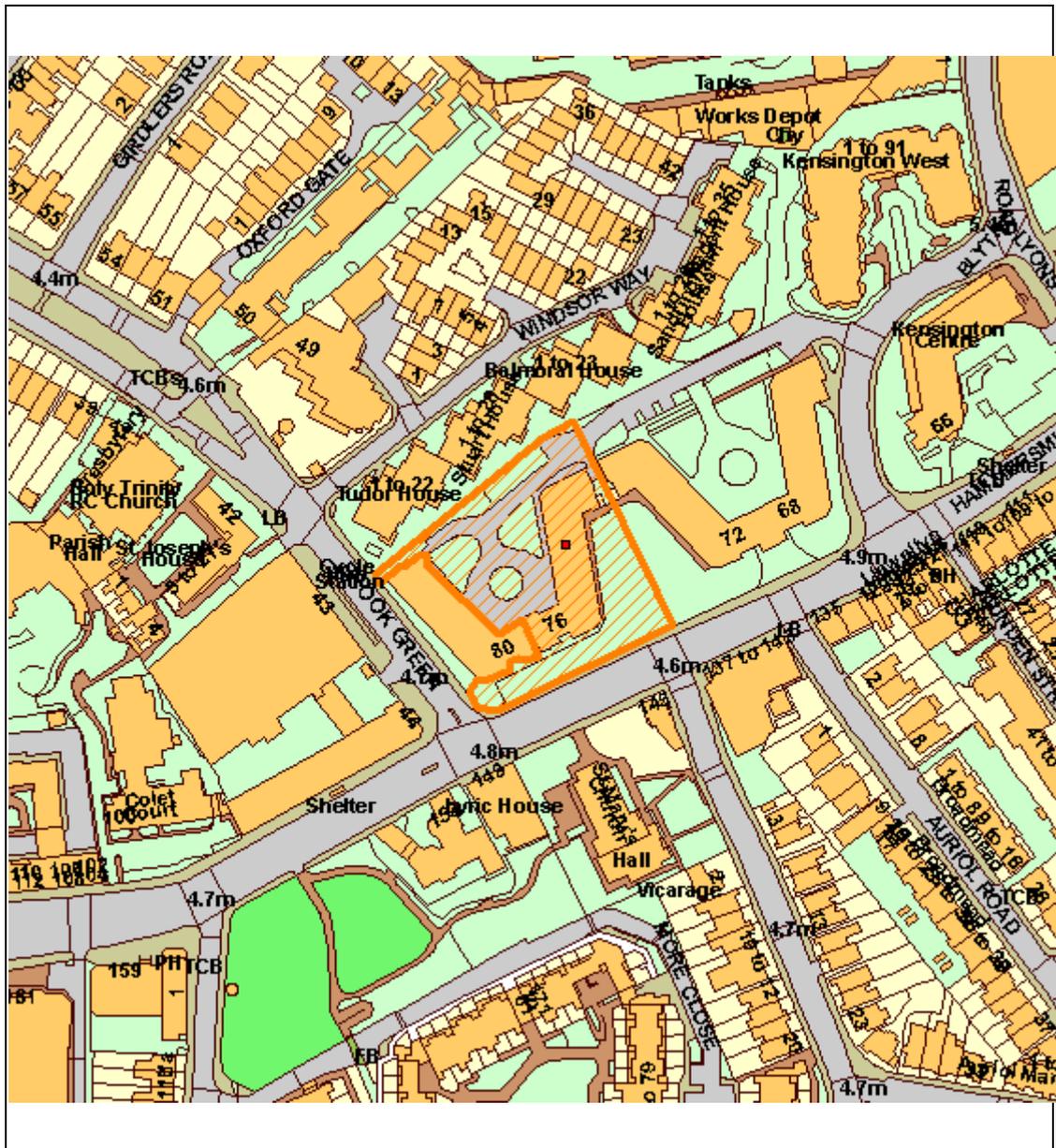


Ward: Avonmore And Brook Green

Site Address:

Liberty House 76 Hammersmith Road London W6 8UD



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For identification purposes only - do not scale.

