHP/CCHP, renewable energy and hydrogen.
- Helping to eliminate fuel poverty by giving Londoners, particularly the most vulnerable group's access to affordable warmth.
- Contributing to London's economy by increasing job opportunities, delivering sustainable energy and improving London's housing and other building stock

Sustainable Design and Construction – The London Plan Supplementary Planning Guidance (2006) provides detailed guidance and preferred standards for achieving sustainable design and construction

4.331 Policy CC1 of the LBHF Core Strategy sets out requirements to reduce carbon emissions and resource use and requires development to fully contribute to the mitigation of and adaption to climate change.

4.332 The LBHF SPD: Energy sets out guidance so that development proposals are designed to promote energy efficiency and will not cause harm in terms of visual impact, people's health and safety, air quality and odour, dust, water protection, noise, access, traffic generation and nature conservation.

4.333 The draft DM Local Plan contains a section on tackling and adapting to climate change and other environmental matters Policy H1 states that the Council will require the implementation of energy conservation measures The supporting text goes on to explain that draft Policy H1 supports the London Plan Established Energy Hierarchy Approach to encouraging sustainable energy practices in developments and that energy assessments will be required as part of the supporting information accompanying every application for major development. Draft Policy H2 states that the Council will require the implementation of sustainable design and construction measures. The supporting text goes on to explain that this will ensure that new developments are designed and constructed to take account of impacts such as environment and health and wellbeing of residents, whilst also helping to reduce the consumption of scarce resources, reduce pollution and enhance open spaces.

4.334 The key elements of the draft White City Opportunity Area Planning Framework are:

- Address energy demand through the Energy Hierarchy (Be Lean, Be Clean, and Be Green).

- Create a decentralised energy network that serves new development within the OA with low carbon heat
- Design buildings to minimise energy use with energy efficient design
- Incorporate appropriate and complimentary renewable energy
- Move towards zero carbon development over the life of the plan
- Ensure design minimises potential for overheating and the need for cooling

4.335 A Sustainability report and separate energy assessment have been submitted with the application. They demonstrate how the applicant considers the development complies with policies and principles relating to sustainable development and energy efficiency.

4.336 The applicant's environmental engineers, WSP have undertaken a Sustainability report that sets out a raft of principles and includes within the document the BREEAM Pre-Assessment and the Code for Sustainable Homes Pre-Assessment. Cross referencing and joint working has been undertaken in respect of the energy assessment in terms of the CO2 emissions that could be achieved, as well as consideration being given to how to avoid internal overheating with building design and orientation, as well as mechanical ventilation.

#### **Sustainability:**

4.337 The Sustainability Appraisal demonstrates how the proposed development addresses the various issues that contribute to sustainable development. Key measures are:

- Minimising carbon dioxide emissions across the site.

The proposed Energy Assessment will achieve a CO2 reduction of at least 25% over Building Regulations Part L 2010. It is expected to save around 500-580 tCO2 per year compared with a Part L 2010-compliant building designs.

- Avoiding internal overheating and contributing to the urban heat island effect. The potential for natural ventilation is considered limited due to the location of the development and the air quality and traffic noise challenges it brings with it. However, a combination of solar shading and the avoidance of excessive heat gains would be employed to mitigate the risk for overheating of internal spaces. The selection of external materials for the buildings and for the public realm at the detailed stage would further address the risks of the urban heat island effect by using green/brown roofs and soft landscaping. Light colours for façade elements and hard landscaping will be considered also to avoid excessive heat absorption during hot sunny days.

- Efficient use of natural resources

The most sustainable use would be made of natural systems both within and around buildings. The proposed development features a range of initiatives aimed at reducing the use of resources such as:

- Reuse of developed land,
- Improved utilisation of the available plot of land,
- Water saving fixtures and fitting,
- Optimised water management through metering and leak detection,
- Collection of rainwater for irrigation
- Lean design and use of environmentally friendly and sustainably sourced products and materials.
- Using robust and durable material for facades and landscaping

- Avoiding pollution

The construction and operation of development will ensure that pollution to land, air and water are minimised by implementing best practice construction policies and design in terms of spillages and excessive emissions during construction, noise pollution and light pollution at night. In addition the design incorporates a strategy for securely enclosing the contaminated soils present on site in order to prevent harmful substances from entering underground water streams.

- Minimising the generation of waste and maximising reuse or recycling

Strategies have been developed to minimise the effects of both construction waste and operational waste. Even before the involvement of the contractor the Design Team would develop a plan for designing out waste. Some of the initiatives that are already considered are:

- Working towards cut and fill balancing,
- Use of prefabricated elements such as slip-brick facades and other MMC systems
- Use of recycled materials from the site or elsewhere,
- Requirement for best practice waste management and recycling during construction

- Ensuring the development is comfortable and secure for users, and avoiding the creation of adverse local climatic conditions

The proposed designs include a variety of initiatives aimed at providing a healthy and safe environment to residents and people working on the premises alike. These include:

- Good thermal comfort levels including optional natural ventilation with occupant control,
- Best practice lighting design including good access to natural light,
- Healthy choices for fit-out materials,
- Mitigation of microbial contamination,
- Creation of a development which offers minimum risk for crime and anti-social behaviour.

- Sustainable procurement of materials

A sustainable procurement plan will be developed at a later design stage which will prioritise the use of locally sourced materials and the use of products from suppliers who implement an Environmental Management System. This will include the specification of materials that contain a significant percentage of recycled content.

- Promoting and protecting biodiversity and green infrastructure

The site has been assessed by an ecologist, and the ecologist's recommendations will be followed. It is anticipated that the development will enhance the local habitats and biodiversity. The landscaping strategy will integrate with the existing green infrastructure near the site and include elements such as native species, drought resistant planting and green or brown roofs.

- Promoting Green Transport

The site has excellent connectivity to public transport modes and local amenities and the following initiatives form part of the proposal:

- Safe travel routes for pedestrians and cyclists around and across the site including combined pedestrian/cyclist routes
- Secure bicycle parking and storage
- Electrical vehicle charging points, and

-Provision of spaces for car clubs and a docking station for the Mayor of London's cycle hire scheme.

- Engaging with Community and Place Making

The development addresses the needs of the local areas in the following ways:

- The provision of local employment in form of office space, retail and hospitality.
- Integration of other key amenities that may include doctor's surgery, community library, café, restaurants and crèche.
- Provision of space for the community to meet and for local residents to start up their businesses.
- Housing in a mix of sizes including units for larger families.
- Promoting pedestrian use of the streets and public spaces through active frontages, the Urban Square and the Central Garden, as well as defensible spaces.
- The Provision of dwellings, work spaces, amenities and open spaces which are accessible and safe to use for all age groups and abilities.

- Biodiversity enhancements

It is proposed to plant native trees and introduce substantial landscaped areas onto the site that currently comprises solely of buildings and hard standing. In addition, the applicant is looking to work with Network Rail to landscape its belt of land that runs along its boundary of the West London Line, with substantial new planting. Green and/or brown roofs will also be integrated into the development, which will help provide biodiversity benefits.

4.338 It is considered that overall the proposed development has adopted an approach for sustainable development that encompasses environmental, social and economic aspects and delivers a long-lasting healthy and comfortable atmosphere for residents, people working on the site and visitors. The development would be designed and constructed to achieve Code for Sustainable Homes (CSH) Level 4 or better throughout for the residential blocks as well as BREEAM 'Very Good' certification for the proposed business space. In the Stage 1 report the GLA raise a point about water consumption but building to Level 4 of the Code would meet the required 105 litres/person/day requirement. It can be concluded from the detailed specialist reports that accompany the application, that the application proposal complies with the policy requirements and does constitute "sustainable development". The integration of the sustainable design and construction measures outlined in the Sustainability Statement would be ensured via condition (condition 45).

## **Energy**

4.339 The Council and the GLA have requirements to reduce CO2 emissions. An Energy Assessment statement has been submitted as required by London Plan 5.2. The statement follows the Mayor of London's energy hierarchy of being "Lean, Clean and Green". The first stage focuses on a range of passive design measures to improve the building's target emissions rate, with the fabric of the buildings being key.

4.340 In terms of heating the proposal is to provide a site wide district wide heating system with the capacity to be connected to a future planned WCOA heat network. Initially the applicant had proposed to utilise heat generated by gas fired Combined Heat and Power (CHP) units located outside the development site within the WCOA as the lead source for the site wide heating. The applicant had considered two alternative options for the provision of heating, cooling and hot water within the buildings on the

site, either using a 'High Temperature Heat Loop' or a 'Water Loop.' In their Stage 1 response the GLA have expressed concerns relating to later approach.

4.341 In response, the applicant opted to proceed with an on-site CHP led central energy centre, located within the basement/lower level of building plot C. The applicant states this energy centre would provide the foreseeable heating needs of the development and would include the ability to connect into the proposed WCOA heat network when available. The energy centre would act as a node in the wider heat network either contributing or taking heat from the network. Heat would then be distributed through the buildings via the 'High Temperature Heat Loop' system and each dwelling would be provided with a heat interface unit. Based on predicted heating and hot water needs a gas fired CHP plant providing approximately 50% of the heat network demand would provide a dwelling CO<sub>2</sub> emissions improvement in Part L 2010 of between 25-28%.

4.342 The proposal also makes provision in terms of renewable energy. Proposed areas of roof mounted photovoltaic panels (PV's) have been added to the Parameter Plans which show a total of 850 sq m of installed PV are currently identified in two locations, on the roof of Building plot A (350 sq m) and Building E (500 sq m). It is estimated the PV's would save 45 tonnes of CO<sub>2</sub> per annum.

4.343 The Energy Statement demonstrates how the development will achieve the London Plan Requirement of between 25% improvement in Part L 2010 Building Regulations standards. Overall, the broad outline of the Energy Strategy to be followed for the development is considered to be acceptable. Detailed Energy Strategies would need to be submitted with each phase to show compliance with the policies in place at that time (Condition 44).

4.344 Officers are satisfied with the proposed sustainability and energy measures. The development is considered to comply with relevant sustainability and energy policies at national, regional and local levels. Conditions are recommended to ensure to ensure carbon reduction targets are met and to ensure the development achieves a good sustainability standard. It is considered that the proposal accords with the relevant statutory development plan provisions.

### **Flood Risk and Water Use**

4.345 The NPPF states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk but, where development is necessary, making it safe without increasing flood risk elsewhere.

4.346 Development in areas at risk of flooding should only be considered appropriate where, informed by a site specific flood risk assessment following the Sequential Test and, if required, the Exception Test, it can be demonstrated that within the site the most vulnerable development is located in areas of lowest flood risk, unless there are overriding reasons to prefer a different location and development is appropriately flood resilient and resistant. Priority should be given to the use of sustainable drainage systems.

4.347 The following London Plan (2011) policies are applicable:  
Policy 5.11 supports ***the provision of green roofs within development to assist in sustainable urban drainage systems;***

Policy 5.12 states ***that new development must comply with the flood risk assessment and management requirements of PPS25.***

Policy 5.13 states that the use of sustainable urban drainage systems should be promoted for development unless there are practical reasons for not doing so

Policy 5.14 states ***the requirement for development proposals to ensure the provision of adequate wastewater infrastructure to meet the related needs;***

Policy 5.15 seeks ***the conservation of water resources through, among other matters, minimising water use and promoting rainwater harvesting.***

4.348 With regards to the LBHF Core Strategy, Policy CC1 requires that new development is designed to take account of increasing risks of flooding and Policy CC2 requires all development to minimise current and future flood risk and the adverse effects of flooding on people. The supporting text states that as most of the borough is at risk of some form of flooding, it would be unreasonable to restrict development only to the north of the borough in Flood Zone 1. The Council therefore considers that, from a Borough-wide perspective, the Sequential Test permits the consideration of all sites for development, subject to the individual site satisfying the requirements of the exceptions test and an appropriate site-specific Flood Risk Assessment. Also whilst acknowledged to be of little weight as a material consideration Policy H3 of the draft DM Local Plan requires development to reduce the use of water and to minimise flood risk.

4.349 The draft White City Opportunity Area Planning Framework includes environmental strategies relating to water resources and flood risk which require developments to:

- maximise sustainable urban drainage;
- minimise the use of public sewers and drainage; and
- reduce consumption of water and energy resources.'

4.350 The document also states that new developments should also ensure that:

- Surface water run-off is managed as close to its source as possible in line with drainage hierarchy set out in Policy 4A.14 'Sustainable drainage' in the London Plan.
- Water supplies are protected and conserved by supporting the Water Action Framework, minimising use of treated water and encouraging where appropriate the installation of dual water systems that can make greater use of grey water (London Plan Policy 4A.16 Water supplies);
- Subject to discussions with Thames Water, development in the Opportunity Area must not result in an increase in storm water or sewer entering the Counters Creek sewer; and
- Green roofs are installed wherever possible to minimise heat gain and rainwater runoff

4.351 The relevant planning policies require the flood risk of a site to be identified, with risks addressed and any impacts mitigated. A Flood Risk Assessment has been submitted with the application contained in Volume III of the Environmental Statement. In this case the whole of the application site lies within Flood Zone 1, by virtue of the fact that it is not in either the 1 in 200 year or 1 in 1000 year flood zones. The River Thames is located over 2.5 km to the south and the Grand Union Canal is 1.3 km to the north. The historical stream 'Counters Creek' is located 200 m east of the site and has been culverted. The Sequential Test, as defined by the National Planning Policy Framework, gives preference to locating new development in Flood Zone 1. As the site

lies within Flood Zone 1 any new development at the site is deemed to have satisfied the Sequential Test.

4.352 As such, the focus of the Flood Risk Assessment undertaken by WSP is on reducing flood risk elsewhere by decreasing the surface water runoff from the site. WSP found that at present, the existing extent of impermeable areas that discharges into the Thames Water sewer is some 4.39 hectares. The proposed development reduces this area to 3.58 hectares and as a result reduces downstream flood risk.

4.353 It is also proposed to incorporate surface water storage, primarily consisting of underground storage located beneath the Central Garden and communal hard standing areas. Together, these and other measures will dramatically reduce peak storm water runoff and the risk of flooding. The proposal therefore not only complies with relevant planning policies, but it also has beneficial effects on the wider area.

4.354 The potential impacts of the redevelopment on water resources in the surrounding area have also been considered. Potential impacts to water resources during demolition, excavation and construction processes tend to be associated with the generation of sediments and their release into the drainage network; spillage and leakage of oils and fuels; disturbance of contaminated land; and increased pressure on the foul drainage system. Measures to manage and control these impacts and reduce the magnitude and significance of any residual impacts are discussed in the ES and will be implemented throughout the demolition, excavation and construction phases of the development. The mitigation measures detailed are typical and are based on best practice / working methods for the control of impacts to water resources and the drainage network.

4.355 Water supply resources are considered to be stressed in the London area. Water usage levels within the development are to be compliant with Code for Sustainable Homes (CfSH), Code Level 4 standard, and Thames Water have confirmed that their local water networks are capable of providing the anticipated peak flow rate of 23.4 l/s required by the development. Thames Water will provide two separate water mains to serve the site, each taken from a different trunk main in Wood Lane to provide resilience to the supply. Further water saving fixtures and fittings will be adopted where possible within the development plots to meet the Code for Sustainable Home targets and reduce water demand for the site. Grey water use and rainwater harvesting will also be introduced in order to reduce the impact on the water supply network of Thames Water. It is therefore considered the development will not have a harmful impact upon the water supply network.

4.356 A Drainage and Surface Water Management Strategy has also been prepared taking account of the increase in wastewater flows that redevelopment of the site will create and mitigating this increase by reducing the surface water run-off flows from the site.

4.357 The existing site drains both foul and surface water discharges to a single outfall sewer which passes beneath the LUL Central Line and connects into the Thames Water adopted sewer in Wood Lane. The predicted capacity of this sewer under storm conditions is approximately 460 litres per second. The post-development drainage strategies for foul and surface water disposal propose retaining this sewer as the single point of discharge and this has been endorsed by Thames Water.

4.358 At present, the existing extent of impermeable areas that discharges into the Thames Water sewer unmitigated is some 4.39 hectares. This is reduced to 3.58 hectares in the proposal. This therefore reduces flood risk. In addition, the design incorporates surface water storage, primarily consisting of underground storage located beneath the Central Garden and communal hard standing areas. Together, these and other measures will dramatically reduce peak storm water runoff and the risk of flooding further downstream. The proposal therefore not only complies with relevant planning policies, but it also has beneficial effects on the wider area.

4.359 Surface water discharges from the development would be attenuated through the use of Sustainable Urban Drainage System (SUDS) drainage methods so that peak surface water outflows are controlled according to the current assessments, to approximately 215 litres per second.

4.360 SUDS offer additional benefits beyond reducing surface water drainage particularly in terms of ecology enhancing green space measures such as open water features. The development will be served by one main surface water drainage system and will utilise intensive and extensive green roofs at building roof level and above the development podium within the courtyard gardens. At this stage however the extent and locations of these roof types have yet to be determined and will be confirmed as part of the detailed design stages, as such they have not been included within the hydraulic calculations at this stage.

4.361 It is the intention to incorporate surface water channels (grated or planted) and water harvesting gardens within the public realm to provide interest and activity with opportunities to highlight and show moving water at times of heavy rain. It is also the intention to use underground soil cells in combination with new street tree planting. This will provide trees with un-compacted soil conditions and also potentially create strategic zones where surface water runoff can be directed for use by the trees and also as a form of attenuation prior to discharging into the main development drainage arrangement.

4.362 The development drainage arrangement requires surface water storage within the key locations within the development. It is envisaged that this storage will primarily consist of underground geo-cellular storage located within the Garden and Urban Squares and to the north of Block C. There is also a formal pond/water feature within the north east of the site near Block J that could accommodate limited surface water storage for localised catchment during the lesser return periods however this has not been included within the hydraulic design at this stage. The storage arrangements are sized to accommodate storm water flows for rainfall events up to and including the 1 in 200 year plus climate change event. The available volume within the storage arrangements is approximately 1510m<sup>3</sup>.

4.363 The Environment Agency has advised that they have no objection to the application, subject to the inclusion of a number of conditions. No concerns were raised with regard to the proposed drainage proposals.

4.364 The development is considered to be in accordance with the National Planning Policy Framework and it complies with relevant London Plan Policies and relevant Borough local policies. A condition would be placed to require the submission of a Surface Water Drainage Strategy for approval which outlines the SUDS measures to be integrated into the development and their proposed level of performance in terms

of attenuation of surface water run-off. SUDS measures will be retained and maintained for the lifetime of the development. Justification: LP Policy 5.13 and CS Policy CC2.

### **Recycling and Waste**

4.365 As this is an outline application detailed issues relating to recycling and waste would be considered at the later Reserved Matters stage. For this report the assessment will look at the overarching measures proposed by the applicant.

4.366 The National Planning Policy Framework does not contain specific waste policies since national waste planning policy will be published as part of the National Waste Management Plan (NWMP) for England. This publication has been delayed until the end of 2013. Until this plan is published the waste Planning Policy Statement, PPS 10 – Planning for Sustainable Waste Management remains in place.

4.367 The current government has undertaken a review of existing waste policy with the aim for England to become a 'zero waste' society. The following text from the policy review is of relevance:

*'To improve the service to householders and businesses while delivering environmental benefits and supporting growth Defra will:*

- Support initiatives which reward and recognise people who do the right thing to reduce, reuse and recycle their waste;*
- Work with councils to increase the frequency and quality of rubbish collections and make it easier to recycle;*
- Continue to increase the percentage of waste collected from both households and businesses which is recycled, at the very least meeting the revised waste framework directive target to recycle 50% of waste from households by 2020'.*

4.368 London Plan Policy 5.16 sets out the approach to waste management.

***a - manage as much of London's waste within London as practicable, working towards managing the equivalent of 100 per cent of London's waste within London by 2031***

***b - create positive environmental and economic impacts from waste processing***

***c - work towards zero biodegradable or recyclable waste to landfill by 2031.***

4.369 The Waste Management Strategy for London sets the following targets:

- ***achieve zero municipal waste direct to landfill by 2025.***
- ***reduce the amount of household waste by 20 per cent by 2031***
- ***recycle or compost at least 45 per cent of municipal waste by 2015, 50 per cent by 2020 and 60 per cent by 2031***
- ***reuse and recycle 95 per cent of construction, excavation and demolition waste by 2020.***

4.370 Policy CC3 of the LBHF Core Strategy advises that the Council would pursue sustainable water management. Policies EN17 and HO14 of the LBHD UDP **require development to incorporate suitable facilities for the storage and collection of segregated waste.** Further Policy EN19A encourages **the re-use and recycling of demolition waste** Policy H5 of the draft submission DM Local Plan Policies DM J2 and DM J3 of DM Local Plan 2013 (working draft) set out vehicle parking standards, which brings them in line with London plan standards and circumstances when they need not be met.

requires developments to include suitable facilities for waste management including the collection and storage of separated waste and where feasible on site energy recovery.

4.371 The draft White City Opportunity Area Planning Framework outlines the following objectives

- Efficient use of construction, demolition and excavation waste during development;
- Development of small-scale, localised waste treatment infrastructure;
- Use of current waste management arrangements operated by existing OA occupiers;
- Use of nearby preferred locations for waste management;
- Make recycling as easy, if not easier, than waste disposal, for all development; and
- Incorporate materials reclamation facilities, workshops and outlets for the reuse and recycling network.

4.372 From waste management perspective it is considered the most significant effects of the development are the generation of waste materials during site clearance and earthworks; construction activities; and subsequent operation.

4.373 The proposed construction approach and strategy has sought to minimise waste generation. The effects on waste management will be mitigated by the following measures:

- Adherence to the waste hierarchy (reduce, reuse, recycle, recover);
- Implementation of a Site Waste Management Plan (SWMP);
- Reuse of earthworks/construction materials on-site or reuse/recycling off-site;
- Registration of the development with the Considerate Constructors Scheme;
- Management of supply chains and good on-site storage of materials to prevent wastage; and
- Segregation of recyclable materials within the new buildings.

4.374 It is anticipated that enabling works, demolition and construction would take approximately 11 years from commencement to completion. Enabling works would commence in approximately 2013 and construction could be completed in about 2024.

4.375 The development is not expected to result in a significant quantity of demolition and excavation material being generated. Site levels are mainly being raised up from grade and the concrete generated through demolition is proposed to be crushed, graded, stockpiled and reused on-site. Best practice measures and recommendations for the minimisation and management of waste will be incorporated into a Construction Environmental Management Plan (CEMP). Further specific waste quantification and monitoring (i.e. through the SWMP) would assist in determining the success of waste management initiatives employed.

4.376 All construction works would be undertaken in accordance with the Considerate Constructors Scheme. Sites that register with the scheme sign up to and are monitored against a Code of Considerate Practice designed to encourage best practice beyond statutory requirements. As part of on-site best practice, suppliers of raw materials for the development would be encouraged to reduce surplus packaging associated with the supply of any raw materials.

4.377 Waste streams that have the potential to be reused on-site or transported off-site for recycling would where practical be segregated. Although every effort would be made to retain all suitable materials on-site, it is possible that some of these materials

cannot be reused or recycled during the construction. In these circumstances suitably licensed waste facilities would be identified in order for material to be redistributed to other suitable sites. This represents the most sustainable alternative to landfill disposal.

4.378 Once operational the scheme would generate a number of waste streams from the residential and commercial site uses. The scheme would provide suitable waste management facilities for storage and recycling. Design measures would ensure that all residents have access to both internal and external waste and recycling storage facilities. These facilities would be located in suitably designed enclosures on ground level. These facilities would be easily accessible for residents and collection crews. Waste segregation and storage facilities would be designed to be convenient and simple to use, to encourage residents to recycle and to maximise recycling rates. The storage of comingled recyclable materials within the main waste storage areas would be in 'Smart Banks' (1,100 litre Euro bins with orange lids) provided by LBHF. A more detailed waste strategy will be required at the Reserved Matters stages and will be covered by condition (82) to ensure the development accords with guidance.

4.379 The commercial elements would be provided with dedicated or shared waste storage areas for waste segregation for recycling and non-recyclable refuse for disposal as appropriate. All waste storage areas would be clearly labelled to ensure that cross contamination of refuse and recycling is minimised. Retailers and commercial tenants would be encouraged to undertake their own 'waste audit' and create an Action Plan to set targets for reducing, reusing and recycling their waste streams. It is assumed that collection of commercial waste would be undertaken via external waste management contractors. It would be the responsibility of the occupiers to arrange for refuse and recycling to be collected from their premises.

4.380 The objective of the development's waste strategy is to promote the efficient use of natural resources and minimise the disposal of material to landfill. With regard to construction waste, a condition would require the submission and implementation of a Site Waste Management Plan prior to the start of works, applicable to the early phases of demolition and through construction which would encourage the reuse and recycling of waste to reduce any unnecessary land-filling of waste. The proposed waste strategy is considered to comply with national, London Plan policy and local planning policy in terms of the waste minimisation and associated environmental impacts.

## **Biodiversity**

4.381 The National Planning Policy Framework has a **number of paragraphs relevant to biodiversity, paragraphs 109- 120. In particular when determining planning applications LPAs should aim to conserve and enhance biodiversity.**

4.382 Policy 5.11 of the London Plan supports ***the provision of green roofs within new development as a way of enhancing habitat diversity within London.*** Policy 7.19 seeks the enhancement of London wide biodiversity and states that ***development proposals, where possible, should make a positive contribution to the protection, enhancement, creation and management of biodiversity.***

4.383 LBHF Core Strategy Policy OS1 states ***that the Council's objective to protect and enhance biodiversity in the Borough.*** LBHF UDP Policy EN28A states that the Council will not approve development that would have a demonstrably harmful effect on protected species or their habitat. Policy EN29 states ***that development should protect any significant nature conservation interest of a development site***

and provides guidance for new development to follow to enhance nature conservation. Policy E3 of the draft DM Local Plan (2013) which requires developments to enhance the nature conservation interests.

4.384 The draft White City Opportunity Area Planning Framework does not include policies directly relating to ecology and nature conservation.

4.385 The application includes an ecological appraisal contained in Chapter 14 of the Environmental Statement and ES Addendum and includes a habitat survey and protected species assessment carried out by an ecology consultancy of the application site and the surroundings. A survey was undertaken to provide details of habitat types and plants present and identify any ecological interest including inspection of the buildings on the site for bats. No particular habitats or species were identified that require protection. No evidence was recorded that bats were either foraging or roosting in existing buildings. The majority of the site comprises a built environment with poor scattered trees around the periphery of the site and poor quality shrubs, hedgerows and an earth bank. There would be some loss of habitats during the construction period. However, none of the habitats within the application site are recorded as being of high botanical or habitat value and no native plant species of national importance have been identified as being present.

4.386 The application site does not fall within any ecological statutory site designations. Three non-statutory Sites of Importance for Nature Conservation (SINC) are located within 150m of the Site; Westway Wildlife Garden (NE), Wormwood Scrubs Railway Embankment (N) and Central line West of White City (W). Westway Wildlife Garden is additionally a Site of Local Importance (SLI) and both railway embankments are listed as Sites of Borough- wide Importance for Nature Conservation (SBINC).

4.387 As part of the proposals new habitats are to be created which will address any existing loss. There would be new green infrastructure comprising a network of green corridors, green /brown roofs and residential gardens set around public central and private communal gardens, providing a substantial net increase in the diversity and coverage of semi-natural habitats on the site. Bird and bat boxes could also be provided. Areas of water within the development would also encourage nesting for birds. The above measures would be secured through conditions (42 and 43). The proposed 'Ecological Walk' would significantly enhance the development and nature conservation. This park would have the potential to act as a strong green strip on the east of the site on the existing railway and provide a strong habitat for foraging species. It is considered the extensive green infrastructure provision within proposed development would provide a number of benefits to the site in comparison with the existing conditions and is consistent with relevant national, regional and local ecology policy.

4.388 Natural England has commented favourably on the application. In summary, officers consider that the proposal would not have an adverse impact on the ecology, biodiversity and the natural environment in the area. The scheme would provide additional natural habitat for the local ecology and as such would be in accordance with national, regional and local planning policy.

### **Contamination**

4.389 National Planning Policy Framework paragraph 121 ***states planning decisions should ensure that the sites is suitable for its new use taking account***

***of ground conditions and after remediation the land should not be capable of being determined as contaminated land.***

4.390 Policy 5.21 of the London Plan states ***the support for the remediation of contaminated sites and that appropriate measures should be taken to control the impact of contamination with new development.***

4.391 Policy CC4 of the LBHF Core Strategy states that ***the Council will support the remediation of contaminated land and that it will take measures to minimise the potential harm of contaminated sites and ensure that mitigation measures are put in place.***

4.392 LBHF UDP policy EN20A (Control of Potentially Polluting Uses) advises that development which may cause pollution will only be permitted if it would not release pollutants into the water, soil or air, whether on site or in other areas, which would cause unacceptable harm to people's health and safety, the natural environment or the landscape. Policy H7 of the draft DM Local Plan (2013) requires effective measures to treat, contain or control contamination and policy H11 builds on UDP policy EN20A (i).

4.393 The draft White City Opportunity Area Planning Framework sets out the site's context in relation to existing and proposed surrounding uses and potential sources of off-site contamination. The draft states:

The heart of the OA features several large and underused industrial sites, which suffer from a high degree of physical severance due to fast moving strategic roads and rail infrastructure that bisect and surround them.... and

The land east of Wood Lane includes the Ariel Way industrial estate, a former dairy and warehouse sites used for light industry, logistics and storage.

4.394 In view of the site's industrial history, the commercial uses currently on the site and the proposed residential use, the issue of contamination needs to be examined. Chapter 12 of the ES and ES Addendum includes a ground condition assessment. The assessment identifies the history of the site and it sets out the intrusive ground investigations that have been undertaken.

4.395 Due to the geological and hydro geological conditions and the surrounding land uses, the site setting has been assessed to be of low environmental sensitivity overall. The ES identified following baseline conditions:

- The presence of the potentially significant thicknesses of the London Clay non-aquifer overlying the Lambeth Group Secondary (A) Aquifer and the Thanet Sand and White Chalk Principal Aquifers;
- The lack of significant surface water receptors in the vicinity of the site
- The proximity of the site to residential land use;
- The presence of Wormwood Scrubs Local Nature Reserve within 600m of the site;
- The significant industrial history of the site and the surrounding land;
- The identification during site investigations of arsenic, lead and petroleum product contamination, and the presence of asbestos on the ground surface.

4.396 Although the ES indicates that the proposed mitigation measures may be sufficient on the basis of what is currently known of the site, officers consider that further investigation would need to be carried out. A more detailed risk assessment would need to be undertaken to explore potential contamination sources and potential pathways to

all receptors during the construction and operational phases and off site impacts to support a remediation strategy. To protect humans, controlled waters or the wider environment from the adverse effects of contaminated land, conditions are therefore considered necessary to require a revised preliminary risk assessment report to collect and collate information already available plus any additional information about the current state of the site following the fire or any change of use of individual units, a site investigation scheme, a quantitative risk assessment report and a remediation strategy to be submitted to and approved in writing by the Council prior to the commencement of the development (Conditions 21-26). These conditions would ensure compliance with best practice measures and the protection of health and safety for all potential receptors and meet the above mentioned development plan policies. Conditions are also considered necessary to verify that agreed remedial measures have been implemented, validated and monitored.

4.397 Once the development is complete impacts in relation to ground contamination can be mitigated to a negligible significance through the mitigation measures outlined within the ES. The development is therefore considered to be in accordance with relevant national, regional and local contaminated land policies which seek to manage the development of land to minimise the potential harm of contaminated sites and where appropriate, ensuring that mitigation measures are put in place.

#### **Wind**

4.398 London Plan Policy 7.6 requires that ***new development does not cause unacceptable harm to the amenity of surrounding land and buildings, including through microclimate impacts*** and policy 7.7 requires ***that the area surrounding tall buildings is not detrimentally affected in terms of microclimate and wind turbulence.***

4.399 The LBHF Core Strategy objectives outline how the Council will encourage the delivery of the vision for the future of the borough. One of the key objectives is to: ***Improve and protect the amenity and quality of life of residents and visitors by ensuring a safe, accessible and pleasant local environment.***

4.400 The local microclimate surrounding the existing and proposed buildings has been assessed in Chapter 15 of the ES and ES Addendum. It includes a wind assessment in relation to the development and neighbouring occupiers including residents on the Travellers site in Stable Way. Because the wind environment is influenced by the building massing which would constantly vary during the construction phase, the assessment of effects has been limited to the operational phase. Particular consideration was given to the potential effects of wind on pedestrian comfort and safety at the site. These two aspects are associated with pedestrian use of the public open spaces.

4.401 The assessment has considered both the existing situation and the likely building induced effects arising from the proposed development. The wind assessment considers the existing and resulting wind microclimate using the Lawson Comfort Criteria. The Lawson criteria give guidance to quantify the effect of wind velocity on pedestrian comfort and safety. The Lawson recommended guidance indicates that for the comfort and safety assessment of the wind environment, it is not only the velocity of wind that is considered but also the frequency of occurrence of these velocities.

4.402 The results of the pedestrian safety assessment for when the development has been constructed indicate that there is little change from the existing situation and the wind velocities generally remain within the safety criterion for all pedestrians. No adverse effect was identified within the Travellers site. Localised zones of wind acceleration are however expected under the elevated Westway carriageway (similar to existing scenario), in the proximity of the corners of the tower block (Block J) within covered passageways and some corners of blocks in the north and northeast of the site. The results of the pedestrian comfort assessment for the development indicate a low degree of change from the current situation. Wind velocities generally remain within the recommended comfort criteria for standing, leisure walking and business walking. Localised zones of acceleration have however been identified underneath the Westway carriage way and in proximity of the corners and covered passageways of blocks to the north and north-east in the site.

4.403 Proposed mitigation measures are set out in the ES such as strategic planting to help obstruct airflow and lightweight shelters. These measures will mitigate the localised zones of wind acceleration and will contribute to an overall improvement in the wind environment. It is considered the development will achieve wind speeds within acceptable standards provided appropriate mitigation as set out in the ES is put in place. The proposal is therefore in accordance with regional policy and policy at the local level.

### **Air Quality**

4.404 LBHF was designated as an Air Quality Management Area (AQMA) in 2000 for two pollutants - Nitrogen Dioxide (NO<sub>2</sub>) and Particulate Matter (PM<sub>10</sub>). The main local sources of these pollutants are road traffic and buildings (gas boiler emissions).

4.405 Paragraph 124 of the National Planning Policy Framework relates to air quality and it states **planning decisions should ensure that any new development in air Quality management Areas is consistent with the local air quality action plan.**

4.406 Policy 7.14 of the London Plan seeks that ***development proposals minimise pollutant emissions and promote sustainable design and construction to reduce emissions from the demolition and construction of the buildings.*** Further the Mayor of London's Air Quality Strategy provides a framework of policy which aims to improve air quality in London.

4.407 Policy CC4 of the LBHF Core Strategy explains that ***the Council will reduce levels of local air pollution and improve air quality in line with the national air quality objectives.***

4.408 Policy EN20A of the LBHF UDP seeks that ***development does not release pollutants into water, soil or air, which would cause unacceptable harm to people's health and safety, the natural environment or the landscape.*** Of little weight policy H8 of the draft DM DPD requires an air quality assessment and mitigation measures where appropriate.

4.409 LBHF has an air quality action plan setting out measures to reduce emissions, improve local air quality and work towards meeting national objectives. In determining planning applications it is important to consider the impact of the development in terms of air quality, caused by both the operational characteristics of the development and the traffic generated by it.

4.410 An Air Quality assessment has been carried out by the applicant examining the levels of pollutants such as NO<sub>2</sub> and PM<sub>10</sub>. The assessment is contained in Chapter 10 of the ES and ES Addendum and it examines the potential air quality impacts of the site during demolition, construction and when operational. The assessment includes the immediate surrounding area and also considers the potential for exposure to poor air quality for future residents of the development.

4.411 Due to the extent of work required during the demolition and construction phase, including the fact that construction would take place over an estimated 11 years period and due to the close proximity of potentially sensitive receptors (existing and proposed residential units), there is a risk of potential air quality impacts, particularly in terms of dust/PM<sub>10</sub> emissions. However, through good site practice and the implementation of suitable mitigation measures as outlined in the GLA's Best Practice Guidance on Controlling Dust and Emissions from Construction and Demolition (such as dust suppression techniques and minimising the surface areas of stockpiles), the impact of dust/PM<sub>10</sub> releases would be minimised.

4.412 For construction traffic, the contributions of vehicle emissions to the existing air quality are considered to be temporary and local. However, after mitigation measures are employed to control emissions from construction vehicles (such as traffic controls and measures including using the best access and haul routes) the effects are likely to be of negligible significance. Liaison with the Council and local residents would be maintained throughout the construction process.

4.413 Once operational, the traffic generated by the proposed residential and other uses of the development has also been assessed for potential impacts on the development and the surrounding area. To determine the relative impact of the proposal, an air quality model has been used to forecast future air quality levels for scenarios 'with' and 'without' the development in place. Current levels of NO<sub>2</sub> and PM<sub>10</sub> have also been assessed to provide baseline figures for current local air quality conditions. In terms of the assumptions made about improvements in future vehicle emissions for the model, a worst case approach has been used by assuming no improvements from present day to 2031 (the year modelled to assess impacts of the fully developed site). The assessment of the potential impacts during the operational phase of the development show a small to imperceptible increase in pollutant concentrations to the existing sensitive receptors.

4.414 The development is planned to have an energy centre on site, which will also be a new source of local emissions. At this stage, plant specification details are indicative, but emissions parameters for typical plant of the type expected to be integrated have been used as part of the air quality assessment. Emissions from the energy centre have been modelled separately and also combined with traffic emissions to assess the potential cumulative impacts. The proposed energy centre could comprise three natural gas fired combined heat and power (CHP) units (3 units of 1.33MWth output) and six gas fired condensing boilers (6 units of 1MWth output). The CHP units will supply heating and hot water supplemented by the condensing boilers. The energy centre is proposed to be located in Block C with two stacks, one for the CHP units and one for the condensing boilers, discharging flue gas 3m above roof level as a minimum. It should be noted that the final height of the proposed stack will be determined during the detailed design stage.

4.415 As natural gas is the fuel for the plant in the energy centre, the main pollutant emitted from the proposed facility and considered in ES is NO<sub>x</sub>. At this outline stage the proposals for the energy centre and plant specification are indicative, therefore emissions parameters for a typical plant of the same output has been used within the assessment based on information provided by manufactures. At the detailed design stage specific information will be available for the energy centre, and therefore it is considered that further assessment of the contribution of emissions from this source to total annual mean NO<sub>2</sub> concentrations be undertaken at this time.

4.416 The assessment shows that the annual mean NO<sub>2</sub> levels do not currently meet the Government's objective of 40ug/m<sup>3</sup> at the site or surrounding area. By 2031, NO<sub>2</sub> levels are predicted to still be above the objective at the existing receptors (with the development in place), with the biggest relative increase being just over 1ug/m<sup>3</sup> at South Africa Road. For new receptors on the developed site, all new residential units are expected to exceed the 40ug/m<sup>3</sup> target, with the highest NO<sub>2</sub> levels being forecast for the A40 facing façade of the 1st floor of Block J (56.03ug/m<sup>3</sup>). The annual mean levels indicate that the hourly target will not be breached on the site or surrounding area as guidance shows that annual means are predicted to be below 60ug/m<sup>3</sup> which studies show indicate the level at which hourly exceedences may be experienced. For the PM<sub>10</sub> assessment, current levels meet the annual mean target of 40ug/m<sup>3</sup> at the site and surrounding area. Forecasts for future scenarios show that the levels are predicted to increase slightly (by 0.06ug/m<sup>3</sup>). No impact is forecast for the number of daily exceedences of 50ug/m<sup>3</sup> which are forecast to remain at 13 days of exceedences which is well within the target of no more than 35 days. Overall, the development is predicted to have a small impact on annual NO<sub>2</sub> levels which will exceed the Government's target across the site. However, the annual mean NO<sub>2</sub> objective could be breached in some locations -therefore mitigation measures are required to reduce the potential exposure of residents in the new units.

4.417 It is considered that a mechanical ventilation strategy to reduce pollutant concentrations entering all the proposed residential units would be explored at the detailed design stage and includes air handling units, with air intakes located at roof level to draw in cleaner air. The mechanical ventilation system would need to be regularly maintained. Confirmation of the NO<sub>2</sub> levels at roof level of each block would need to be provided and the details of the ventilation systems, including any details of filtration systems to be installed would also need to be submitted.

4.418 A Construction Environmental Management Plan and Dust Management Plan would be prepared and implemented during demolition/construction stages to minimise the potential effects of dust generated during these phases. Submission of full details of the planned construction and demolition mitigation measures would be secured by condition Post completion a number of sustainable travel measures are planned, which will help reduce traffic emissions from the new development and the design of the energy centres would help disperse emissions from the CHP units and boilers at adequate heights to minimise their potential impacts at ground level.

4.419 The Air Quality Assessment shows that the relative impacts of the development are not significant and would be primarily during the construction phases. It also identifies a number of mitigation measures; specific design development; car clubs; the promotion of the use of electric charged vehicles, bike rental schemes etc. A Travel Plan has also been submitted which encourages the use of alternative means of transport. Further details are required on the pollution reduction benefits of the planned

mitigation measures. The submission of a Low Emission Strategy will be required by condition (48) to ensure that adequate measures are implemented to minimise emissions from the energy centre and from personal car use. Further details of the mechanical ventilation system, including location of air intakes will also need to be submitted. As the assessment of the planned energy centre is indicative only at the moment, a revised air quality assessment will be required at the detailed design stage once full details of the plant and equipment and their associated emissions has been confirmed. Overall in terms of air quality, officers consider that subject to appropriate conditions the development meets with policy requirements.

### **Noise and Vibration**

4.420 Paragraph 123 of the National Planning Policy Framework states ***planning decisions should aim to avoid noise giving rise to significant adverse impacts on health and quality of life as a result of new development.***

4.421 London Plan Policy 7.15 states that ***development proposals should seek to reduce noise by minimising the existing and potential adverse impacts of noise, separating new noise sensitive development from major noise sources through the use of distance screening, or internal layout and promoting new technologies and improved practices to prevent noise.***

4.422 Policy CC4 of the LBHF Core Strategy advises that the Council would seek to ***minimise the impact of noise, by managing the development and distribution of noise sensitive development in the borough.***

4.423 The following paragraph on noise is included in the justification for policy CC4:

“Noise pollution can also have a harmful effect on people’s health and well-being. Noise (and associated vibration) can have a direct impact on noise sensitive uses, particularly housing, but also other uses such as schools and hospitals. Some areas of the borough are subject to significant noise disturbance, particularly those close to busy roads, rail and tube lines, those under the Heathrow flight-paths and helicopter routes. Noise from late night activities can also be a problem”.

4.424 LBHF UDP Policy EN20B states ***that housing and other noise-sensitive development will not normally be permitted where the occupants /users would be affected adversely by noise from existing or proposed noise generating uses except if it can be demonstrated that adequate mitigation measures will be taken.*** Policy EN21 deals with environmental nuisance and states that ***all developments shall ensure that there is no undue detriment to the general amenities at present enjoyed by existing surrounding occupiers of their properties particularly where commercial and service activities are close to residential properties.*** Of little weight policy H9 and H11 of the submission DM DPD requires development to implement noise (including vibration) mitigation measures when necessary.

4.425 The draft White City Opportunity Area Planning Framework does not have any policies specifically relating to noise or vibration, but does confirm in a number of places that a residential-led, mixed-use development is an appropriate use for the application site.

4.426 An assessment of the existing conditions and expected levels of noise and vibration from the development and the effects from transport, both during construction

and after completion is in Chapter 9 of the ES, with the ES Addendum considering the likely noise and vibration effects on the Travellers site in Stable Way. The assessment has looked at the existing levels of noise and vibration associated with the site and the likely impacts arising from the proposed development to ensure that any detrimental impacts identified can be managed and mitigated.

- The appraisal has considered effects associated with the following aspects:
- Construction phase activities;
- Development related road traffic;
- Fixed building services plant; and
- Suitability of the site for the proposed uses.

4.427 In general the traffic generated by the scheme would not lead to an increase in levels of road traffic noise on local roads. Although all construction phase effects would be temporary, noise and vibration levels generated by demolition and construction activities such as piling would have the greatest potential to impact upon near-by noise sensitive receptors such as residential premises, with potential impact on Stable Way being the greatest in terms of proximity to neighbouring residential occupiers. At this stage the demolition and construction plant and techniques are not known. Therefore in order to minimise noise and nuisance during the construction period, mitigation measures would be adopted and noise and vibration monitoring would be carried out during the demolition and construction phase. The applicant has indicated that particular care would be taken when piling is likely to occur close to neighbouring dwellings. It should be noted that piling would take place for short periods of time and site hoardings would be constructed around the site which would provide some acoustic screening.

4.428 The mitigation measures such as the permitted hours for building works would be addressed within Construction Environmental Management Plan (CEMP) which would also be secured via a condition (Condition 18) with the S106 agreement dealing with funding provided for monitoring purposes. The applicant will also be encouraged to join the Considerate Contractors Scheme.

4.429 The assessment concludes that there is likely to be an increase in noise on roads surrounding the site (e.g. Wood Lane and West Cross Route) due to construction traffic but should, in the main, be of a negligible impact. Similarly with respect to development related road traffic when comparing the future base line situation with and without the development associated traffic the increase in noise would be negligible (+0.3db).

4.430 With respect to fixed building services plant no details are provided at this stage. Assuming that fixed building services plant is designed, selected, located and/or attenuated such that the specified plant noise emission limit is satisfied; it is considered there will be no harmful impact on neighbouring occupiers.

4.431 Following completion, the assessment identifies that for the development the existing noise environment within and surrounding the site is appropriate for its intended uses. The various building plots on-site are anticipated to experience varying levels of noise from traffic and vibration associated with the West London Line and Central Line. In particular the northern frontage of Building Plot J (the landmark tower and its associated wing), located closest to the A40 Westway is predicted to be subject to the highest noise levels of all. Consideration has been given to the degree of sound attenuation that would be required to ensure that appropriate internal target values

would be met. The applicant has also stated that this block would be single aspect with no habitable windows facing north to the A40 Westway. With the incorporation of appropriate construction and attenuation measures, it is considered that an adequate level of protection against noise levels could be achieved for future occupants of the proposed dwellings. Measures to mitigate the effects of the commercial uses on the proposed residential use would also be incorporated by appropriate conditions.

4.432 It is considered that based on the current parameter plans and subject to the incorporation of appropriate attenuation measures, the noise climate affecting the site should not pose a significant constraint to any aspect of the proposed. Therefore subject to appropriate conditions, the proposal is in accordance with national, regional and local planning policies.

#### **Light Pollution/Solar Glare**

4.433 The National Planning Policy Framework states in paragraph 125 that ***by encouraging good design, planning decisions should limit the impact of light pollution on local amenity.***

4.434 LBHF Core Strategy Policy CC4 seeks to protect and enhance environmental quality advising that proposals should seek to minimise light pollution which can have a serious damaging effect on the amenity of the area and cause disturbance to adjoining uses, particularly residential. Regard should also be had to the potential harm to wildlife. LBHF UDP policy EN20C requires developments to minimise amount of light necessary to achieve its purpose and avoid glare and light spillage from the site. Of little weight policy H10 of the submission DM DPD requires the submission of details to address light pollution.

4.435 The outline nature of the application means both the internal layouts of the buildings and their external appearance is to be determined at a later Reserved Matters stage. Poorly designed and badly aimed lighting may have adverse effects on the external environment at night. In order to ensure lighting is designed to avoid glare, light spillage from the site and to conserve energy, a condition is recommended requiring the submission and approval of details of external lighting proposals so that the type, location and intensity of external lighting can be controlled (Condition 112). This would ensure that good lighting levels are achieved for areas on the site such as the new public spaces but also ensure the amenity and environment of the surrounding area would not be adversely affected and ensure that nuisance is not caused to occupiers of neighbouring properties. Subject to the conditions the development is considered to satisfy policy requirements.

#### **Archaeology:**

4.436 Paragraph 128 of the National Planning Policy Framework relates to archaeology and requires developers ***to submit appropriate desk based assessments where a development site has the potential to include heritage assets with archaeological value.***

4.437 Policy 7.8 of the London Plan (2011) advises that development should incorporate measures that appropriately address the site's archaeology.

4.438 LBHF Core Strategy Policy BE1 advises that new development should respect and enhance the historic environment of the Borough, including archaeological assets. LBHF UDP Policy EN7 states a ***presumption against proposals which would***

***involve significant alteration of, or cause damage to, Archaeological Remains of National Importance*** and advises that the loss of archaeological value must be outweighed by the need for the development. The policy advises that archaeological study of application sites will be required before approval. Within the Development Management Development Planning Document, the following policy G7 Heritage and Conservation is of relevance but of little weight at this stage.

4.439 The draft White City Opportunity Area Planning Framework Public addresses directly the need to ensure that 'setting, context and heritage' should be considered as part of the redevelopment of the area. This is highlighted in the need to ensure that the existing townscape (modern and historic) is respected, as outlined under national and regional planning policy.

4.440 A full consideration of the archaeology issues is included in Chapter 7 of the ES and ES Addendum. A desk based assessment has been undertaken in order to determine the archaeology potential of the development site. The site does not contain any nationally designated (protected) sites and does not lie within a designated Archaeological Priority Area (APA). The key below ground archaeological assets relate to Medieval and Post Medieval activity, which may broadly characterised as initially industrial (based around the former brick works) and small scale residences then broadly becoming the more mixed cultural, commercial and residential mix which was firmly established in the 20th century. The site is also known to lie in the vicinity of Counters Creek, which could mean earlier deposits containing environmental deposits are preserved. This will require investigation prior to construction activity commencing.

4.441 The assessment suggests that no buried heritage assets of very high significance are anticipated that might merit permanent preservation in situ. It is therefore anticipated that they would be preserved by record (i.e. excavation, evaluation and storage off-site) by a programme of archaeological investigation.

4.442 The report concludes that any impact of the development on any buried heritage assets could be successfully mitigated by a suitable programme of archaeological investigation. English Heritage (Archaeology) has been consulted and has not raised any objection to the proposal. Suitable safeguarding conditions are recommended to secure the evaluation and any subsequent necessary mitigation works proposed as a result of the development, particularly in relation to demolition works and the formation of the below ground level (Condition 27).

#### **Electronic Interference:**

4.443 The National Planning Policy Framework states: ***Local planning authorities should ... ensure that they have considered the possibility of the construction of new buildings or other structures interfering with broadcast and telecommunications services.***

4.444 Policy 7.7D of the London Plan states:

#### ***Tall buildings:***

***a. should not affect their surroundings adversely in terms of microclimate, wind turbulence, overshadowing, noise, reflected glare, aviation, navigation and telecommunication interference;***

There are no policies within the Core Strategy that relate specifically to telecommunication interference due to new buildings. However Paragraph 4.16 of Chapter 4 of the UDP states:

***Modern telecommunications are an essential and beneficial element in the life of the local community and in the national economy. Good communications can enrich the quality of life, and modern telecommunications can benefit the environment through reducing the need to travel, and hence reducing vehicle emissions of carbon dioxide and other pollutants.***

4.445 Paragraph 4.130 attached to policy EN21 of the UDP further states:  
***The benefits of any new enterprise or commercial activity must always be set against any adverse effects on the amenities of local residents and existing firms. These effects may take the form of ...interference to the reception of radio and television transmissions.***

4.446 There are no policies in the draft White City Opportunity Planning Framework that relate specifically to telecommunication interference due to new buildings.

4.447 An assessment on the potential impacts of the development on digital, cable and satellite television and radio reception has been undertaken. This is in chapter 11 of the Environmental Statement. The ES Addendum assesses the likely significant environmental effects on the Travellers site in Stable Way to the east of the site. The assessment seeks to ascertain if the proposal would have any adverse impact on available broadcast service signals in the area surrounding the application site, together with effects on other communication systems, including mobile and emergency services. As analogue television signals were switched off in London in April 2012 consideration is given to the shadowing of digital, terrestrial and satellite signals.

4.448 During the construction period the use of tower cranes and temporary structures may cause some interference but this would only be determined before the construction stage once the position of cranes and operations are known. It is also recognised that tall buildings on the site can potentially affect the reception of telecommunications through shadowing and signal blocking. The areas where digital terrestrial and satellite reception have the potential to be affected are to the north west of the proposed site. The assessment concludes there are properties in a shadow area that might be potentially affected, but the proposed development would not unduly undermine services with mitigation measures which include upgrading existing aerials or through the provision of non-subscription satellite services. Therefore the overall effect is considered to be negligible. A condition is therefore recommended to ensure that any interference caused by the development is fully investigated and remediated should complaints arise.

#### Equalities

4.449 As set out in paragraphs 4.4 and 4.5 of the report, the Council's statutory duty under the Equality Act 2010 applies to planning decision making. In the consideration of all planning applications the Council has to have regard to all relevant planning policies available at the time unless material considerations indicate otherwise.

4.450 The protected characteristics to which the Public Sector Equality Duty ("PSED") applies now include age as well as the characteristics covered by the previous equalities legislation applicable to public bodies (i.e. disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, sexual orientation, religion or belief and sex).

4.451 Section 149 of the Equality Act (2010) requires the Council to have due regard to the need to (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act; (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it. This means that the Council must have due regard for the impact on protected groups when exercising its functions, and case law establishes that this must be proportionate and relevant, and does not impose a duty to achieve results.

4.452 A full equalities impact assessment (“EQIA” in planning terms, to distinguish it from “EIA” which deals with environmental impacts) is attached to this report as an appendix. Here, officers have summarised the positive and negative impacts which have been identified in the analysis and the proposed mitigation measures by way of condition and planning obligations.

4.453 The analysis of equality impacts of the planning application on protected groups as defined by the Act shows that generally there are positive impacts on age, disability, pregnancy and maternity, sex, race, religion and belief including non belief and children in relation to the applicant’s proposals to provide new employment, retail, open space and play space, transport improvements, culture and social infrastructure. The development proposals contribute towards providing sustainable development across the OA as a whole including transport and social infrastructure requirements and offers new opportunities to access housing, employment, retail and community space and new public open space and play space. Officers consider the proposals align well with the Council’s vision for the area as set out within the draft WCOAPF guidance, to build a prosperous, vibrant and cohesive community in this part of the borough by providing level of new housing and providing levels of additional employment which will further help to realise the economic potential of the area.

3 4.454 There would also be positive impacts in relation to the mix of housing proposed, with 20% of the total residential floor space provided within the completed development identified provided for families, 100% of the units being built to lifetime homes standards and 10% of the units being designed to be wheelchair accessible. Lift access is provided throughout the buildings from the basement car park, thus helping to facilitate equality of opportunity between disabled people and non-disabled people. The public realm would be designed in a manner which is accessible to all user groups, including those with mobility impairments such as wheelchair users or the visually impaired. Walking and cycling opportunities for new residents and for others would also be provided with links to the wider area via re-connections to the north and south of the site. The level of disabled parking proposed in the development is a minimum level and the management of the spaces will be set out as part of a Car Park Management Strategy. This would ensure that Blue Badge parking would be provided for all residents who require it, and will be increased as and when required. The disabled parking provision in the public car park would be monitored and increased in accordance with demand.

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4.455 Negative impacts are identified in relation to the employment land, the impacts of construction (age, disability and pregnancy and maternity). The impacts of construction in terms of traffic, noise and air quality are expected to have varying degrees of negative impacts on age, disability, pregnancy and maternity and children, particularly on the occupiers of the Gypsy and Travellers site located in Stable Way

(RBKC). These impacts are however considered short term and would depend on the measures that are set out in the Construction Management Plan and other conditions aimed to mitigate the impacts.

5 4.456 The level and tenure of affordable housing might have a negative impact for some disabled people and ethnic groups who are less economically active however, the affordability of the units has been justified on the basis of an independently examined Viability Appraisal.

4.457 Having regard to the Viability Appraisal, the individual circumstances of the sites and the planning and regeneration benefits to the White City Opportunity Area, it is considered that the level of affordable housing proposed is the most that can be viably provided and it will contribute towards sustainable mixed and balanced communities. While there will be some groups who may be less likely to be able to access the affordable housing than others due to disability and race, as analysed in the EqIA, it is not considered that this means that all, for example, disabled people will be unable to access this type of housing, and this will not result in unlawful discrimination.

4.458 With regard to the Council's Equalities duty, the EqIA identifies the residents of Stable Way Travellers site as a protected group. In the representations received, residents set out that their current site is overcrowded, the proposal provides no socially affordable accommodation for the Traveller communities and the development would cause significant impact on the existing families in terms of disturbance, pollution, overshadowing and loss of sunlight. In response and following the Council's assessment of the Financial Viability Appraisal, the applicant has agreed to support a provision of 10% affordable housing on the site with a review mechanism also accepted which would allow a re-assessment of the viability of the scheme in the future with a target of up to 15%. A detailed analysis has been carried out as part of the Environmental Assessment which indicates there would be no adverse impact on the amenities of the existing families, including loss of daylight/sunlight or overshadowing. In terms of the traveller's request for additional accommodation on the application site, there is no policy requirement, including policy H5 of the Council's Core Strategy which is specific to gypsies and traveller accommodation for a new site to be provide within the development proposals or for White City East. Policy H5 seeks to protect and improve the existing traveller's site and therefore does not identify a new or additional site. A joint accommodation needs analysis of the gypsy and travellers community on the Stable Way site is however being carried out by both the Royal Borough of Kensington and Chelsea (RBKC) and the London Borough of Hammersmith and Fulham (LBHF) in accordance with policy H5 of the Core Strategy. This work is currently being undertaken to identify how housing need would be met, looking at the present level of housing on the site and how the existing site could better meet the needs of the current residents.

4.459 Officers consider that the proposed conditions and section 106 agreement should go towards minimise any negative impacts as a result of the development proposals though they will not fully eliminate them due to the scale of the redevelopment and the short term impacts identified in some protected groups as identified in the EQIA and summarised in this section of the PAC Report. Also, members should note that the mitigation measures proposed are not intended to give favourable treatment to any particularly affected group, as officers consider that they are necessary to make the development acceptable in planning terms and will apply to all affected people currently residing on the site and future occupiers.

4.460 In conclusion, it is considered that LBHF has had due regard to section 149 of the Equality Act 2010 in its consideration of this application and resulting recommendations to PAC Members.

### **CIL/Planning Obligations**

4.461 In dealing with planning applications, local planning authorities consider each on its merits and reach a decision based on whether the application accords with the relevant development plan, unless material considerations indicate otherwise. Where applications do not meet these requirements, they may be refused. However, in some instances, it may be possible to make acceptable development proposals which might otherwise be unacceptable, through the use of planning conditions or, where this is not possible, through planning obligations.

4.462 The Community Infrastructure Levy Regulations - CIL Regulations (2010) set out a number of tests including that: a planning obligation must be necessary to make the proposed development acceptable in planning terms, directly related to the proposed development, fairly related in scale and kind to it and reasonable in all other respects. Negotiations should seek a contribution towards the full cost of all such provision that is fairly and reasonably related in scale and in kind to the proposed development and its impact on the wider area.

4.463 The National Planning Policy Framework provides guidance for local planning authorities in considering the use of planning obligations. It states that authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations and that planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition. It adds that where obligations are being sought or revised, local planning authorities should take account of changes in market conditions over time and, wherever appropriate, be sufficiently flexible to prevent planned development from being stalled.

4.464 Policy 8.2 of the London Plan states that: "When considering planning applications of strategic importance, the Mayor will take into account, among other issues including economic viability of each development concerned, the existence and content of planning obligations. Development proposals should address strategic as well as local priorities in planning obligations. Affordable housing...and other public transport improvements should be given the highest importance". It goes on to state: "Importance should also be given to tackling climate change, learning and skills, health facilities and services, childcare provisions and the provision of small shops."

4.465 Core Strategy policy CF1 requires that new development makes contributions towards or provides for the resulting increased demand for community facilities. The proposals form part of Strategic site WCOA and WCOA 1. As such, officers have sought a consistent level of s106 contributions for all development schemes in this strategic site (WCOA). The draft WCOAPF also outlines the need for contributions in the area to go towards the local and strategic transport infrastructure and social infrastructure needs that may arise due to the resulting development pressures. Major transport interventions are required to facilitate sustainable regeneration of the area, which is currently constrained by the existing highway and public transport network.

4.466 In the context of the above, Chapter 9 of the Core Strategy states that the Council will implement the policies and proposals of the Core Strategy and seek to ensure that the necessary infrastructure is secured to support regeneration by, inter alia, negotiating s.106 obligations.

4.467 A Section 106 Agreement is proposed in order to secure the necessary infrastructure to mitigate the needs of the proposed development and ensure the proposal is in accordance with the statutory development plan. The nature of the proposal, involving works to public highways, means that an agreement under s.278 of the Highways Act 1980 may also be necessary.

4.468 In accordance with the CIL Regulations 122, Section 106 of the Town and Country Planning Act 1990 (As Amended) and S278 of the Highways Act 1980 the applicant has agreed to enter into a legal agreement(s). The Legal Agreement will include new affordable housing and financial contributions towards improvements to local highways, improvements to public transport, improvements to cycle facilities, contributions to health and education and new community and community facilities and employment and training initiatives. The contribution would be secured to enable any necessary infrastructure to be delivered within the vicinity of the site which is needed to accommodate the level of growth sought within the White City regeneration area, one of the five Regeneration Areas in the Borough. Officers have consulted with the various departments in the Council and TfL to confirm the individual requirements for this scheme. Non-financial contributions are sought to mitigate the impacts of the development and to make the development acceptable in planning terms.

4.469 As such, the applicant has agreed to provide a total s106 package of approximately £5.6 million. The cost would also cover officer assessment and processing time. Officers consider the S106 contribution necessary, proportionate, reasonable, directly linked to the development.

### **Heads of Terms**

4.470 The proposed legal agreement would incorporate the following heads of terms.

#### **Affordable Housing:**

- Provision of on site affordable housing across the development with a base line provision at 10%, increasing to 12.5% and 15% (if the Internal Rate of Return exceeds 17.5%).
- The affordable housing tenure split to be provided at:  
60% affordable rent units and  
40% shared ownership (made available to a range of levels of affordability to intermediate housing).
- Provisions to cater for the possibility of grant funding becoming available in the future, in order to potentially enhance the affordability of the affordable housing units to social rent .
- Occupants of the affordable housing units will be liable to pay a fair reasonable contribution to level of service charge up to an agreed maximum cap within the level of affordability as defined by the London Plan 2011.

#### **Wheelchair Accessible Units:**

- The Council will secure 10% of wheelchair accessible units within the development.

- The applicant will use reasonable endeavours to ensure that the Wheelchair Units are marketed to as wide an audience as possible at all stages of marketing the Residential Units. An Exclusive provision and marketing (for a period of 6 months) required.

## Highways

- **Off site highways and streetscape works:** Contribution to off-site highways public realm and streetscape improvement works as identified in the Transport Study prepared for the draft WCOAPF of up to **£1,053,094**.
- **Junction improvement to facilitate development:** Wholly fund works to the Wood Lane/South Africa Road/Deport Road highway junction to facilitate the proposed bridge access in accordance with approved drawings to be agreed and scope and specification, designed and delivered to an adoptable standard. Scope of works will be subject to a Section 278 Agreement under the Highways Act.
- **On site roads/streets:** To be designed and built to an adoptable standard and specification approved by the Council and provisions/maintenance relating to access.
- **Traffic signal timings:** Provision of modification to traffic signal timings and phasing in the vicinity of the application site to optimise traffic flows
- **Bus capacity:** A financial contribution of up to **£450,000** (£90,000 – 5 years) to Transport for London (TfL) for the improvement of existing local bus services within the vicinity of the site.
- **London cycle hire scheme docking station:** A requirement to safeguard land on-the application site and,
- A financial contribution of **£150,000** towards the delivery and provision of a Cycle Hire Docking Area within the application site.
- **Legibility Improvements:** A financial contribution of **£10,000** to implement signage at the perimeter of the site in accordance with the principles of 'Legible London'. Details of the signage to be agreed by the Council.
- **Car parking permit restrictions:** All the future occupiers (apart from blue badge holders) of the residential units to be provided within the development to be prohibited from applying for or holding on street residential car parking permits in existing/proposed CPZs within the area.
- **Review of the controlled parking zone:** A financial contribution of **£50,000** towards on-street car parking, reviewing the Controlled Parking Zone (CPZ) restrictions, carrying out consultation with LBHF and making any necessary changes to the CPZ is to be sought.
- **Car Club Facilities:** Provision of a car club facility within the development including arranging location and operation of car parking spaces.
- **Travel Plan:** Travel Plans to be submitted for approval for both residential units and non residential uses in relation to each phase of the development and a requirement to comply with the approved Framework Travel Plan. The Travel Plan shall identify Sustainable Travel Plan Measures to be made available to occupiers of the residential units of the development which may include:
  - targets for the monitoring of vehicle trips generated by the development to ensure they do not exceed the modelled levels;
  - financial incentives to encourage cycling, for example, through bike loans and cycle vouchers;
  - the provisions of a Travel Pack to ensure all prospective occupiers are fully aware of their sustainable transport choices; and
  - the nomination of a Travel Plan Co-ordinator.

### **Open and Play Space**

- Phased provision of on-site public open space in accordance with agreed drawings and specification. The on-site public open space includes: the Garden Square, Urban Square and Play Space area. Commitment to provide interim development/landscaping proposals for undeveloped parts of the master plan should they be delayed significantly beyond the envisaged development time frame. Public rights of access to the public realm area within the proposed development, including the public open space and maintain
- Provision of children's and young people's play and recreation space in accordance with an agreed phasing provision and in accordance with agreed in drawings and specification.
- General public to be granted access to the public open space in accordance with agreed terms to be set out in the s106 agreement.

### **Education**

- A financial contribution of **£1,467,050** to the Council to increase the capacity of existing school facilities or towards new facilities to meet both the primary and secondary education needs of the development.

### **Health**

- A financial contribution of up to **£1,200,000** to the Primary Care Trust (PCT) required to increase capacity of existing facilities to meet the health needs of the development or to provide on site health care facility floor space for a new on site health care facility to meet the health needs of the development and to provide and support healthcare services to cope with population growth in the White City Opportunity Area. To use reasonable endeavours to lease the health facility floor space to a relevant provider on reasonable terms.

### **Community**

- Use reasonable endeavours to deliver and make available community (Class D1/D2) facilities within building plot L on reasonable terms, in consultation with the borough, the Westway Development Trust and RBKC

### **Employment**

- A financial contribution of **£1,100,000** towards (i) a joint local employment and training strategy to provide apprentice/trainee placements for residents identified by the Council in partnership with the developer and (ii) towards business engagement and procurement.

### **Energy**

- Provision of Energy Centre to a specification agreed with the Council, in consultation with the Greater London Authority. Timing of delivery and operation of the Energy Centre to be agreed with the Council and,
- The communal heating system should be installed in such a way that ensures future potential to connection to a district heat network in this part of the borough.

### **Ecological Walk**

- The applicants will use reasonable endeavours to deliver new public open space (the 'Ecological Walk') on land to the east of the site.

### **Instalments Plan/Trigger Points**

- Subject to an acceptable s106 package being agreed, it is likely that officers would agree to the principle of staggering the s106 payments so ensure the scheme is fully delivered in recognition of the need to ensure development viability. We would expect that detailed information on cash flows, development programming and construction plans to be provided to justify the timing/phasing of payments. Outstanding monies will be index-linked from date of granting permission.

### **Monitoring and Professional Fees**

- As is standard practice within LBHF, officers will be seeking to recover the costs involved with the preparation and signing of the section 106 legal agreement plus,
- A contribution of **£100,000** to the Council towards the monitoring of obligations of the section 106 agreement and monitoring environmental and other development impacts during the construction process.

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### **Mayoral CIL**

4.471 The CIL regulations came into effect on 1 April 2012. The proposed development will be liable for payment for Mayoral CIL. The current estimate for this application will be approximately £5.2 million.

## **5.0 CONCLUSION and RECOMMENDATION**

5.1 Recommend Approval for Full Planning Application and Conservation Area Consent

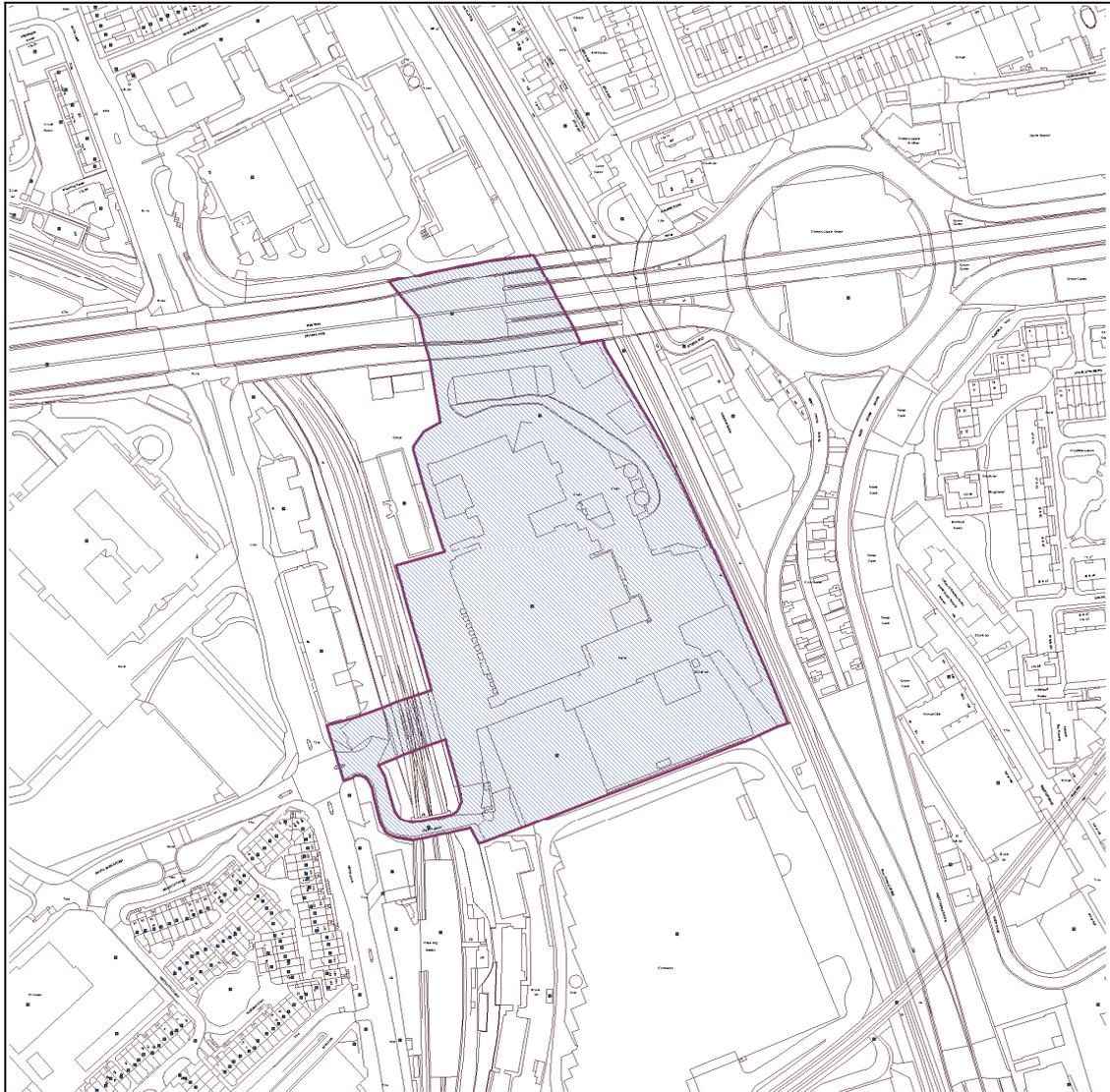
5.2 Having regard to the Viability Appraisal, the individual circumstances of the site and the planning and regeneration benefits arising it is considered that the level of affordable housing proposed is the most that can be viably provided. The level of affordable housing across the site enables the Council to deliver the maximum reasonable level of affordable housing in order to facilitate regeneration of the White City Opportunity Area and create sustainable mixed and balanced communities. While there will be some groups who may be less likely to be able to access private housing than others due to age, disability, pregnancy and maternity, race or sex, as analysed in the EqIA, it is not considered that this means that all, for example, disabled people will be unable to access this type of housing, and this will not result in unlawful discrimination.

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**Ward:** College Park And Old Oak

**Site Address:**

Land Beneath And Bounded By Westway And West London Railway Line And Adjoining 58 Wood Lane London



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**For identification purposes only - do not scale.**

**Reg. No:**  
2012/02455/CAC

**Case Officer:**  
John Sanchez

**Date Valid:**  
20.07.2012

**Conservation Area:**  
: Wood Lane Conservation Area - Number 42

**Committee Date:**  
12.03.2013

**Applicant:**  
Aviva Investors/ Helical Bar  
C/o Agent

**Description:**  
Conservation Area Consent to demolish all existing buildings (see also 2012/02454/OUT).  
Drg Nos:

**Application Type:**  
Conservation Area Consent

**Officer Recommendation:**

That the application be approved subject to the following conditions:

(1) The works hereby granted consent shall not commence later than the expiration of 5 years beginning with the date upon which this consent is granted.

Reason: Condition required to be imposed by Section 18(1)(a) of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended by section 91 of the Planning and Compensation Act 2004).

(2) The demolition of the buildings hereby permitted shall not be undertaken before  
(i) a building contract for the redevelopment of the site in accordance with planning permission reference 2011/02001/OUT; has been entered into;  
(ii) notice of demolition in writing and a copy of the building contract has been submitted to the Council, and;  
(iii) details of Reserved Matters which require prior approval pursuant to outline planning permission reference 2011/02454/OUT, before commencement of the development have been submitted to and approved by the Council.

Reason: To ensure that the demolition does not take place prematurely and to safeguard the character and appearance of the conservation area, in accordance with policy BE1 of the London Borough of Hammersmith and Fulham Core Strategy (2011) and policy EN2 of the London Borough of Hammersmith and Fulham Unitary Development Plan (as amended 2007 and 2011)

**Justification for Approving the Application:**

(1) It is considered that the proposed demolition of the buildings is acceptable as they

are of little architectural merit, and the replacement of any buildings would enhance the character and appearance of the Wood Lane conservation area. In this respect the proposal complies with Policy EN2 of the Unitary Development Plan 2007 and 2011 and BE1 of the Core Strategy 2011

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**LOCAL GOVERNMENT ACT 2000  
LIST OF BACKGROUND PAPERS**

**All Background Papers held by Michael Merrington (Ext: 3453):**

Application form received: 19th July 2012  
Drawing Nos: see above

**Policy Documents:** The London Plan 2011  
Unitary Development Plan as amended 2007 and 2011  
Core Strategy 2011

**Consultation Comments:**

**Comments from:** **Dated:**

See Officer Report 2012/02454/OUT

**Neighbour Comments:**

**Letters from:** **Dated:**

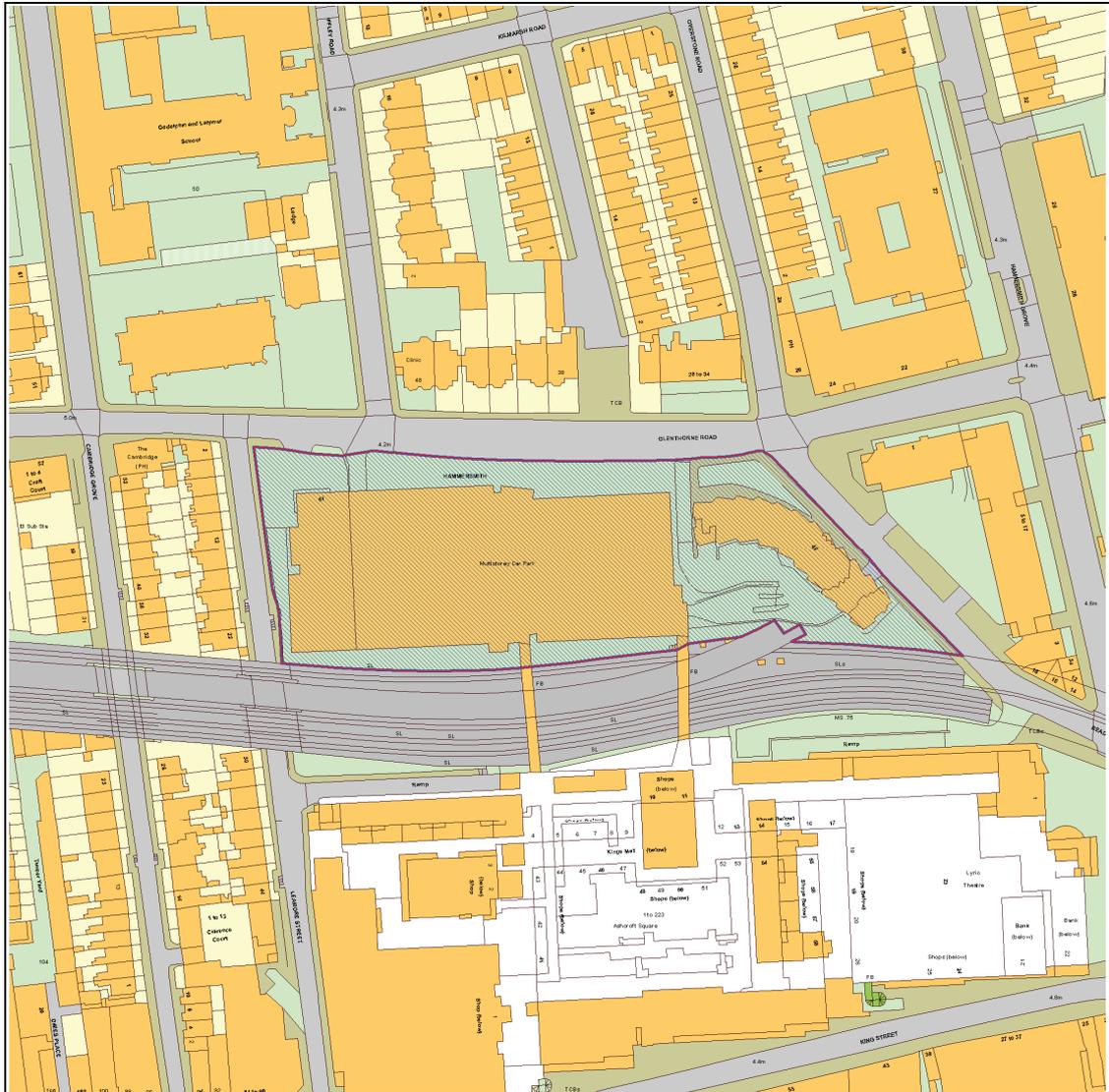
See Officer Report 2012/02454/OUT

For joint report see Outline Application reference 2012/02454/OUT.

**Ward:** Hammersmith Broadway

**Site Address:**

Kings Mall Car Park Glenthorne Road And 45 Beadon Road London W6



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Hammersmith and Fulham LA100019223 (2012).  
For identification purposes only - do not scale.