Reg. No:
2019/01742/FUL

Case Officer:
Matthew Lawton

Date Valid:
10.07.2019

Conservation Area:

Committee Date:
07.01.2020

Applicant:

c/o Agent

Description:

Alterations and extensions to the existing office building to provide an additional 4,226sqm (GEA) of Class B1a office space and 205sqm (GEA) of ground floor flexible Class A1/A2/A3 commercial floorspace (13,303sqm (GEA) in total), including erection of a part seven, part eight storey plus plant at roof level infill extension to the front and partly over the existing courtyard at the rear and two additional floors plus replacement plant and green roof at roof level over the existing building following the demolition of the existing central core facing the southern (Hammersmith Road) elevation; replacement of existing mirrored curtain walling with predominantly clear glazing to the entire building at No.76; new public realm and soft and hard landscaping incorporating a single storey Class A1/A3 commercial 'pavilion' (65sqm GEA); reduction of parking spaces from 54 to 30, including provision of 2 accessible blue badge bays and 132 cycle spaces.

Drg Nos: 099 Rev.P4, 002 Rev.P2, 100 Rev.P7, 101 Rev.P2, 102 Rev.P2, 103 Rev.P2, 104 Rev.P2, 105 Rev.P2, 106 Rev.P2, 107 Rev.P3, 108 Rev.P2, 109 Rev.P1, 200 Rev.P4, 201 Rev.P4, 202 Rev.P4, 203 Rev.P4, 300 Rev.P3 & 301 Rev.P3

Application Type:

Full Detailed Planning Application

Officer Recommendation:

That the Committee resolve that the Strategic Director, The Economy Department be authorised to grant permission up on the completion of a satisfactory legal agreement and subject to the condition(s) listed below.

The Strategic Director, The Economy Department, after consultation with the Director of Law and the Chair of the Planning and Development Control Committee to make any minor changes to the proposed heads of terms of the legal agreement or conditions which may include the variation, addition or deletion of the conditions, any such changes shall be within their discretion.

- 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 only in accordance with the following approved drawing Nos.:

099 Rev.P4, 002 Rev.P2, 100 Rev.P7, 101 Rev.P2, 102 Rev.P2, 103 Rev.P2, 104 Rev.P2, 105 Rev.P2, 106 Rev.P2, 107 Rev.P3, 108 Rev.P2, 109 Rev.P1, 200 Rev.P4, 201 Rev.P4, 202 Rev.P4, 203 Rev.P4, 300 Rev.P3 & 301 Rev.P3

In order 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 7.1, 7.2, 7.3, 7.4, 7.6, and 7.21 of the London Plan (2016) and policies DC1, DC2 and DC8 of the Local Plan (2018).

- 3) Prior to commencement of the works above ground hereby permitted, details of the hard and soft landscaping of all areas external to the building, including planting and paving, and detailed drawings at a scale of not less than 1:20 of public realm furniture, fences, gates, walls, railings and other means of enclosure shall be submitted to, and approved in writing by, the Council, and the development shall not be used until such hard and soft landscaping as is approved has been carried out. Any permeable hard surfacing shall use infiltration unless the ground conditions are identified to be unsuitable. Details of the proposed urban greening of the building (including green roofs and wall planting) and landscaping management plans shall also be submitted to, and approved in writing by, the Council, prior to commencement of the works above ground hereby permitted and the development shall not be used until the urban greening as is approved has been carried out and the approved management plans are implemented. All planting, seeding and turfing approved as part of the submitted landscaping scheme shall be carried out in the first planting or seeding seasons following the occupation of the building or the completion of the development, whichever is the sooner; and any trees or shrubs which die, are removed or become seriously damaged or diseased within 5 years of the date of the initial planting shall be replaced in the next planting season with others of similar size and species.

To ensure a satisfactory external appearance and satisfactory provision for permeable surfaces and planting in accordance with policies DC1, DC2, DC8 and OS5 of the Local Plan (2018).

- 4) Prior to the occupation of each development phase hereby permitted, details of the construction of green infrastructure (including details of planting species and maintenance) in order to mitigate air pollution for public and private amenity areas on the site boundaries with Hammersmith Road (A315) shall be submitted to and approved in writing by the Local Planning Authority. The green infrastructure shall be constructed and planted in full accordance with the 'Using Green Infrastructure to Protect People from Air Pollution', Mayor of London, GLA, April 2019 guidance document within the first available planting season following completion of the development. Any plants which die, are removed, become seriously damaged and diseased within a period of five years from completion of the development shall be replaced in the next planting season with others of similar size and species. Approved details shall be fully implemented prior to the occupation/use of the development and thereafter permanently retained and maintained.

To comply with the requirements of the NPPF (2019), Policies 7.14a-c of the London Plan (2016) and policy CC10 of the Local Plan (2018).

- 5) Prior to commencement of the development hereby approved the following shall be submitted to, and approved in writing by, the Council:

- (i) A Demolition and Construction Management Plan

Details shall include monitoring and control measures for noise, vibration, lighting, delivery locations, contractors' method statements, waste classification and disposal procedures and locations, restriction of hours of work and all associated

activities audible beyond the site boundary to 0800-1800hrs Mondays to Fridays and 0800-1300hrs on Saturdays, advance notification to neighbours and other interested parties of proposed works and public display of contact details including accessible phone contact to persons responsible for the site works for the duration of the works. The approved details shall be implemented throughout the project period.

(ii) A Demolition and Construction Logistics Plan

This shall be in accordance with Transport for London (TfL) requirements and must seek to minimise the impact of demolition and construction traffic on nearby roads and restrict construction trips to off peak hours only. The details shall also include the numbers, size and routes of demolition and construction vehicles, provisions to ensure that all vehicles associated with the demolition construction works are properly washed and cleaned to prevent the passage of mud and dirt onto the highway, and other matters relating to traffic management to be agreed. The approved details shall be implemented throughout the project period.

To ensure that demolition and construction works do not adversely impact on the operation of the public highway, and that the amenity of occupiers of surrounding premises is not adversely affected by noise, vibration, lighting or other emissions from the building site, in accordance with policies T1, T6, T7, CC10, CC11, CC12 and CC13 of the Local Plan (2018).

- 6) The B1(a) office use hereby permitted shall only be used as an office and for no other purpose (including any other separate purpose in B1 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

In granting this permission, the Council has had regard to the special circumstances of the case. Certain other uses within the same use class may be unacceptable due to effect on residential amenity or traffic generation, in accordance with policies CC13 and T3 of the Local Plan (2018).

- 7) The development of the commercial 'pavilion' shall not be commenced until detailed drawings of the 'pavilion' in plan, section and elevation at a scale of no less than 1:20 and to include details of its footprint, location, height, materials (including samples) and sections of typical bays are submitted to, and approved in writing by, the Council. The development shall be carried out in accordance with the approved details.

To ensure a satisfactory external appearance, in accordance with policies DC1, DC4 and DC8 of the Local Plan (2018).

- 8) Prior to commencement of the works above ground hereby permitted (excluding site clearance, demolition and basement works), details and samples of all materials to be used in the external faces of the building, shall have been submitted to, and approved in writing by, the Council. A sample panel and mock panels of the curtain walling and brickwork shall be erected onsite for the Council's inspection and approval prior to the commencement of the works. The

development shall be carried out in accordance with the approved details, and permanently retained as such thereafter.

To ensure a satisfactory external appearance and to prevent harm to the street scene and to preserve the character and appearance of the area and nearby conservation areas in accordance with Policies DC1, DC4 and DC8 of the Local Plan (2018).

- 9) The development hereby permitted shall not be commenced until detailed drawings of typical bays of the extended building (to include details of junctions between the existing building and the proposed works, fenestration including opening style, balustrades, soffits, plant, plant screening, roof excrescences and photovoltaic panels) in plan, section and elevation at a scale of no less than 1:20 are submitted to, and approved in writing by, the Council. The development shall be carried out in accordance with the approved details.

To ensure a satisfactory external appearance and prevent harm to the street scene, in accordance with policies DC1, DC5 and DC8 of the Local Plan (2018).