**Reg. No:**  
2012/03546/FUL

**Case Officer:**  
Sarah Ballantyne-Way

**Date Valid:**  
31.10.2012

**Conservation Area:**

**Committee Date:** 12.03.2013

**Applicant:**

St George West London  
C/o GVA

**Description:**

Demolition of the existing West 45 office building, 950 space public car park and small section of railway viaduct which lies within the site boundary, and redevelopment of the site comprising a single building with heights ranging from 4 to 17 storeys, plus 2 basement levels, to provide a mixed use development comprising a 700 space replacement public car park, 529 square metres of ground floor commercial floorspace (use classes A1-A4, D1 and D2) and 418 new homes, with associated hard and soft landscaping, private open space, vehicular accesses and servicing facilities, residential parking (53 spaces), and cycle parking (460 spaces). Drg Nos: P1001, P1002, P1061, P1062, P1063, P1064, P1065, P1066, P1067, P1101, P1102 REV A, P1103 REV A, P1104 REV A, P1105 REV A, P1106 REV A, P1107 REV A, P1108 REV A, P1109, P1110, P1111, P1112, P1113, P1114, P1115, P1116, P1117, P1118, P1119, P1124, P1151, P1152, P1153, P1155, P1161, P1162, P1163, P1164, P1165, P1166, P1167, D0192\_001A, D0192\_01, D0192\_010, D0192\_005, D0192\_006, D0192\_007, D0192\_008A, D0192\_009.

**Application Type:**

Full Detailed Planning Application

**Officer Recommendation:**

Subject to there being no contrary direction from the Mayor for London; that the Committee resolve that the Executive Director of Transport and Technical Services be authorised to determine the application and grant planning permission upon the completion of a satisfactory legal agreement and subject to the conditions set out below:

1. The development hereby permitted shall not commence later than the expiration of 3 years beginning with the date of this planning permission.

Condition required to be imposed by section 91(1) (a) of the Town and Country Planning Act 1990 (as amended by section 51 of the Planning and Compulsory Purchase Act 2004).

2. The development shall be carried out and completed in accordance with the following detailed drawings as approved:

P1001, P1002, P1061, P1062, P1063, P1064, P1065, P1066, P1067, P1101, P1102 REV A, P1103 REV A, P1104 REV A, P1105 REV A, P1106 REV A, P1107 REV A, P1108 REV A, P1109, P1110, P1111, P1112, P1113, P1114, P1115, P1116, P1117, P1118, P1119, P1124, P1151, P1152, P1153, P1155, P1161, P1162, P1163, P1164, P1165, P1166, P1167, D0192\_001A, D0192\_01, D0192\_010, D0192\_005, D0192\_006, D0192\_007, D0192\_008A, D0192\_009.

To ensure full compliance with the planning application hereby approved and to prevent harm arising through deviations from approved plans, in accordance with

Policies 7.1, 7.2, 7.3, 7.4, 7.5, 7.6, 7.7, 7.8 and 7.21 of the London Plan and Policies EN2, EN3, EN8, EN25, EN31, EN31X, EN32 and EN35 of the Unitary Development Plan (as amended 2007 and 2011) and Policies BE1 and HTC of the Core Strategy (2011).

3. The development of each phase shall not commence until a scheme for temporary fencing and/or enclosure of the site where necessary has been submitted to and approved in writing by the Council, and such enclosure has been erected in accordance with the approved details and retained for the duration of the building works. No part of the temporary fencing and/or enclosure of the site shall be used for the display of advertisement hoardings.

To ensure a satisfactory external appearance and to prevent harm to the street scene and public realm, in accordance with Policies 7.1, 7.6 and 7.9 of the London Plan 2011, Policies EN2B, EN3 and EN8 of the Unitary Development Plan (as amended 2007 and 2011) and Policy BE1 of the Core Strategy (2011).

4. Prior to the commencement of any work on site a check for bats will be undertaken by a licensed bat ecologist. Should bats be found then the applicant will take the necessary measures to protect and facilitate their relocation, in consultation with the Council's Ecologist.

To ensure the protection of wildlife and secure opportunities for the enhancement of the nature conservation value of the site in line with national planning policy and Policy EN27 of the Unitary Development Plan (as amended 2007 and 2011).

5. No demolition shall commence until a full photographic survey of the application site including the buildings to be demolished has been completed and a copy has been submitted to the Council's Archivist.

To record the historic interest of the site, in accordance with Policy BE1 of the Core Strategy (2011).

6. A) No development shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the local planning authority in writing. The scheme shall include an assessment of significance and research questions; and:

- 1 The programme and methodology of site investigation and recording
- 2 The programme of post investigation assessment.
- 3 Provision to be made for the analysis of the site investigation and recording.
- 4 Provision to be made for publication and dissemination of the analysis and records of the site investigation.
- 5 Provision to be made for archive deposition of the analysis and records of the site investigation.
- 6 Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation.

B) No development or demolition shall take place other than in accordance with the Written Scheme of Investigation approved under Part (A).

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

To ensure that the archaeological heritage of the application site is properly investigated in accordance with Policy EN7 of the Unitary Development Plan (as amended 2007 and 2011) and in NPPF, Chapter 12.

7. No development hereby permitted shall commence until a preliminary risk assessment report, in connection with land contamination, is submitted to and approved in writing by the Council, unless otherwise agreed in writing by the local planning authority. This report shall comprise: a desktop study which identifies all current and previous uses at the site and surrounding area as well as the potential contaminants associated with those uses; a site reconnaissance; and a conceptual model indicating potential pollutant linkages between sources, pathways and receptors, including those in the surrounding area and those planned at the site; and a qualitative risk assessment of any potentially unacceptable risks arising from the identified pollutant linkages to human health, controlled waters and the wider environment including ecological receptors and building materials. All works must be carried out in compliance with and by a competent person who conforms to CLR 11: Model Procedures for the Management of Land Contamination (Defra 2004) or the current UK requirements for sampling and testing.

To ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works, in accordance with Policies EN20A and EN21 of the Unitary Development Plan (as amended 2007 and 2011), Policy CC4 of the Core Strategy 2011, and policy 5.21 of The London Plan (2011).

8. No development hereby permitted shall commence until a site investigation scheme, in connection with condition 7, is submitted to and approved in writing by the Council unless otherwise agreed in writing with the local planning authority. This scheme shall be based upon and target the risks identified in the approved preliminary risk assessment and shall provide provisions for, where relevant, the sampling of soil, soil vapour, ground gas, surface and groundwater. All works must be carried out in compliance with and by a competent person who conforms to CLR 11: Model Procedures for the Management of Land Contamination (Defra 2004) or the current UK requirements for sampling.

To ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works, in accordance with policies EN20A and EN21 of the Unitary Development Plan (as amended 2007 and 2011), Policy CC4 of the Core Strategy 2011, and policy 5.21 of The London Plan (2011).

9. No development hereby permitted shall commence (unless the Council agree in writing that a set extent of development must commence to enable compliance with this condition) until, following a site investigation undertaken in compliance with the approved site investigation scheme as part of condition 8, a quantitative

risk assessment report is submitted to and approved in writing by the Council. This report shall: assess the degree and nature of any contamination identified on the site through the site investigation; include a revised conceptual site model from the preliminary risk assessment based on the information gathered through the site investigation to confirm the existence of any remaining pollutant linkages and determine the risks posed by any contamination to human health, controlled waters and the wider environment. All works must be carried out in compliance with and by a competent person who conforms to CLR 11: Model Procedures for the Management of Land contamination (Defra 2004) or the current UK requirements for sampling and testing.

To ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works, in accordance with policies EN20A and EN21 of the Unitary Development Plan (as amended 2007 and 2011), Policy CC4 of the Core Strategy 2011, and Policy 5.21 of The London Plan (2011).

10. No development hereby permitted shall commence (unless the Council agree in writing that a set extent of development must commence to enable compliance with this condition) until, a remediation method statement, in connection with condition 7, is submitted to and approved in writing by the Council. This statement shall detail any required remediation works and shall be designed to mitigate any remaining risks identified in the approved quantitative risk assessment. All works must be carried out in compliance with and by a competent person who conforms to CLR 11: Model Procedures for the Management of Land Contamination (Defra 2004) or the current UK requirements for sampling and testing.

To ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works, in accordance with Policies EN20A and EN21 of the Unitary Development Plan as amended 2007 and 2011, Policy CC4 of the Core Strategy 2011, and policy 5.21 of The London Plan (2011).

11. No development hereby permitted shall commence (unless the Council agree in writing that a set extent of development must commence to enable compliance with this condition) until the approved remediation method statement in connection with condition 10 has been carried out in full and a verification report confirming these works has been submitted to, and approved in writing, by the Council. This report shall include: details of the remediation works carried out; results of any verification sampling, testing or monitoring including the analysis of any imported soil; all waste management documentation showing the classification of waste, its treatment, movement and disposal; and the validation of gas membrane placement. If, during development, contamination not previously identified is found to be present at the site, the Council is to be informed immediately and no further development (unless otherwise agreed in writing by the Council) shall be carried out until a report indicating the nature of the contamination and how it is to be dealt with is submitted to, and agreed in writing by, the Council. Any required remediation shall be detailed in an amendment to the remediation statement and verification of these works included in the verification report. All works must be carried out in compliance with and by a competent person who conforms to CLR 11: Model Procedures for the

Management of Land Contamination (Defra 2004) or the current UK requirements for sampling and testing.

To ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works, in accordance with Policies EN20A and EN21 of the Unitary Development Plan (as amended 2007 and 2011), Policy CC4 of the Core Strategy 2011, and Policy 5.21 of The London Plan (2011).

12. No development hereby permitted shall commence (unless the Council agree in writing that a set extent of development must commence to enable compliance with this condition) until an onward long-term monitoring methodology report, in connection with condition 11, is submitted to and approved in writing by the Council where further monitoring is required past the completion of development works to verify the success of the remediation undertaken. A verification report of these monitoring works shall then be submitted to and approved in writing by the Council when it may be demonstrated that no residual adverse risks exist. All works must be carried out in compliance with and by a competent person who conforms to CLR 11: Model Procedures for the Management of Land Contamination (Defra 2004) or the current UK requirements for sampling and testing.

To ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works, in accordance with policies EN20A and EN21 of the Unitary Development Plan (as amended 2007 and 2011), Policy CC4 of the Core Strategy 2011, and Policy 5.21 of The London Plan (2011).

13. No development hereby permitted shall commence, until detailed design and method statements (in consultation with London Underground) for all of the foundations, basement and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent), have been submitted to and approved in writing by the local planning authority which:

- provide details on all structures
- accommodate the location of the existing London Underground structures
- demonstrate access to elevations of the building adjacent to the property boundary with London Underground can be undertaken without recourse to entering our land
- demonstrate that there will at no time be any potential security risk to our railway, property or structures
- accommodate ground movement arising from the construction thereof
- mitigate the effects of noise and vibration arising from the adjoining operations within the Structures

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

To ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with London Plan (2011) Table 6.1 and 'Land for Industry and Transport' Supplementary Planning Guidance 2012

15. No impact piling shall take place until a piling method statement (detailing the type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

To ensure piling works do not create polluting pathways to the aquifer beneath the site in accordance with policies 5.14 and 5.15 of the London Plan (2011).

16. Prior to the commencement of the development, details of compliance with the approved Sustainability Statement for the development shall be submitted to and approved in writing by the Council. This shall include details of the proposed air source heat pumps and the CO<sub>2</sub> reduction they will achieve. The development shall proceed in accordance with the details as approved and the details shall be maintained in full working order for the lifetime of the development.

In the interests of energy conservation and reduction of CO<sub>2</sub> emissions, in accordance with policies 5.1, 5.2, 5.3, 5.6 and 5.7 of the London Plan (2011).

17. Prior to commencement of the development hereby approved, other than demolition, ground works, site preparation or remediation, an indicative phasing programme for the construction of each phase and related site area of the development shall be submitted to, and approved in writing by the Council. Development shall proceed in accordance with the approved indicative phasing programme unless otherwise agreed in writing by the Council.

To ensure that the development accords with the provisions and assessment of the approved Environmental Statement and to ensure that the development is carried out in a satisfactory manner in accordance with Policies EN2, EN8, and EN10 and Standards S5A, S7, S18 and S20 of the Unitary Development Plan (as amended 2007 and 2011).

18. Prior to commencement of the development hereby approved, other than demolition, ground works, site preparation or remediation, details of compliance with the approved Energy Strategy for the development shall be submitted to and approved in writing by the Council. The development shall be implemented in accordance with the details as approved.

In the interests of energy conservation and reduction of CO<sub>2</sub> emissions, in accordance with Policies 5.1, 5.2, 5.3, 5.6 and 5.7 of the London Plan (2011).

19. Prior to commencement of the development hereby approved, other than demolition, ground works, site preparation or remediation, confirmation that the residential units meet the requirements of level 4 of the Code for Sustainable Homes and a BREEAM rating of very good for non residential units shall be submitted to and approved in writing by the Council.

In the interests of energy conservation, reduction of CO2 emissions and wider sustainability, in accordance with Policies 5.1, 5.2, 5.3, 5.6 and 5.7 of the London Plan (2011).

20. Prior to the commencement of each phase of the development, other than demolition, ground works, site preparation or remediation, details of the methods proposed to identify any television interference to residential properties caused by the proposed development, including periods during the demolition and construction phases, and the measures proposed to ensure that that television interference that might be identified is remediated in a satisfactory manner, shall be submitted and approved in writing by the Council. The approved remediation measures shall be implemented immediately if any television interference is identified during each phase and up to 6 months on completion of the development.

To ensure that television interference caused by the development is remediated, in accordance with Policy 7.7 of the London Plan (2011) and Policy EN21 of the Unitary Development Plan (as amended 2007 and 2011).

21. Prior to the commencement of each phase of the development hereby permitted, other than demolition, ground works, site preparation or remediation, details and samples, where appropriate, of all materials to be used on roof coverings, the external faces of the buildings, other building works and surface treatments (which shall include paving), and street furniture shall not commence prior to the submission and approval in writing by the Council. No part of the development shall be used or occupied prior to the implementation of the approved details. The development shall only be implemented in accordance with the approved details.

To ensure a satisfactory external appearance and to prevent harm to the street scene, in accordance with Policies EN2B and EN8 of the Unitary Development Plan (as amended 2007 and 2011), and Policy BE1 of the Core Strategy (2011).

22. The development of each phase above the basement level shall not commence, other than demolition, ground works, site preparation or remediation until all the details at a scale no less than 1:20 in plan and samples, where appropriate, of all paving and external hard surfaces, including boundary walls, railings, gates, fences and other means of enclosure to lower ground and ground floor private amenity spaces for that phase have been submitted to and approved in writing by the Council, and no part of that phase shall be used or occupied prior to the implementation of the approved details. The development shall be carried out in accordance with such details as have been approved.

To ensure a satisfactory external appearance and to prevent harm to the street scene and public realm and that the needs of the visually impaired are catered for in accordance with Equality Act 2010, Policies 3.1, 3.9, 7.1 and 7.6 of the London Plan (2011) and Policies EN2B, EN3 and EN8 of the Unitary Development Plan (as amended 2007 and 2011) and Policy BE1 of the Core Strategy (2011).

23. Prior to the commencement of each phase of the development hereby permitted, other than demolition, ground works, site preparation or remediation, details in plan, section, and elevation [at a scale no less than 1:20] of typical bays of each of

the building types to include details of cladding, fenestration (including framing and glazing details), balconies (including roof terraces) and entrances shall be submitted and approved in writing by the Council and no part of that phase shall be used or occupied prior to the implementation of the approved details. The development shall be carried out in accordance with the approved details.

To ensure a satisfactory external appearance and to prevent harm to the street scene and public realm, in accordance with Policies 7.1, 7.6 and 7.9 of the London Plan (2011), Policies EN2B, EN3 and EN8 of the Unitary Development Plan (as amended 2007 and 2011) and Policy BE1 of the Core Strategy (2011).

24. The development of each phase above the basement level shall not commence, other than demolition, ground works, site preparation or remediation until details of privacy screens between balconies and roof terraces has been submitted to and approved in writing by the local planning authority. The screens shall be installed as approved and maintained as such for the lifetime of the development.

To protect the amenity of neighbouring properties in accordance with Policy EN8 of the Unitary Development Plan (as amended 2007 and 2011).

25. Public realm furniture including bollards and public seating, and the means to be used to demarcate the extent of open café dining areas should conform to local plan guidance in the adopted LBHF "Access For All" Supplementary Planning Document 2006. The street furniture shall be in accordance with the Council's Conservation Area Street Furniture guidance.

To incorporate ease of access for disabled people and to provide the needs of pedestrians and cyclists. In accordance with Policies TN4, TN5 and TN6 of the Unitary Development Plan (as amended 2007 and 2011).

26. Prior to the commencement of each phase of the development hereby permitted, other than demolition, ground works, site preparation or remediation, details of the proposed hard and soft landscaping of the site, including: planting schedules and details of the species, height and maturity of any trees and shrubs and proposed landscape maintenance shall be submitted to and approved in writing by the Council. The approved scheme shall be implemented in the next winter planting season following completion of the building works, or before the occupation and use of any part of the buildings, whichever is the earlier, and the landscaping shall thereafter be retained and maintained in accordance with the approved details.

To ensure a satisfactory external appearance in accordance with Policies BE1, and SFR of the Core Strategy (2011) and Policies EN2, EN2B, EN8 and EN26 of the Unitary Development Plan (as amended 2007 and 2011).

27. Prior to the commencement of the relevant phase of the development, other than demolition, ground works, site preparation or remediation, details of the replacement tree planting that will take place in the public footway as shown on drawing D0192 001 A shall be submitted to and approved in writing by the Council. Development shall accord with the details as approved.

To ensure a satisfactory external appearance in accordance with Policies BE1, and SFR of the Core Strategy (2011) and Policies EN2, EN2B, EN8 and EN26 of the Unitary Development Plan (as amended 2007 and 2011).

28. Any tree or shrub planted pursuant to approved landscape details that is removed or severely damaged, dying or becoming seriously diseased within 5 years of planting shall be replaced with a tree or shrub of similar size and species to that originally required to be planted unless otherwise agreed by the local planning authority.

To ensure a satisfactory external appearance and provision for planting in accordance with Policies BE1 and HTC of the Core Strategy (2011) and Policies EN2, EN2B, EN8 and EN26 of the Hammersmith and Fulham Unitary Development Plan (as amended 2007 and 2011).

29. Prior to the construction of the play areas, a scheme detailing the play equipment, boundary treatments and ground surface treatment of the outdoor play spaces shall be submitted to the Council and approved in writing. The play equipment will be designed to be fully inclusive to ensure the play areas are accessible to all and will be implemented in accordance with the approved plans, to be permanently retained thereafter.

To ensure equal life chances for all, and to prevent groups such as blind people and disabled children being excluded from use of public realm and other amenities by designs failing in detail to take specific needs into account, in accordance with Policy 3.1 of the London Plan (2011), the Council's Supplementary Guidance SPD 'Access for All' and any other relevant best practice guidance (including the Council's We Want to Play Too 2012).

30. Prior to the commencement of the each phase of the development, details of green/brown roofs, including planting and maintenance schedules, and ecological enhancement measures shall be submitted to and approved in writing by the Council. Development shall accord with the details as approved.

To ensure the provision of green and brown roofs in the interests of sustainable urban drainage and habitat provision, in accordance with Policies 5.11, 5.13 and 7.19 of the London Plan (2011) and Policy EN28 of the Unitary Development Plan (as amended 2007 and 2011).

31. Prior to commencement of development, other than ground works, site preparation or remediation, a site wide accessibility strategy, covering both public and private elements of the development shall be submitted to and approved in writing by the Council. Prior to the commencement of each phase of development, details of compliance of that phase with the approved strategy shall be submitted to and approved in writing by the Council. Development shall accord with the details as approved.

To ensure that a suitable environment is provided for future site occupiers and visitors with mobility of other impairments, in accordance with Policies 7.2 and 7.5 of the London Plan (2011) and Policies EN8 and TN4 of the Unitary Development Plan (as amended 2007 and 2011).

32. Prior to the commencement of each phase of the development hereby permitted, other than demolition, ground works, site preparation or remediation, Impact Studies of the existing water supply infrastructure to determine the magnitude of any new additional capacity required in the system and the location of a suitable connection point, shall be submitted to and approved in writing by the local planning authority (in consultation with Thames Water). The approved details shall be carried out prior to occupation of the development hereby approved and permanently retained thereafter.

To ensure that the water supply infrastructure has sufficient capacity to cope with the additional demand in accordance with Policy CC2 of the Core Strategy (2011) and Policies 5.14 and 5.15 of the London Plan (2011).

33. The development hereby permitted shall not be commenced until such time as a scheme to manage surface water drainage has been submitted to, and approved in writing by, the Local Planning Authority.

1. Reduce the run off to 50% of the pre-development run off at peak times.
2. Incorporate SUDS including green/brown roofs.
3. Ensure the use of pumped drainage has an automated back-up pump system and will be maintained for the lifetime of the development.

The scheme shall be fully implemented and subsequently maintained, in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the Local Planning Authority.

To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site in accordance with NPPF and policies 5.11, 5.12, 5.13, 5.14 and 5.15 of the London Plan.

34. No infiltration of surface water drainage into the ground is permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details.

To protect the quality of the water environment in accordance with the NPPF and London Plan policies 5.11, 5.13, 5.14.

35. The development hereby permitted shall not be commenced until such time as a scheme to dispose of foul and surface water has been submitted to, and approved in writing by, the Council. The scheme shall be implemented as approved.

To protect water quality and prevent pollution of the water environment in accordance with Policies 5.11, 5.13, 5.14 and 5.15 London Plan (2011) and Policies CC1 and CC2 of the Core Strategy 2011.

36. The development shall be carried out in accordance with the approved Flood Risk Assessment (Ref: 46369041 MARP0001, dated 29 October 2012) prepared by URS and any mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing arrangements embodied within

the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

To reduce the risk of flooding to the development and future occupants in the event of a breach or failure of the River Thames tidal flood defences, and to ensure the structural integrity of the existing flood defences in accordance with NPPF and policies 5.11, 5.12, 5.13, 5.14 and 5.15 of the London Plan.

37. To minimise the risk of groundwater flooding, the basement levels of the development should be designed in accordance with BS 8102 (2009) to a standard of waterproofing compliant with Grade 1 and Grade 2.

To prevent the increased risk of flooding, to improve and protect water quality, improve habitat and amenity, and ensure future maintenance of these in accordance with Policy CC2 of the Core Strategy (2011).

38. Prior to the first occupation of the development, details shall be provided to demonstrate to the satisfaction of the Council that the development shall incorporate flood resistant and resilient measures for the basement and ground floor levels, in accordance with the recommendations of the LBHF Strategic Flood Risk Assessment. The development shall be implemented in accordance with the details as approved.

To prevent the increased risk of flooding, to improve and protect water quality, improve habitat and amenity, and ensure future maintenance of these in accordance with Policy CC2 of the Core Strategy (2011).

39. Prior to the first occupation of the development, a flood action plan shall be submitted to, and approved in writing by, the local planning authority. This shall include as a minimum:

- Details on safe access and egress in the event of the flood.
- Identification of a safe refuge at first floor level for those in the basement levels or on the ground floor to use in the event of a flood.

To prevent the increased risk of flooding, to improve and protect water quality, improve habitat and amenity, and ensure future maintenance of these in accordance with Policy CC2 of the Core Strategy (2011).

40. Prior to the commencement of each phase of the development, other than demolition, ground works, site preparation or remediation, details shall be submitted to and approved in writing by the Council, of an enhanced sound insulation value  $D_{nT,w}$  and  $L_{nT,w}$  for the floor/ceiling/ wall structures separating different types of rooms/ uses in adjoining dwellings, namely living room and kitchen stacked horizontally or vertically adjoining bedroom of separate dwelling. Approved details shall be implemented prior to occupation of the relevant phase and thereafter be permanently retained.

To ensure that the amenity of occupiers of the development site is not adversely affected by noise, in accordance with Policies EN20A, EN20B and EN21 of the Unitary Development Plan (as amended 2007 and 2011).

41. Prior to the commencement of each phase of the development, other than demolition, ground works, site preparation or remediation, a noise assessment shall be submitted to the Council for approval of external noise levels and details of the sound insulation of the building envelope, orientation of habitable rooms away from major noise sources and of silenced mechanical ventilation, as necessary, to achieve 'Good' internal room- and (if provided) external amenity noise standards in accordance with the criteria of BS8233:1999. Approved details shall be implemented prior to occupation of the relevant phase and thereafter be permanently retained.

To ensure that the amenity of occupiers of the development site is not adversely affected by noise from transport [industrial/ commercial noise sources], in accordance with Policies EN20B and EN21 of the Unitary Development Plan (as amended 2007 and 2011).

42. Prior to commencement of each phase of the development, other than demolition, ground works, site preparation or remediation, details shall be submitted to and approved in writing by the Council, of the sound insulation of the floor/ ceiling/ walls separating the basement car park, and communal facilities from dwellings/noise sensitive premises. Details shall demonstrate that the sound insulation value  $D_{nT,w}$  and  $L'_{nT,w}$  is sufficiently enhanced and, where necessary, additional mitigation measures implemented to contain commercial noise within the commercial premises and to achieve the 'Good' criteria of BS8233:1999 within the dwellings/ noise sensitive premises. Approved details shall be implemented prior to occupation of the relevant phase and thereafter be permanently retained.

To ensure that the amenity of occupiers of the development site and adjacent dwellings/ noise sensitive premises is not adversely affected by noise, in accordance with Policies EN20A, EN20B and EN21 of the Unitary Development Plan (as amended 2007 and 2011).

43. Prior to commencement of each phase of the development, other than demolition, ground works, site preparation or remediation, details shall be submitted to and approved in writing by the Council, of building vibration levels, together with appropriate mitigation measures where necessary. The criteria to be met and the assessment method shall be as specified in BS 6472:1992. No part of the relevant phase shall be occupied until the approved details have been implemented. Approved details shall thereafter be permanently retained.

To ensure that the amenity of occupiers of the development site and surrounding premises is not adversely affected by ground- or airborne vibration, in accordance with Policies EN20B and EN21 of the Unitary Development Plan (as amended 2007 and 2011).

44. Prior to commencement of the relevant phase of the development, other than demolition, ground works, site preparation or remediation, details shall be submitted to and approved in writing by the Council, of the sound insulation of the floor/ ceiling/ walls separating the commercial part(s) of the premises from dwellings/noise sensitive premises. Details shall demonstrate that the sound insulation value  $D_{nT,w}$  [and  $L'_{nT,w}$  ] is sufficiently enhanced and, where necessary, additional mitigation measures are implemented to contain commercial noise within the commercial premises and to achieve the 'Good' criteria of

BS8233:1999 within the dwellings/ noise sensitive premises. Approved details shall be implemented prior to occupation of the relevant phase of the development and thereafter be permanently retained.

To ensure that the amenity of occupiers of [the development site] [adjacent dwellings/ noise sensitive premises] is not adversely affected by noise, in accordance with Policy EN20A, EN20B and EN21 of the Unitary Development Plan (as amended 2007 and 2011).

45. Prior to commencement of each phase of the development, other than demolition, ground works, site preparation or remediation, details shall be submitted to and approved in writing by the Council, of the external noise level emitted from plant/ machinery/equipment and mitigation measures as appropriate. The measures shall ensure that the external noise level emitted from plant, machinery/ equipment will be lower than the lowest existing background noise level by at least 10dBA, as assessed according to BS4142:1997 at the nearest and/or most affected noise sensitive premises, with all machinery operating together at maximum capacity. A post installation noise assessment shall be carried out where required to confirm compliance with the noise criteria and additional steps to mitigate noise shall be taken, as necessary. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

To ensure that the amenity of occupiers of surrounding premises is not adversely affected by noise from plant/mechanical installations/ equipment, in accordance with Policies EN20A, EN20B and EN21 of the Unitary Development Plan (as amended 2007 and 2011).

46. Prior to commencement of each phase of the development, other than demolition, ground works, site preparation or remediation, details of anti-vibration measures shall be submitted to and approved in writing by the Council. The measures shall ensure that machinery, plant/ equipment, extract/ ventilation system and ducting are mounted with proprietary anti-vibration isolators and fan motors are vibration isolated from the casing and adequately silenced. Approved details shall be implemented prior to occupation of the relevant phase and thereafter be permanently retained.

To ensure that the amenity of occupiers of surrounding premises is not adversely affected by vibration, in accordance with Policies EN20A, EN20B and EN21 of the Unitary Development Plan (as amended 2007 and 2011).

47. Neither music nor amplified voices emitted from the commercial development shall be audible at any residential/ noise sensitive premises.

To ensure that the amenity of occupiers of surrounding premises is not adversely affected by noise, in accordance with Policy EN20A, EN20B and EN21 of the Unitary Development Plan (as amended 2007 and 2011).

48. Prior to fit-out of any commercial kitchens that are proposed within the commercial use, details should be submitted and approved in writing by the Council, of the installation, operation, and maintenance of the odour abatement equipment and extract system to commercial kitchens, including the height of the extract duct and vertical discharge outlet, in accordance with the 'Guidance on the Control of Odour

and Noise from Commercial Kitchen Exhaust Systems' January 2005 by DEFRA. Approved details shall be implemented prior to the commencement of the use and thereafter be permanently retained.

To ensure that the amenity of occupiers of surrounding premises is not adversely affected by cooking odour, in accordance with Policy EN20A and EN21 of the Unitary Development Plan (as amended 2007 and 2011).

49. All external doors to any commercial kitchens that are proposed shall be fitted with self closing devices, which shall be maintained in an operational condition and at no time shall any external door nor windows to the kitchen be fixed in an open position.

To ensure that the amenity of occupiers of surrounding premises is not adversely affected by noise, smell, steam or other effluent, in accordance with Policy EN20A and EN21 of the Unitary Development Plan (as amended 2007 and 2011).

50. Prior to the commencement of each phase of the development, other than demolition, ground works, site preparation or remediation, details of external artificial lighting shall be submitted to and approved in writing by the Council. Lighting contours shall be submitted to demonstrate that the vertical illumination of neighbouring premises is in accordance with the recommendations of the Institution of Lighting Professionals in the 'Guidance Notes For The Reduction Of Light Pollution 2011'. Details should also be submitted for approval of measures to minimise use of lighting and prevent glare and sky glow by correctly using, locating, aiming and shielding luminaires. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

To ensure that the amenity of occupiers of surrounding premises is not adversely affected by lighting, in accordance with Policy EN20C and EN21 of the Unitary Development Plan (as amended 2007 and 2011).

51. The illumination of any sign(s) and advertisement(s) shall comply with the recommendations of the Institution of Lighting Professionals in the 'Guidance Notes For The Reduction Of Light Pollution 2011' and the 'Technical Report No 5, 1991 - Brightness of Illuminated Advertisements'.

To ensure that the amenity of occupiers of surrounding premises is not adversely affected by artificial lighting, in accordance with Policies EN20C and EN21 of the Unitary Development Plan (as amended 2007 and 2011).

52. Prior to the commencement of each phase of the development, other than demolition, ground works, site preparation or remediation, details of refuse storage as indicated on approved drawing P1103 Rev A, including provision for the storage of refuse and recyclable materials have been submitted to and approved in writing by the Council. The details shall include a waste management plan indicating details of designated refuse areas, how refuse and recyclable materials shall be segregated, where refuse shall be placed on collection days and who shall be responsible for removing and returning bins from the refuse stores to their collection points. The approved refuse storage arrangements shall thereafter be permanently retained.

To ensure that satisfactory provision is made for refuse storage and collection, in accordance with Policy EN17 of the Unitary Development Plan (as amended 2007 and 2011) and the Council's supplementary planning document 'Storage of Refuse and Recyclables'.

53. Prior to the commencement of each phase of the development, other than demolition, ground works, site preparation or remediation, an Inclusive Access Management Plan (IAMP) shall be submitted to the LPA and approved in writing which sets out a strategy for ongoing consultation with specific interests groups with regard to accessibility of the relevant part of the site. On-going consultation must then be carried out in accordance with the approved IAMP.

To ensure that the proposal provides an inclusive and accessible environment in accordance with the Council's 'Access for All' Supplementary Planning Document and Policy 7.2 of the London Plan (2011).

54. Prior to commencement of each phase of the development, other than demolition, ground works, site preparation or remediation, details of measures to accord with the Metropolitan Police 'Secure by Design' scheme shall be submitted to and approved in writing by the Council. Such details shall include, but not be limited to, CCTV coverage, access controls, basement security measures, and means to secure the site throughout construction. Development shall proceed in accordance with the approved details and measures shall be retained thereafter.

To ensure that the development incorporates suitable design measures to minimise opportunities for, and the perception of, crime, in accordance with Policies 7.3 and 7.13 of the London Plan (2011) and Policy EN10 of the Unitary Development Plan (as amended 2007 and 2011).

55. Notwithstanding details shown on the drawings as approved, before any part of the development on the site above the basement level commences, there shall first be submitted to and approved by the Council details that show the location and internal layout of the 42 wheelchair accessible apartments proposed, including appropriate wheelchair and related storage and turning space, circulation space in accessible bedrooms and bathrooms, provision for en-suite bathroom access, and corridor widths that accord with the Mayor of London's Interim London Housing Design Guide 2010 and Local Development Framework supplementary planning document general guidance.

To ensure that the development provides for the changing circumstances of occupiers and responds to the needs of people with disabilities, in accordance with policy 3.8 of the London Plan (2011) and policy HO6 of the Unitary Development Plan (as amended 2007 and 2011). Core Strategy (2011) Policy H4 for meeting housing needs seeks for 10% of dwellings to be accessible or readily adaptable for residents who are wheelchair users in the context of a continuing need for housing for people who need care and support; and the Mayor of London's 2007 "Best Practice Guidance - Wheelchair Accessible Housing" which is summarised and distinguished from Lifetime Homes housing in Appendix 3 of the Mayor's Interim London Housing Design Guide 2010.

56. Prior to commencement of each phase of the development, other than demolition, ground works, site preparation or remediation, details of the measures to be

incorporated into the design of the development to enable the operation of emergency services communications equipment throughout all levels of the development shall be submitted to and approved in writing by the Council and the detail as approved shall be implemented in accordance with an agreed scheme prior to the occupation of that relevant phase of the development.

To ensure that emergency services communications equipment functions effectively throughout the development in accordance with Policy 7.13 of the London Plan (2011).

57. Prior to the commencement of work on the basement car park, detailed design/layout of the car park, including ramp gradient, at least 2.6m vertical clearance, and vehicle tracking, shall be submitted to and approved in writing by the Local Planning authority. The car park shall be carried out in accordance with the approved details, and shall be retained permanently thereafter.

To ensure the suitable provision of car parking within the development to meet the needs of future site occupiers and users, in accordance with Policies 6.13 and 7.2 of the London Plan (2011) and Policy TN15 and Standards S18 and S19 of the Unitary Development Plan (as amended 2007 and 2011) and the Council's Access for All Supplementary Planning Guidance.

58. Prior to the commencement of each phase of the development, other than demolition, ground works, site preparation or remediation, details of the 6 residential disabled parking bays and 48 public disabled parking bays designed for wheelchair users (comprising 10% of the total number of spaces), as shown on the approved drawing nos. P1101, P1102 Rev A and P1103 Rev A shall be submitted to and approved in writing by the Council. The parking spaces shall be provided, marked out and reserved for persons in the case of disabled parking solely for Blue Badge Holder residents or for Blue Badge Holder visitors. All such approved details shall be installed and maintained in full working order for the lifetime of the development.

To ensure the satisfactory provision and retention of car parking spaces for wheelchair users and so that the development does not result in additional on street car parking stress, detrimental to the amenity of surrounding residents, in accordance with Policy 6.13 of the London Plan (2011), Policy H4 of the Core Strategy (2011) and Policies TN15 and standards S18 and S19 of the Unitary Development Plan (as amended 2007 and 2011).

59. Blue Badge Holder bays in public and residential areas of the car parks will be permanently retained and not used by, or sold off or allocated for parking other than for use by Blue Badge Holders.

To ensure there is an adequate provision of fully accessible car parking spaces in accordance with Policies TN15 of the Unitary Development Plan (as amended 2007 and 2011), London Plan Policies 6.13 and 7.2 and the Council's Supplementary Planning Guidance 'Access for All'.

60. Prior to the commencement of each phase of the development, other than demolition, ground works, site preparation or remediation, details of secure cycle storage as identified on drawings P1101, P1102 Rev A and P1103 Rev A shall be

submitted and approved in writing by the Council. The cycle storage facilities shall accord with the details as approved and the cycle parking provision shall be retained permanently thereafter in accordance with the approved details.

To ensure the suitable provision and permanent retention of the cycle parking spaces in the development and to meet the needs of future site occupiers and users, in accordance with Policies 6.9 and 6.13 of the London Plan (2011) and policy TN6 and Standard S20.1 of the Unitary Development Plan (as amended 2007 and 2011).

61. Prior to the first occupation of the development, the car club scheme, including the specification for operation of the car club and off street car parking arrangements, shall be submitted to and approved in writing by the Council. The car club scheme shall be implemented prior to the first occupation of the development.

To encourage sustainable travel in accordance with Policies 7.2 and 6.13 of the London Plan (2011).

62. Prior to occupation of the development, details of the installation (including location and type) of electric vehicle charger points (20% of car parking on site) within the car parking areas must be submitted to and approved in writing by the Local Planning Authority. The electric vehicle charger points shall be installed and retained in working order for the lifetime of the development.

To encourage sustainable travel in accordance with Policies 5.8 and 6.13 of the London Plan (2011).

63. Prior to the first occupation of the development, the location and details of two cycle parking spaces to be located in the public realm in the vicinity of the site shall be submitted to and approved in writing by the Local Planning Authority. The cycle parking spaces shall be installed prior to the first occupation of the development.

To encourage sustainable travel in accordance with Policies 5.8 and 6.13 of the London Plan (2011).

64. Prior to commencement of works above ground level, details of micro climate mitigation measures necessary to provide an appropriate wind environment throughout and surrounding the development shall be submitted to and approved in writing by the Council. Approved details shall be implemented, and permanently retained thereafter.

To ensure that suitable measures are incorporated to mitigate potential adverse wind environments arising from the development, in accordance with Policies 7.6 and 7.7 of the London Plan (2011).

65. At least one footbridge linking the car park to Ashcroft Square and the Kings Mall shopping centre should remain open throughout all the redevelopment phases and both shall be brought back into use on completion of the development.

To ensure that the car park remains accessible to Ashcroft Square and Kings Mall at all times, in accordance with policies 6.13 and 7.2 of the London Plan and

policies TN4 and TN15 of the adopted UDP (as amended in September 2007 and October 2011).

66. Prior to first occupation of any phase of the development, details of site management arrangements shall be submitted to and approved in writing by the Council. Such details shall include detail of concierge management of the site and public realm management, including details of any arrangements for private use of public realm. Development shall accord with the details as approved.

To ensure suitable management of the site in the interests of future occupiers and site users, in accordance with Policies 6.10, 7.1, 7.2, 7.3, 7.5 of the London Plan (2011) and Policies EN8, EN10, EN17, EN21, TN4, TN5, TN6, and TN28 of the Unitary Development Plan (as amended 2007 and 2011).

67. Prior to first occupation of any non-residential unit, details of operational hours for the unit shall be submitted to and approved in writing by the Council. Use of the unit shall accord with the hours as approved.

To ensure that the amenity of occupiers of surrounding premises is not adversely affected by noise, in accordance with Policies EN20A, EN20B and EN21 of the Unitary Development Plan (as amended 2007 and 2011).

68. Prior to first occupation of the development, a detailed CCTV strategy including measures linking the site wide public realm CCTV to the Council's borough wide system shall be submitted to and approved in writing by the Council. The approved measures shall be implemented and continued thereafter.

To ensure that the development incorporates suitable design measures to minimise opportunities for, and the perception of crime, in accordance with Policies 7.3 and 7.13 of the London Plan 2011, Policy BE1 of the Core Strategy (2011) and Policy EN10 of the Unitary Development Plan (as amended 2007 and 2011).

69. Prior to first occupation of the development, details of a communal satellite system to be placed on the top of the building to serve all residents in that building shall be submitted to and approved in writing by the Local Planning Authority. The communal satellite system shall remain in operating order for the lifetime of the development.

To ensure that the visual impact of telecommunication equipment can be considered, in accordance with Policy EN2, and EN8 of the Unitary Development Plan (as amended 2007 and 2011).