- 10) Prior to the commencement of the demolition phase of the development hereby permitted, an Air Quality Dust Management Plan (AQDMP) in order to mitigate air pollution shall be submitted to and approved in writing by the Local Planning Authority. The AQDMP must include an Air Quality Dust Risk Assessment (AQDRA) that considers sensitive receptors off-site of the development and is undertaken in compliance with the methodology contained within Chapter 4 of the Mayor of London 'The Control of Dust and Emissions during Construction and Demolition', SPG, July 2014 and the identified measures recommended for inclusion into the AQDMP. The AQDMP submitted must comply with the Mayor's SPG and should include: Inventory and Timetable of dust generating activities during demolition; Site Specific Dust mitigation and Emission control measures in the table format as contained within Appendix 7 of Mayor's SPG including for on-road and off-road construction traffic; Detailed list of Non-Road Mobile Machinery (NRMM) used on the site. The NRMM should meet as minimum the Stage IV emission criteria of Directive 97/68/EC and its subsequent amendments. This will apply to both variable and constant speed engines for both NO_x and PM. An inventory of all NRMM for the first phase of demolition shall be registered on the NRMM register <https://nrmm.london/user-nrmm/register> prior to commencement of demolition works and thereafter retained and maintained until occupation of the development; use of on-road Ultra Low Emission Zone (ULEZ) compliant vehicles in accordance with the emission hierarchy (1) Electric (2) Hybrid (Electric-Petrol) (3) Petrol, (4) Hybrid (Electric-Diesel) (5) Diesel (Euro 6 and Euro VI); Details of MCERTS compliant monitoring of Particulates (PM₁₀) used to prevent levels exceeding predetermined PM₁₀ threshold trigger levels. Developers must ensure that on-site contractors follow best practicable means to minimise dust, particulates (PM₁₀, PM_{2.5}) and NO_x emissions at all times. Approved details shall be fully implemented and permanently retained and maintained during the demolition phases of the development.

To comply with the requirements of the NPPF (2019), Policies 7.14a-c of the London Plan (2016) and policy CC10 of the Local Plan (2018).

- 11) Prior to the commencement of the construction phase of the development hereby permitted, an Air Quality Dust Management Plan (AQDMP) in order to mitigate air pollution shall be submitted to and approved in writing by the Local Planning Authority. The AQDMP must include an Air Quality Dust Risk Assessment (AQDRA) that considers sensitive receptors off-site of the development and is undertaken in compliance with the methodology contained within Chapter 4 of the Mayor of London 'The Control of Dust and Emissions during Construction and Demolition', SPG, July 2014 and the identified measures recommended for inclusion into the AQDMP. The AQDMP submitted must comply with the Mayor's SPG and should include: Inventory and Timetable of dust generating activities during construction; Site Specific Dust mitigation and Emission control measures in the table format as contained within Appendix 7 of Mayor's SPG including for on-road and off-road construction traffic; Detailed list of Non-Road Mobile Machinery (NRMM) used on the site. The NRMM should meet as minimum the Stage IV emission criteria of Directive 97/68/EC and its subsequent amendments. This will apply to both variable and constant speed engines for both NOx and PM. An inventory of all NRMM for the first phase of construction shall be registered on the NRMM register <https://nrmm.london/user-nrmm/register> prior to commencement of construction works and thereafter retained and maintained until occupation of the development; use of on-road Ultra Low Emission Zone (ULEZ) compliant vehicles in accordance with the emission hierarchy (1) Electric (2) Hybrid (Electric-Petrol) (3) Petrol, (4) Hybrid (Electric-Diesel) (5) Diesel (Euro 6 and Euro VI); Details of MCERTS compliant monitoring of Particulates (PM10) used to prevent levels exceeding predetermined PM10 threshold trigger levels. Developers must ensure that on-site contractors follow best practicable means to minimise dust, particulates (PM10, PM2.5) and NOx emissions at all times. Approved details shall be fully implemented and permanently retained and maintained during the construction phases of the development.

To comply with the requirements of the NPPF (2019), Policies 7.14a-c of the London Plan (2016) and policy CC10 of the Local Plan (2018).

- 12) The development hereby permitted shall not be occupied until 120 long-stay secure, covered cycle parking spaces and 12 short-stay cycle parking spaces have been provided. The cycle parking shall be permanently retained for the lifetime of the development and shall be permanently accessible for the storage of bicycles for staff and visitors to the development.

To ensure the suitable provision of cycle parking within the development to meet the needs of future site occupiers and users, in accordance with policies 6.9 and 6.13 of The London Plan (2016) and policy T7 of the Local Plan (2018).

- 13) With the exception of the terrace areas indicated on the approved drawings, no part of any other roof of the approved development shall be used as a terrace or other amenity space. The upper floor terrace areas shall not be used after 21:30 and before 0800 the following day Mondays to Fridays and shall not be used after 21:30 and before 0900 hours the following day on Saturdays, Sundays and Bank Holidays. No live or amplified music shall be played or performed on the external terrace areas hereby approved.

To safeguard the amenities of the occupiers of neighbouring properties, and to avoid overlooking and loss of privacy and the potential for additional noise and disturbance, in accordance with policies CC11 and HO11 of the Local Plan (2018).

- 14) No development shall commence until a preliminary risk assessment report is submitted to and approved 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.

Potentially contaminative land uses (past or present) are understood to occur at, or near to, this site. This condition is required 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 CC9 the Local Plan (2018) and Key principles LC1 to LC7 of the Planning Guidance Supplementary Planning Document (2018).

- 15) No development shall commence until a site investigation scheme is submitted to and approved in writing by 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 and testing.

Potentially contaminative land uses (past or present) are understood to occur at, or near to, this site. This condition is required 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 CC9 the Local Plan (2018) and Key principles LC1 to LC7 of the Planning Guidance Supplementary Planning Document (2018).

- 16) Unless the Council agree in writing that a set extent of development must commence to enable compliance with this condition, no development shall commence until, following a site investigation undertaken in compliance with the approved site investigation scheme, 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.

Potentially contaminative land uses (past or present) are understood to occur at, or near to, this site. This condition is required 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 CC9 the Local Plan (2018) and Key principles LC1 to LC7 of the Planning Guidance Supplementary Planning Document (2018).

- 17) Unless the Council agree in writing that a set extent of development must commence to enable compliance with this condition, no development shall commence until, a remediation method statement 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.

Potentially contaminative land uses (past or present) are understood to occur at, or near to, this site. This condition is required 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 CC9 the Local Plan (2018) and Key principles LC1 to LC7 of the Planning Guidance Supplementary Planning Document (2018).

- 18) Unless the Council agree in writing that a set extent of development must commence to enable compliance with this condition, no development shall commence until the approved remediation method statement 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.

Potentially contaminative land uses (past or present) are understood to occur at, or near to, this site. This condition is required 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 CC9 the Local Plan

(2018) and Key principles LC1 to LC7 of the Planning Guidance Supplementary Planning Document (2018).

- 19) Unless the Council agree in writing that a set extent of development must commence to enable compliance with this condition, no development shall commence until an onward long-term monitoring methodology report 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.

Potentially contaminative land uses (past or present) are understood to occur at, or near to, this site. This condition is required 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 CC9 the Local Plan (2018) and Key principles LC1 to LC7 of the Planning Guidance Supplementary Planning Document (2018).

- 20) Prior to occupation of the development hereby permitted an Ultra Low Emission Strategy for the operational phase of the development in order to mitigate the impact of air pollution shall be submitted to and approved in writing by the Local Planning Authority. The Ultra Low Emission Strategy must detail the remedial action and mitigation measures that will be implemented to protect receptors (e.g. design solutions). This Strategy must make a commitment to implement the mitigation measures that are required to reduce the exposure of poor air quality and to help mitigate the development's air pollution impacts, in particular the emissions of NO_x and particulates from on-road vehicle transport by the use of Ultra Low Emission Zone (ULEZ) compliant Vehicles in accordance with the emissions hierarchy (1) Cargo bike (2) Electric Vehicle, (3) Hybrid (non-plug in) Electric Vehicle (HEV), (4) Plug-in Hybrid Electric Vehicle (PHEV), (5) Alternative Fuel e.g. CNG, LPG, (6) Diesel (Euro 6 and Euro VI). Approved details shall be fully implemented prior to the occupation/use of the development and thereafter permanently retained and maintained.

To comply with the requirements of the NPPF (2019), Policies 7.14a-c of the London Plan (2016) and policy CC10 of the Local Plan (2018).

- 21) Prior to commencement of above ground works in the development hereby permitted, (excluding site clearance, demolition and basement works) a Ventilation Strategy report in order to mitigate air pollution shall be submitted to, and approved in writing by, the Council. The Ventilation Strategy report should include the following information:
- a) Details and locations of the air intake locations for B1 use class at rear roof level
 - b) Details and locations of air intakes locations for A1-A5, D2, use class on the rear elevations