70. The ground floor entrance doors to all publically accessible buildings and integral lift/stair cores, hereby approved shall not be less than 1 metre wide and the threshold shall be at the same level to the path fronting the entrance to ensure level access.

In order to ensure the development provides ease of access for all users, in accordance with Policy 3.1 and 7.2 of the London Plan 2011, and the Council's adopted supplementary planning document "Access for all".

71. Each lift core within the development shall contain a fire rated lift, details of which shall be submitted to the Council and approved in writing prior to the occupation of any building containing a lift including details to the basement car park. All lifts should have enhanced lift repair service running 365 day/24 hour cover to ensure no wheelchair occupiers are trapped if the single lift breaks down. The fire rated lifts shall be installed as approved and maintained in full working order for the lifetime of the development.

To ensure that the development provides for the changing circumstances of occupiers and responds to the needs of people with disabilities, in accordance with Policy 3.8 of the London Plan (2011), Policy H4 of the Core Strategy (2011) and Policy HO6 of the Unitary Development Plan (as amended 2007 and 2011).

72. The Class A3 floorspace hereby approved may be used only as restaurant(s) providing full meals served at table and shall not be used as a public house, wine bar, take-away or for any other purpose within class A3 of the schedule to the Town and Country Planning (Use Classes) order 1987 or any statutory replacement or modification thereof.

To ensure that the development does not result in conditions prejudicial to the amenities of local residents by reason of noise and disturbance contrary to policies EN21 and SH11 of the Unitary Development Plan (as amended 2007 and 2011).

73. Prior to the first occupation of the Class A1-A4, D1 and D2 floorspace hereby approved, details of the proposed use of that shall be submitted to and approved in writing by the Council. Use of the non-residential floorspace shall accord with the details as approved, unless otherwise agreed by the Council through the determination of a planning application.

To enable the detail assessment and control of this floorspace as the development proceeds to ensure that an undesirable concentration of a single use of floorspace is avoided and to ensure that uses will be of a scale and mix that meets local need and is consistent with the Boroughs retail hierarchy, in accordance with the NPPF.

74. No deliveries to or from the site in connection with the site preparation or construction works shall take place outside the hours of 8 am and 6 pm on Mondays to Fridays and 8 am and 1 pm on Saturdays and no such deliveries shall take place at all on Sundays or public holidays.

To ensure that the amenity of occupiers of the development site/ surrounding premises is not adversely affected by noise, in accordance with Policy EN20A, EN20B, EN21, TN5, TN13 and Standard S21 of the Unitary Development Plan (as amended 2007 and 2011).

75. No deliveries nor collections / loading nor unloading shall occur at the development hereby approved between Monday to Friday other than between the hours of 8am and 8pm, and 9am to 6pm Saturdays, and not at all on Sundays.

To ensure that the amenity of occupiers of the development site / surrounding premises is not adversely affected by noise, in accordance with Policy EN20A, EN20B and EN21 of the Unitary Development Plan (as amended 2007 and 2011).

76. No removal of refuse nor bottles/ cans to external bins or areas at the development shall be carried out other than between the hours of 08:00 to 20:00 on Monday to Friday and 10:00 to 18:00 on Saturdays, and at no time on Sundays and Public/Bank Holidays.

To ensure that the amenity of occupiers of the development site and surrounding premises is not adversely affected by noise, in accordance with Policy EN20A, EN20B and EN21 of the Unitary Development Plan (as amended 2007 and 2011).

77. No plant, water tanks, water tank enclosures, external ventilation or other structures, other than the details shown on the approved plans, shall be erected upon the roofs of the buildings or at ground level, above the basement car park hereby permitted.

To ensure a satisfactory external appearance and to prevent harm to the street scene and public realm, in accordance with Policies 7.1, 7.6 and 7.9 of the London Plan (2011), Policies EN2B, EN3 and EN8 of the Unitary Development Plan (as amended 2007 and 2011) and Policy BE1 of the Core Strategy (2011).

78. No advertisements shall be displayed on or within any elevation of the building itself, without details of the advertisements having first been submitted to and agreed in writing by the Council.

In order that any advertisements displayed on the building are assessed in the context of an overall strategy, so as to ensure a satisfactory external appearance and to preserve the integrity of the design of the building, in accordance with policies EN2B, EN8 and EN14 of the Unitary Development Plan (as amended 2007 and 2011).

79. The non-residential windows hereby approved shall remain clear with no advertisements placed in or on them.

To ensure a satisfactory external appearance, in accordance with policy EN2, EN3 and EN8 of the Unitary Development Plan (as amended 2007 and 2011).

80. No plumbing or pipes, extract flues or pipes, other than rainwater pipes shall be fixed on the external elevations of the detailed part of the development hereby approved, unless otherwise agreed in writing by the Council.

To ensure a satisfactory external appearance in accordance with Policies BE1 and SFR of the Hammersmith and Fulham Core Strategy (2011) and Policies EN2B and EN8 of the Unitary Development Plan (as amended 2007 and 2011).

81. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (Amendment) (No.2) (England) Order 2008 (or any Order revoking or re-enacting that Order with or without modification), no aerials, antennae, satellite dishes or related telecommunications equipment shall be erected on any part of the development hereby permitted, without planning permission first being granted.

To ensure that the visual impact of telecommunication equipment can be considered, in accordance with Policies EN2B, and EN8 of the Unitary Development Plan (as amended 2007 and 2011).

82. With exception to the private and communal roof terrace areas shown on approved drawings, no part of the remainder of the flat roof areas provided by the development hereby approved shall be used as a terrace or other accessible amenity space.

To ensure a satisfactory external appearance and so that the use of the buildings does not harm the amenities of the existing neighbouring residential properties and future residential occupiers of the development as a result of overlooking, loss of privacy and noise and disturbance, in accordance with Policies EN2B, EN8, EN20A, EN20B, EN21 and Standards S13.2, and S13.2A of the Unitary Development Plan (as amended 2007 and 2011).

83. Notwithstanding the provisions of Classes A, B, C, D, E, F and G of Part 1 of Schedule 2 to the Town and Country Planning (General Permitted Development) (Amendment) (No. 2) (England) Order 2008, no development within the curtilage of a dwelling house which forms part of the overall development hereby approved shall be carried out without the prior permission of the Council, obtained through the submission of a planning application.

In the interests of the living conditions of neighbouring properties within the development, in accordance with policies EN8 and EN8B of the Unitary Development Plan (as amended 2007 and 2011).

84. 10 parking permits should be available for Ashcroft Square residents throughout the construction period of the development and for the lifetime of the development.

To retain suitable provision of car parking within the development to meet the existing and future needs of Ashcroft Square residents, in accordance with Policies 6.13 and table 6.2 of the London Plan (2011) and Policy TN15 and Standards S18 and S19 of the Unitary Development Plan (as amended 2007 and 2011) and the Council's Access for All Supplementary Planning Guidance.

85. Prior to the commencement of development, other than demolition, ground works, site preparation or remediation, details of the ground floor area of the basement to maintain a floor to ceiling height of 2.6m to accommodate high top vehicles, including the location of disabled parking spaces in this area, shall be submitted to and approved in writing by the Council. All such approved details shall be installed and maintained in full working order for the lifetime of the development.

To ensure the satisfactory provision and retention of car parking spaces for wheelchair users and so that the development does not result in additional on street car parking stress, detrimental to the amenity of surrounding residents, in accordance with Policy 6.13 of the London Plan (2011), Policy H4 of the Core Strategy (2011) and Policies TN15 and standards S18 and S19 of the Unitary Development Plan (as amended 2007 and 2011).

## **Justification for approving application:**

- 1) Principle for Regeneration of Strategic Site: The proposals would contribute much needed housing, including affordable housing, alongside a replacement multi-storey car park and a ground floor active use within Hammersmith Town Centre. It is considered that the proposals are acceptable in accordance with the strategic policies HTC and HTC2 of the Core Strategy.
- 2) Loss of Commercial Floorspace: It is considered that there is sufficient justification to allow the loss of the office floorspace within Hammersmith Town Centre, without substantial re-provision in the proposed scheme. The existing office has lain vacant since 2007 and has been the subject of a continuous marketing campaign; the existing office building is out-dated and not considered to meet the needs of modern occupiers; it is located away from the core of HTC, and there is considerable new B1 floorspace coming forward within the town centre and the borough as a whole over the plan period. It is considered that there would be significant benefits from a housing-led mixed use regeneration scheme on this site which would off-set the loss of B1 floorspace. On balance, the proposal is therefore considered to be in acceptable in accordance with the NPPF, Policy 4.2 of the London Plan and Policies HTC, HTC2 and LE1 of the Core Strategy.
- 3) Design and Heritage: The proposed development is considered to be acceptable with regards to the massing, form and design of the elevations in relation to the surrounding townscape context, and the height in relation to surrounding context. It is considered that the proposed height, massing and design has an appropriate relationship to the contextual setting from the more residential surroundings on Leamore Street and Glenthorne Road, to the town centre on Beadon Road. The proposed scheme would make a positive contribution to quality of the local townscape. The proposed form and height is considered to be appropriate to the adjacent conservation areas and would respect the setting of the listed St John the Evangelist Church and its vicarage. The proposal is therefore considered acceptable in accordance with policies EN2, EN2B, EN8, EN31, EN32 and EN34 of the UDP (as amended 2007 and 2011), policy BE1, HTC and HTC 2 of the Core Strategy (2011) and London Plan policies 7.1, 7.2, 7.3, 7.4, 7.5, 7.6, 7.8 and 7.27.
- 4) Housing: It is considered that the proposed development, would contribute towards the provision of a range of housing including new affordable residential accommodation at an appropriate discounted rate. It is considered that the range of housing proposed would assist the regeneration of Hammersmith Town Centre thereby achieving the Council's strategic objectives. The affordability level factored into the discount of the units would ensure that the units are affordable for a range of lower incomes, for people eligible for affordable housing. The Financial Viability Appraisal is considered to demonstrate that the council is securing the maximum reasonable level of affordable housing in order to facilitate regeneration in Central Hammersmith and create sustainable mixed and balanced communities. The current housing component of the scheme including the tenure is therefore considered acceptable in accordance with London Plan policies 3.3, 3.4, 3.8, 3.9, 3.10, 3.12 and 3.13 and Core Strategy policies A, HTC, HTC 2 and H2 and the National Planning Policy Framework (NPPF).

- 5) Density: It is considered that the Kings Mall Car Park proposals result in density levels which are entirely consistent with the strategic site demonstrating a comprehensive approach to development within the regeneration area. There are not considered to be any significant adverse impacts arising from the density of development which cannot be mitigated through planning conditions, the design and the s106 obligations. Hence, it is considered that the proposals are acceptable in accordance with Core Strategy H3 and London Plan policy 3.4.
- 6) Residential Amenity: It is considered that given the size of the scheme, and the urban context, the impact of the proposal in terms of daylight and sunlight to existing surrounding properties would be acceptable. In light of the very small area of non-compliance with the BRE guidance in relation to sunlight, coupled with the potential regeneration benefits the scheme would bring about, it is considered that on balance, the proposed development is acceptable in respect of the sunlight and daylight, over-shadowing, outlook and privacy impacts and are acceptable in accordance with UDP policy EN8 and London Plan policies 7.6 and 7.7.
- 7) Quality of Residential Accommodation: The proposal is considered to provide an acceptable standard of accommodation for future occupiers of the residential accommodation (private and affordable) in respect of the living space, aspect and amenity. It is deemed that all units would benefit from acceptable levels of daylight/sunlight, outlook and privacy. The development is therefore considered to be acceptable in accordance with Policies 3.5 and 3.8 of the London Plan (2011), Policy H3 of the Core Strategy (2011), Policies EN10 and standard S13.2 of the Unitary Development Plan (2011).
- 8) Amenity Space Provision and Children's Play: The proposals are considered acceptable in accordance with adopted policies set out in the London Plan (3.6), Core Strategy (OS1) and Unitary Development Plan (S7) which require amenity space and children's play space to be provided in new development. The proposals provide play space for younger children on site to address the need in the development, and provide public and private amenity space within the development for residents.
- 9) Highways: It is considered that the overall traffic impact of the proposed development would be acceptable in accordance with Unitary Development Plan Policy TN13. The level of car and cycle parking is seen as acceptable in accordance with the standards S18, S19 and S20 set by the Unitary Development Plan (2011). The site is accessible and well served by public transport, the proposed development would enhance pedestrian linkages within Hammersmith Town Centre. It is considered that any impacts arising from the development would be mitigated by conditions and s106 provision to contribute towards sustainable transport infrastructure measures within the Central Hammersmith Area and prevent an increase in on-street parking pressures in surrounding roads. A car park management strategy, servicing delivery plan, road safety and travel planning initiatives would be implemented in and around the site to mitigate against potential issues. The proposed development is therefore considered acceptable in accordance with policies 6.1, 6.3, 6.9, 6.10, 6.11, 6.13, of the London Plan (2011) and policies TN4, TN5, TN6, TN8, TN13, TN15, TN21, TN28 and Standards S18, S19, S20, S21 and S23 of the London Borough of Hammersmith UDP (2011) and policy T1 of the Core Strategy (2011).

- 10) Parking: The proposed development results in the reduction in public car parking spaces from 950 to 700. The level of parking proposed meets with the normal peak demand for parking currently, and it is therefore considered that the reduction will not impact on the town centre's vitality and viability. Furthermore, the proposal will result in the replacement of the existing out-dated and poor quality car park with a modern and more efficient one. The proposed replacement car park is therefore considered to be acceptable in accordance with Policy 6.13 of the London Plan and Policies T1, HTC and HTC2 of the Core Strategy.
- 11) Sustainability: The proposed development has been designed to meet Level 4 of the Code for Sustainable Homes and a BREEAM rating of Very Good. The proposed development will make provision for a gas-fired Combined Heat and Power (CHP) plant, to provide 43% of the electricity demand for the building; and an Air Source Heat Pump system to provide mechanical cooling from a zero carbon technology. This will result in a significant reduction of CO2 emissions. The proposed development is therefore considered acceptable in accordance with policies 5.1, 5.2, 5.3, 5.6, 5.7, 5.8, 5.9, 5.11, 5.12, 5.13, 5.14, 5.15, and 7.19 of the London Plan (2011) and policies EN28A, EN29 of the London Borough of Hammersmith UDP (2011) and policies CC1, CC2 and H3 of the Core Strategy (2011).
- 12) Accessibility : Subject to conditions, it is considered that the development would provide a safe and secure environment for all users. The proposed scheme has been designed to comply with the accessibility requirements set by the London Plan (policy 3.1 and 7.2) and the Council's Supplementary Planning Guidance Note 'Access for All'.

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**LOCAL GOVERNMENT ACT 2000  
LIST OF BACKGROUND PAPERS**

**All Background Papers held by Michael Merrington (Ext: 3453):**

Application form received: 30th October 2012  
Drawing Nos: see above

**Policy Documents:** The London Plan 2011  
Unitary Development Plan as amended 2007 and 2011  
Core Strategy 2011

**Consultation Comments:**

<b>Comments from:</b>	<b>Dated:</b>
English Heritage London Region	17.12.12
The Hammersmith Society	06.12.12
English Heritage London Region	20.12.12
Hammersmith & Fulham Historic Buildings Group	13.12.12
Brackenbury Residents' Association	17.01.13
Crime Prevention Design Advisor - Hammersmith	18.01.13
Transport For London - Land Use Planning Team	07.12.12
Transport For London - Land Use Planning Team	06.12.12
English Heritage London Region	16.01.13
Crime Prevention Design Advisor - Hammersmith	11.02.13
Hammersmith & Fulham Historic Buildings Group	13.12.12
Natural England	03.12.12
Greater London Authority - Planning Decisions Unit	09.01.13
Environment Agency - Planning Liaison	28.11.12
Transport For London - Land Use Planning Team	27.11.12
English Heritage London Region	19.11.12

Metropolitan Police Licensing Officer	23.01.13
Thames Water - Development Control	20.11.12
Health And Safety Executive	16.11.12
Environment Agency - Planning Liaison	09.01.13
Thames Water - Development Control	09.01.13
Thames Water - Development Control	03.01.13
Environment Agency - Planning Liaison	05.01.13
English Heritage London Region	05.01.13

**Neighbour Comments:**

**Letters from:**

**Dated:**

2 Richford Street	16.11.12
106B Glenthorne Road London W6 0LP	21.11.12
4 Providence Villas Brackenbury Road London W6 0BA	01.12.12
21 Upper Mall London W6 9TA	20.11.12
20 Iffley Road London W6 0PA	29.11.12
Leamore Street London W6 Ojz	28.11.12
8 Russell Court, 108 Hammersmith Grove, London	25.11.12
8 Overstone Road London W6 0aa	29.11.12
53 Melrose Gardens London W6 7RN	04.12.12
63 Carthew Road London	15.11.12
11 Furber Street, Hammersmith	14.11.12
65 Nasmyth Street London W6 0HA	19.11.12
70 Glenthorne Road Hammersmith W6 0LR	06.12.12
15 Flora Gardens London W6 0HP	26.11.12
49 Hartswood Road London W12 9NE	20.11.12
22 Agate Road London W6 0AH	22.11.12
82 Cardross Street	18.11.12
23A Brackenbury Road London W6 0BE	29.11.12
49 Chesilton Road London SW6 5AA	29.11.12
15 Hebron Road London W6 0PQ	29.11.12
Raynham Road	19.11.12
68A Hammersmith Grove London W6 7HA	22.11.12
52 DEWHURST ROAD HAMMERSMITH London W14 0ES	30.11.12
35 Overstone Road London W6 0AD	30.11.12
20 Iffley Road	14.11.12
163 Stependale Road London SW6 2PR	31.01.13
28 Napier Avenue London SW6 3PT	31.01.13
Flat 31 Doulton House 11 Park Street London SW6 2FS	31.01.13
251 Wandsworth Bridge Road London SW6 2TU	31.01.13
54 St Dunstan's Road London W6 8RA	14.11.12

Harding House Trinity Church Road London	10.01.13
NAG	06.02.13
Flat A Basement 42 Overstone Road London W6 0AB	20.11.12
35 Overstone Road London W6 0AD	30.11.12
227 King Street Ravenscourt Park London W6 9JT	28.01.13
Fourth Floor Offices 26 - 28 Hammersmith Grove London	13.02.13
38 Southerton Road	15.11.12
Nag	15.01.13
44 Ravenscourt Gardens London W6 0TU	14.01.13
5 Cambridge Grove, London W6 0LA	15.01.13
Fulham Palace Rd	28.01.13
72 Langthorne Street Fulham London SW6 6JX	23.11.12
6 Overstone Road London W6 0AA	30.11.12
17 Upper Mall Hammersmith London W6 9TA	21.11.12
leamore street	28.11.12
Basement Flat, 19 Brackenbury Gardens, Hammersmith	15.11.12
Flat A Basement And Ground Floors	
109 Brackenbury Road London W6 0BQ	18.11.12
49 Benbow Road London W6 0AU	09.12.12
26 - 28 Hammersmith Grove London W6 7HA	13.02.13
53 Overstone Road London W6 0AD	20.11.12
27 Overstone Road London W6 0AD	29.11.12
66 Overstone Road London W6 0AB	26.11.12
79 Ravenscourt Rd London W6 0UJ	06.12.12
22 Leamore Street	18.11.12
16 Spring Street London W2 3RA	30.01.13
51-53 Heath Street Hampstead London NW3 6UG	30.01.13
15, Findon Road	17.11.12
12 Leamore Street	16.11.12
Nag	06.12.12
18 Perrers Road	16.11.12
42A Overstone Road London W6 0AB	05.12.12
25 Richmond Way London W14 0AS	28.01.13
9 Octavia House 213 Townmead Road SW6 2FH	29.01.13
NAG	18.01.13
Evolution 65 King Street W6 9HW London	19.01.13
68A Hammersmith Grove London W6 7HA	17.12.12
Nag	07.02.13
	10.01.13
Willmott House 12 Blacks Road London W6 9EU	25.01.13
Merton Avenue Chiswick W4	25.01.13
40 Chiddingstone Street	15.11.12
106 King Street London W6 0QP	29.01.13
2 Lamington Street London W6 0HU	30.11.12
1 Ravenscourt Road London W6 0UH	26.11.12
1 Ravenscourt Road London W6 0UH	30.01.13
1 Ravenscourt Road London W6 0UH	26.11.12
1 Ravenscourt Road London W6 0UH	26.11.12
THE CARPETSTORE LIMITED 167 King Street London W6 9JT	09.01.13
49 Ravenscourt Road London W6 0UJ	21.01.13
Sussex House 12 - 14 Upper Mall London W6 9TA	26.11.12
35 Agate Road London W6 0AL	24.11.12

39 Digby Mansions Hammersmith Bridge Road London W6 9DF	20.12.12
31 B Iffley Road London W6 0PB	21.11.12
The Hammersmith Ram 81 King Street London W6 9HW	09.02.13
106B Glenthorne Road London W60LP	30.11.12
55 Bridgeview London W6 9DD	18.11.12
42 Bradmore Park Road London W6 0DT	07.01.13
50 Southerton Road London W6 0PH	13.01.13
141 King Street London	10.01.13
92 King Street London W6 0QW	09.01.13
11 Perrers Road London W6 0EY	19.11.12
45 Bradmore Park Road London W6 0DT	15.11.12
80 perrers rd, hammersmith, london	14.11.12
5 Thackeray Street London W8 5ET	31.01.13
130 Northfield Avenue London W13 9RT	01.02.13
4 Carnegie House 219 Shepherd's Bush Road	13.11.12
18 Leamore Street London W6 0JZ	14.11.12
NAG	17.11.12
12 Leamore Street	16.11.12
NAG	21.11.12
36 Hammersmith Grove London W6 7HA	24.11.12
NAG	29.11.12
40 Gunterstone Road London	19.11.12
NAG	29.11.12
6 Overstone Road Hammersmith London W6 OAA	07.12.12
Nag	14.11.12
Nag	15.11.12
Nag	16.11.12
One Lyric Square London W6 ONB	20.11.12
NAG	20.11.12
Ground Floor Flat 96 Netherwood Road London W14 0BQ	25.01.13
40 Yeldham Rd	13.11.12
4th Floor 26-28 Hammersmith Grove London W6 7BA	13.02.13

## 1.0 Introduction

### Site Description

- 1.1 The application site (the site) comprises the existing Kings Mall Car Park (KMCP) and West 45 office building within Hammersmith Town Centre (HTC). The site is 1.03 hectares (ha) in size and lies close to Lyric Square, King Street and Hammersmith Broadway. The site is bound to the west by Leamore Street, to the north by Glenthorne Road, to the east by Beadon Road, and to the south by the London Underground railway lines used by the Piccadilly and the District Lines.
- 1.2 The existing public car park on site is a 1970s building which contains approximately 950 car parking spaces. The West 45 office building dates from the 1980s and comprises 62,000 sq ft of Class B1 office floorspace which has been vacant since 2007. The site also comprises existing surface car parking to the rear of West 45 and a small section of disused railway viaduct falls within the site along the southern boundary. There are 17 no. existing trees on site, 8 of which are the subject of Tree Preservation Order T/299/9/01.

- 1.3 Vehicular access to the site is currently provided via three access points. The car park entrance is off Glenthorne Road, towards the north west corner of the site, and it exits off Beadon Road. There is an additional access point off Glenthorne Road, between the car park and West 45, which provides access to the rear of West 45.
- 1.4 The site benefits from excellent public transport links and enjoys a Public Transport Accessibility Level (PTAL) of 6b, the highest level attainable. The site lies in proximity to two London Underground stations which serve the Hammersmith and City Line and the District and Piccadilly Line branches of the Underground. There are also several bus routes which run along Glenthorne Road, and the bus terminal at Hammersmith Broadway is close to the site.
- 1.5 The site is located within a Major Town Centre as designated in the London Plan (July 2011). It is identified as lying within Hammersmith Town Centre, and within Strategic Site HTC2 as set out in the Core Strategy (adopted October 2011). It is not located within a Conservation Area, and there are no listed buildings or buildings of merit on the site. The site lies within Flood Zone 3.

#### The Surrounding Area

- 1.6 The area surrounding the site is comprised of a variety of land uses, densities, heights and building forms ranging from low rise residential terraces to the bulk of the large footprint commercial buildings within HTC.
- 1.7 To the north and west of the site, and outside the town centre boundary, the land use is predominantly residential and characterised by two to three storey, terraced properties along Leamore Street and Cambridge Grove to the west and Iffley Road, Southerton Road and Overstone Road to the north. Larger scale residential properties are evident along Glenthorne Road, which include flatted developments such as Gooch House to the west of the site and the large Victorian villa properties opposite the site.
- 1.8 The scale of the surrounding properties increases in proportion to the distance from the town centre. Directly opposite the site to the south lies the Kings Mall shopping centre, One Lyric Square office building, the Lyric Theatre and Ashcroft Square, a residential estate which sits above the Kings Mall. Two pedestrian bridges over the railway lines provide a connection between the public car park and the Kings Mall Shopping Centre and Ashcroft Square.
- 1.9 To the east of the site the land use is predominantly office with the site known as 'The Triangle Site' directly opposite and the new office development of 10 Hammersmith Grove beyond. The land uses become increasingly mixed to the south east of the site towards Lyric Square, comprising a mix of office, retail, leisure and cultural uses.
- 1.10 Although the site does not lie within a Conservation Area or contain any Listed Buildings, it adjoins the Bradmore Conservation Area to the north and west and is close to the Hammersmith Broadway Conservation Area to the south east. The St John Evangelist Church (Grade II\* Listed), its Vicarage (Grade II Listed) and Godolphin and Latymer School (Grade II Listed) are all located opposite the site,

to the north. The Dartmouth Public House, which is on the Local Register of Buildings of Merit, also lies opposite the site to the north.

#### Planning History of Application Site

- 1.11 The site has been the subject of limited planning history in recent years. A number of minor applications have been submitted relating principally to the use of spaces within the Kings Mall Car Park for contract parking purposes, and minor applications for refurbishment and alteration and consent to display advertisements at the West 45 office building.

#### The Proposal

- 1.12 The current application seeks permission for the demolition of the existing buildings on site and the erection of a single building ranging in height from four storeys in the west to seventeen storeys in the east (plus 2 basement levels) comprising 418 residential units, 529sqm (GIA) approx of A1 – A4, D1 and D2 floorspace and a 700 space car park.
- 1.13 The residential accommodation comprises 52 x Manhattan apartments (12% of total number of units), 106 x 1-bedroom apartments (25% of total number of units), 216 x 2-bedroom apartments (52%) and 44 x 3-bedroom apartments (10%). 30% of the units are affordable and 10% of the units are allocated as wheelchair accessible units.
- 1.14 The commercial accommodation comprises 529sqm floorspace at ground floor level along the Beadon Road frontage. A flexible mix of uses is applied for comprising A1 – A4, D1 and D2 uses.
- 1.15 The proposal includes a replacement of the existing 950 space public car park which comprises 700 parking spaces within 2 basements levels and at ground floor level. Separate residential parking for new residents will be provided in addition to the proposed public car parking comprising 53 spaces at ground floor level. 10% of the 53 residential parking spaces will be dedicated for Blue Badge holders with further on site provision as required. 46 no. Blue Badge spaces are provided within the public car park. 464 cycle parking spaces are provided on site.
- 1.16 There will be a single access and egress point to the proposed car park along Glenthorne Road. The service and delivery access point is off Beadon Road, in the south east corner of the site. The existing pedestrian bridges linking the KMCP to the Kings Mall Shopping Centre are to be retained and the development will facilitate the improvement of these bridges as part of the land deal between the developer and landowner of the Kings Mall Shopping Centre.
- 1.17 Communal amenity spaces are provided for residents within three courtyard spaces at podium level. Each unit also has access to either a balcony or terrace.
- 1.18 Due to the scale, size and form of the proposal the application requires the submission of an accompanying Environmental Impact Assessment (EIA); including an Environmental Statement (ES). The ES is submitted in support of the application and comprises the following documents:

## Part 1 Volume 1

1. Introduction
2. Demolition and Construction
3. Waste Management
4. Transport
5. Noise and Vibration
6. Air Quality
7. Wind and Microclimate
8. Electronic Interference
9. Daylight, Sunlight and Overshadowing
10. Ground Conditions
11. Water Resources, Drainage, and Flood Risk
12. Buried Heritage (Archaeology)
13. Ecology
14. Socio-Economic Effects
15. Ecology / Biodiversity
16. Residual Impacts

## Volume 2

Townscape & Visual Impact Assessment

## Volume 3 - Technical Appendices

### **2.0 Publicity and Consultations**

#### Pre-application consultation

2.1 A Statement of Community Involvement (SCI) has also been submitted with the application which details the public consultation undertaken by St George West London prior to submission of this application. This includes the following:

- A meeting with the Hammersmith Society, Hammersmith and Fulham Historic Buildings Society, Brackenbury Residents Association and Cathnor Park Area Action Group on 12<sup>th</sup> July 2012.
- 14,383 flyers were sent out to local residents and an advertisement placed in the Fulham and Hammersmith Chronicle advertising the public exhibitions. Newsletters were sent out to all attendees, local groups and all Councillors.
- The first public exhibition took place on 18<sup>th</sup> and 20<sup>th</sup> July and the second on the 26<sup>th</sup>, 27<sup>th</sup> and 29<sup>th</sup> September at the Kings Mall shopping centre. Over 700 people attended each event.
- A meeting was held with Cllr Cowan and Rosemary Petitt (Chair of the Hammersmith Society) on 24<sup>th</sup> July.
- Meetings were held with the Ashcroft Square Tenants and Residents Association on 7<sup>th</sup> August and 4<sup>th</sup> September.
- A meeting was held with the Hammersmith Bid on 8<sup>th</sup> August.
- A meeting was held with Council officers and HAFAD on 3<sup>rd</sup> October.
- Meetings were held with the GLA on 13<sup>th</sup> August and 8<sup>th</sup> October
- A Public Realm Workshop was held with representatives of the Hammersmith Society and the Brackenbury Residents Association on 10<sup>th</sup> October.

- 2.2 The SCI advises that 178 written comments were received in total following both public exhibitions and the majority of these were generally in support of the proposals in principle and welcomed the improvement to the area. However concerns were raised in relation to the height of the proposals, the need for affordable housing, the impact on traffic, and demand for local car parking spaces.
- 2.3 Since the submission of the planning application, St George West London have held a further public exhibition at the Kings Mall shopping centre on 14<sup>th</sup>, 15<sup>th</sup> and 17<sup>th</sup> November. A meeting was also held with the Cambridge Grove and Leamore Street Residents Association.
- 2.4 Along with regular meetings with the applicant, LBHF officers have held meetings with local residents and groups. Meetings have been held with representatives of the Hammersmith Society, the Hammersmith and Fulham Historic Buildings Group, Brackenbury Residents Association, Cathnor Park Area Action Group, Cambridge Grove and Leamore Street Residents Association and Ashcroft Square Tenants and Residents Association. Officers have also met with HAFAD and the Hammersmith BID.
- 2.5 LBHF also held a Planning Forum on 11<sup>th</sup> September 2012 which was attended by LBHF officers, the applicant, and representatives from the Hammersmith Society, the Hammersmith and Fulham Historic Buildings Group, Brackenbury Residents Association, Cathnor Park Area Action Group, Save our Skyline and Ravenscourt Society, Hammersmith BID and 8 local residents.
- 2.6 The event was facilitated by LBHF Officers and provided a forum for discussion between the developer and interested parties. The following topics were discussed:
- Height of the tower and the impact on Hammersmith Centre, St Paul's Church, the River and Hammersmith Bridge
  - Will the architecture in terms of the look and feel be similar to other developments by St George in the Borough?
  - What will be the detailed frontage to Glenthorne Road?
  - Public realm and landscaping on Glenthorne/Beadon corner and Beadon Road
  - What ideas are there for enhancing the public realm from the development to the town?
  - How do they see the development connecting with Lyric Square?
  - The commercial frontage to Beadon Road and alternatives to a supermarket
  - The impact in terms of traffic flow/density

#### Consultation with Statutory Bodies

- 2.7 In addition to the engagement with residents, the applicant has confirmed that pre-application meetings took place with the following statutory bodies prior to the submission of the planning application:
- LBHF planning, design, access, highways and energy officers
  - LBHF Design Panel
  - GLA planning, design, access and energy officers

- Transport for London (TfL) officers
- Metropolitan Police Design Advisor
- London Underground Ltd

2.8 The pre-application discussions outlined above led to the following changes to the proposal prior to its submission:

- Pulling the building line on Leamore Street back to create greater distance to existing buildings on Leamore Street, allowing the introduction of more landscaping.
- The Leamore street roof line has also been set back and reduced in scale.
- Articulation in the Glenthorne Road elevation/ façade/ building line.
- Introducing detailed elements to the new building on Glenthorne Road, including brick framed balconies, and projecting lightweight balconies to create visual interest.
- Making the front gardens deeper on Glenthorne Road and Leamore Street.
- The additional setback storey on Beadon Road.
- The introduction of front doors on Leamore Street, to bring more verticality and activity to the street frontage.
- Pulling the building line back on Beadon Road, increasing the width of the pavement.
- The introduction of street trees on Beadon Road.
- The introduction of public green space on Beadon Road.
- The introduction of public green space on Glenthorne Road.
- The reduction in the height of the tower from 25 to 17 storeys.
- Reducing the number of homes from an estimated 500 to 418.
- Increased the proportion of 2 and 3 bedroom family homes.
- Introduced a broader mix of affordable homes.

#### Planning Application Consultations

2.9 The application was advertised by way of site notices and a press notice and a total of 14,046 letters were distributed, 112 responses were received including 85 objections, and 27 responses in support:

<b>Comments:</b>	<b>Number of responses</b>
Welcome the development and fully support it.	27
Welcome the development but have some concerns	11
17 storey tower is of an inappropriate scale and design for the surrounding area and out of keeping with the scale and character of local buildings	31
There is insufficient parking for the residential element and this will result in an increase in on-street parking	25
Development will lead to traffic congestion, traffic problems, parking problems and increased pressure on public transport	16
The extensive build period result in significant disruption, noise, dirt and dust for local residents	13

The design of the development is unsympathetic to the surrounding area including the Conservation Area and Listed Buildings	12
Development as whole would lead to a loss of light/daylight/sunlight to neighbouring properties	5
Raising the height of the south side of Glenthorne Road will make the street feel more claustrophobic	1
Will result in more traffic using Agate Road and Overstone Road	5
The construction will result in major traffic congestion for years	5
There is a lack of affordable housing proposed	4
Concern regarding the commercial unit and its impact on the local area and King Street.	4
The density is too great	3
Development would adversely impact the pedestrian right of way between Kings Mall and the car park	2
Development could result in the loss of TV reception	2
Object to the loss of trees and landscaping surrounding the site	3
Impact on local infrastructure such as schools, open space, GP surgeries and hospitals	2
The massing of the development is too great, a single block is overbearing	2
Top floors of buildings are prominent making them appear top heavy	1
The development will result in an increase risk of accidents on Glenthorne Road	1
Development will increase the risk of the sewers flooding	1
The viaduct should not be demolished	1
The balconies on the Leamore Street elevation will directly overlook the houses opposite.	1
Proposed buildings on Leamore Street are too high with dormers being too dominant	1
The proposed units are very small	1
Use of red brick is inappropriate and out of character with the local area. London stock brick should be used.	1
Too much grey metal and grey brick in the elevations	1
Historic views from the river will be ruined	1
The development will not result in a thriving community, the people who can afford the flats will not bring anything to the area socially or financially	1
The potential for West 45 to be adapted and re-used should be explored	2
Basement car parks are at a greater risk of crime	1
The pavement widths around the development should not change	1
The loss of car parking spaces may have a negative impact on town centre businesses	2

2.10 The following responses have been received from amenities groups within LBHF:

#### 2.11 The Hammersmith Society

The principal comments are as follows:

- Welcome the proposal to development the site but believe it could be amended to benefit both the locality and quality of the development.
- Object to the height of the 17 storey tower given its location near to lower scale residential areas and damage to views from surrounding Conservation Areas.
- The two 11 and 14 storey towers are too tall and bulky.
- Lack of permeability into the site with no views or sun and light through to Glenthorne Road.
- Proposal will enclose Glenthorne Road.
- Front edging of the front gardens should be the same throughout and they should be maintained to avoid litter and clutter accumulating and should not be allowed to be paved over.
- The Leamore St elevation dormer windows are too dominant for the size of the street.
- Regret that the door canopies and windows do not reflect the curved brickwork of the cottages they face.
- A more creative use such as a store for the H+F Archives or a gallery, bookshop or art gallery should be considered for the commercial unit.
- All the views set out in the Environmental Statement are harmful except possibly 2.
- Concern regarding the impact on local traffic and the ability of local residents to park on street.
- Loss of landscaping outside West 45 is unacceptable.
- Support the semi-mature Plane and other species proposed as replacement trees along the site boundary.
- Support potential S106 contributions towards Southerton Road landscaping and refurbishment of Victorian railings.

#### 2.12 Hammersmith and Fulham Historic Buildings Group

The principal comments are as follows:

- Concerned about the impact the proposals will have on surrounding Conservation Areas.
- Consider Leamore St elevation most successful element and support design of 4<sup>th</sup> floor setback.
- Mansion blocks are appropriate in scale with Glenthorne Road but they lack permeability.
- Many consider red brick inappropriate and London Stock should be used.
- Scheme is very dense but acknowledge the very high PTAL of 6b.
- Height of tower should not exceed One Lyric Square and should take account of smaller residential buildings in the surrounding streets and river views.
- Landscaping around West 45 should be retained.
- Broadly agree with the views in the Environmental Statement but take issue with the following:
  - View 6 – from river not considered beneficial

- View 9 – above George Public House considered harmful
- View 14 – from Raynham Road considered neutral rather than beneficial
- View 16 – from Iffley Road considered damaging and not beneficial
- View 17 – from Overstone Road considered dominant and overbearing.
- View 23 – view in opposite direction requested showing Grade II\* Listed St John the Evangelist church and vicarage.
- View 25 – view from Southerton Road is dominant and damaging.

### 2.13 Brackenburg Residents Association

The principal objections are as follows:

- The design successfully responds to Leamore Street but the scale of the remainder of the site is incompatible with the surroundings.
- The Glenthorne Road elevation is over-sized and would be a rude neighbour to the existing Victorian villas opposite. Mansion blocks are not characteristic of the area.
- The tall element on Beadon Road is excessive and it is inappropriate that 1 Hammersmith Grove is used as datum for acceptable building heights in the area.
- The development will result in increase noise, pollution and traffic.
- The open space is hidden away with no views in from the street.
- The internal courtyards will not receive enough direct sunlight.
- No play space is provided on site for 5 – 11 year olds who will need to travel to Brook Green or Ravenscourt Park, across busy main roads to get there. These parks are already over-used.

### 2.14 Hammersmith Mall Residents Association

The principal objections are as follows:

- The buildings are too tall and the massing and density too great for the site.
- The development lacks family sized accommodation and affordable rent housing which is unacceptable for this town centre site.

### 2.15 Cambridge Grove and Leamore Street Residents Association

The principal objections are as follows:

- The building line on Leamore Street should be set back and the garden widths reflect the line of the cottages opposite.
- The proposals will result in a loss of light to Leamore Street residents.
- The height of the development will amplify noise in Leamore Street.
- The proposed balconies on Leamore Street will increase the sound box effect if used for social purposes and will overlook the properties opposite.
- Encourage the refurbishment of the Victorian railings as part of the S106 Agreement.
- Concern regarding impact on traffic volumes and cumulative impact taking surrounding development sites into account.

- On-street parking should be made residents parking only.
- Encourage independent and quality retailers to occupy the commercial unit.

## 2.17 External Consultations

2.18 GLA – The stage 1 consultation response stated the development is generally acceptable in strategic planning terms and provided the following comments:

- Supportive of the principle of development and the mix of the proposed uses on the site;
- Supportive of the overall design and layout of the proposals, including the height;
- Noted that the level of affordable housing proposed seems reasonable but that it is necessary to demonstrate that this is the maximum reasonable amount viable;
- Additional information requested in relation to unit sizes and dual aspect units;
- Amendments requested showing individual entrances for units on the ground floor on Glenthorne Road;
- Additional information was requested with regards to the energy strategy.