- c) Details of non-openable windows for B1 use class on front elevations with Hammersmith Road
- d) Details and locations of ventilation extracts, chimney/boiler flues, to demonstrate that they are located a minimum of 2 metres away from the fresh air ventilation intakes, openable windows, balconies, roof gardens, terraces;
- e) If part a) is not implemented details of the independently tested mechanical ventilation system with Nitrogen Dioxide (NO₂) and Particulate Matter (PM_{2.5}, PM₁₀) filtration to remove airborne pollutants with air intakes on the rear elevations. The filtration system shall have a minimum efficiency of 75% in the removal of Nitrogen Oxides/Dioxides, Particulate Matter (PM_{2.5}, PM₁₀) in accordance with BS EN ISO 10121-1:2014 and BS EN ISO 16890:2016;

The whole system shall be designed to prevent summer overheating and minimise energy usage. The maintenance and cleaning of the systems shall be undertaken regularly in accordance with manufacturer specifications and shall be the responsibility of the primary owner of the property. Approved details shall be fully implemented prior to the occupation/use of the development and thereafter permanently retained and maintained.

To comply with the requirements of the NPPF (2019), Policies 7.14a-c of the London Plan (2016) and policy CC10 of the Local Plan (2018).

- 22) Prior to occupation of the development, details of a post installation report of the approved ventilation strategy to mitigate the impact of air pollution shall be submitted to, and approved in writing by, the Local Planning Authority. Approved details shall be fully implemented prior to the occupation/use of the development and thereafter permanently retained and maintained.

To comply with the requirements of the NPPF (2019), Policies 7.14a-c of the London Plan (2016) and policy CC10 of the Local Plan (2018).

- 23) The development hereby permitted shall not commence (excluding site clearance and demolition) until a statement of how 'Secured by Design' requirements are to be adequately achieved has been 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, the approved details shall be carried out prior to occupation of the development hereby approved and permanently retained thereafter.

To ensure a safe and secure environment for users of the development, in accordance with policies DC1 and DC2 of the Local Plan (2018).

- 24) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (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 obtained.

In order to ensure that the Council can fully consider the effect of telecommunications equipment upon the appearance of the building, in accordance with policies DC1, DC2 and DC8 of the Local Plan (2018).

- 25) The development hereby approved shall not be occupied before a Refuse Management Plan, including full details of refuse storage (including provision for the storage of recyclable materials) have been submitted to, and approved in writing by, the Council. The approved details shall be implemented prior to the occupation of the development and shall thereafter be permanently retained. All refuse/recycling generated by the development hereby approved shall be stored within the agreed areas. These areas shall be permanently retained for this use. Refuse and recyclables shall be stored only within the curtilage of the application site except on collection days.

To ensure that the use does not give rise to smell nuisance and to prevent harm arising from the appearance of accumulated rubbish, in accordance with policies DC4 and CC7 of the Local Plan (2018) and Key principles WM1 to WM11 of the Planning Guidance Supplementary Planning Document (2018).

- 26) Other than structures shown on the plans hereby approved, or in details required by condition, no water tanks, water tank enclosures or other structures shall be erected upon the flat roofs of the building hereby permitted.

To ensure a satisfactory external appearance, in accordance with policies DC1, DC4 and DC8 of the Local Plan (2018).

- 27) Prior to use, machinery, plant or equipment, extract/ventilation system 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 permanently maintained as such.

To ensure that the amenity of occupiers of the surrounding premises is not adversely affected by vibration, in accordance with policies CC11, CC13 and HO11 of the Local Plan (2018).

- 28) Other than as shown on the plans hereby approved, or in details required by condition, no plumbing, extract flues or pipes, other than rainwater pipes, may be fixed on the elevations of the building hereby permitted.

To ensure a satisfactory external appearance, in accordance with policies DC1, DC4 and DC8 of the Local Plan (2018).

- 29) No trees surrounding the site shall be topped, lopped, felled or wilfully destroyed without the prior approval in writing of the Council.

To ensure that the Council is able to properly assess the impact of the development on any trees and prevent their unnecessary loss, in accordance with policies DC1, DC4, DC8 and OS5 of the Local Plan (2018).

- 30) The development hereby approved shall not be commenced before an Arboricultural Method Statement and Tree Protection Plan in accordance with BS5837:2012 have been submitted to, and approved in writing by, the Council.

The approved details shall be implemented prior to the commencement of the development and retained until construction works are completed. The development shall be implemented only in accordance with the recommendations made in the Arboricultural Survey and Impact Assessment, V.1 dated 22/3/19 submitted with the application, and in accordance with BS5837:2012.