2.19 Transport for London (TfL) – In summary, TfL supports the principle of the proposed development. TfL provided the following comments:

- Supports the level of residential parking proposed and the restriction proposed on new residents applying for parking permits in the vicinity of the site.
- Advises the applicant to find a method to efficiently allocate parking spaces for both blue badge holders and non blue badge holders.
- Welcomes the inclusion of electricity charging points for vehicles in both the public and private elements of the car park and suggests that this be secured by way of condition;
- Requests that one car club space is provided within the car park or on street and that this should be secured via condition.
- Welcomes the cycle parking provided on site and in the public realm but requests further details regarding the level of cycle parking and location in the public realm;
- Requests that a contribution of £200,000 is secured in the S106 Agreement towards the implementation of a cycle hire docking station in the locality of the development site.
- Requests that the contribution of £15,000 is secured in the S106 Agreement towards a pair of Legible London signs.
- The PERS study should be used to identify areas of the highways network which require upgrading and the financial contributions required to fund such improvements secured via the S106 Agreement.
- Welcomed the introduction of new pedestrian and vehicular links;
- The Delivery and Service Plan should be secured via condition.
- The Construction Logistics Plan should be secured via condition.
- The Car Park Management Plan should be secured via condition.
- The final Travel Plan should be secured, monitored, reviewed and enforced via the S106 Agreement.

#### 2.20 English Heritage (Design and Conservation) –

- English Heritage wrote to the Council on 19<sup>th</sup> November raising no objections to the scheme.
- English Heritage wrote again on 17<sup>th</sup> December raising concerns in relation to the impact of the proposals on the George Public House (View 9); the impact on views of the St John the Evangelist church (Grade II\* Listed) from Alwood Road (View 15); and the view of the proposals from Iffley Road and the Bradnose Road Conservation Area (View 16).
- A further letter from English Heritage was received on 4<sup>th</sup> January 2013 which responded to the applicant's response to the 17<sup>th</sup> December letter noting that although their comments remain the same, they do consider that *'the harm we consider to be caused by the proposals will be relatively limited. We also note the townscape improvements offered by the development in the immediate context of the poor quality existing building.'*
- It is recommended that the advice in para 134 of the NPPF is followed by the Council. This states *'where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this should be weighed against the public benefits of the proposal.'*

#### 2.20 English Heritage (Archaeology) –

- Recommends that a programme of archaeological work is required and a condition is recommended to secure these works.

#### 2.21 Environment Agency –

- Have no objection to the proposals but requested that a condition be imposed requiring details of a scheme to manage surface water drainage to be secured.

#### 2.22 Thames Water (TW) –

- Have no objection to the proposals provided that condition be imposed requiring a detailed drainage strategy that follows the advice contained in London Plan Policy 5.13; an impact study of existing water supply and the submission of a piling method statement.

#### 2.23 Natural England

- Raise no objection to the scheme but require that their standing advice in relation to bats is followed to establish whether there is a reasonable likelihood that bats may exist on site. This guidance has been followed and condition requiring bat surveys prior to commencement on site has been applied.

#### 2.24 London Underground Ltd

- Raise no objection in principle to the scheme subject to a condition requiring that detailed design and method statements (In consultation with London Underground Ltd) for all foundations, basement and ground floor structures or any other structures below ground floor level are submitted to and approved in writing by the Council prior to commencement.

#### 2.25 Health and Safety Executive

- The site is not situated within the consultation Distance of any Notifiable Hazardous Installation or Hazardous Pipeline. HSE have no comments to make concerning the proposals.

#### 2.26 Crime Prevention Design Advisor

- The scheme should ensure that it meets the general Secured by Design standards for new build;
- Internal and public CCTV is required and should be linked to the existing town centre network;
- The car park should be built and operated to the Safer Car Park standards;
- The residential parking area should be secured against public access.

2.27 All responses received are important in determining the acceptability or not of this planning application. Officers consider that all relevant material comments received have been taken into account in the assessment of the scheme, presented in the relevant sections below.

### 3.0 Planning Considerations

3.1 It is considered that the key considerations relating to this application are:

- The principle of development;
- The loss of commercial floorspace;
- The mix of land uses;
- Housing and viability assessment;
- Design, conservation and heritage, including tall building assessment;
- The standard and quality of residential accommodation;
- The impact of the development on surrounding residential amenities, including daylight, sunlight and overshadowing;
- Open space;
- Social infrastructure;
- Transport impact;
- Sustainability and Energy;
- Environmental impacts;
- Equality Impacts;
- Planning obligations, Mayoral CiL

3.2 The planning application has been assessed against the adopted policies in the London Borough of Hammersmith and Fulham Core Strategy (2011), Unitary Development Plan (UDP amended 2007 and 2011), London Plan (2011) and National Planning Policy Framework (2012).

3.3 Consideration should also be given to the emerging Development Management Local Plan (DMLP), which has been examined by the Inspector and found sound. It will be presented to Cabinet in June 2013 for adoption. The emerging DMLP, when adopted, will form part of the London Borough of Hammersmith and Fulham's Local Development Framework (LDF). The document sets out the proposed development management policies to be used by the council in helping to determine individual planning applications and must be read alongside the Core Strategy. When adopted, the DMLP will replace the remaining policies in the borough's adopted UDP and will be used, together with the Core Strategy and

London Plan. It should be noted that the emerging Examination in Public, reference is made on occasion to assess whether the proposals prejudice or not emerging policy.

- 3.4 In addition, Section 149 of the Equality Act (2010) in combination with the Public Sector Equality Duty (PSED) require the Council to consider the equality impacts on all protected groups when exercising its functions. In the case of planning applications, equalities considerations are factored into the planning assessment at various stages. The first stage relates to the adoption of planning policies (national, strategic and local) and any relevant supplementary guidance. A further assessment of equalities impacts on protected groups is necessary for major development proposals which may have wider ranging equality impacts on the protected groups.
- 3.5 All planning policies in the Core Strategy, UDP, emerging DMLP, London Plan, and National Planning Policy Framework (NPPF) which have been referenced in this report have been considered with regards to equalities impacts through the statutory adoption processes, and in accordance with the Equality Act 2010 and Council's PSED. Therefore, the adopted planning framework which encompasses all planning policies which are relevant in officers assessment of each application are considered to acknowledge protected equality groups, in accordance with the Equality Act 2010 and the Council's PSED. Given that the proposal constitutes major development which would be of strategic importance to the Borough, an Equalities Impact Assessment (EqIA) has been undertaken. A summary of the equalities impacts on protected groups is set out as a separate section in the report. This draws from the outcomes set out in the EqIA and forms a comprehensive assessment of the equalities impacts of the development.

#### Principle of Development

- 3.6 The National Planning Policy Framework (NPPF) sets out a presumption in favour of sustainable development, encouraging the effective use of land by reusing land that has been previously developed (brownfield land) whilst promoting mixed use developments. The delivery of new homes is encouraged and the NPPF acknowledges the important role residential development can play in ensuring the vitality and viability of town centres, particularly those in decline.
- 3.7 London Plan Policy 3.4 promotes development which optimises the use of land for housing. Policy 2.9 of the London Plan advocates development that sustains and enhances recent economic and demographic growth while also improving the area's distinct environment, neighbourhoods and public realm, supporting and sustaining existing and new communities. The London Plan also seeks to ensure that developments achieve the optimum intensity of use, that remain compatible with the local context and are well served by public transport.
- 3.8 Policy 2.15 of the London Plan identifies Hammersmith Town Centre (HTC) as a 'Major Town Centre' with the potential for medium growth and in need of regeneration. The policy sets out that development proposals should sustain and enhance the vitality and viability of existing centres where town centres are in decline and accommodate economic and housing growth through the intensification of centres.

- 3.9 In accordance with the National Planning Framework (NPPF) and the London Plan, LBHF are required to promote sustainable economic growth through its comprehensive regeneration plans set out in the Core Strategy. The Council's Spatial Vision envisages the physical, social and economic regeneration of 5 key locations across the borough, which are to be the focus of considerable development. The application site lies within Hammersmith Town Centre and Riverside, which is identified as one of these 5 regeneration areas.
- 3.10 Strategic Policy HTC (Hammersmith Town Centre and Riverside) encourages the regeneration of the town centre and riverside. The policy promotes the continuation of HTC as a major town centre and a strategic office location with a high quality public realm that provides a wide range of major retail, employment, local government services, leisure, arts, entertainment and community facilities.
- 3.11 The reasoned justification sets out that although the priority in HTC is for shopping, leisure and offices, new residential development is also important. As it is highly accessible, the policy notes that it is a good place for higher density flatted accommodation, especially for small households without the need of a car and that it will also help bring evening activity and vitality into the town centre. Housing is therefore encouraged. All new housing development in the town centre is expected to contribute to a more mixed and balanced community and to provide market and intermediate housing for people on low to middle incomes.
- 3.12 The site is specifically identified as lying within Strategic Site and Estate Regeneration Area HTC2 (Kings Mall and Ashcroft Square Estate, Kings Street). This site specific policy encourages proposals which improve the contribution the Kings Mall makes to the town centre through enhancing the attractiveness and access to the shopping centre, and its appearance on Kings Street, and improving the mix of town centre facilities. The policy makes specific reference to the regeneration of Ashcroft Square, improving the central library and supporting the Lyric theatre; providing a substantial number of new jobs through office development; providing a mainstream cinema; and improving the linkages between car parking and shops.
- 3.13 The policy goes on to state that the development of the wider site is expected to greatly improve the town centre environment and townscape, and improve pedestrian linkages, especially between car parking and the shops, and the podium deck and Kings Street. There is scope for including tall buildings provided these do not adversely impact on residential areas.
- 3.14 The reasoned justification for the policy states that other housing development (other than estate regeneration) could be provided in the development, but of a type that is suitable for households for whom a high level location is appropriate. Car parking is essential for the success of the town centre and although the existing Glenthorne Road car park could be redeveloped some re-provision will be required in any scheme.
- 3.15 It is one of the Council's core objectives (explained in the Spatial Vision of the Core Strategy) to complement physical change with social and economic regeneration. Regeneration is necessary to address the high levels of multiple deprivation in the borough and achieve decent neighbourhoods.

- 3.16 The Core Strategy (Section 7) acknowledges that HTC has seen little private investment over the past 10 to 15 years. Many of the streets and sites within the town centre have a run down appearance and require upgrading. This is also true of the Kings Mall shopping centre although refurbishment works are currently underway. There are also high levels of deprivation in the centre, with less than 15% of housing in the town centre owner-occupied and more than 66% rented from the Council or social landlords.
- 3.17 Hammersmith town centre presents a number of locational advantages, not least its excellent public transport accessibility, existing employment, retail and cultural facilities. The regeneration potential is therefore considerable and the proposal site presents an opportunity to contribute towards the renewal of the town centre and act as a catalyst for wider redevelopment opportunities.
- 3.18 The development of this key site will see the removal of the out-dated car park and the West 45 office building which has lain empty for the past 5 years. This will be replaced with a new street frontage which seeks to improve the public realm in this location, and create an active street frontage. The town centre parking will be re-provided within the scheme.
- 3.19 Further opportunities exist for improvements to the public realm surrounding the site through S106 contributions. Proposals for surfacing improvements to Glenthorne Road, Beadon Road and Leamore Street, the landscaping of the pedestrianised section of Southerton Road opposite the site, a contribution towards the refurbishment of the railings on Leamore Street and Cambridge Grove, and improvements to Ashcroft Square open space have been discussed with the applicant and this will significantly improve the public realm in this part of the town centre.
- 3.20 The proposal will deliver 418 new homes, including 124 affordable homes in the form of Discount Market Sale units. The purpose is to improve the mix of housing in the town centre and help to create a more mixed and balanced community in this location. Furthermore, the introduction of new people into the town centre will help improve local footfall and therefore the vitality and viability of the town centre, especially in the evenings.
- 3.21 The proposed commercial unit will create an active frontage along Beadon Road and will respond to the increase in activity likely to arise through the proposed development and the nearby office development at 10 Hammersmith Grove. In addition, it will provide employment on the site, alongside the management teams for the residential and car park elements.
- 3.22 The replacement car park will be of a modern and high quality design, creating a safer and more pleasant environment for users of the Kings Mall and the town centre as a whole.
- 3.23 These regeneration benefits are considered substantial and significant and consistent with national, regional and local planning policy objectives to create economic regeneration and promote sustainable mixed and balanced communities.

## Loss of Commercial Use

- 3.24 The proposed development involves the demolition of the West 45 office building on site which comprises 5,759 sqm of B1 employment floorspace. This is to be replaced by 529 sqm of flexible class A1-A4, D1 or D2 floorspace. The majority of the scheme comprises residential uses and public car parking.
- 3.25 The National Planning Policy Framework (NPPF) states that where there is no reasonable prospect of a site being used for the allocated employment use, applications for alternative uses of land or buildings should be treated on their merits having regard to market signals and the relative need for different land uses to support sustainable local communities.
- 3.26 London Plan Policy 4.2 'Offices' is relevant to this application. The focus of this policy is to enable the necessary growth of office provision including the renewal and modernisation of existing office stock in viable locations. It allows for change of use to other uses where the existing office space can be deemed surplus to requirements. The policy encourages the consideration of surplus large office space for smaller units.
- 3.27 Core Strategy Strategic Policy B identifies HTC as the preferred location for major office development where the council will encourage such development. Strategic Policy HTC states that the council "will continue to build on the centre's locational advantages for office development and to secure more modern accommodation." Site policy HTC2, dealing with the larger site allocation as whole, states that there should be provision of a substantial number of new jobs through office development.
- 3.28 Core Strategy Policy LE1, is also relevant and seeks the retention of premises capable of providing continued accommodation for local services or significant employment unless:
1. Continued use would adversely impact on residential areas; or
  2. an alternative use would give a demonstrably greater benefit that could not be provided on another site; or
  3. it can be satisfactorily demonstrated that the property is no longer required for employment purposes; or
  4. an alternative use would enable support for essential public services and is otherwise acceptable.
- 3.29 Emerging DMLP Policy B1 should also be considered against the proposals in this scheme which also sets out criteria with which to assess the loss of employment floorspace against. These include the suitability of the site for continued use; and evidence of unsuccessful marketing.
- 3.30 The applicants have included an Employment Report and Addendum to justify the loss of the office floorspace from the site. The report has focussed on addressing Part 2 and Part 3 of Policy LE1, above, in order to justify the loss of employment floorspace on site. Officers have carefully considered the applicant's Employment Report and addendum in determining whether the loss of office space is acceptable or not.

- 3.31 With reference to Point 2 of Policy LE1, it is considered that the proposed development constitutes an alternative use with a demonstrably greater benefit to the viability of the town centre than the existing vacant and dated office floorspace. The proposed development will create 418 additional homes and provide a modern public car park along with a new commercial unit on Beadon Road. The new homes will enhance the vitality of the town centre while the new car park and commercial unit will improve the viability of the town centre through provision of enhanced facilities. The new car park, although smaller than the existing , will replace an out dated facility with a modern car park which will create a more welcoming environment for users.
- 3.32 With regard to Point 3, the report considers both the existing role of the premises and the necessity of future provision for offices on this site. The report states that the existing office building has been unused for over 5 years. During this time it has undergone substantial refurbishment and the property has been marketed continuously with no potential occupiers coming forward.
- 3.33 Physically, the building is of a bespoke design and its layout is difficult to adapt to modern office requirements or for use by start-up businesses or Small and Medium Enterprises (SMEs). In addition, the site is not in the prime HTC office location around the London Underground Station and the Broadway Shopping Centre.
- 3.34 With regard to replacing the existing B1 floorspace on-site with new office floorspace as part of the proposed development, the recent office developments within the core office area of HTC would create an uncertain market for such replacement office provision on site.
- 3.35 The report goes on to consider the longer term office requirements within HTC and the borough as a whole. It notes that the office market has stalled within Hammersmith, with relatively low levels of demand and high levels of vacancy. Older office stock such as West 45, in peripheral locations, is therefore more difficult to let.
- 3.36 With regard to the borough as a whole, the report has regard to the findings of the recently published London wide research published by the GLA (LOPR 2012). This reports updates future office requirements across London and identifies a need for an additional 320,320 sqm of gross office floorspace within LBHF between 2011 and 2031. It also identifies that this requirement is likely to be more than met by the proposed development in HTC and the Opportunity Areas of both White City and Earl's Court and West Kensington during the plan period.
- 3.37 Officers have had concerns about the projections in the LOPR 2012 in relation to existing floorspace within the identified opportunity areas and in out of centre locations, and in view of this it is not considered appropriate to rely solely on this supply information. However, additional justification for the loss of offices on this site has been provided in the report as set out above.
- 3.38 Based on the evidence put forward, officers consider that there is sufficient justification in the case of this specific site to allow the loss of the office floorspace without its substantial re-provision in the proposed scheme. The existing office has lain vacant since 2007 and has been the subject of a continuous marketing

campaign; the existing office building is out-dated and not considered to meet the needs of modern occupiers; it is located away from the core of HTC, and there is considerable new B1 floorspace coming forward within the town centre and the borough as a whole over the plan period.

- 3.39 The proposal is therefore considered to be in acceptable in accordance with the NPPF, Policy 4.2 of the London Plan and Policies HTC, HTC2 and LE1 of the Core Strategy.

#### Mix of Land Uses

##### Commercial Unit

- 3.40 The NPPF seeks to promote competitive town centres and directs commercial uses to town centres in the first instance. It also promotes customer choice and a diverse retail offer to reflect individual town centres.
- 3.41 London Plan Policy 2.15 designates Hammersmith as a major town centre and should be the focus of commercial development and intensification and should sustain and enhance the vitality and viability of the centre.
- 3.42 Core Strategy Policy C seeks to strengthen Hammersmith's role as a major shopping, arts, cultural and entertainment centre. It also encourages the diversity and distinctiveness in the shopping mix and seeks to ensure a good range of shop types with independent as well as national traders. Policy HTC2 encourages proposals that improve the mix of available town centre facilities.
- 3.43 A commercial unit of 529sqm in size is proposed on the ground floor of Beadon Road. The applicant has applied for a range of uses including A1 - A5, D1 and D2 and as the site lies within the town centre boundary, these uses are considered by Officers to be appropriate. In fact, the Council's Retail Needs Study noted that HTC would benefit from further supermarket provision.
- 3.44 The proposed commercial unit would also contribute towards the vitality and viability of this part of HTC, providing an active frontage where currently there is none, and providing employment opportunities on site. The provision of a small commercial unit on Beadon Road is therefore considered to be acceptable in planning policy terms.
- 3.45 It is recommended that several safeguarding conditions would be attached to any permission for the proposed uses on site ensuring the hours of operation are controlled, any external ducting, mechanical ventilation and appropriate methods to deal with noise and smells, as required, are submitted to the local authority for approval, prior to occupation.

#### New Housing

- 3.46 The NPPF aims to boost the supply of housing required to meet the needs of present and future generations whilst delivering a wide choice of high quality homes, widening opportunities for home ownership and creating sustainable, inclusive and mixed communities. It seeks to ensure that housing is developed in

suitable locations, which offer a range of community facilities and have good access to employment opportunities, key services and infrastructure.

- 3.47 London Plan policy 3.3A to G sets out the Mayor's strategic criteria for increasing housing supply. Policy 3.3A recognises the pressing need for more homes in ways that provide a real choice at a price Londoners can afford. Policy 3.3B states that an annual average of 32,210 net additional homes should be delivered per annum in London. Within this overall aim, Table 3.1 sets an annual target of 615 net additional dwellings for Hammersmith and Fulham (excluding an increment in provision in the Earls Court West Kensington Opportunity Area). Policy 3.3D of the London Plan states that boroughs should seek to achieve and exceed the housing targets set out in Table 3.1 of the plan.
- 3.48 The site falls within the HTC and Riverside Regeneration Area whereby the Core Strategy identifies there is capacity for a minimum of 1,000 new homes (in policy HTC). The development proposes 418 new residential units which would go some way to achieve this target. Policy H1 underlines the acceptability of focusing new housing within the strategic sites in the regeneration areas in the Borough.
- 3.49 In light of the relevant adopted policy within the London Plan and the Core Strategy, the principle of a residential led development on this site would accord with the overall provisions in the Core Strategy, London Plan and NPPF (Developing a Wide Choice of Homes).

#### Town Centre Car Park

- 3.50 The NPPF seeks to improve the quality of parking in town centres so that it is convenient, safe and secure, including appropriate provision for motorcycles.
- 3.51 London Plan Policy 6.13 aims to strike an appropriate balance between promoting new development and preventing excessive car parking provision that can undermine walking, cycling and public transport use. With specific reference to town centres, the policy identifies that where there are identified issues relating to viability and vitality in town centres, the need to regenerate such centres may require a more flexible approach to the provision of public car parking to serve the town centre as a whole.
- 3.52 Paragraph 6.42 of the London Plan recognises the strategic importance of ensuring London's scarce resources of space are used efficiently and not wastefully used for car parks whilst also recognising that there is a need to ensure a level of accessibility by private vehicles consistent with the overall balance of the transport system at the local level.
- 3.53 The need to ensure town centres are supported by an appropriate level of accessible and affordable car parking so that they can compete with alternative destinations is reflected in the Portas Review – an independent review into the future of our high streets, December 2011.
- 3.54 Policy T1 of the Core Strategy seeks to ensure that appropriate parking is provided to meet the essential needs of the development and its impact on the quality of the urban environment minimised. Paragraph 7.69 of the Core Strategy recognises that car parking is essential for the success of HTC and paragraph

7.85 acknowledges that while the existing Glenthorne Road car park could be redeveloped, some re-provision will be needed in any scheme.

- 3.55 The proposed development involves the demolition of the existing 950 space public car park on Glenthorne Road and comprises a new 700 space public car park within two basement levels and at ground floor level. There would be a reduction of 250 car parking spaces in the town centre location as a result of the redevelopment.
- 3.56 The level of parking proposed meets with the normal peak demand for parking currently, this is discussed in more detail in the transport section below, and it is therefore considered that the reduction will not impact on the town centre's vitality and viability. Furthermore, the proposed part underground multi-level car park enables the site to be optimised for other land uses, which will in turn contribute to the town centre's vitality and viability. As will the replacement of the existing out-dated and poor quality car park with a modern and efficient one. The proposed replacement car park is therefore considered to be acceptable in accordance with Policy 6.13 of the London Plan and Policies T1, HTC and HTC2 of the Core Strategy.

#### Affordable Housing and Viability

- 3.57 Policy 3.9 of the London Plan addresses the need for promoting mixed and balanced communities by tenure and household income particularly in some neighbourhoods where social renting predominates and there are concentrations of deprivation. Policy 3.10 sets out the criteria for housing to fall within the definition of affordable housing. This has however been superseded by the definition of Affordable Housing as set out in the Mayor's Housing SPG (November 2012).
- 3.58 London Plan Policy 3.12 seeks that the maximum reasonable amount of affordable housing should be sought when negotiating on schemes, having regard to a number of factors including the requirements for affordable housing at local and regional levels; the need to encourage rather than restrain residential development; the targets and priority accorded to affordable family housing; the need to promote mixed and balanced communities; the size and type of affordable housing needed in particular locations; the specific circumstances of individual sites; and the viability of future development.
- 3.59 The London Plan does not specifically prescribe a percentage target for affordable housing but does seek to ensure that an average of 13,200 new affordable homes are built each year across London which equates to approximately 40%.
- 3.60 Core Strategy Policy H2 sets a borough-wide target for 40% of additional dwellings to be affordable, with a preference for intermediate and affordable rented, unless a small proportion of new social rented housing is necessary in order to enable proposals for the regeneration of Council or Housing Association estates. The aim of the policy is to help achieve more mixed and balanced communities by reducing social and economic polarisation and encouraging social mobility. The policy aims to increase the amount of housing that is affordable to middle income earners, key workers and to all those households that are neither very wealthy or very poor.

3.61 One of the Strategic Objectives of the Core Strategy is to increase the supply and choice of high quality family housing and ensure that new housing meets local needs and aspirations, particularly the need for affordable home ownership.

3.62 The reasoned justification of Policy HTC of the Core Strategy (Para 7.66) encourages the provision of housing within HTC and sets out that all new housing developments will be expected to contribute to a more mixed and balanced community and to provide more market and intermediate housing for people of low to middle incomes. The policy also highlights that HTC is a good location for higher density flatted accommodation, especially for small households without the need of a car.

3.63 In determining the acceptability of the proposals in accordance with Policy H2 and HTC, the Council has had regard to the following:

- Site size and site constraints;
- Financial viability, having regard to the individual circumstances of the site, the availability of public subsidy and the need to encourage rather than restrain residential development; and
- The affordability and profile of local housing; the scope for achieving a more mixed and balanced community in the borough, or in an area where there are existing concentrations of social rented housing.

3.64 The proposed development would deliver a total of 124 affordable Discount Market Sale (DMS) housing units. The affordable housing has been pepper potted throughout each development so there is no distinction between the tenures. The details of the proposed affordable and market housing provision is summarised in the following tables.

Number of Bedrooms	Number of Private Dwellings	% Private Dwellings	Number of Affordable DMS Dwellings	% Affordable Dwellings	Total New Dwellings	% of Total New Dwellings
Manhattan	-	0%	52	42%	52	12%
One	53	18%	53	43%	106	25%
Two	197	67%	19	15%	216	52%
Three	44	15%	-	0%	44	10%
Total	294		124		418	100%

3.65 Strategic policy H4 of the Core Strategy outlines there should be a mix of housing types and sizes in development schemes, especially increasing the proportion of family accommodation. The precise mix in any development will be subject to the suitability of the site for family housing in terms of site characteristics, the local environment and access to services.

3.66 London Plan policy 3.8 and the associated supplementary planning guidance promote housing choice and seek a balanced mix of unit sizes in new developments.

3.67 The affordable housing proposed is focused on smaller affordable units with 42% of the units being Manhattan units and 43% being 1 bedroom units. This is considered acceptable in this instance given the very specific characteristics of the

site. The proposal is located within a Major Town Centre and in a highly sustainable location which, as the justification for Policy HTC of the Core Strategy highlights, is appropriate for higher density, smaller units. The justification for Policy HTC2 also notes that new housing in this location should be of a type that is suitable for households for which a high level location is appropriate. The proposal also contains 15% 2 bedroom units which further enhances the mix.

3.68 Officers consider that the dwelling mix for the proposal is acceptable and in accordance with the current adopted Core Strategy and London Plan policies relating to dwelling mix. The GLA have also advised that the proposed mix is acceptable.

3.69 The proposed affordable provision on site amounts to 30% which would be below the affordable housing target of the Core Strategy. GVA has prepared a financial viability assessment of the proposed scheme based on an assessment of the developer's return generated by the project, expressed as a percentage return on the gross development value (GDV). GVA's assessment concludes that the proposed scheme would generate a return below the usual developer's return of 17% on value.

3.70 GVA state that, in order to maximise the level of affordable housing which can be offered, the applicant has taken a commercial view that end values will improve over the time the development is being progressed. GVA conclude that, while the profit margin based on the submitted scheme is below a usual developer's return, the timelines over which the scheme will be delivered mean that the 17% target is within prospect.

3.71 GVA's viability report has been independently scrutinised by Gerald Eve. Gerald Eve's initial conclusions were as follows:

- GVA's viability methodology is generally accepted and in accordance with the Royal Institute of Chartered Surveyors (RICS) Guidance Note (GN) and best practice, subject to the comments below. The appraisals have been undertaken on a present day residual basis.
- Generally the assumptions adopted by GVA are reasonable subject to the comments below;
- The private sales are likely to be higher than the figure adopted by GVA.
- A multi-storey car park (MSCP) is to be re-provided as part of the Scheme and handed back to the original landowner at nil cost, with a consequential impact on the appraisal.
- The re-provision of the MSCP is a cost to the developer. This is, in effect, a further payment to the landowner therefore resulting in a notional Site Value in excess of that stated in the GVA report.
- On the basis of the justification provided by GVA this notional Site Value is not consistent with the RICS GN and NPPF.
- If the Site Value as proposed by GVA is accepted, the Scheme is potentially capable of meeting the target rate of return.
- Sensitivity analysis further suggests that the Scheme is capable of meeting the target rate of return with some upside.

3.72 Gerald Eve were not initially satisfied that GVA had provided sufficient evidence to support the level of Site Value once the re-provision of the MSCP was taken into

account, which may have had a consequential impact on the maximum reasonable level of affordable housing that could be provided.

3.73 Gerald Eve met with GVA and the Applicant on 3 January 2013 to talk through the report, discuss the key elements and request further information justifying the Site Value. Following the meeting, GVA sent through further documentation relating to Site Value and reconciling its position.

3.74 Gerald Eve subsequently produced an Addendum Report which has concluded as follows:

- GVA and the Applicant maintain that the average sales value adopted in GVA's report is appropriate but have not sought to provide any further evidence to challenge Gerald Eve's view that sales values would be higher;
- The Applicant has provided further information including details of the transaction supporting the total land payment and the requirement to re-provide the MSCP for nil consideration;
- GVA has undertaken an analysis of comparable land transactions in the area to provide a "clean" Site Value for the property (i.e. without the re-provision of the MSCP);
- GVA has provided a letter reconciling the further information provided with the Site Value adopted in its report. Gerald Eve are therefore satisfied that the Site Value adopted by GVA is appropriate;
- A sensitivity analysis shows that there is a potential upside to the development which, in Gerald Eve's opinion, demonstrates that the Scheme is within an accepted tolerance for a development of this nature and is capable of being viable at the proposed level of onsite affordable housing and other planning obligations.

3.75 Gerald Eve is therefore satisfied that the proposed level of affordable housing can be considered the maximum reasonable to be provided.

3.76 Policy H2 of the Core Strategy sets out that the Council would prefer all additional affordable housing to be intermediate and affordable rent housing.

3.77 It is proposed that the affordable element will comprise entirely of Discount Market Sale units. In principle, the DMS product is considered to be an acceptable form of intermediate affordable housing. Effectively, the subject units are reduced in price to an agreed level of affordability, with the difference between this price and the market value transferred to the Council as covenanted equity to be used for affordable housing purposes in the event that the occupier decides to buy the full market value and the Council agrees.

3.78 The sale value of DMS housing is linked to household income ranges which are set out in Policy 3.10 of the London Plan and the Mayor's Housing SPG and updated annually. New intermediate/ DMS homes of up to two bedrooms should be affordable to households whose total annual income is in the range of £18,100 and £64,300. The thresholds limit in respect of household income, not individuals, and the income levels will be increased on an annual basis in line with increases in average incomes. The proposed mix is set out below:

	No of Homes	% of Homes	DMS Sale Price	Affordability (Income)	Discount of Actual Sale Value	Total Revenue
Manhattan	3	2%	£105,000	£30,000	70%	£315,000
Manhattan	3	2%	£126,000	£36,000	64%	£378,000
Manhattan	4	3%	£138,250	£39,500	61%	£553,000
Manhattan	3	2%	£173,250	£49,500	51%	£519,750
Manhattan	9	7%	£174,825	£49,500	51%	£1,573,425
Manhattan	14	11%	£202,300	£57,800	43%	£2,832,200
Manhattan	16	13%	£224,000	£64,300	37%	£3,584,000
<b>Total Manhattan Units</b>	<b>52</b>	<b>42%</b>				<b>£9,755,375</b>
1 Bed Flat	53	43%	£224,000	£64,300	52%	£11,872,000
2 Bed Flat	19	15%	£224,000	£64,300	63%	£4,256,000
<b>Total</b>	<b>124</b>	<b>100%</b>				<b>£25,883,375</b>

- 3.79 This mix ensures that the affordable housing proposed is available to a range of household incomes, including lower household incomes, which officers consider acceptable in accordance with the relevant London Plan policies and the Mayor's Housing Supplementary Planning Guidance (2012) and the affordability thresholds in the Mayor's London Plan Annual Monitoring Report 8, dated March 2012.
- 3.80 The proposed tenure provision of DMS units would not meet London wide tenure target set out in the London Plan of 60% social / affordable rent and 40% intermediate. This variance from the desired tenure mix of the London Plan, is in this case, considered to be acceptable given the specific characteristics of the local housing context and the proposals financial viability. It has been demonstrated in the assessment of the financial appraisals that this is the maximum level of affordable housing that can be viably provided.
- 3.81 A high demand exists within the Borough for intermediate housing. The reasoned justification to policy H2 describes this shortfall as 'severe' with the total intermediate housing stock of the Borough equivalent to approximately 2% of the overall housing stock.
- 3.82 The severe shortfall in intermediate housing stock is in stark contrast with the overall stock of social rented accommodation in the Borough, which represents approximately 33% of the total housing stock. In addition, there is a particular concentration of social rented properties within HTC with the majority (66%) rented from the Council or social landlords, and less than 15% owner occupied.
- 3.83 The proposed tenure mix would therefore contribute to addressing this shortfall and would be consistent with the creation of mixed and balanced communities complying with policy 3.9 (Mixed and Balanced Communities) of the London Plan and the reasoned justification of Policy HTC which is clear in that housing in the town centre should provide more market and intermediate housing for people on low to middle incomes. On balance, it is considered that the proposed affordable element comprising DMS housing would be acceptable in this context.
- 3.84 The Equalities Impact Analysis (EqIA) has identified some potential negative impacts in relation to some groups potentially not being able to afford DMS housing on site. The financial viability assessment does however justify the

affordability levels proposed and the scheme will also have a positive impact on some groups through the provision of affordable housing.

3.85 In summary, it is considered that the proposals would bring about a number of housing regeneration benefits to the area. These relate to the delivery of new private and DMS homes that should contribute towards creating a mixed and balanced community in a high quality development that should assist in raising the profile of the area.

3.86 The FVA is considered to demonstrate that the council is securing the maximum reasonable level of affordable housing in order to facilitate regeneration in Central Hammersmith and create sustainable mixed and balanced communities. The current housing component of the scheme including the tenure is therefore considered acceptable in accordance with London Plan policies 3.3, 3.4, 3.8, 3.9, 3.10, 3.12 and 3.13 and Core Strategy policies A, HTC, HTC 2 and H2 and the National Planning Policy Framework (NPPF).

#### Design and Heritage

3.87 The proposals have been assessed against adopted UDP Policies EN2B, EN3 and EN8, London Plan policies 7.1, 7.2, 7.3, 7.4, 7.5, 7.6, 7.7 and 7.8, and policies BE1, HTC and HTC2 of the Core Strategy (2011), together with emerging DMLP policies DM G1, G2, G6 and G7.

3.88 Officers have had particular regard for the Core Strategy which identifies HTC for significant regeneration and states that parts may be a suitable location for tall buildings. Core Strategy Strategic Policy HTC states that:

“All new development should create a high quality urban environment and accord with the urban design principles of the Borough Wide Strategic Policy on the Built Environment – BE1.”

3.89 Borough Wide Strategic Policy BE1 states that:

“areas where tall buildings may be appropriate are as follows:

- In parts of Hammersmith Town Centre. Not all parts of the town centre will be suitable and any proposals for tall buildings will need to respect the existing townscape and historic context and make a positive contribution to the skyline emphasising a point of civic or visual interest.”

3.90 Core Strategy Policy HTC 2 sets out that:

“Any development of this site will be expected to greatly improve the town centre environment and townscape and improve pedestrian linkages, especially between car parking and shops, and between the podium deck and King Street. There is scope for including tall buildings provided these do not adversely impact on residential areas.”

3.91 Emerging policy DM G2 sets out that tall buildings must be acceptable in terms of their relationship to the surrounding townscape context in terms of scale

streetscape and built form, have an acceptable impact on the skyline and views and in terms of the setting of heritage assets.

- 3.92 London Plan Policy 7.7 requires tall buildings to relate well to the form and composition of surrounding buildings and public realm. The London Plan also suggests that individually or as a group, tall buildings can improve the legibility of an area by emphasising a point of civic or visual significance where appropriate and enhance the skyline and image of London. It recognises that tall buildings can make a significant contribution to local regeneration, but that they should not have a harmful impact on local views and in sensitive locations such as conservation areas and settings of listed buildings.
- 3.93 The English Heritage/CABE guidance note on tall buildings identifies the advantages that they can have in terms of making a positive contribution to the image and identity of areas, serving as beacons of regeneration and stimulating further investment as well as the issues associated with tall buildings built in the past. It stresses the need for high quality design with good public realm and for tall building proposals to address their context. It also requires the impact on conservation areas and listed buildings and their settings to be fully addressed.
- 3.94 In addition to The London Plan and Core Strategy, the NPPF provides further planning guidance which local authorities are obliged to consider when determining planning applications. The NPPF encourages local authorities to support appropriate development proposals which optimise density and deliver wide ranging regeneration benefits to stimulate economic growth.
- 3.95 The NPPF requires local authorities to adopt a presumption in favour of sustainable development when assessing applications and that a set of 12 core principles of sustainable development should underpin design making. It is considered that the following principles are of relevance to this application:
- “proactively driving and supporting sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs. Every effort should be made objectively to identify and then meet the housing, business and other development needs of an area, and respond positively to wider opportunities for growth.
  - always seek to secure high quality of design and a good standard of amenity for all existing and future occupants of land and buildings.
  - conserve heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations.”
- 3.96 The NPPF emphasises the importance of good design in determining applications. It states that:
- “Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people” and that “great weight should be given to outstanding or innovative designs which help raise the standard of design more generally in the area.”

3.97 It further states that:

“Although visual appearance and the architecture of individual buildings are very important factors, securing high quality and inclusive design goes beyond aesthetic considerations. Therefore, planning policies and decisions should address the connections between people and places and the integration of new development into the natural, built and historic environment.”

3.98 In relation to matters of detailed design, the NPPF states:

“Planning policies and decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles. It is, however, proper to seek to promote or reinforce local distinctiveness.”

3.99 Turning to built heritage guidance, the NPPF requires that:

“Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this assessment into account when considering the impact of a proposal on a heritage asset, to avoid or minimise conflict between the heritage asset’s conservation and any aspect of the proposal.”

3.100 When considering the impact of a proposed development on the significance of a designated heritage asset, the NPPF states that:

“great weight should be given to the asset’s conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification.”

3.101 The NPPF states that:

“where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.”

Heritage Impacts and Views Analysis

3.102 The site consists simply of two building blocks – the public car park and the West 45 office building. Each building is consistent in height across its frontage, but the office block rises significantly higher than the car park.

3.103 There are eight trees which are the subject of tree preservation orders aligning the back edge of kerb along Glenthorne Road.

- 3.104 The townscape character of the surrounding context varies markedly over a relatively short frontage from the western end to the eastern end of the site. To the north, Glenthorne Road defines the edge of a residential neighbourhood which stretches north to Goldhawk Road.
- 3.105 At the western end of the site, Leamore Street retains two-storey cottages from when the area was first developed on its western side. The site, forming the eastern edge to the street, presents an inactive frontage of horizontal concrete bands of the four-storey car park. The existing two-storey cottages opposite form a good domestically scaled terrace of a relatively simple repeating pattern of design. They are held together by a unity in the line of the eaves and have a pattern of recessed entrances and a gentle hierarchy to the fenestration pattern.
- 3.106 The Victorian villas which align the north side of Glenthorne Road are grander in scale. They have a prominent vertical expression of the plot widths which is enhanced by main projecting bays and supporting side bays. The composition is balanced by a horizontal rhythm which is evident despite the variations in façade designs. The traditional use of brick with good detailing is a strong characteristic of this frontage.
- 3.107 As Glenthorne Road meets Beadon Road and the southern end of Hammersmith Grove, the character is one of town centre. The scale and massing of buildings increases notably. The redevelopment of the Beadon Road car park site (currently under construction) will bring Grade A office space in to the centre of Hammersmith as well as providing new public realm at the base of the building and around the perimeter of the site which would link to Lyric Square.
- 3.108 The neighbouring buildings are generally of a larger footprint and floorplate and provide strong definition to the street edge. The buildings tend to have a clear expression of base – middle – and top. Some are clearer than others, but most share the characteristic of a strong base and recessed upper floor[s]. The buildings largely have a grid composition to their facades with framed openings.
- 3.109 The site is not located within a Conservation Area but it adjoins the Bradmore CA to the north and the Hammersmith Broadway CA lies to the south east of the site. The development on the site would be clearly visible from each of these areas. Other heritage assets nearby include the Grade II\* Listed St Johns Church and vicarage and Godolphin and Latymer School, and Dartmouth Castle PH which is a locally designated Building of Merit.
- 3.110 The proposed scheme is design led where the analysis of existing and surrounding townscape has strongly influenced the form and design. The proposal uses building typologies, massing and materials appropriate to context and repairs and reinstates the street frontages to Leamore Street and Glenthorne Road.
- 3.111 The proposed scheme has been designed to benefit the regeneration of Hammersmith town centre with an improved townscape and a replacement car park which would be more attractive to use as a point of arrival to the town centre.

- 3.112 The replacement car park would be located at ground level and two basement levels. It would be “wrapped” by residential buildings. Only the entrance to the new car park would be visible from the public realm. The car park would be made more attractive and safe with secure routes leading into the shopping mall.
- 3.113 The proposed scale and massing of the buildings around the new car park relates to the analysis of the existing edge conditions. The form of the scheme is based on perimeter blocks to define the street edges with “finger” blocks extending back into the site to create internal landscaped courtyards which would provide communal amenity space for residents. The proposed massing increases from west to east through the site and as the massing increases, each build typology is differentiated in its architectural expression and materials.
- 3.114 The proposed development reflects and respects to the two storey cottages on the Leamore Street edge. The proposed “mansion blocks” on Glenthorne Road frontage are similar in height to the existing car park and have a rhythm and modelling which is influenced by the Victorian villas opposite. The proposed apartment block which links Glenthorne Road and Beadon Road is similar in height to the existing West 45 office building. The proposal culminates in the tallest element in the south-east corner of the site where it would form a loose cluster with other taller buildings at a height no taller than others nearby and one which has been assessed in a comprehensive townscape view analysis.
- 3.115 The scheme proposes an enhanced interface with the public realm with active frontages proposed as an essential part of the reinstated double-sided street. The ground floor frontages along Leamore Street and Glenthorne Road would have front doors, some of which would be dedicated to individual units and a threshold landscaped front garden space providing a sense of ownership and activity around the edge of the site.
- 3.116 The Beadon Road frontage would provide for small commercial units which would animate the street and promote the link to Lyric Square and the town centre.
- 3.117 Street trees are proposed along the entire length of the site which would soften the edge to the development, providing a setting for the proposed facades and complement the existing tree planting on the opposite side of the street.
- 3.118 A terrace is proposed for the Leamore Street frontage in order to repair the frontage and reinstate a double-sided street. The elevation is designed as “paired houses” which would combine to form the terrace. The proposed terrace has a rhythm which reflects the narrow plot widths of the existing cottages opposite. The buildings would be simply detailed with only subtle shifts in the building alignment to break the frontage. The proposed entrances would be slightly recessed to reflect the cottages opposite and the roofs would be pitched with dormers added to allow accommodation at this level. Yellow brick is proposed for the elevation with white windows with deep reveals. A front boundary railing and front garden spaces would reflect the character of the street and assist in assimilating the terrace into the street scene.
- 3.119 A Mansion block typology is proposed for the Glenthorne Road frontage. The frontage uses two alternating designs for the five bay composition which adds

visual interest to the elevation and gives a rhythm to the street façade. The facades would have a symmetrical composition with projecting bays and subservient side windows which reflect the character of the villas opposite. In order to create increased interest along this elevation, front doors have been added to several of the ground floor properties.

- 3.120 The blocks would be clad in brick with a rusticated brick base; coloured panels are proposed for the individual windows which would lighten the appearance of the bay. A strong well-defined parapet would determine the scale of the building in the street. A recessed top floor would be set back from the building edge and clad in dark grey metal panels which would match slate in tone.
- 3.121 The street frontage would be defined and protected a front boundary treatment and landscaped strip with entrances made legible by a projecting canopy
- 3.122 The proposed block turns the corner from Glenthorne Road into Beadon Road, and similar to the existing West 45 office block marks the transition to the town centre scale. It would have a strong town centre presence and has a grandeur of scale and façade to hold the corner of the site.
- 3.123 The elevation would have a double-height base of rusticated stone which would include the commercial units to animate the base at ground floor. The main body of the façade would also be clad in stone with double-height scale capped by a defined attic floor of reduced scale. Vertical bays of stacked recessed balconies with slight projections break the façade to give both depth and modelling.
- 3.124 The top floors are recessed and finely detailed with a lightweight appearance. The top floor would use an interesting form of angled glazing which would add shadow and interest at the roofline of the building where it would be seen in from mid- distance views.
- 3.125 The massing increases across the site to terminate in the taller element at the south-east end closest to Lyric square and other larger scale buildings. Its height has been reduced during negotiations on the application and would now match that of the development currently under construction on the Hammersmith Grove car park site.
- 3.126 The tall building would compliment, and extend the architectural language of the proposed neighbouring curved building on Beadon Road. It would consist of two interlocking double storey framed facades using stone and zinc. The zinc finish is proposed to be light grey which would be sympathetic to, and blend with, the proposed natural limestone cladding. At the corner the stone is “peeled” away to reveal the inner zinc face which would enhance the slenderness and the verticality on the corner. The corner would consist of a narrow vertical bay of balconies which are “held” by the zinc façade on the southern elevation.
- 3.127 The “finger” blocks within the site terminate in taller elements adjacent to the railway tracks. These rise to a height of 11 and 14 floors but do not directly impact on the public realm and would be seen only in mid-distance views. The height of these blocks has been restricted to a height where they would not impact to any significant degree in views of the riverside from the south bank of the river. The blocks would take a simple rectangular slim form and would be clad

in light grey zinc, which would give them a lightweight appearance and an affinity with the south elevation of the tower building. Recessed balconies would give the main facades a vertical emphasis, shadow and depth, and would add to the visual interest when these buildings are viewed on the skyline above the rooftops of surrounding buildings

- 3.128 The proposed design of the taller elements in the scheme have been carefully considered in relation to their context. It is considered that the taller elements, in terms of the quality of the proposed design, their form and detailing, would make a positive contribution to the skyline of Hammersmith town centre
- 3.129 The proposed taller elements have been assessed against the national guidance produced by English Heritage and CABI and found to be acceptable in principle. Furthermore the Councils Core Strategy supports the town centre location with its high level of public transport accessibility as being appropriate for tall buildings.
- 3.130 With the policy background supporting the principle of tall buildings, the impact of the scale of the building was assessed in relation to the key views identified and found to be acceptable.
- 3.131 To assess the impact on surrounding areas, the Environmental Statement (ES) includes a comprehensive Townscape Assessment prepared by Miller Hare - specialist townscape consultants. The report has been undertaken in order to determine the significance of the development impact, and whether significant harm would occur to these areas or assets as a result of the development.
- 3.132 The technical consultants have produced a number of verified views from the surrounding area (and wider area where appropriate) within which, the development proposals are accurately plotted. The process used is a widely accepted methodology of plotting the proposed massing and height of the development within a photograph of the existing townscape. The Assessment has been based on the good practice guidelines in "Guidelines for Landscape and Visual Impact Assessment" [the Landscape Institute with the Institute of Environmental Management and Assessment 2002] and "Seeing the History in the View" – a method for assessing the heritage significance within views [English Heritage 2008].
- 3.133 The Townscape Assessment has assessed a total of 25 viewpoints from an agreed selection of locations both within and outside of conservation areas. They include views from the riverside where the town centre buildings are seen as a backdrop to the riverside, views from the town centre itself where the buildings can be assessed against the grander scale of the town centre, and views from the residential neighbourhood to the north where the grander scale of the town centre provides the backdrop.
- 3.134 The significance of views and their effect on heritage assets has been assessed. Officers conclusions on the impact of each view point have been noted below, the following table sets out the definitions:

Effect	Magnitude
Major Adverse	Where the proposed change to the site would form a major and immediate apparent part of the scene that adversely effects and changes its overall character
Moderate Adverse	Where the proposed changes to the site would form a visible and recognisable new element within the scene and may be readily noticed by the viewer as adverse.
Minor Adverse	Where the proposed changes to the site would be a minor component of the wider view and may be missed by the casual observer.
Negligible	Where the proposed changes to the site would be imperceptible or would be in keeping with and would maintain the overall character of the existing view. The balance of the proposals with the proposed mitigation would maintain the quality of the views.
Neutral	Where the development would not be visible in the view.
Minor Beneficial	Where the proposed changes to the site would not only be in keeping with, but would also slightly improve the quality of the existing view.
Moderate Beneficial	Where the proposed changes to the site would be in keeping with, but would also improve the quality of the existing view.
Major Beneficial	Where the proposed changes to the site would be in keeping with and would greatly improve the quality of the scene through the removal of visually distracting features.

3.136 Officers have considered the significance and effects in relation to all 25 views when making their recommendation and have provided an assessment of the the most relevant views below:

**View 2:**

Towpath - Castelnau Conservation Area in the London Borough of Richmond.

The skyline silhouette of the proposed development would correspond closely to that of existing context which signals the general build up of scale towards the town centre behind a fragmented riverside townscape

Impact - The Townscape Assessment of the significance of impact is considered to be Neutral. Officers agree with this assessment.

**View 3:**

Hammersmith Bridge south bastion

This view takes in the context of the Grade II listed bridge and heritage assets which line the riverside in the Mall Conservation Area. Landmark House is clearly visible and signposts the town centre. One of taller blocks in the proposed scheme will be seen adjacent to Digby Mansions in the image but on the horizon and at some distance from the riverside. It would be lower than roof line of Digby Mansions.

The effect of distance between the application site and Digby Mansions and riverside and the fact that the height of the proposal would appear lower than the foreground buildings make the proposal acceptable in this view. The design of the upper levels of the proposal will be crucial to achieve a satisfactory appearance.

Impact – The Townscape Assessment of the significance of impact is considered to be minor beneficial. Officers agree that the impact would be minor and would be a small component which is dominated in the wider view.

**View 5:**

Thames path opposite Lower Mall.

Thames Tower and Landmark Tower appear in the background to the riverside frontage which provides a strong uninterrupted definition to the riverside edge. Part of one of the proposed taller blocks would be seen rising above the skyline of the riverside frontage but would correspond with the general heights of the town centre buildings. Ashcroft Square and St Martins House are visible at this point. The riverside buildings are strong townscape buildings that remain unharmed by this minimal intervention.

Impact – The Townscape Assessment of the significance of impact is considered to be minor beneficial. Officers agree that the impact would be minor and would be a small component which is dominated in the wider view.

**View 6:**

Thames Path adjacent to the boathouse.

The built fabric which addresses the riverside to the east is replaced by the landscaped context of Furnival Gardens. The town centre buildings are seen over the tops of the canopies of the densely planted trees in Furnival Gardens. The proposed buildings appear as three individual elements with the tallest rising no higher than St Martins House. They would adopt a more slender form to express a sense of verticality and allow the sky to be visible between them. They would act as legible markers for town centre.

Impact – The Townscape Assessment of the significance of impact is considered to be moderate beneficial. Officers agree with this conclusion subject to the detailed design development of the upper levels of the taller buildings.

**View 10:**

Bridge View, Mall Conservation Area.

The view has as its context the A4 flyover at the end of the street and a strong avenue of mature street trees which currently screen the flyover reasonably well. The proposal would be glimpsed through the gaps in the trees and where visible would be seen as part of town centre scale and context.

Impact – The Townscape Assessment of the significance of impact is considered to be minor beneficial. Officers agree that the impact would be minor and would be a small component which is dominated in the wider view.

**View 14:**

Raynham Road – Bradmore Conservation Area.

Raynham Road is a fine street with well maintained terraces. St Martins House appears in slab form as a backdrop over the terraces and terminates the vista. The proposal would be marginally closer and occupy marginally more sky space however it would have a broken form and massing so as not to appear as bulky in the view. This view once again shows the importance of good design of upper floors. The proposed building would improve this view.

Impact – The Townscape Assessment of the significance of impact is considered to be moderate beneficial. Officers agree with this conclusion subject to the detailed design development of the upper levels of the taller buildings.

**View 15:**

Atwood Road – Bradmore Conservation Area.

This view is along the domestically scaled two-storey terraced street. The tower of Church of St John is on the axis of this view but is currently read against St Martins House. The proposed development would replace St Martins House as the backdrop. It would appear as similar in height but the three separate blocks would be apparent. The impact on the Church tower is likely to be unchanged however the broken massing of the silhouette and the improved design should be beneficial.

Impact – The Townscape Assessment of the significance of impact is considered to be moderate beneficial. Officers agree with this conclusion subject to the detailed design development of the upper levels of the taller buildings.

**View 16:**

Iffley Road at Adie Road – Bradmore Conservation Area

The proposed development will be visible above the roofline of the terraces on the street. The composition of the street is however strong enough to have buildings appear in the backdrop and leave it unharmed. The proposed high quality elevations would add to the composition in this view.

Impact – The Townscape Assessment of the significance of impact is considered to be moderate beneficial. Officers agree with this conclusion subject to the detailed design development of the upper levels of the taller buildings.

**View 17:**

Overstone road – not within the Conservation Area.

The view looks south to the western end of the site. The street has a strong linear character. West 45 and St Martins House appear at end of street.

The proposal would appear at the end of the street. The proposed curved façade would replace West 45 element and the taller element would appear as vertical tower building and read against the horizontality of the St Martins slab block. There will be a marginal increase in combined mass but with significantly improved architecture.

Impact – The Townscape Assessment of the significance of impact is considered to be moderate beneficial. Officers agree with this conclusion.

**View 18:**

Hammersmith Grove at Adie road – Hammersmith Grove Conservation Area.

The proposal would be largely screened by trees and where visible the impact would be marginal. It would take the general scale of the foreground buildings.

Impact – The Townscape Assessment of the significance of impact is considered to be minor beneficial. Officers agree that the impact would be minor and would be a small component which is dominated in the wider view.

**View 20:**

Angel Walk – King Street Conservation Area.

There is a mix of building scales heights and styles in the view. The central taller block in the proposal will be visible above the roof line of Ashcroft Square but is not considered to harm the view.

Impact – The Townscape Assessment of the significance of impact is considered to be Negligible. Officers agree with this assessment.

**View 21:**

Bridge Avenue – King Street Conservation Area.

The terrace on the right hand side of the street are listed Grade II. Other buildings in this view are of low architectural merit. Only a small part of the proposed building would be seen in winter months.

Impact – The Townscape Assessment of the significance of impact is considered to be Negligible. Officers agree with this assessment.

**View 23:**

Glenthorne Road at Cambridge Grove – Bradmore Conservation Area.

The Stonemasons Arms public house and the Church of St John and landscaped churchyard would continue to dominate this view. The development would be seen in the background. The stepped massing, with a proposed increase in scale towards the town centre, would be apparent

The proposed five storey street frontage to Glenthorne Road and the beneficial effect of reinstating the street edge would be apparent. The taller elements would be seen as the backdrop to the reinstated frontage.

Impact – The Townscape Assessment of the significance of impact is considered to be moderate beneficial. Officers agree with this conclusion.

**View 24:**

Glenthorne Road at Leamore Street – view position in Bradmore Conservation Area.

The existing car park presents a poor aspect to the street. The frontage would be replaced by terraced brick residential buildings thereby reinforcing the street edge and balancing the scale and rhythm of the Victorian terrace opposite.

Impact – The Townscape Assessment of the significance of impact is considered to be moderate beneficial. Officers agree with this conclusion.

**View 25:**

Southerton Road.

West 45 and St Martins House currently terminate the view south along Southerton Road. The development reinstates the street frontage to provide a defined edge. Beyond the proposed frontage buildings the tallest eastern tower would be seen to rise in a layered composition above the existing datum set St Martins House. The fine detailing and articulation of the elevations would improve this view.

Impact – The Townscape Assessment of the significance of impact is considered to be moderate beneficial. Officers agree with this conclusion.

3.137 English Heritage have made 3 representations to the Council in relation to this application. The first response made no objection to the proposals however the second response raised concerns in relation to the impact of the proposal on the George PH from the Butterwick, the impact on views of the tower of St John the Evangelist Church (Grade II\*) and the impact of the view from Iffley Road on the Bradmore Road Conservation Area.

3.138 A third letter was received from English Heritage following a meeting with officers and the applicant. This letter maintained the concerns raised but acknowledged that the harm English Heritage consider to be caused by the proposals would be relatively limited. English Heritage also acknowledge the townscape improvements the proposals would result in.

- 3.139 The applicant has responded to the concerns raised and set out that the George PH would not be adversely affected by the proposals given that the view shown in the document is one of several views of the PH and the appearance of the proposal at its roofline does not harm its symmetry or composition. Regarding the view of the tower of St John the Evangelist Church, this is currently seen against a backdrop of part sky and part One Lyric Square and it is considered that the backdrop of the proposed development would improve this view. Lastly, in relation to the view of the proposals from Iffley Road, it is considered that distant views of the development would not result in harm to the Conservation Area.
- 3.140 Officers have carefully considered the comments made by English Heritage and the applicant's response to these comments, which are consistent with the conclusions of the ES Townscape Assessment. Furthermore, as English Heritage point out in their third letter, the development should be assessed against Paragraph 134 of the NPPF which notes that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this should be weighed against the public benefits of the proposal. In this instance, the proposed development has clear public benefit in terms of its regeneration of this part of HTC.
- 3.141 In coming to the conclusions with regards to visual impact, officers have considered the guidance offered by English Heritage in their document 'Seeing History in the View' dated May 2011 which states that views are often kinetic in nature and may change as the observer moves around the viewing place. Officers have assessed all of the submitted views on site and have paid regard to how the impact would change as the viewpoint is varied within each area. It is accepted that the taller elements will be visible from residential areas within the adjacent conservation areas. However, this alone would not constitute harm. Officers are of the opinion that the nature (and impact) of the views of the development from surrounding sensitive locations would not result in harm to their setting.
- 3.142 Whilst the proposal will result in the loss of a number of trees along the Glenthorne Road and Beadon Road frontages, the proposed landscape areas to the street frontages are considered by officers to support the proposed townscape and would contribute to creating a strong identity and sense of place. Proposed changes to the "public frontages" of the scheme would be beneficial to the streetscape with landscaped front gardens to the buildings and an avenue of replacement street trees.
- 3.143 A wider footpath is proposed along Beadon Road to improve the scale of the space. High quality materials are proposed for the surfacing including York Stone paving and the design of the streetscape would meet the councils Streetsmart standards.
- 3.144 Concern has been raised regarding the loss of the landscaped areas outside the existing West 45 building by local amenity groups. The proposal will result in a narrower pavement outside Beadon Road/ Glenthorne Road and the removal of the trees and shrubs. However, new planting beds are proposed at the south-east corner of the site adjacent to the entrance to the apartment block, and on the corner at the Beadon Road / Glenthorne Road junction to mitigate against this loss and officers consider that the loss is acceptable given the replacement planting

and the overall improvements to the public realm the proposed development would result in.

- 3.145 The podium landscaped spaces would include trees, shrubs, green walls, play space and seating areas for residents.
- 3.146 The GLA considered that in urban design terms the proposed scheme is well laid out, with buildings built to the back of the footway enclosing and activating the public realm and creating a clear threshold between public and private open spaces. Ground floor units facing Leamore Street and several on Glenthorne Road are accessed directly from the public realm ensuring the development contributes to animating the street which is particularly welcomed.
- 3.147 The scheme now varies from 4 to 17 storeys in height. The overall massing strategy is considered acceptable by the GLA and reflects well the hierarchy of surrounding routes.
- 3.148 The Councils DRP reviewed the scheme at an early stage in its design development. The Panel welcomed the introduction of residential units into the town centre on this site and supported the design concept of the scheme and details presented. Several of the comments made at the panel have since been addressed in the development of the scheme such as the opportunity for the residential units to have direct access for Leamore Street and the importance of good boundary treatment.
- 3.149 The Panel were concerned over the location and operation of the service bay and how this would work and appear in detail.
- 3.150 The Panel supported the proposed palette of materials which it felt would help integrate the new scheme into the locality, and the set backs on the frontages to reduce the perceived height in the street were welcomed.
- 3.151 The Panel supported the removal of the existing trees on the basis of the suitable replacement scheme as indicated.
- 3.152 The Panel asked the applicant to investigate whether greater permeability could be achieved through the site.
- 3.153 The Panel were concerned over the height of the taller elements and questioned the impact they may have on the surrounding townscape. In particular the proposed height of the tower in the south-east corner was questioned (photomontage views were unavailable this stage and the heights have since been reduced).
- 3.154 The panel welcomed the quality of the scheme in general and suggested that the Council secures the quality of the design through appropriate conditions.
- 3.155 The applicants have addressed the comments arising from the consultation process, and where possible the scheme has been amended.
- 3.156 The proposed scheme represents an opportunity to regenerate this part of HTC. In this respect it meets the aims of the Councils Core Strategy.

- 3.157 Currently, this site presents a poor aspect to the streetscene and provides an opportunity for significant enhancement of the local townscape.
- 3.158 The impact of the scheme on the surrounding townscape and in particular the taller elements and their impact on the local heritage assets in key views has been assessed through agreed visual studies within the ES and found to be acceptable.
- 3.159 The submitted scheme would connect the site with surrounding townscape and repair the streetscene by reinstating street frontages at an appropriate scale. The proposed built form has a massing which responds to the surrounding townscape and has a variation in architectural character which provides interest across the frontages. The proposal would add a new piece of high quality townscape to the town centre.
- 3.160 National, Regional and Local Policy and guidance supports the proposal for a tall building in this location. The impact of the tall building on the surrounding townscape which includes heritage assets has been considered through a Townscape and Visual Impact Assessment. From this analysis it can be concluded that the impact on surrounding townscape is acceptable, and in particular the setting of the heritage assets would be preserved to the extent that their significance is sustained. Furthermore officers are of the opinion that the design of the tower is of an appropriate quality such that it would make a positive contribution to the skyline of this part of the Borough.
- 3.161 It is considered that the proposals result in a high quality scheme which responds well to its surroundings, and would be in accordance with policies EN2, EN2B, EN8, EN31, EN32 and EN34 of the UDP (as amended 2007 and 2011), policy BE1, HTC and HTC 3 of the Core Strategy (2011) and London Plan policies 7.1, 7.2, 7.3, 7.4, 7.5, 7.6, 7.8 and 7.27, together with emerging DMLP policies G1, G2, G6 and G7.

#### Density

- 3.162 London Plan policy 3.4 requires development to optimise housing output for different locations taking into account local context and character, the design principles in Chapter 7 and public transport capacity. The residential density matrix in Table 3.2 provides density ranges which would allow developments to achieve a sustainable level of provision.
- 3.163 Policy H3 of the Core Strategy notes that some high density housing with limited parking may be appropriate in locations with high levels of public transport accessibility (PTAL 4 – 6) provided it is satisfactory in all other respects.
- 3.164 The public transport accessibility level of the site is PTAL 6b, and the site is considered to be located within a Central Setting. Table 3.2 of the London Plan sets out density ranges of between 650-1,100hr/ha (140- 405u/ha) for central settings. The London Plan identifies a central setting as being within a Metropolitan or major town centre.
- 3.165 When calculating density on mixed use sites, the impact of the non-residential component should be taken into account, by taking the net residential site area

excluding the non-residential floorspace (the 'Greenwich' method of calculating density).

- 3.166 The density on this mixed use site has been calculated by taking the percentage of total floorspace that would be in residential use (87% of total floorspace) and applying it to the total net site area, to come up with a notional 'net residential site area'. Then dividing the total habitable rooms or units by this notional net residential site area.
- 3.167 Using this method the proposed density of the scheme would be 1209 hr/ha or 464 u/ha, which is in excess of the density range for Central settings.
- 3.168 The Mayor's Housing SPG sets out that where proposals are above the relevant density range they must be tested rigorously. They must take account of the different aspects of 'liveability' including design quality, physical access to services and the wider context of the proposal as well as the factors set out in London Plan Policy 3.4.
- 3.169 Officers are mindful of the fact that density is a guide to ensure optimisation of brownfield sites. The site lies within HTC, designated as a major town centre, and is within close walking distance of three Underground Lines and a bus terminal. Furthermore, it lies within close walking distance of all the town centre amenities available in Hammersmith. It is therefore a highly sustainable location capable of a high density development. Other sections of the report set out how the scheme achieves the 'liveability' aspects required by the Mayor's Housing SPG.
- 3.170 It is therefore considered that proposed density level is acceptable given the highly sustainable location, the high quality of design and accommodation and the regeneration benefits of the scheme and it is therefore acceptable in accordance with Policy 3.4 of the London Plan and Policy H3 of the Core Strategy.

#### Standard and Quality of Accommodation

- 3.171 Policy 3.5 of the London Plan requires new residential development to provide a high quality of internal living environment. Table 3.3 of this policy specifies unit sizes for new development. A caveat is included within the policy stating that development that does not accord fully with the policy can be permitted if it exhibits exemplary design and contributes to the achievement of other policy objectives.
- 3.172 Policy 3.8 of the London Plan requires new residential development to be built to lifetime homes standards, with 10% of units designed to be wheelchair accessible or easily adaptable to this standard. Policy 7.3 advises that new development should seek to create safe, secure and appropriately accessible environments.
- 3.173 The Mayor's Housing Supplementary Planning Guidance (2012) provides further detail on the Housing Policies in the London Plan, providing guidance on quality and design including minimum room and unit sizes, amenity and children's play spaces standards, accessibility and security.
- 3.174 Policy EN10 of the UDP requires new development to create a safe and secure environment. UPD Policy HO6 and emerging Policy DM A4 require, among other

matters, 10% of new residential units to be designed to be suitable for occupation by wheelchair users. Standard S7A specifies minimum internal floor space standards for new residential units. DM LP policy DM A2 requires high quality design of all new housing which should meet the internal space standards as set out in the London Plan.

- 3.175 Policy H3 of the Core Strategy requires new residential development to provide high quality living conditions for future occupiers. Emerging policy DM A2 sets out that all new housing must be of a high quality design.
- 3.176 All of the proposed units have been designed to exceed the minimum dwelling size requirements outlined in the Mayor's Housing SPG and Standard S7A of the UDP.
- 3.177 Standard S7A requires a minimum floorspace of 30sqm for units with 1 habitable room, and 44.5sqm for units with 2 habitable rooms. The Mayor's Housing SPG requires a minimum of 37sqm for studio units and 50sqm for 1 bed flats. The Manhattan units range in size from 39 sqm to 60 sqm. The majority of the Manhattan units (74%) are above 44.5sqm level for units with 2 habitable rooms as set out in S7A, with 6% being above the 50sqm 1 bedroom flat requirement of the Mayor's Housing SPG.
- 3.178 Officers acknowledge that the design and layout of the Manhattan units follow the emerging 'pocket home' concept of making efficient use of limited space in providing compact and therefore affordable units for modern living for single working people or couples. The Manhattan units all meet the Mayor's spaces standards for one person homes, and some meet the standards for two person homes. When considered in the context of the Council's other objectives, such as increasing housing provision and low cost home ownership opportunities, such sizes of units are considered acceptable.
- 3.179 Officers consider that all of the units have been well designed to make good use of the space by having minimal circulation areas and combined living/dining areas with built-in kitchen units. The majority of units (98%) have access to a private terrace or balcony, those that don't have readily accessible communal open space in the form of the three courtyards. The positioning of the windows has been designed to maximise daylight and openness to the units.
- 3.180 All the proposed units have been designed to meet the Lifetime Homes Standards, and 10% of the dwellings are designed to be wheelchair adaptable units (condition 55 would secure this). 10% of the on-site car parking bays would be designed for disabled people and located close to the cores. These matters would be secured by Conditions 58 and 59. The proposal therefore complies with London Plan Policy 3.8.
- 3.181 UDP Standard S13.3 (Aspect) and the Mayor's Housing SPG seek to avoid dwellings that have all their habitable room windows facing exclusively in northerly direction. The proposed development does contain a total of 6% of single aspect units on site, and only 5 of these would be purely north facing.
- 3.182 The configuration of the site presents limitations with regard to site layout, particularly in relation to its long, north facing frontage onto Glenthorne Road which is where the solely north facing units are located. Discussions with officers

have led to this elevation being articulated to allow for side windows as well as front facing windows to improve outlook. In addition, windows are now inserted in the south facing, naturally lit corridors behind the units to provide them with borrowed light, further improving their amenity and effectively creating dual aspect units. These amendments have been submitted as part of the planning application.

- 3.183 The Mayor's Housing SPG recommends that the number of units served by an individual core should not exceed 8 in order to help foster a sense of community. There are 6 cores in the development that serve more than 8 homes per core. This includes 1 core that serves 11 homes, two cores that serve 10 homes and 3 cores that serve 9 homes.
- 3.184 The applicants Design and Access Statement includes a section on secured by design and how the design evolution has been guided by Secured by Design principles. Details of how the whole scheme would seek to adequately achieve Secure by Design status is required by condition 54.
- 3.185 In conclusion, it is considered that the standard of accommodation is acceptable in accordance with the relevant policies and guidelines.

#### Impacts on Surrounding Properties

- 3.186 This section focuses on the impact that the scheme would have on the properties surrounding the site. Policy EN8 of the UDP and Policy DM A9 of the emerging DMLP outline that development should respect the principles of good neighbourliness and ensure that new developments are designed so that the amenities of existing residential properties are not unacceptably harmed. Standard S13 provides guidance on the loss of outlook and the loss of privacy of neighbouring properties arising from new development.
- 3.187 The proposal site is surrounded by residential properties to the west along Leamore Street, to the south along Ashcroft Square and to the north along Glenthorne Road. The properties opposite the site along Beadon Road are all in commercial use.
- 3.188 UDP Standard S13 recommends 18m as the minimum separation distance between facing habitable rooms in urban areas.
- 3.189 The existing properties along Glenthorne Road lie between 23m and 31m away from the proposed development and the residential properties at Ashcroft Square lie between 37m and 43m from the development boundary. These distances therefore comfortably comply with S13 of the UDP.
- 3.190 The existing properties along Leamore Street are the closest residential properties to the site and lie between 18m and 19m away from the proposed development. These distances comply with S13 of the UDP. However, balconies are proposed at third floor level and these are 16m and 17m away from the existing properties opposite. Although these are closer than the 18m guidelines set in S13, they are above the two storey properties opposite and in line with their roof tops. There would not be any direct overlooking as a result of these balconies and any views into the properties opposite would be at an oblique angle and still at quite a substantial distance.

- 3.191 The proposed elevation on Leamore Street also contains small roof terraces at fourth floor level. These look directly above the existing properties opposite and are sufficiently distant to meet Policy S13. It is therefore considered that the proposal will not give rise to unacceptable overlooking or a loss of privacy within neighbouring buildings. It is also considered that there is sufficient distance between the proposals and the existing properties to avoid noise and disturbance resulting from use of the balconies and roof terraces.
- 3.192 Aside from the Leamore Street elevation, roof terraces and balconies are proposed throughout the development but it is considered there is sufficient distance between these and the nearest existing residential properties to prevent detrimental overlooking, noise or disturbance.
- 3.193 In summary, the proposal would not result in surrounding properties experiencing any significant undue loss of amenity in terms of overlooking, privacy, noise and disturbance. The proposal is considered to comply with policy requirements on this matter.

#### Daylight, sunlight and overshadowing

- 3.194 Policy 7.6 of the London Plan states that buildings and structures should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy, overshadowing, wind and microclimate. This is particularly important for tall buildings. Policy 7.7 states that 'tall buildings should not affect their surroundings adversely in terms of microclimate, wind turbulence, overshadowing, noise, reflected glare, aviation, navigation and telecommunication interference'. There are no specific policies with regard to daylight, sunlight or overshadowing either within the saved UDP or Core Strategy. UDP policy EN8 does however refer to impact generally and the principles of 'good neighbourliness'.
- 3.195 The development has been assessed with regards to the impact on the levels of daylight and sunlight enjoyed by existing residential dwellings. A number of objectors have raised concerns about loss of daylight and sunlight. Accordingly this issue has been considered in detail and also assessed against the requirements of policies 7.6 and 7.7 of the London Plan, and the BRE guide 'Site Layout Planning for Daylight and Sunlight, 2011'.
- 3.196 The application is supported by a daylight, sunlight and overshadowing assessment in the Environmental Statement (ES). Since original submission of the ES, additional information has been submitted which provides further clarification on a number of matters and this is set out in more detail below.
- 3.197 The assessment has been undertaken in line with the guidance provided in the Building Research Establishment (BRE) document entitled 'Site Layout Planning for Daylight and Sunlight' (2011). The assessment considers the potential impacts of the proposed development on daylight, sunlight and overshadowing on existing and neighbouring buildings. In urban and city centre areas, BRE Guidelines advise that the guidance be applied flexibly and there are circumstances that will exist where a greater degree of obstruction to light can on occasion, be acceptable.

- 3.198 The daylight and sunlight assessment has been undertaken on those residential properties most likely to experience impacts from the development, i.e. the nearest residential properties.
- 3.199 The daylight assessment has been undertaken using a specialist computer model. The model which is orientated north also enables the path of the sun to be tracked to establish the shadows cast by both the existing and proposed buildings.
- 3.200 When considering and interpreting the results the key factor is the change in the quantum of daylight and sunlight and not the percentage change. The percentage change can be misleading, particularly where the baseline values are small. In these situations, a small change in the quantum of light could represent a high percentage change in the overall figure, implying that there was a significant change in daylight when actually the difference is negligible.
- 3.201 A number of objections have been received from local residents and local interest/amenity groups in relation to the perceived sunlight and daylight impacts and the perceived harm this would have on residents residing in the local area.
- 3.202 The BRE guide recommends that windows and rooms within only residential properties need to be assessed, and does not require any assessment on commercial or business properties, although it states that they may also be applied to non-domestic buildings where the occupants have a reasonable expectation of daylight. Taking this advice into account, officers do not consider it necessary to assess non residential buildings within the vicinity of the site.

#### Daylight

- 3.203 The BRE Guidance sets out three different methods of assessing daylight to or within a room, the Vertical Sky Component (VSC) method, the plotting of the no-sky-line (NSL) method and the Average Daylight Factor (ADF) method.
- 3.204 The VSC method measures the amount of sky that can be seen from the centre of an existing window and compares it to the amount of sky that would still be capable of being seen from that same position following the erection of a new building. The measurements assess the amount of sky that can be seen converting it into a percentage. An unobstructed window will achieve a maximum level of 40% VSC. The BRE guide advises that a good level of daylight is considered to be 27% VSC. Daylight will be noticeably reduced if after a development the VSC is both less than 27% and less than 80% of its former value.
- 3.205 The plotting of the NSL measures the distribution of daylight within a room. It indicates the point in a room from where the sky cannot be seen through the window due to the presence of an obstructing building. The NSL method is a measure of the distribution of daylight at the 'working plane' within a room. In houses, the 'working plane' means a horizontal 'desktop' plane 0.85 metres above floor level. This is approximately the height of a kitchen work surface.
- 3.206 The NSL divides those areas of the working plane in a room which receive direct sky light through the windows from those areas of the working plane which do not. If a significant area of the working plane lies beyond the NSL (i.e., it receives no

direct sky light), then the distribution of daylight in the room will be poor and supplementary lighting may be required.

- 3.207 The impact of the distribution of daylight in an existing building can be found by plotting the NSL in each of the main rooms. For houses, this will include living rooms, dining rooms and kitchens. Bedrooms should also be analysed, although they are considered less significant in terms of receiving direct sky light. Development will affect daylight if the area within a room receiving direct daylight is less than 80% of its former value.
- 3.208 The ADF method uses a mathematical formula which involves values for the transparency of the glass, the net glazed area of the window, the total area of room surfaces, their colour reflectance and the angle of visible sky measured from the centre of the window. This is a method that measures the general illumination from skylight and takes into account the size and number of windows, room size, room qualities and room use. The BRE test recommends an ADF of 5% for a well day lit space or 2% for a partly day lit space. The minimum standards for ADF recommended by the BRE for individual rooms 2% for kitchens, 1.5% for living rooms and 1% for bedrooms.
- 3.209 The most commonly accepted approach to the issue of the impact of a development upon daylight to existing dwellings is to consider each of the three different methods. When reviewing the daylight results for each property, they should be considered sequentially; VSC, NSL and then ADF. In the first instance the VSC results should be considered.
- 3.210 If all the windows in a building meet the VSC criteria, it can be concluded that there will be adequate daylight. If the windows in a building do not meet the VSC criteria, the NSL analysis for the room served by that window needs to be considered. If neither the VSC nor NSL criteria are met, the ADF results should be considered. The assessment criteria specified within the BRE Guidance only suggests where a change in daylight will be noticeable to the occupants, it does not further define impacts beyond this.
- 3.211 In addition, the BRE Guidelines make clear that 'existing windows with balconies above them typically receive less daylight. Because the balcony cuts out light from the top part of the sky, even a modest obstruction opposite may result in a large impact on the VSC, and on the area receiving direct skylight. One way to demonstrate this would be to carry out an additional calculation of the VSC and area receiving direct sunlight for both the existing and proposed situations, without the balcony in place. For example, if the proposed VSC with the balcony was under 0.8 times the existing value with the balcony, but the same ratio for the values without the balcony was well over 0.8, this would show the presence of the balcony, rather than the size of the obstruction, was the main factor in the relative loss of light.'
- 3.212 The applicants have submitted VSC and NSL assessments for all of the residential properties that are adjacent to the site. The ADF test has not been carried out for the existing properties surrounding the site as none of the properties fail the NSL standard.

- 3.213 For properties with bay windows, the centre window facing directly outwards is taken as the main window to the room, as advised in the BRE guidance. Therefore if one of the smaller side windows to the bay experience alterations beyond the BRE guidance, but the main centre window continues to experience high levels of daylight within the BRE guidance, the impact on the room is considered to be negligible.
- 3.214 A Daylight and Sunlight assessment has been carried out on the following residential properties surrounding the site:
- 2 – 22, 30, 32 Leamore Street
  - 36 – 46, Dartmouth Castle (26) Glenthorne Road
  - Blocks 1 and 2 Ashcroft Square

#### Leamore Street Properties

- 3.215 The results demonstrate that the properties at 2 – 22, 30 and 32 Leamore Street the all achieve good levels of daylight. The ground floor windows of the properties at 12 – 22 Leamore Street experience alterations in VSC below the levels identified in the BRE Guidance, as do the windows in properties 30 and 32 however despite the reduction all windows maintain 80% of their former value, and therefore the change will not be perceptible. In some instances they represent an improvement on current conditions.

#### Glenthorne Road Properties

- 3.216 The properties on Glenthorne Road affected by the proposed development all achieve good levels of daylight with no windows experiencing a reduction in VSC greater than 80% of their former value. Any reductions to daylight levels are within 20% of the current values and therefore are not considered a material reduction in accordance with the BRE's recommendations.

#### Ashcroft Square Blocks 1 and 2

- 3.217 The Ashcroft Square elevation facing the site across the Underground lines has been separated into 2 blocks for the purpose of this assessment with Block 1 to the west and Block 2 to the east.
- 3.218 Block 1 comprises 8 residential storeys above podium level and Block 2 comprises 5 residential storeys above podium level. Both blocks face directly north and at each level are surrounded by a 3m walkway which provides access to the properties within these blocks. The openings in this elevation comprise front doors, high level bathroom windows and kitchen windows. Only the kitchen windows have been assessed for the purposes of this assessment.
- 3.219 The existing VSC for the properties in Block 1 range between 7.55% VSC and 16.29% VSC, well below the recommended 27% VSC. The proposed VSC values for these properties are reduced as a result of the proposed development. 25% of the windows will experience a reduction that maintains at least 80% of their former value and this impact will therefore not be perceptible. A further 25% of the windows will be only marginally below the 80% figure, therefore broadly meeting the VSC requirements. 50% of the windows on this elevation have a reduction

greater than 80% of their former value and therefore do not meet the VSC requirement.

- 3.220 The existing VSC for the properties in Block 2 range between 4.52% VSC and 15.25% VSC, again well below the recommended 27% VSC. The reduction in the proposed VSC for these properties ranges between 25% and 56% of their former value and therefore do not meet the VSC requirement of maintains a minimum of 80% of their former value. This indicates that the development may result in the occupants of these properties experiencing a change in levels of daylight.
- 3.221 However, the BRE Guidelines state that existing windows with balconies typically receive less daylight. In accordance with the guidelines, a further test has been carried out which assesses the impact on the Ashcroft Square blocks without the balconies in place.
- 3.222 The calculations show that, in respect of Ashcroft Square Block 1, all of the windows remain within 20% of their former value.
- 3.223 In respect of Block 2, 20 of the 93 windows within this block fall below 20% of their former value. Of these, 14 have a reduction of between 70% and 79% of their former value, and 6 between 60% and 69% of their former value.
- 3.224 The BRE Guidance is clear on the matter of balconies and walkways in that if the level of daylight achieved is well above the minimum standard without the balcony, then the balcony is the main factor with regard to the loss of light.
- 3.225 This is considered to be the case for Block 1 and the majority of the windows in Block 2 where it is considered that the presence of the walkway is of greater significance in terms of restricting daylight rather than the effect of the development.
- 3.226 Although the majority of windows within the Ashcroft Square blocks would meet the BRE Guidelines if the walkways were not in place, a further test has been undertaken for all the windows within these 2 blocks, in accordance with the sequential approach outlined above.
- 3.227 The No Sky Line (NSL) assessment has been carried for all of the windows affected on Blocks 1 and 2. Importantly, this assessment shows that the area of working plane that can receive direct sunlight would still be within acceptable levels for all rooms affected, with the balconies in place, and as such all properties within Blocks 1 and 2 of Ashcroft Square pass the NSL assessment.
- 3.228 In conclusion to the daylight section, the windows assessed within Leamore Street and Glenthorne Road would all achieve a good level of daylight and, in some cases, the daylight levels to these windows would be improved as a result of the development.
- 3.229 The windows within Blocks 1 and 2 of Ashcroft Square comprise kitchen and bathroom windows and currently have very low VSC levels. The proposed development would result in further reductions in VSC levels and many of the windows within Blocks 1 and 2 not meeting the BRE Guidance. However it has been demonstrated that, in the majority of cases, it is the presence of the 3m

walkway that is the cause of the low VCS levels, rather than the proposed development.

- 3.230 Furthermore, all of the windows meet the No Sky Line requirements as set out in the BRE Guidelines and as such there will not be noticeable effect on skylight to these rooms as a result of the proposed development.
- 3.231 Given the benefits of the proposal and the large degree of compliance in this urban area, officers on balance concur that provision of daylight is acceptable.

#### Sunlight

- 3.232 To assess loss of sunlight to an existing building, the BRE guidance suggests that all main living rooms of dwellings, and conservatories, should be checked if they have a window facing within 90 degrees of due south. The guidance states that kitchens and bedrooms are less important, although care should be taken not to block too much sun.
- 3.233 The Annual Probable Sunlight Hours (APSH) predicts the sunlight availability during the summer and winter for the main windows of each habitable room that faces 90 degrees of due south. The summer analysis covers the period 21 March to 21 September, the winter analysis 21 September to 21 March. The BRE Guidance states a window may be adversely affected if the APSH received at a point on the window is less than 25% of the annual probable sunlight hours including at least a 5% of the annual probable sunlight hours during the winter months and the percentage reduction of APSH is 20% or more.
- 3.234 Where a window does not meet the first criteria, retaining at least 25% total APSH with 5% in the winter months but the percentage reduction is less than 20% it will experience a negligible impact, as the area receiving reduced levels of sunlight is comparatively small when considering the baseline sunlight levels.
- 3.235 The only windows surrounding the development site that face 90 degrees due south lie along Glenthorne Road. The majority of windows here will continue to experience more than 25% total APSH including at least 5% of the APSH during the winter months.
- 3.236 The exceptions to this are 3 windows at first floor level at the Dartmouth Council Public House however this is a function room for the public house and not in residential use. In addition, during winter months, 1 window at basement level at 38 Glenthorne Road will reduce to 4%, at 36 Glenthorne Road 2 basement windows will reduce to 3% and 1 ground floor window to 4% during the winter months. During the summer months, 1 window at basement level at 36 Glenthorne Road will experience a loss from 26% to 19%.
- 3.237 It is considered that, on balance, the reductions in sunlight levels to 5 windows is acceptable in this relatively constrained urban environment.

#### Overshadowing

- 3.238 The BRE Guidelines recommend that for it to appear adequately sun lit throughout the year at least half of a garden or amenity space should receive at least 2 hours

of sunlight on 21 March. If, as a result of new development, an existing garden or amenity area does not meet the above, and the area which can receive 2 hours of sunlight on the 21 March is less than 0.8 times its former value, then the loss of sunlight is likely to be noticeable.

- 3.239 Following the BRE Guidance the applicants have assessed overshadowing. Using a sun tracking feature within a CAD modelling package the shadows cast over the rear gardens of neighbouring properties have been modelled.
- 3.240 Objections have been received from local residents concerned that the proposed development would create an unacceptable shadows on properties surrounding the site.
- 3.241 The applicants have submitted plans showing the shadows cast by the existing buildings in the area overlaid by the shadow that would be cast by the proposed development. The assessment demonstrates that there would be no overshadowing caused by the proposed development to the gardens in this area. The proposal therefore complies with the BRE guidance.
- 3.242 With regard to overshadowing of the amenity space on site, the BRE Guidance suggests that on March 21<sup>st</sup>, at least 50% of the amenity space should receive 2 hours of direct sunlight. The applicant has submitted a sun contour overshadowing analysis for the amenity areas within the development. This shows that the central and eastern courtyards will receive more than 2 hours of direct sunlight to more than 75% of the area. The western courtyard would receive 49% which is marginally below the BRE Guidelines. The proposals are therefore considered to broadly achieve the standards set out in the BRE Guidelines and are considered to provide an acceptable standard of amenity space.

#### Daylight and sunlight to proposed residential accommodation

- 3.243 The applicant has also submitted a daylight and sunlight assessment for the future occupiers of the development, which is included in the technical appendices of the ES and ES Addendum. The results of the daylight assessment show that following development, there would be good levels of daylight within the majority of proposed dwellings.
- 3.244 A total of 460 windows were tested from ground to fourth floor levels, with the assumption that the upper floors will achieve good levels of sunlight and daylight. 54 of the 460 proposed rooms would be below the recommended ADF level for the relevant room usage. 26 of these rooms are bedrooms, 2 are living room/ kitchen/ diners, 11 are living/ dining rooms and 15 relate to Manhattan apartments. The windows affected are situated below balconies which significantly reduces available daylight to such windows. This amounts to a total of 5.8% of all the windows in the whole development that do not meet the ADF standards. Further the guidance provided by the BRE does not require every dwelling to be lit to the levels advised. On balance this is considered acceptable.
- 3.245 With regard to sunlight, all the proposed windows at ground to fourth floor levels have been tested using the ASPH methodology, regardless of their orientation. Windows that do not face 90 degrees due south are capable of receiving only small levels of sunlight and as such the majority of these fail the ASPH standards.

- 3.246 With regard to the south facing windows, 41% of these achieve good levels of sunlight during both the summer and winter months. 34% of the windows tested meet the ASPH standards for either summer or winter, and 24% do not meet the standards for either summer or winter.
- 3.247 It is considered that given the size of the scheme, and the urban context, the impact of the proposed development in terms of daylight, sunlight and overshadowing to existing properties and for future occupiers will on the whole be acceptable. There are a small number of properties that may experience adverse impacts, however, given the regeneration benefits of the scheme, and the very small area of non-compliance with the BRE guidance which should be applied flexibly, it is considered that on balance, the proposed development is acceptable in this respect.

#### Open space

- 3.248 The NPPF recognises that access to high quality open space can make an important contribution to the health and well-being of communities.
- 3.249 Policy 3.5 of the London Plan seeks to enhance the quality of local places ensuring that new housing developments take into account the provision of public, communal and open spaces.
- 3.250 Policy H3 of the Core Strategy promotes shared amenity space in large residential developments. Policy OS1 promotes provision of quality accessible and inclusive open space, including children's playspace in new developments. Policy BE1 seeks good quality public realm and landscaping to help regenerate places. Policy DM A2 of the DM LP requires good access to open space for family housing.
- 3.251 Policy EN23 of the UDP requires the provision of suitable open space within new development to meet the needs of future occupiers. Policy EN23B similarly requires the provision of suitable playspace in developments that provides family housing. Policies EN23 and EN23B are supported by Standards S5A.1, S5A.2, S6 and S7.1 relating to the provision of amenity space in new development which require a directly accessible, private amenity area of garden of no less than 36sq.m for new family dwellings at ground floor level and 14sq.m for new non-family dwellings.
- 3.252 The proposal features a substantial amount of amenity space for future residents. Communal amenity space, in the form of three south facing courtyards, are proposed comprising green open space, seating, child play space, trees and planting. In total, the courtyards will provide 2,021sqm of communal amenity space.
- 3.253 Regarding private amenity space, all ground floor units, and podium level units facing the courtyards will have private gardens. The majority of other units will have access to private amenity space in the form of balconies and/ or roof terraces except for approximately 2% of the units (which are predominantly Manhattan units). All larger and family sized units will have access to outdoor private amenity space.

3.254 The private amenity space will be provided as follows:

- Balconies – 3,056sqm
- Roof Terraces – 2,2258sqm
- Private Gardens (Podium Level) – 386sqm
- Private Gardens (Ground Level) – 288sqm

3.255 The total amount of private amenity space proposed is 5,988sqm. The combined total of communal and private amenity space is 8,009sqm. This is broadly compliant with the UDP Standards and will provide open space of sufficient size and standard to create a good quality environment for future residents on site.

#### Children's Playspace

3.256 Policy 3.6 of the London Plan and the GLA's SPG 'Providing for Children and Young People's Play and Informal Recreation' (2008) sets out that 'development proposals that include housing should make provision for play and informal recreation, based on the expected child population generated by the scheme and an assessment of future needs. UDP Policy EN23B requires residential development that provides family dwellings to incorporate adequate play space provision in new developments. Core Strategy Policy OS1 seeks children's play provision in new developments. Policy E2 of the emerging DMLP requires on-site provision or an off-site contribution where it cannot be provided.

3.257 Using the methodology within the GLA SPG for 'Providing for Children and Young Peoples Play and Informal Recreation' it is anticipated that there will be approximately 42 children within the development (Manhattan units are not considered relevant in terms of calculating child yield). The breakdown in age groups comprises twenty seven under 5s; seven 5 – 10 year olds; four 11 – 15 year olds and four 16 and 17 year olds.

3.258 The guidance sets a benchmark of 10sq.m of useable child playspace to be provided per child, with under-5 child playspace provided on-site. The applicant is proposing 260sqm under-5 child playspace on site. Condition 29 would secure details of play equipment, boundary treatment and ground surface treatment of the playspaces.

3.259 In accordance with the Mayor's SPG, the requirements generated by older children can be accommodated by other facilities in the vicinity of the site (within 400m for 5 – 11 year olds and 800m for 12+ year olds). The site is relatively well served by public open space with Ravenscourt Park, Brook Green, Frank Banfield Park and Furnivall Gardens within walking distance of the site (between 400m and 600m).

3.260 Given the very urban location of the site, the three proposed communal courtyard spaces, and the gardens, balconies and terraces that make up the private amenity space on site, are considered to provide an acceptable quantum of amenity space and informal playspace.

#### Socio Economics and Community Impacts

- 3.261 The NPPF notes that there are three dimensions to sustainable development: economic, social and environmental that should not be undertaken in isolation because they are mutually dependent.
- 3.262 The Core Strategy states that a comprehensive approach to regeneration will be adopted in the Borough by focusing and encouraging major regeneration and growth in the five regeneration areas in LBHF (Strategic Policy A). In Regeneration Areas, the Council aims to tackle the physical nature of places thereby making them better places to live and work. Regeneration is necessary to address high levels of multiple deprivation and achieve decent neighbourhoods.
- 3.263 It is the Council's core objective (explained in the Core Strategy para 7.1) to complement physical change with social and economic regeneration, and improve life chances through improved education, health, safety and access to employment and better homes. The regeneration areas including HTC and Riverside represent an opportunity for significant new sustainable place making and will provide the focus for new development in the borough.
- 3.264 The Environmental Statement contains a socio economics and community effects section which demonstrates the potential economic benefits to LBHF from the development. The ES states that the existing office block on site is currently vacant and has been since the original occupiers have vacated the premises in 2007 and no new occupiers have been found despite extensive refurbishment and ongoing marketing. The site is identified as a Strategic Site for redevelopment located within the HTC and Riverside Regeneration Area allocated for a mix of town centre facilities and housing development under the LBHF Core Strategy strategic policy HTC2.
- 3.265 During the building out phase the development would generate employment on site and additional benefits would accrue from spending in the local economy. There would be a clause in the S106 requiring a commitment to ensure non-residential tenants comply with LBHF's local employment and training strategy which ensures appropriate jobs are offered to local residents during a period of exclusivity, before any wider recruitment drives. Furthermore the developers would be required to work in partnership with the Council's Economic Development Team to maximise job opportunities for local people including employment, training, apprenticeship opportunities, outreach programmes including schools to raise aspirations and awareness of job opportunities, including during construction phases.
- 3.266 Once completed the development would help to meet the housing growth targets set in the Council and would also contribute towards meeting housing needs and provide a mix of market and affordable housing. A mix of dwellings sizes is proposed across development that would help meet a range of household needs, helping to retain the existing population profile in compliance with the Core Strategy policies H1, H2, H3, H4 and HO6.
- 3.267 The development would include opportunities for employment in terms of commercial floorspace proposed helping to meet local employment needs and provide the opportunity for people to live and work locally if they choose to do so. The ES states that additional employment would arise from spending in the local economy by companies within the developments and those who work in the area

attracted to the commercial offer of the developments. New residents moving into the area would also bring benefits through their spend in the local economy. The social and physical infrastructure contribution offered by the developers for each application would help mitigate the impact of the developments on health and education.

- 3.268 The ES considered the effect of the proposed development in terms of Employment Creation during construction and demolition; Employment Creation during the proposed development in operation; Local Economic Impact; Housing; Affordable Housing; Education; Health; Open Space; Play Space and Communities and Leisure facilities and concluded that the effect will be negligible to beneficial.
- 3.269 Overall it is considered by Officers that the application would bring a number of potential benefits that are in line with the Council's regeneration ethos and strategy of economic regeneration and improving life chances through improved access to housing.

#### Cumulative Effects

- 3.270 The ES has identified 6 schemes in the vicinity of the site currently submitted for planning, consented, or under construction, which are likely to result in cumulative effects with regards to the social infrastructure of the area.
- 3.271 The ES considered the cumulative effects and impacts of both the proposed development and the committed developments in terms of demolition and construction; operation and occupation once completed; transport and access; noise and vibration; local air quality; ecology and nature conservation; townscape and visual impact; cultural heritage and archaeology; soils geology and contaminated land; water quality, drainage and flood risk; wind; daylight and sunlight; socio economics and community effects.
- 3.272 The results of the cumulative effects assessment revealed that for the most part there would be a negligible cumulative impact given that each scheme will mitigate any adverse effects of development. Officers have carefully considered these results and are satisfied that overall the application would not have any significant cumulative effects or impact when assessed against the committed developments in the area.

#### Transport and Car Parking

- 3.273 The proposals have been assessed with regards to transportation policies TN4, TN5, TN6, TN8, TN13, TN15, and TN28 of the adopted UDP. The proposal has also been assessed against the relevant Core Strategy Policy T1 and emerging DMLP Policies J1 – J5. Strategy regeneration area policies relating to HTC are also particularly relevant to the assessment of the key transport matters. London Plan Policies 6.3, 6.10, 6.11, 6.12, 6.13 are also relevant.
- 3.274 The site is located with HTC and has a PTAL score of 6b using Transport for London's (TfL's) methodology – which is the highest level and shows the site has excellent public transport accessibility.

## Vehicular Access

- 3.275 The existing car park has an 'in' and 'out' system in operation with the entry located to the west of the site on Glenthorne Road and the exit to the south east on Beadon Road. The proposed development would result in a new shared entrance/exit for the public car park located further to the east on Glenthorne Road. The existing Beadon Road exit would be widened and relocated further to the south east to be used for the servicing and delivery vehicles.
- 3.276 Drawings have shown that the vehicular and pedestrian visibility splays for the service access on Beadon Road meet with the required standards. The shared entry/exit for the car park also has acceptable pedestrian and vehicular visibility splays; a raised entry is being proposed across the access to alert pedestrians to potential traffic movements and provide a flush surface for improved mobility.

## Car Park

- 3.277 The existing 950 car parking spaces are located within a multi-storey car park with public highway frontage onto Glenthorne Road. The proposed car parking will be located within the ground and two basement floors of the development.
- 3.278 The proposed public car park comprises 700 spaces. Due to the reduction in the number of parking spaces, an existing car park utilisation and capacity study was undertaken to establish the existing capacity and demand for the public car park and on surrounding streets to understand whether the reduction in public car parking could be justified and ensure it would not lead to potential adverse implications on the surrounding public highway.
- 3.279 The survey data (dated September – November 2011) obtained for the existing car park shows that a weekday has higher usage than a weekend with the weekday demand peak around 620 spaces. On a Saturday the demand peak is approximately 380 spaces and on a Sunday 150 spaces. The majority of users of the car park stay for less than 4 hours. Additional capacity and demand surveys were undertaken in November 2012 which showed the weekday peak to be 516 and a weekend peak of 484 vehicles parking within the car park.
- 3.280 It should be noted that there are a number of parking permits issued for vehicles to park in the existing car park associated with Ashcroft Square residents, local businesses and the council which allow vehicles to park all day. The Council has 110 parking permits for the car park and it is the intention of the Council to remove these altogether. There are 10 permits allocated to Ashcroft Square residents and these will be re-provided and secured via Condition 84. This would therefore reduce the amount of vehicles parked within the car park all day and clearly increase provision for short stay parking. The reduction in public car parking to 700 spaces is therefore considered acceptable and in accordance with the Council's planning policies.
- 3.281 Parking beat surveys were carried out within the surrounding streets to assess the impact of the proposals on on-street parking. The area included parking within CPZ zones A, K and L for Beadon Road, Overstone Road, Southerton Road, Banim Street, Glenthorne Road, Cambridge Grove, Hammersmith Grove, Bradmore Park Road, Laningtons and Leamore Street.

- 3.282 This data showed that the parking levels on street, within the agreed survey area, reached levels of between 350-400 spaces out of a total of 534 spaces. Permit holder parking was also assessed with peak levels just over 300 and it was considered that the on street parking levels are not currently detrimental within the area and that the reduction in public car parking at the Kings Mall Car Park should not exacerbate any on street parking issues.
- 3.283 Nevertheless, a contribution towards assessments within the nearby Controlled Parking Zones for on street parking is considered essential by the Council to ensure that any potential future impact is monitored. This will address any perceived concerns about the parking impact as a result of the development and also enable the council to assess whether additional residential priority for on street parking is needed or additional short stay spaces for shoppers.
- 3.284 There will be 53 car parking spaces provided within the site, in addition to the 700 public car parking spaces, for the proposed 418 dwellings which equates to approximately 0.12 spaces per dwelling. This meets the requirements of Policy 6.13 and Table 6.2 of the London Plan given the high PTAL and excellent accessibility of the site.
- 3.285 The parking spaces within the car park will not be segregated and parking permits will be allocated to residents for car parking spaces. The car park will also include provision for disabled parking spaces, car club spaces, motorcycle provision (35 spaces, 2% of total provision) and electric vehicle charging points (10 spaces, 20% of total provision) across the car park.
- 3.286 The disabled provision for the residential element of the scheme will be 10% of the 53 parking spaces proposed (i.e. 6 spaces). Disabled spaces should be provided on a flexible basis as demand dictates to ensure the car park is used efficiently. The disabled space provision for the residential dwellings and public car park will be monitored and reviewed through the Car Park Management Strategy.
- 3.287 Segregating the public and residential elements of the car park was not considered prudent given the size of the site and the need for residents to park conveniently close to their core, particularly for disabled residents. It is not considered that this would result in any safety and security issues given the 24 hour management of the car park and the fact that there would only be 1 vehicular access point with the site. In addition, the car park is not proposed to operate over a 24 hours period and will therefore only be accessible to residents overnight.
- 3.288 A draft framework setting out the proposed Car Park Management and Access Strategy has been submitted as part of this application which sets out how the public car park spaces will be managed, controlled and utilised efficiently following completion. This document will be secured within the S106 Agreement including regular reviews and will cover, amongst other areas, the management within the car park of space allocation, signing, electronic management controls, charging, design of the car park and access into the car park in terms of the barrier access and how residents will be given 24 hour access but public access managed within certain hours.
- 3.289 There will be 70 electric charging points for the public car parking which is 10% of the total provision and initially there would be the provision of 1 car club space

within the car park and the number of spaces could be increased according to demand which will be monitored via the car park management and access strategy. These will be secured within the S106 agreement.

#### Cycle Parking

- 3.290 Cycle parking should be provided in line with London Plan Policy 6.9 and Table 6.3. The TA states that 464 cycle parking spaces will be provided for the whole development which meets the policy requirement. This is secured by Condition 60.
- 3.291 The commercial unit would require 2 cycle parking spaces which should be provided on the site frontage of the commercial unit. This is secured via Condition 60.
- 3.292 Additional cycle parking stands will be located within the public realm surrounding the site and the location of and installation of these will be secured via Condition 63. A contribution towards the Mayor's Cycle Hire scheme for the extension into LBHF will be secured within the S106 Agreement.

#### Trip Generation

- 3.293 The trips for the public car parking element are considered as existing although the number of public car parking spaces is being reduced. The trip generation for the proposed 418 dwellings and the commercial unit has been assessed using similar development sites within the TRAVL database. The high PTAL sites within TRAVL have higher levels of parking provision than then 0.12 spaces per dwelling proposed. It was therefore considered that the trip generation levels provided are higher than would be anticipated from the residential and commercial uses. Therefore the traffic modelling undertaken is considered to be robust.
- 3.294 This information highlights that the proposed quantum of residential development could generate up to 211 daily trips with 51 in the am peak and 46 in the pm peak. The commercial unit was assessed as an A1 convenience store as this is the highest trip generating use and it was calculated as generating approximately 24 trips throughout the day. In total there could be 55 trips the 7am-10pm and 51 trips in the 4pm-7pm with 235 trips daily.
- 3.295 Therefore it is clear that the actual level of development vehicular traffic is likely to be low compared to the existing traffic flows on the network. Surveys undertaken by the applicant show 800 vehicles on Glenthorne Road within the am peak and 710 vehicles within the pm peak hour currently. Although representations have been received about the potential impact it is only the commercial and residential elements that are new. The residential dwellings are restricted from applying for on street car parking permits and there are only 53 residential parking spaces at 0.12 spaces per dwelling which is extremely low and in line with the high accessibility and sustainability of the site.
- 3.296 The trip generation has been split into different mode shares which are shown in table 1 below. Given the high PTAL of the site with excellent accessibility there is a significant proportion of sustainable trips to the site.

**Table 1- Trip generation of residential dwellings and commercial unit**

<b>Mode</b>	<b>Daily</b>	<b>Am (7am-10am)</b>	<b>Pm (4pm-7pm)</b>
<b>All</b>	3286	688	777
<b>Car Driver</b>	235	55	51
<b>Car Passenger</b>	45	8	12
<b>Motorcycle</b>	19	3	5
<b>Bicycle</b>	92	19	27
<b>Taxi</b>	4	0	1
<b>Walk</b>	1130	218	271
<b>Bus</b>	501	108	117
<b>Rail/Underground</b>	1257	275	293

- 3.297 Core Strategy policy HTC2 states that any development on this site is expected to greatly improve pedestrian linkages between the car parking and shops. It is considered that the development would have very good pedestrian connectivity with the town centre, particularly as a result of the improvements to the site boundary along Leamore Street, Glenthorne Road and Beadon Road in terms of public realm and on-street activity.
- 3.298 Pedestrian Environment
- 3.299 A Pedestrian Environment Review System (PERS) audit has been carried out by the applicant for the main pedestrian routes surrounding the site which sets out that the development would lead to an increase in approximately 300 walking trips in the peak hour periods.
- 3.300 The majority of the links and crossings in the study area perform satisfactorily, however there are public realm improvements that will be carried out and should feed into a S.106 obligation.
- 3.301 The applicant has carried out a Pedestrian Comfort Level (PCL) assessment on the main pedestrian routes applicable to the site. It demonstrates that they have a rating of A so will be able to accommodate the increase in pedestrian flows. The public realm improvements including the widening of the footway fronting the site on the corner of Beadon Road/Glenthorne Road will provide a greater sense of place and safety. The number of entrances and exits into the site is also being reduced and flush entry treatments are proposed which improves accessibility and mobility around the site frontages. This is therefore considered acceptable to the Highway Authority.

#### Traffic Modelling

- 3.302 A micro simulation model was created by the applicants using S-paramics to assess the vehicular impact from the site. The model was constructed for 3 hour am and pm periods covering 7am-10am and 4pm-7pm for a base year of 2011. The model includes Glenthorne Road, Beadon Road and Hammersmith Grove. The opening year scenarios within the model have been compared to the baseline year to assess the impact on the network.
- 3.303 The relocation of the car park access from Beadon Road onto Glenthorne Road (which currently means all vehicles exiting the existing car park must enter the gyratory), was felt by the council, may lead to an unacceptable impact on

Hammersmith Grove given that vehicles would have a choice in direction to travel. Surveys indicate that currently 63% of traffic travels through the gyratory with 37% travelling along Hammersmith Grove. The Council however required the applicants to model three different scenarios for traffic flow distribution as shown in the table, including a sensitivity test; there are negligible differences between the different flow distributions.

- 3.304 The model does include committed developments which creates a robust approach. For the initial modelling the existing zebra crossing on Glenthorne Road, which needs to be relocated due to the new vehicular access for the development, has been relocated to the west of the proposed entry/exit for the car park.
- 3.305 The modelling results for the three different traffic flow distribution scenarios only marginally differ in terms of the impact on Hammersmith Grove.
- 3.306 Due to recommendations raised within the Road Safety Audits two options for the zebra crossing to the east and west of the proposed access and different design layouts on Glenthorne Road were proposed. These scenarios have also been modelled.
- 3.307 The Highway Authority is therefore satisfied that sufficient modelling has been undertaken to assess the development impact on the existing network and that the modelling is robust. The development impact from the dwellings and commercial unit is marginal and even if a worse case was considered the impact on Hammersmith Grove is not significant in terms of traffic flows or journey times.

**Comparison Am peak scenarios**

Link	Modelled link flows (vehicles)		
	63 (gyratory)/37 (Hamm Grove) Scenario 1	50/50 Sensitivity Scenario 2	37 (gyratory)/63 (Hamm Grove) Sensitivity Scenario 3
Glenthorne Road (east of Iffley Road)	808	810	809
Beadon Road (east of existing Car Park exit)	430	424	421
Hammersmith Grove (southbound from Glenthorne Road)	268	278	277
Hammersmith Grove (northbound from Glenthorne Road)	146	150	150

### Comparison Pm peak scenarios

Link	Modelled link flows (vehicles)		
	63 (gyratory)/37 (Hamm Grove) Scenario 1	50/50 Sensitivity Scenario 2	37 (gyratory)/63 (Hamm Grove) Sensitivity Scenario 3
Glenthorne Road (east of Iffley Road)	672	669	671
671 Beadon Road (east of existing Car Park exit)	530	516	500
Hammersmith Grove (southbound from Glenthorne Road)	164	155	153
Hammersmith Grove (northbound from Glenthorne Road)	247	265	283

### Journey time comparison

Time period	63 (gyratory)/37 (Hamm Grove) Scenario 1	50/50 Sensitivity Scenario 2	37 (gyratory)/63 (Hamm Grove) Sensitivity Scenario 3
Am peak hour 8am-9am	347	334	354
Pm peak hour 5pm-6pm	143	128	121

- 3.308 The Council is therefore satisfied that sufficient modelling has been undertaken to access the development impact on the existing network and that the modelling is robust. The development impact from the dwellings and commercial use is marginal and even if a worst case scenario was considered, the impact on Hammersmith Grove is not significant in terms of traffic flows or journey times.

#### Delivery and Servicing

- 3.309 There will be a proposed vehicular access on Beadon Road to service the site, this access will only allow single vehicular flow and therefore the Highway Authority requested that a Service and Delivery Management Framework be submitted to outline how this area will be controlled and managed to address any potential impacts on the highway network.
- 3.310 The applicants have submitted a Delivery and Service Framework which sets out how deliveries to and servicing of the proposed development will be carried out. Details have been submitted to show that this area has satisfactory turning and access points and provides details as to how this area will be controlled and officers are satisfied with the detail provided.

- 3.311 A Delivery and Service Strategy will be secured as part of the S106 Agreement which will ensure effective management and control of the service area; this will be regularly reviewed.

#### Travel Plan

- 3.312 A Travel Plan Framework for the site has been submitted which provides information on what the applicant's intentions and objectives for promoting sustainable travel will be. Given the extremely high accessibility of the site and low car parking levels the Council is satisfied with the submitted information that this high accessibility will be harnessed by the residents and commercial occupier based on effective management and review of the travel plan and measures highlighted in the framework. This will be included in any S106 agreement ensuring regular monitoring and review.

#### Demolition and Construction Logistics Plan

- 3.313 The development will be split into two phases and the applicants are contractually obliged to retain 647 public parking spaces during Phase 1 of the development project and 250 public parking spaces during Phase 2. The applicant has confirmed that they anticipate that the Phase 1 construction period will be approximately 3 years with Phase 2 taking approximately 4 years. However, the phases overlap and total construction is anticipated to be 5 – 6 years. There will be a 15 month period when the only the public car park located in Phase 1 will be available and this will amount to 250 spaces.
- 3.314 At least one footbridge to the shopping centre will remain open throughout the redevelopment and this is secured via condition 65.
- 3.315 A Construction and Logistics Framework has been submitted which provides brief details on the elements of each phase including the demolition and construction of the scheme, Approximate vehicle movements and a potential route to/from the site has been highlighted. It is noted:

*The likely peak HGV trips will be associated with bulk excavation and piling when about 20 HGV trips per day may be expected, and allowing for additional deliveries of construction materials of about 5 per day, the predicted peak construction HGV trips (one-way) are about 25 per day, equivalent to about 4 trips per hour (i.e. 8 HGVs entering or leaving the site every hour) or approximately a HGV movement every 7½ minutes”.*

- 3.316 The council is aware of the constraints to the site and is satisfied that an acceptable strategy for construction logistics can be reached and does welcome the initial proposals. A demolition method logistics statement and “Construction and Logistics Plan” will be required as part of the S106 agreement prior to any works commencing. This is to ensure the Council is satisfied that impacts on the highway network, especially the SRN have been minimised and will involve in-depth discussions with the Council and TFL to finalise the arrangements.
- 3.317 The Car Park Strategy Design and Management document submitted with the application includes a section on the construction of the car park. The existing car

park will be retained in part during construction phase 1 (which is to the east of the site) and the existing exit onto Beadon Road will therefore be closed. The existing entrance to the west on Glenthorne Road will be temporarily altered to allow access and egress from the car park.

- 3.318 There will be approximately 650 parking spaces retained during phase 1 construction which is considered satisfactory by officers given existing utilisation and demand rates. The main concerns are with phase 2 of the construction which would see the reduction in parking to 250 spaces for approximately 15 months.
- 3.319 The applicants submitted a “Survey Report of Parking Availability near Kings Mall Shopping Centre” in January 2013 with a pre-agreed methodology which assesses the parking availability within approximately 400 metres of HTC. It was requested that the applicants undertook additional parking surveys on street and car parks within Hammersmith to provide an initial assessment that this significant reduction would mean vehicles could satisfactorily be displaced elsewhere. Additional parking surveys were carried out in November 2012 to supplement the surveys undertaken within the car park and surrounding streets for the car park utilisation and capacity study. These surveys showed that the peak demand with the car park during the weekday had fallen in 12 months and therefore this showed that the original survey demand data was robust. The additional surveys on car parks within Hammersmith included the Novotel car park to the south east of Hammersmith, Tesco Car park, Brook Green and surrounding streets within 400 metres of Kings mall shopping centre.
- 3.320 The results of these additional November 2012 surveys show that there are 1541 parking spaces with 969 occupied which leaves a surplus of 550 parking spaces located within an acceptable walking distance to the Kings Mall shopping centre. In conclusion the data provides reassurance that for the 15 month timeframe of phase 2, when the KMCP reduces to 250 parking spaces, there is acceptable capacity within the area to meet the peak demand. The applicants have noted that spaces within phase 2 of the new car park will be made available as soon as possible to increase the provision to shoppers at the easiest opportunity. However, it does need to be considered that the development needs to be constructed in a safe manner to minimise risks to users.
- 3.321 The Council does require that the Survey Report of Parking Availability near Kings Mall Shopping Centre assessing parking on street and within the surveyed car parks will need to be reassessed and reviewed prior to Phase 2 commencing to ensure that the Council is still satisfied that acceptable provision is available and to ensure no adverse implications for Hammersmith and the surrounding highway network.
- 3.322 The S106 Agreement will therefore include a Demolition and Construction and Logistics Plan for Phase 1 and Demolition and Construction and Logistics Plan for Phase 2 and reassessment of the survey report of parking availability near KMCP using the methodology from the December 2012 document to be submitted and agreed prior to the reduction in car parking to 250 spaces.

Road Safety Audit

- 3.323 A Stage 1 Road Safety Audit has been undertaken for the 'temporary' access and exit strategy to the west of the site onto Glenthorne Road for Phase 1 of the demolition and construction. The Beadon Road exit is being closed and therefore a temporary arrangement with an exit being created adjacent to the existing access on Glenthorne Road is required. The Highways Team are satisfied that a temporary entry and exit can be achieved and the Council will undertake the detailed design funded by the applicant which will be secured in the S106 Agreement.
- 3.324 A Stage 1 Road Safety Audit has also been undertaken for the final access/exit design onto Glenthorne Road and also the proposed service and delivery access onto Beadon Road. Due to recommendations within the Stage 1 Road Safety Audit the Council required a more detailed Stage 1 – 2 road safety audit. This resulted in two potential options for the carriageway layout and crossing location. Officers are satisfied that sufficient information has been provided to demonstrate that an acceptable design in principle can be arrived at with the Council undertaking the detailed design which will be funded by the applicant and will be secured within the S106 Agreement. The final agreed layout for the crossing and carriageway as a result of the proposed vehicular access will be reached once different scenarios have been tested within a wider VISSIM traffic model which the applicant is funding via the S106 agreement.
- 3.325 Given the level of regeneration in the locality it is felt by the Council that the applicants should provide funding towards a wider traffic model so all developments in the locality can be modelled including different scenarios to ultimately provide improvements in line with the Council's public realm aspirations for the north of HTC.
- 3.326 Due to the recommendations raised within the Road Safety Audits two options for the zebra crossing to the east and west of the proposed access, and different design layouts on Glenthorne Road were proposed. These scenarios have been modelled and both found to be satisfactory.

#### Public Realm Improvements

- 3.327 The applicants are proposing public realm improvements to the three highway frontages of Leamore Street, Glenthorne Road and Beadon Road in line with the Council's Streetsmart guidance using York stone, tree pits and additional street trees to enhance the public realm. These works will be included in any S106 agreement regarding highway works directly related to the development. These highway works will also include the relocation of the zebra crossing, works to widen the footway on Beadon Road including adoption of additional public highway and raised entry treatments to the proposed service access on Beadon Road and entry/exit for the car park on Glenthorne Road.
- 3.328 There are developer contributions from other development sites which can be pooled to fund wider public realm and highway improvements to the north of HTC given the number of development sites in the area. The Council feels that given the redevelopment and regeneration that is occurring to the north west of the town centre public realm improvements are required, especially as the new developments would increase pedestrian and cycling trips. Therefore a

contribution towards wider public realm and specifically monies towards transport modelling are required from the developer.

#### Accessibility

- 3.329 The proposed development has been considered within the context of London Plan policies; 1.1, 3.8, 3.16, 4.5, 7.2, 7.3 & 7.5; UDP saved policy H06 and Core Strategy Policies; B4, H4 & OS1 and the Council's Access for All SPD (2006), together with emerging DMLP policy DM A4.
- 3.330 London Plan Policy 3.8 requires that 10% of new homes should be wheelchair easily adaptable and that there should be 1 parking bay for every wheelchair accessible home which equates to 10% provision.
- 3.331 10% of the residential units are designed to be wheelchair adaptable housing and all meet Lifetime Homes Standards. Approximately 40% of the wheelchair accessible units will be affordable DMS housing and the Council's HomeBuy team have confirmed that disabled people, people with learning difficulties and people with mental health issues are prioritised for affordable DMS housing. Condition 55 is recommended to ensure the development provides a sufficient number of units are built to wheelchair accessible standards and also to lifetime homes standards. All of the residential units have level access at ground level and a clear opening of 1000mm (Condition 70).
- 3.332 With regard to Blue Badge parking spaces, given the reduced level of parking proposed on site it is not considered possible to achieve 10% blue badge parking on site while ensuring that all parking spaces are used efficiently. Therefore an adaptable disabled parking arrangement, whereby spaces are provided as and when required in line with occupation of the proposed wheelchair adaptable homes, is proposed.
- 3.333 The applicants have therefore initially proposed 42 disabled parking spaces for public use located close to the public lifts and stairs which provide access to the existing footbridges into the Kings Mall shopping centre. An additional 6 disabled parking spaces will be initially provided for residential use and increased if demand dictates with the additional provision taken from the remaining 47 residential spaces. The disabled car parking can be assessed and monitored via the Car Park Management and Access Strategy.
- 3.334 It is considered that, on balance, this provides the most efficient and effective use of the car park while ensuring that parking spaces are available for all disabled users. It is therefore considered to be acceptable in accordance with Policy 3.8 of the London Plan.
- 3.335 It has been noted that the minimum headroom clearance will be 2.15 metres for vehicles inside the car park. On request from the Council, based on BS 8300:2009 requiring 2.6 metres for disabled high top vehicles, the applicants are providing an area in the vicinity of the proposed entrance/exit on Beadon Road which will be 2.6 metres to allow high top disabled vehicles access. This is secured via Condition 85.

- 3.336 Conditions 25 and 26 would ensure that all landscaped areas of the development would be inclusive and accessible. These should include full details of the design, natural lighting and location of landscaped gardens and pathways to show how these will be attractive, durable, adaptable and accessible to all.
- 3.337 Following consultation with the Disability Forum and Council's Access Officer, condition 31 has been included to ensure that the entrance barriers and ticket machines for the public car park are designed to meet good standards of accessibility and inclusivity, the new public toilets on site will be accessible and the residential rubbish chutes will be designed so that they are accessible.
- 3.338 The Disability Forum and the Council's Access Officer have both recommended that the scheme locates a Shopmobility scooter and wheelchair loan centre on site and that this should be secured within the S106 Agreement. Officers agree with the need for a Shopmobility facility within the town centre and that this is in accordance with Policy 2.15 of the London Plan (2011). The proposals are however predominantly residential and it is not considered that the provision of a Shopmobility Centre would meet s122 of the CIL Regulations (2011) – necessary to make the development acceptable in planning terms, directly related to the development and fairly and reasonably related in scale and kind to the development.
- 3.339 The Equalities Impact Assessment (EqIA) has demonstrated that in terms of accessibility, the proposal is consistent with the duty to give due regard to Section 149 of the Equalities Act 2010. The proposed development would help to facilitate equality of opportunity between disabled people and non-disabled people.
- 3.340 Subject to the above conditions, the accessibility provision in the development would comply with London Plan and Core Strategy Policies and the Council's SPD Access for All.

#### Sustainability and Energy

- 3.341 As required by the NPPF, the application proposes to incorporate design features in order to maximise on-site low carbon and renewable energy and energy efficiency. These measures would seek to minimise waste and limit carbon dioxide emissions. The commitment to delivering these sustainability objectives is considered in detail in the 'Sustainability Statement' and 'Renewable Energy' report submitted in support of this application.
- 3.342 The proposal has been considered against policies 5.1, 5.2, 5.3, 5.6, 5.7, 5.8, 5.9, 5.11, 5.12, 5.13, 5.14, 5.15, and 7.19 of the London Plan (2011) and policies EN28A, EN29 of the London Borough of Hammersmith UDP (as amended 2007 and 2011) and policies CC1, CC2 and H3 of the Core Strategy (2011) which promote sustainable design, adaptation to climate change and the increased use of renewable energy technologies to reduce carbon emissions, together with emerging DMLP policy DM H1 -11.
- 3.343 Policy 5.2 of the London Plan states that the Mayor will seek a 25% reduction to the Target Emission Rate (TER) outlined in the national Building Regulations for both residential and non-domestic buildings between 2010 and 2013. The policy also requires major development proposals to include a detailed energy

assessment to demonstrate how the targets for carbon dioxide emissions outlined above are to be met.

- 3.344 The Energy Statement submitted as part of this application uses the Mayor's Energy Hierarchy, as set out in Policy 5.2 of the London Plan, which requires the development to be lean: use less energy; be clean: supply energy efficiently; and, be green: use renewable energy.
- 3.345 Measures proposed will enable the Building Regulations (2010) baseline to be met through energy efficiency measures alone. These measures include enhanced insulation, mechanical ventilation and heat recovery systems, air tightness, thermal bridging, high gas efficiency boilers and brown roofs.
- 3.346 A CHP engine comprises the Mayor's efficient energy supply requirement and will provide 43% of the total on-site electricity demand. The Energy Centre for the development will be provided in the south east corner of the site, across two basement levels and include the CHP engine, thermal stores and gas boilers. It will provide heat energy for all residential and non-residential areas via a single, site-wide heat distribution network. This will reduce the total CO<sub>2</sub> emissions by a further 12.7%, with a 25.7% reduction in Regulated CO<sub>2</sub>.
- 3.347 Air Source Heat Pumps will be used to achieve the renewable energy measure and will provide mechanical cooling for the higher specification units on site (~30%), and also for the small amount of heating the dwellings require. This will achieve a 1% reduction of Regulation CO<sub>2</sub> emissions and 0.4% of total CO<sub>2</sub> emissions.
- 3.348 The total CO<sub>2</sub> emissions resulting from all the above measures result in reductions of 26.4% Regulated CO<sub>2</sub> and 13.1% Total CO<sub>2</sub> which exceed the requirements of London Plan Policy 5.2 and Code for Sustainable Homes Level 4.
- 3.349 The commitment to meeting (and where possible exceeding) the above ratings would be secured through the s106 agreement which the applicant has expressed their willingness to enter into.
- 3.350 Policy 5.3 of the London Plan states that "the highest standards of sustainable design and construction should be achieved [...] to improve the environmental performance of new developments and to adapt to the effects of climate change over their lifetime". In particular, it states that major development proposals should meet the minimum standards set out in the Mayor's supplementary planning guidance. The accompanying Sustainability Statement demonstrates how these targets will be met.
- 3.351 Specifically, the Sustainability Statement advises that the aim is to achieve Code for Sustainable Homes level 4 and a BREEAM 2008 rating of 'very good' as the minimum. This would principally be achieved through the below measures.
- Maximising the use of natural systems such as natural cooling and ventilation, sound insulation, the provision of home use guides for each unit, good daylighting and provision of green areas including the planting of deciduous trees and landscaping helping to facilitate local cooling.

- Conserving energy, materials, water and other resources through a very high building specification to meet the Mayor's 'Be Lean' criteria such as air tightness, high efficiency gas boilers, insulation, and A rated white goods; the inclusion of a CHP engine; water efficient devices; use of A or A+ rated materials as set out in the BRE Regulations; and a comprehensive Site Waste Management Plan.
- Reducing noise, pollution, flood risk and microclimatic effects including minimising noise pollution, ensuring building materials do not emit pollutants and are sustainable (using the BRE's Green Guide to determine the ecotoxicity of materials); undertaking a flood risk assessment; and preparing a Surface Water Drainage Strategy.
- Ensuring the development is comfortable, accessible and secure for users through a commitment to ensuring the development responds to the needs of all its users.
- Conserving and enhancing the natural environment and biodiversity through enhancing the site's ecological value including the provision of 4,039sqm of green and brown roofs.
- Sustainable construction techniques whereby the proposed development will be registered under the Considerate Constructors Scheme.

3.352 It is considered that the above measures would ensure the development is acceptable accordance with policies 5.1, 5.2, 5.3, 5.6, 5.7, 5.8, 5.9, 5.11, 5.12, 5.13, 5.14, 5.15 and 7.19 of the London Plan (2011).

#### Environmental Impacts

##### Noise

3.353 The NPPF (Conserving and enhancing the natural environment) states that planning decisions should aim to avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development and should mitigate and reduce to a minimum any adverse impacts.

3.354 London Plan Policy 7.15 (Reducing noise and enhancing soundscapes) seeks to minimise the existing and potential impacts of noise on, from, within or in the vicinity of, development proposals. The Policy notes that "Reducing noise pollution and protecting good soundscape quality where it exists, contributes to improving quality of life".

3.355 UDP policy EN20B states that noise and associated vibration can affect and have a direct impact on noise sensitive users, particularly housing. Policy H9 of the emerging DMLP stipulates measures to control noise (including vibration) impacts of development.

3.356 An assessment of the proposed development with regards to noise and vibration has been submitted as part of the Environmental Statement.

3.357 The Noise Exposure Category (NEC) classifications have been used to assess existing noise levels along Beadon Road, Glenthorne Road, Leamore Street and the Underground lines which surround the site. The range of noise levels around the site are all classified as being within NEC C during both the day time and at night. The NEC guidance states that sites in NEC C should not normally be granted planning permission for residential uses unless it can be demonstrated that it can be mitigated.

- 3.358 The assessments sets out that in order to achieve an acceptable internal environment in terms of noise levels, double glazed windows are required. In addition, further mitigation including façade insulation and mechanical ventilation systems will ensure that internal noise levels achieve an acceptable standard for residential developments.
- 3.359 With regard to noise levels within the external areas and balconies of the development, given the current noise levels, these are likely to exceed guidelines. Screening along the southern boundary of the courtyards, adjacent to the Underground lines is however proposed in the form of green walls and planting. This will help to mitigate noise levels within the internal courtyards and this is considered acceptable overall given the very urban nature and surrounding noise generators of the proposal site. It is not considered that the external noise levels would result in a significantly adverse impact on the health and quality of life of prospective residents.
- 3.360 In terms of vibration levels, daytime and night-time measurements show a low probability of adverse impact on site conditions.
- 3.361 The proposal is considered to be acceptable subject to a number of conditions. Condition 14 is recommended to ensure that construction and demolition noise is mitigated, during construction phases. This would form part of a Construction and Environmental Management Plan which is set out as a condition.
- 3.362 Recommended conditions 40 to 46 will mitigate the effects of sound transmission insulation (between noise sensitive premises and commercial, plant, and communal areas), odour abatement, sound insulation from external noises and noise from plant and machinery which will ensure the proposed units are not subject to adverse environmental impacts.
- 3.363 In conclusion, the impacts of external and internal noise upon the proposed development are considered to be minimal and would not adversely affect the living conditions within the proposed units, subject to the suitable conditions being imposed as outlined above. The proposal is therefore considered to comply with the requirements of the NPPF, London Plan policy 7.15 and UDP policy EN20B with regards to external and internal noise by not causing an unacceptably adverse effect upon occupiers of the proposed development and existing neighbouring residents.

#### Air Quality

- 3.364 The whole borough was designated as an Air Quality Management Area (AQMA) in 2000 for two pollutants - Nitrogen Dioxide and Particulate Matter (PM10). The main local sources of these pollutants are road traffic and buildings (gas boiler emissions).
- 3.365 The National Planning Policy Framework states that planning decisions should ensure that any new development in AQMA's is consistent with the local air quality action plan.

- 3.366 Policy 7.14 of the London Plan (2011) seeks that development proposals minimise pollutant emissions.
- 3.367 Policy CC4 of the Hammersmith and Fulham Core Strategy (2011) explains that the Council will reduce levels of local air pollution and improve air quality in line with the national air quality objectives.
- 3.368 Policy EN20A of the UDP seeks that development does not release pollutants into water, soil or air, which would cause unacceptable harm to people's health and safety, the natural environment or the landscape.
- 3.369 Policy H8 of the emerging DMLP stipulates measures to control potential air quality impacts of new major developments.
- 3.370 An Air Quality Assessment has been submitted with the application and examines the potential air quality impacts of the site during demolition, construction and when operational. Existing local air quality conditions were assessed and compared to the expected future air quality levels, in order to gauge the relative impacts of the development.
- 3.371 In relation to demolition and construction, the assessment concluded that with proposed mitigation and construction management measures implemented during demolition and construction the likely effects of dust generation and site plant emissions are expected to have, at worst, a minor adverse significance.
- 3.372 The modelling predictions within the ES for the effects of road traffic associated with the construction and operation of the proposed development anticipate a negligible effect on air quality.
- 3.373 The potential impacts arising from the new heating a power plant within the proposed development are expected to have a negligible effect on local air quality.
- 3.374 The proposal is therefore considered to comply with the requirements of London Plan policy 7.14 with regards to air quality by not causing a significant deterioration in air quality and minimising increased exposure.
- 3.375 The Council's EHO agrees with the findings of the report subject to conditions. Condition 14 has been attached requiring the submission of a Demolition Method Statement and Construction Logistics Management Plan that will detail how dust, noise and vehicle movements during construction will be satisfactorily mitigated.
- 3.376 It should also be noted that the largest source of air quality contaminants throughout London is from vehicle use, and that the development proposes a reduced level of car parking on site. The overall number of parking spaces within the public car park is being reduced compared to existing and on site parking for residential units comprises 13% thus preventing the majority of occupiers from parking on site. Parking restrictions will also significantly limit future occupiers from being able to park on surrounding roads. This would result in a reduction in reliance on private vehicle trips, which in turn would make provide a reduction in the emission of air quality contaminants related to the long term occupation of the site.

3.377 Overall, in terms of air quality, officers consider the development meets national, regional and local planning policy requirements.

#### Wind/ Microclimate

3.378 Policy 7.6 of the London Plan requires that new development does not cause unacceptable harm to the amenity of surrounding land and buildings, including through microclimate impacts. Policy 7.7 of the London Plan requires that the area surrounding tall buildings is not detrimentally affected in terms of microclimate and wind turbulence.

3.379 The application is supported by a detailed assessment of the resulting wind microclimate based on the guidance offered by the Lawson Comfort Criteria. The study concluded that the microclimate in respect of wind effects will be compatible with the intended ground level and terrace uses. In some identified locations mitigation measures will be required to be implemented to ensure the wind effects of the completed development are acceptable for particular activities and uses of land.

3.380 Proposed mitigation measures include tree planting, landscaping and screening. Conditions 26 – 28 accompanies the recommendation to ensure that these measures are implemented.

#### Television Reception

3.381 Paragraph 44 of the NPPF sets out the possibility that new buildings may interfere with broadcast and telecommunications services. Policy 7.7 of the London Plan states that tall buildings should not affect their surroundings adversely in terms of electronic interference.

3.382 The ES includes an assessment on the potential impacts on terrestrial television and satellite television resulting from the development. The assessment in the ES has indicated that the proposed development will create television signal shadows to the north of the site.

3.383 The predicted shadow from the Crystal Palace transmitter will lie north west of the development and extend for approximately 0.8km. The predicted shadow from the Hammersmith transmitter will lie to the north west of the site and extend for approximately 250m. Both shadows will fall across a predominantly residential area with a relatively high density of housing and therefore may have a significant effect on the terrestrial television reception. In addition, the area immediately adjacent to the site, along the Beadon Road, Glenthorne Road and Southerton Road junction, is at risk of degraded reception for satellite television.

3.384 The report identifies that an assessment of the affected area has been undertaken and that the majority of properties have satellite dishes or may be using cable TV however if services are affected the following mitigation measures will be implemented:

- Existing aerials to be upgraded;
- Connect the affected properties to non-subscription satellite TV services e.g. Freesat;

- Redirect or raise the satellite dishes to establish reception.

- 3.385 With the implementation of these various recommended mitigation measures, no significant effect is predicted to arise from the proposed development during construction or once operational, and the proposed development is considered acceptable in this respect.
- 3.386 Condition 20 is recommended to secure details of the methods proposed to identify any television interference, and ensure that any television interference is satisfactorily remediated.

#### Waste

- 3.387 The NPPF does not contain specific waste policies as these will be contained within the National Waste Management Plan for England, once published. In the meantime, Planning Policy Statement (PPS10) continues to provide the Government's waste policy and will remain in place until the National Waste Management Plan is published.
- 3.388 Policy 5.16 of the London Plan states that the Mayor will aim to achieve a zero biodegradable or recyclable waste to landfill by 2031 by minimising waste and encouraging the reuse of (and reduction in) the use of materials and waste.
- 3.389 Policy DM H5 of the emerging DMLP sets out criteria to ensure that all developments include suitable facilities for the management of waste generated by the development, including collection and storage of separated waste.
- 3.390 The application is supported by a detailed assessment identifying site waste generation during construction and operation.
- 3.391 Regarding the proposed development, this includes dedicated waste storage in the servicing area and is designed to accommodate a minimum of 8 days storage to account for holidays, industrial action etc. Residential waste and recycle is managed on site via a chute system, delivering waste and recycle to the basement refuse area. Compactors are provided on site which will compact waste and recycle to minimised collection frequency. The internal management team are responsible for collecting the waste and recycle from the chutes and transferring the waste to the compactors and bulky waste will be stored in the servicing area prior to collection.
- 3.392 The commercial waste will be stored in the servicing area and collected twice weekly by a private waste contractor.
- 3.393 Condition 52 has been attached requiring the submission details of refuse arrangements including storage, collection and recycling as part of the Service Management Plan. The proposed arrangements are considered acceptable and in accordance with Policy 5.16 of the London Plan.

#### Flood Risk

- 3.394 The proposed development is located in Flood Zone 3 but within an area benefiting from defences. This zone is classed as high risk and covers land

assessed as having a greater than 1 in 200 annual probability of flooding in any year. However, an assessment of a breach of the River Thames flood defences provided by the Environment Agency shows that the site would not be impacted by the 1 in 200 year event. The residual risk from overtopping or breach of the defences is considered to be low. The site is not considered to be at risk from ground water flooding, surface water flooding or flooding from sewers.

- 3.395 The Environment Agency have confirmed that the method of surface water runoff is acceptable subject to the LPA imposing a suitable condition seeking the full details to manage surface water drainage through the reduction in run-off to 50% of the pre-development run off at peak times, the incorporation of Sustainable Urban Drainage Systems (SuDs) to reduce peak discharge level, and ensuring there is an automated back up pump system in place. The LPA will secure the full details of the above through planning condition 33, in order to ensure control over the level of surface water discharge, in line with Environment Agency guidance.
- 3.396 In terms of accessibility of the development to water infrastructure, Thames Water have advised that an informative requiring a Piling Method Statement and a Hydrogeological Risk Assessment is required.
- 3.397 Subject to the above planning condition and informative the development would comply with Policies 5.11, 5.12, 5.13, 5.14 and 5.15 of the London Plan 2011, Policies CC2 and CC4 of the Core Strategy 2011 and NPPF Technical Guidance with regards to flood risk, surface water drainage, drainage and water infrastructure.

#### Ecology and Biodiversity

- 3.398 Policy 7.19 of the London Plan (2011) seeks the enhancement of London wide biodiversity and states that development proposals, where possible, should make a positive contribution to the protection, enhancement, creation and management of biodiversity.
- 3.399 Policy OS1 of the Core Strategy (2011) states the Council's objective to protect and enhance biodiversity in the Borough.
- 3.400 Policy EN28A of the UDP states that the Council will not approve development that would have a demonstrably harmful effect on protected species or their habitat.
- 3.401 Policy EN29 of the UDP states that development should protect any significant nature conservation interest of a development site and provides guidance for new development to follow to enhance nature conservation.
- 3.402 The application site consists of a large building providing office space, and a multi-storey car park with very little associated green space. The site's southern boundary however adjoins an Area of Grade 1 Borough-wide importance in the form of the track bed of the disused railway viaduct (Core Strategy ref. B1.7), a small part of which lies within the site boundary.
- 3.403 A Phase 1 Ecological Survey was undertaken in August 2011 to provide an understanding of the basic habitat types and species present at the application site

and to identify areas of potential ecological risks warranting further investigation and / or survey and consideration in the proposals for redevelopment. These surveys have been supplemented by inspections and surveys for bats.

- 3.404 The surveys revealed that there were no protected species found to be on site and that the site was judged to be of very limited value for wildlife, aside from the railway viaduct which is dealt with below. No evidence was recorded that bats were either foraging or roosting within the building or surrounding the site, probably as a result of the high levels of human disturbance and lighting within and surrounding the site.
- 3.405 Features have been incorporated into the proposed development to support protected and notable species that have the potential to occur within or adjacent to the site including birds, invertebrates and bats. These include tree planting, landscaped areas and front gardens along Beadon Road, Glenthorne Road and Leamore Street, and planting, green walls and provision for insect piles and bat and bird boxes within the courtyards and roof terraces.
- 3.406 No protected species have been identified within the track bed of the railway viaduct which comprises the Area of Grade 1 Borough-wide importance adjacent to the site. In addition, within the past 12 months the track bed adjacent to the site has been cleared and filled with gravel. Nevertheless, considering the urban nature of the surroundings, the track bed has value as a wildlife corridor and therefore has intrinsic biodiversity value at the local level. It is therefore potentially sensitive to construction and operational impacts associated with the proposed development.
- 3.407 During the demolition and construction phases of development, a small section (less than 5%) of the railway viaduct is to be demolished and this will result in a small loss of habitat but the overall connectivity of the Area of Grade 1 Borough-wide importance to the surrounding landscape will not be reduced and the overall importance and purpose of the viaduct therefore retained.
- 3.408 There is the potential for degradation to habitats within the viaduct as a result of air and dust pollution produced during construction however the habitats within the viaduct are not anticipated to be highly sensitive to dust and air pollution and mitigation measures are therefore not considered to be necessary in this instance.
- 3.409 The viaduct is not accessible to the public and therefore an increase in disturbance during the operational phase is therefore unlikely.
- 3.410 Natural England have raised no objections to the proposal and have advised that officer should 'consider requesting enhancements' in relation to the bat survey and mitigation strategy. Officers have therefore included conditions 4 which require further bat surveys to be undertaken prior to demolition, and for the inclusion of ecological enhancements as part of the landscaping strategy respectively.
- 3.411 The above measures will ensure there will be no adverse ecological impacts as a result of the development and will increase the biodiversity value of the site. In this context there will be a significant benefit for nature conservation in this area. The proposed development is therefore considered to comply with the provisions of policies EN25, EN28A and EN29 of the UDP.

## Arboriculture

- 3.412 Policy 7.21 of the London Plan (2011) aims to protect and enhance existing trees and requires any tree lost through development to be replaced.
- 3.413 Policy EN25 of the UDP requires the suitable replacement of trees that are removed for development purposes.
- 3.414 Policy EN26 of the UDP expects developers to plant trees where appropriate and expects newly planted trees to be nurtured until well established.
- 3.415 The proposed development will result in the loss of 17 individual trees and 1 small group of trees within and surrounding the site. Trees 1 – 15 and 17 lie along the boundary of the site on Glenthorne Road and Beadon Road. Trees 15 and 16, and group G1 lie to the rear of the West 45 office building, adjacent to the railway line.
- 3.416 Trees 1 – 8 consist of three London Plane trees and five Norway Maples and are covered by Tree Preservation Order T/299/9/01 and of these, two are Category A trees, four are Category B trees and two are Category C trees.
- 3.417 There are four further Category B trees which consist of two Purple Maples, one False Acacia and one Golden False Acacia. None of these trees are covered by a TPO.
- 3.418 The remaining trees on site are considered to be Category C trees which are considered to be of low quality, low value, short term potential or a combination of these.
- 3.419 In order to mitigate against the loss of these trees, a substantial replanting programme is proposed. Approximately 20 replacement trees are proposed to be planted along the Glenthorne Road and Beadon Road frontages. In addition, tree planting is proposed within the courtyards of the development. The Council's Tree Officer is satisfied that the replacement tree planting is acceptable to mitigate against the loss of existing trees on site as they will consist of semi-mature London Plane and Liquid Amber trees which will provide an immediate visual impact on the street scene. Conditions 26 – 28 will ensure the species, maturity and location of the replacement trees and their care, and that works shall be carried out in accordance with BS4043:1989.
- 3.420 The proposals are therefore considered to be acceptable and in accordance with Policies 7.21 of the London Plan (2011) and Policies EN25 and EN26 of the UDP.

## Light pollution

- 3.421 UDP Policy EN20C states that where proposals that include external lighting, this should be designed in order to provide the minimum amount of lighting necessary to achieve its purpose and to avoid glare and light spillage from the site.
- 3.422 Poorly designed and badly aimed lighting may have adverse effects on the external environment at night. The applicants state that lighting for the proposed development has been carried out in accordance with the latest recommendations

and standards to ensure that light pollution (or 'spillage') is kept within current recommendations.

- 3.423 The existing dominant lighting effects outside of the site are the general road lighting, the 24hour car park and the access lighting to the Ashcroft Square flats. The application proposes the erection of a single building ranging in height from four storeys in the west to seventeen storeys in the east comprising commercial uses at ground floor level with residential above. The building will by nature of its majority residential use, be occupied during evening/night-time hours, and therefore have greater potential for light spillage.
- 3.424 Properties most likely to be affected are the residential flats within the Ashcroft Square development to the south of the development, the terraced houses at 2-22 Leamore Street, 30-32 Leamore Street to the west of the development and 26 Glenthorne Road, The Dartmouth Castle PH and 36-46 Glenthorne Road to the north of the site due to their proximity to the site. All the major functional interior lighting would be provided by low energy luminaires , with light controls to maximise the use of natural daylight.
- 3.425 The building is designed with energy efficiency in mind with external and pedestrian lighting being regulated by time clock and/or photocells where sufficient ambient light conditions support it, so that lighting is not left on when the relevant zones are not in use. As well as avoiding unnecessary light spillage, this forms part of the energy strategy.
- 3.426 Officers consider that there is a balance between the requirements for good internal levels of daylight, and limiting light spillage, but the sympathetic lighting design has been carried out in accordance with the latest standards to ensure that light pollution (or spillage) is kept within current recommendations.
- 3.427 Condition 50 is recommended which requires details of all proposed external lighting to prevent harm to occupiers of neighbouring properties.

#### Archaeology

- 3.428 In consideration of the archaeological impacts of the development proposals, regard has been given to the NPPF (Conserving and enhancing the historic environment), London Plan Policy 7.8 (Heritage Assets and Archaeology), EN7 (Nationally and Locally Important Archaeological Remains) and Core Strategy Policy BE1 (Built Environment).
- 3.429 The NPPF requires that the significance of any heritage assets affected should be identified and the potential impact of the proposal on their significance addressed. As a minimum the relevant historic environment record should be consulted and the heritage assets assessed. Where a site on which development is proposed includes or has the potential to include heritage assets with archaeological interest an appropriate desk-based assessment and, where necessary, a field evaluation is required.
- 3.430 Policy 7.8 of the London Plan (2011) advises that development should incorporate measures that appropriately address the site's archaeology. Policy EN7 of the UDP (as amended 2007 and 2011) states a presumption against proposals which

would involve significant alteration of, or cause damage to, Archaeological Remains of National Importance and advises that the loss of archaeological value must be outweighed by the need for the development. The policy advises that archaeological study of application sites will be required before approval.

- 3.431 Core Strategy Policy BE1 advises that new development should respect and enhance the historic environment of the Borough, including archaeological assets. A full consideration of these policies is set out in the Archaeology Report included in the Environmental Statement Chapter 16: Archaeology.
- 3.432 Although the site does not fall within a designated Archaeological Priority Area it lies adjacent to one and given the results of the desk-based assessment report submitted it is considered that the proposal may impact upon buried heritage assets. The Greater London Archaeology Advisory Service (GLAAS) requires that a Written Scheme of Investigation (WSI) for the archaeological evaluation be provided for approval prior to commencement which will be used to confirm the scope of any further archaeological work required to mitigate impact. This is secured by Condition 6.
- 3.433 As such, the proposal is considered acceptable and in accordance with relevant planning policies.

#### Ground Conditions

- 3.434 National Planning Policy Framework paragraph 121 states planning decisions should ensure that the sites is suitable for its new use taking account of ground conditions and after remediation the land should not be capable of being determined as contaminated land.
- 3.435 Policy 5.21 of the London Plan states the support for the remediation of contaminated sites and that appropriate measures should be taken to control the impact of contamination with new development.
- 3.436 Policy CC4 of the LBHF Core Strategy states that the Council will support the remediation of contaminated land and that it will take measures to minimise the potential harm of contaminated sites and ensure that mitigation measures are put in place.
- 3.437 LBHF UDP policy EN20A (Control of Potentially Polluting Uses) advises that development which may cause pollution will only be permitted if it would not release pollutants into the water, soil or air, whether on site or in other areas, which would cause unacceptable harm to people's health and safety, the natural environment or the landscape. Policy DM H7 of the emerging DMLP requires effective measures to treat, contain or control contamination and emerging policy DM H11 builds on UDP policy EN20A (i).
- 3.438 In view of the site's industrial history, current commercial use as a car park and the proposed residential use, the issue of contamination needs to be examined. A report prepared by Geo-Environmental Services Ltd (GESL) titled Baseline Ground Contamination Report for the Site at the Kings Mall Car Park, Glenthorne Road (reference X:\GESL\PROJECTS\GE8237) is submitted with the application.

- 3.439 The GESL document reports the findings of a Preliminary Risk Assessment and Ground Investigation. The GESL report recommends that further intrusive investigation is required to assess the site. To protect humans, controlled waters or the wider environment from the adverse effects of contaminated land, conditions are therefore considered necessary to require a revised preliminary risk assessment report to collect, collate and assess additional information about the historical and current state of the site, a site investigation scheme, a quantitative risk assessment report, remediation strategy, verification report and on-ward monitoring scheme. These should be submitted to and approved in writing by the Council prior to the commencement of the development (Conditions 7 – 12).
- 3.440 These conditions would ensure compliance with best practice measures and the protection of health and safety for all potential receptors and meet the above mentioned development plan policies. Conditions are also considered necessary to verify that agreed remedial measures have been implemented, validated and monitored.
- 3.441 The development is therefore considered to be in accordance with relevant national, regional and local contaminated land policies which seek to manage the development of land to minimise the potential harm of contaminated sites and where appropriate, ensuring that mitigation measures are put in place.

#### Demolition and Construction

- 3.442 The demolition and construction of the proposed development will take approximately 6 years to complete and is divided into 2 phases, which will overlap.
- 3.443 The first phase will involve the demolition of the West 45 office building, the small section of the railway viaduct within the south eastern section of the site, and the eastern part of the multi-storey car park. During Phase 1, the public will be able to use the western part of the car park. During Phase 2, which involves the demolition and construction of the western part of the site, public car parking will be provided in the newly constructed eastern part of the site.

<b>Phase 1 Summary</b>
<ul style="list-style-type: none"> <li>- Demolition of the West 45 office building, the small section of railway viaduct and approximately one third of the car park – 6 months</li> <li>- Excavation of basement – 6 months</li> <li>- Construction of new car park – 9 months</li> <li>- Construction of structures above ground buildings – 12 months</li> <li>- Fitting out and commissioning – 15 months</li> </ul>
<b>Phase 2 Summary</b>
<ul style="list-style-type: none"> <li>- Demolition of remaining two thirds of the Kings Mall multi-storey car park – 5 months</li> <li>- Excavation of basement – 6 months</li> <li>- Construction of new car park – 9 months</li> <li>- Construction of structures above ground buildings – 26 months (combined total)</li> <li>- Fitting out and commissioning – 28 months (combined total)</li> </ul>

- 3.444 A Construction Environmental Management Plan (CEMP) and a Demolition and Construction Logistics Plan will be required prior to commencement of works on

site and will be secured via S106. The applicant has submitted a draft CEMP as part of the application which, alongside the Construction and Demolition chapter in the Environmental Statement, sets out how the construction process will be managed and how any detrimental effects will be mitigated.

- 3.445 The CEMP will set out in detail the programme and phasing details of the works; a broad programme of the demolition and construction works; detailed site layout arrangements; site working hours, details of operations that are likely to result in disturbance, with an indication of the expected duration and procedure to notify the Council and neighbours; environmental effects mitigation measures register; and a procedure for complaints to be registered and dealt with.
- 3.446 Traffic will be managed so far as possible to minimise disruption of existing road traffic in the area surrounding the development. A site specific traffic management plan will be prepared with consideration given to types of impact that can arise as a result of traffic related issues. This will form part of the CEMP.
- 3.447 The applicant has advised that it will join the Considerate Constructor Scheme which seeks to minimise any disturbance or negative impact to the immediate neighbourhood, eradicate offensive behaviour and language from construction sites, and recognise and reward the contractors commitment to raise standards of site management, safety and environmental awareness beyond statutory duties. This code of practice will be compiled in conjunction with LBHF given the size and location of the proposals, and is secured via the CEMP.
- 3.448 Officers consider that the CEMP will adequately ensure the mitigation of the impacts of the construction of the proposed development.

#### Equality Impacts

- 3.449 Planning applications are required to be in accordance with the Development Plan, which comprises the London Plan (2011), the Hammersmith and Fulham Core Strategy (2011) and draft Development Management Local Plan (2012) and the Hammersmith and Fulham Unitary Development Plan (as amended in September 2007 and October 2011), unless material considerations indicate otherwise.
- 3.450 Section 149 of the Equality Act (2010) requires the Council to have due regard to the need to (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act; (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it. This means that the Council must have due regard for the impact on protected groups when exercising its functions, and case law establishes that this must be proportionate and relevant, and does not impose a duty to achieve results.
- 3.451 In accordance with the provisions of the Equality Act (2010), the Council is required to have due regard for the potential of each and all of the developments combined to affect the various needs of those with protected characteristics. The application has been subject to a full Equalities Impact Analysis (EqIA) dated February 2013, carried out by Officers and is available to view on the council's website at :

[http://www.lbhf.gov.uk//Directory/Council and Democracy/Committee reports minutes and agendas/Current Committees](http://www.lbhf.gov.uk//Directory/Council%20and%20Democracy/Committee%20reports%20minutes%20and%20agendas/Current%20Committees). The EqIA has identified some potential negative impacts on disability and race in terms of levels of disabled parking and the affordability of the DMS housing.

- 3.452 The level of disabled parking proposed in the development is a minimum level and the management of the spaces will be set out in a Car Park Management Strategy which will be secured via the S106. This will ensure that Blue Badge parking will be provided for all residents who require it, and will be increased as and when required. The disabled parking provision in the public car park will be monitored and increased in accordance with demand.
- 3.453 The DMS units may not be affordable for some disabled people and ethnic groups who are less economically active however, the affordability of the units has been justified on the basis of an independently examined Viability Appraisal.
- 3.454 Having regard to the Viability Appraisal, the individual circumstances of the sites and the planning and regeneration benefits arising it is considered that the affordability of the DMS housing proposed is the most that can be viably provided and it will contribute towards sustainable mixed and balanced communities. While there will be some groups who may be less likely to be able to access the DMS housing than others due to disability and race, as analysed in the EqIA, it is not considered that this means that all, for example, disabled people will be unable to access this type of housing, and this will not result in unlawful discrimination.
- 3.455 Consistent with the duty to give due regard to Section 149 of the Equalities Act (2010), for example, 30% of the dwellings would be affordable, all dwellings would be built to Lifetime Homes standards, 10% of dwellings would be designed to be readily adaptable to full wheelchair housing standard and lift access is provided throughout the buildings, thus helping to facilitate equality of opportunity between disabled people and non-disabled people. Improvements to the public realm would make it more accessible to all user groups, including those with mobility impairments such as wheelchair users or the visually impaired. Walking and cycling opportunities for new residents and for others will be improved. The proposed mix of housing units include family size units of up to 3 beds in size as well as small affordable units which is likely to have positive impacts on families and young people. A condition on any permission will be require to ensure level access to all parts of the new development to ensure that disabled people are not discriminated against.
- 3.456 In conclusion, it is considered that LBHF has had due regard to section 149 of the Equality Act 2010 in its consideration of this application and resulting recommendations to committee Members.

#### CIL/Planning Obligations

- 3.457 In dealing with planning applications, local planning authorities consider each on its merits and reach a decision based on whether the application accords with the relevant development plan, unless material considerations indicate otherwise. Where applications do not meet these requirements, they may be refused. However, in some instances, it may be possible to make acceptable development

proposals which might otherwise be unacceptable, through the use of planning conditions or, where this is not possible, through planning obligations.

- 3.458 CIL Regulations also set out a number of tests including that: a planning obligation must be necessary to make the proposed development acceptable in planning terms, directly related to the proposed development, fairly related in scale and kind to it and reasonable in all other respects. Negotiations should seek a contribution towards the full cost of all such provision that is fairly and reasonably related in scale and in kind to the proposed development and its impact on the wider area.
- 3.459 London Plan policy 8.2 recognises the role of planning obligations in mitigating the effects of development and provides guidance of the priorities for obligations in the context of overall scheme viability.
- 3.460 Core Strategy policy CF1 requires that new development makes contributions towards or provides for the resulting increased demand for community facilities.
- 3.461 The infrastructure contribution is considered to be necessary to ensure that the development comes forward within the surrounding area which is acceptable in terms of a number of factors including social, employment and economic, access and inclusion, connectivity, appearance, transport and highway networks The central infrastructure fund is considered to be an appropriate mechanism to ensure there is a timely delivery as particular projects are identified and brought forward, the status, funding and timing of which is presently unknown. As a contribution which can be put towards a number of infrastructure objectives, in the context of the Core Strategy objectives and development plan policies, it is considered to be necessary, reasonable and fairly and directly linked to the development in accordance with Regulation 122 of the CIL regulations.
- 3.462 The applicant has agreed to provide a total s106 package of approximately £6.27million. The cost would also cover any feasibility exercises that are carried out to identify the scope of the infrastructure to be delivered (including officer assessment and processing time). If any of the itemised sums are not spent on the listed infrastructure schedule within an agreed timeframe, the monies would be added to a central infrastructure fund.
- 3.463 Officers consider that the section 106 contribution towards supporting infrastructure is necessary, proportionate, reasonable, fair and directly linked to the development. It is considered that the S106 contribution is justified under the tests set out in CIL Regulation 122 and Regulation 123, for major developments.

#### Mayoral CIL

- 3.464 The CIL regulations came into effect on 1 April 2012. This is a material consideration to which regard must be had when determining the application. Officers and the applicant have estimated a Mayoral CIL levy of approximately £1.7m.

#### Heads of Terms

- 3.465 The proposed legal agreement would incorporate the following heads of terms:

- Affordable Housing to comprise 124 Discount Market Sale (DMS) Units including the provision of 52 x Manhattan units, 53 x 1 bed units and 19 x 2 bed units;
- Provision of 10% of the residential units (x 42) to be adaptable to wheelchair accessible standards;
- Provision of a contribution towards primary and secondary education facilities in the borough;
- Provision of a financial contribution towards local parks, playgrounds, public realm and amenity spaces by Parks and Culture
- Provision of a financial contribution towards sports equipment, play equipment and leisure/recreational initiatives in the local area by Sports Development Manager
- Provision of a financial contribution towards improving the health care and well-being facilities within the Borough;
- Provision of a financial contribution towards community facilities and initiatives in the local area including the refurbishment of the Ashcroft Square community room;
- Provision of a financial contribution (£200,000) towards London Cycle Hire Docking Area in the vicinity of the site (TfL request);
- Provision of a financial contribution of £15,000 to provide Legible London signs in the vicinity of the site (TfL request);
- Provision of a financial contribution towards community safety and security including towards CCTV provision, community policing and neighbourhood wardens;
- Provision of a financial contribution towards a local employment and training scheme including compensation to mitigate against the impact of the loss of employment floorspace.
- Commitment to provide employment and training during construction;
- Provision of a financial contribution towards the proper planning of the Hammersmith Town Centre Regeneration Area and technical feasibility studies to determine the infrastructure needs of the Area.
- Provision of a financial contribution towards the upgrade and refurbishment of Hammersmith Library;
- Provision of a financial contribution towards town centre enhancements including public art and tree planting;
- Financial contribution towards off-site public realm improvements including public realm works on Glenthorne Road and Beadon Road; works to crossover junction/

pedestrian crossing(section 278 works); works to Lyric Square; landscaping works to the pedestrianised area of Southerton Road; street cleansing and maintenance; reinstatement of the recycling bins on Glenthorne Road in a suitable location; contribution towards the refurbishment of the historic railings on Leamore Street and Cambridge Grove.

- A Travel Plan in respect of the residential component of the development, including monitoring costs;
- A Service Delivery Management Plan to be submitted, for residential and restaurant;
- Submission of a Car Parking Management Plan and access strategy for both the residential and public car parking, to include amongst other details, blue badge holder permit management and electrical charging points;
- A Demolition and Construction Logistics Plan setting out the construction phases;
- A Construction Environment Management Plan setting out how the construction process will be managed.
- Commitment to provide 1 car club space on site or within close vicinity of the site;
- Contribution to Fund a CPZ review of local zones and the implementation of any changes to the CPZ restrictions;
- Restriction preventing occupiers from being eligible from obtaining on-street car parking permits;
- 10% of car parking spaces to be designated for Blue Badge Holders;
- Commitment to meet Code 4 (Code for Sustainable Homes) for residential use and BREEAM rating of Very Good for the non residential uses, and reasonable endeavours to exceed these ratings;
- Commitment to retaining Lifschutz Sandilands Davidson Architects in a overseeing role during the design and build stage;
- Monitoring and Professional Fees.

#### **4.0 Conclusion and Recommendation**

4.1 It is considered that the proposal constitutes an entirely appropriate response to this regeneration site in HTC. The development is considered to be in accordance with national policy and guidance, the London Plan, the Core Strategy, The Development Management Local Plan and the UDP. Officers consider that the development would enhance the built environment and public realm in this part of HTC and enable the delivery of much needed housing including 30% affordable housing. It is considered that the development would make a significant contribution to the regeneration of HTC. It would be a high quality development which would act as a catalyst to regeneration.

- 4.2 The application has generated a number of objections including from nearby residents concerned in particular with the height and density of the scheme which they consider results in a proposal of excessive scale and massing. Amongst other things many consider it will seriously impact on their amenity as well as the wider character of the area and the skyline given the height of some parts of the proposed building.
- 4.3 Officers have given serious consideration to all the representations received when assessing the proposal against the relevant national, regional and local planning policies and guidance. For the reasons detailed in this report officers' conclude that the proposal is acceptable in accordance with the relevant policies including the scale, nature and density of the land uses proposed; the housing provision; design; impact on surrounding amenity; highways; access for all; energy and environmental impact and equalities. On the basis of securing the recommended planning obligations and conditions, the proposal is considered to represent sustainable and high quality regeneration within HTC.
- 4.4 Therefore, officer recommendation is that subject to there being no contrary direction from the Mayor for London; that the Committee resolve that the Executive Director of Transport and Technical Services be authorised to determine the application and grant planning permission upon the completion of a satisfactory legal agreement and subject to the planning conditions.