To ensure that trees within the site to be retained are protected during the course of the construction and to ensure that tree works are acceptably carried out, in accordance with policies DC1, DC4, DC8 and OS5 of the Local Plan (2018).

- 31) No ground level external seating areas should be permitted for B1, and A1-A5 class uses and public amenity use in order to mitigate air pollution within a minimum of 10m of the kerbside on Hammersmith Road (A315) without written approval in writing from the local planning authority.

In order to mitigate air pollution to comply with the requirements of the NPPF (2019), Policies 7.14a-c of the London Plan (2016) and policy CC10 of the Local Plan (2018).

- 32) No development shall commence until a scheme for temporary site hoarding and/or enclosure of the site where necessary has been submitted to, and approved in writing by, the Council (including detailed plan, section and elevation drawings at a scale of not less than 1:20 and details of material and colour). The site hoarding and/or enclosure shall be erected in accordance with the approved details and retained for the duration of the building works. No part of the site hoarding and/or enclosure of the site shall be used for the display of advertisement hoardings.

To ensure a satisfactory external appearance of the site, in accordance with policies DC1, DC4 and DC8 of the Local Plan (2018).

- 33) No external roller shutters shall be attached to the building at ground floor level.

To ensure a satisfactory external appearance and to prevent harm to the street scene and to preserve the character and appearance of the area and nearby conservation areas in accordance with Policies DC1, DC4 and DC8 of the Local Plan (2018).

- 34) No alterations shall be carried out to the external appearance of the building, including the installation of air-conditioning units, ventilation fans or extraction equipment not shown on the approved drawings, without planning permission first being obtained. Any such changes shall be carried out in accordance with the approved details.

To ensure a satisfactory external appearance and to prevent harm to the amenities of the occupiers of neighbouring residential properties, in accordance with policies DC1, DC4 and DC8 of the Local Plan (2018).

- 35) The development hereby permitted shall not be occupied/used until 9 motorcycle parking spaces have been fully demarcated, and the motorcycle parking spaces shall be permanently retained for the life of the development.

To ensure the suitable provision of motorcycle parking within the development to meet the needs of future site occupiers and users, in accordance with policy T4 of the Local Plan (2018) and Key principle TR8 of the Planning Guidance Supplementary Planning Document (2018).

- 36) Neither music nor amplified voices emitted from the building hereby permitted shall be audible at any residential/noise sensitive premises.

To ensure that the amenity of occupiers of the development site/ surrounding premises is not adversely affected by noise, in accordance with policies CC11 and CC13 of the Local Plan 2018.

- 37) The use of the extended building hereby permitted shall not commence until all external doors to the premises have been fitted with self-closing devices, which shall be maintained in an operational condition and at no time shall any external door be fixed in an open position.

To ensure that the amenity of occupiers of neighbouring properties are not adversely affected by noise, in accordance with policies CC11 and CC13 of the Local Plan (2018).

- 38) The development hereby permitted shall be constructed and operated in accordance with the Access Statement included in the submitted Design and Access Statement dated 9/7/19.

To ensure that the proposal provides an inclusive and accessible environment in accordance with policy DC2 of the Local Plan (2018) and The London Plan (2016) policy 7.2.

- 39) Prior to the occupation of the development hereby permitted, a report with details of the combustion plant in order to mitigate air pollution shall be submitted to and approved in writing by the Council. The report shall include the following:

- a) Details to demonstrate that the termination height of the Flue stack for the combustion Plant has been installed a minimum of 2 metres above any openable window and/or roof level amenity area of the tallest building or part thereof
- b) Details of emissions certificates, and the results of NO_x emissions testing of each Emergency Diesel Generator Plant to demonstrate that all the Emergency Diesel Generator Plant and associated abatement technologies shall meet a minimum dry NO_x emissions standard of 95 mg/Nm³ (at 5% O₂) by an accredited MCERTS organisation shall be provided following installation and thereafter on an annual basis to verify compliance of the relevant emissions standards in part b). Where any combustion plant does not meet the relevant emissions Standards in part b) above, it should not be operated without the fitting of suitable secondary NO_x abatement Equipment or technology as determined by a specialist to ensure comparable emissions.
- c) Details to demonstrate where secondary abatement is used for the Emergency Diesel Generator the relevant emissions standard in part b) is met within 5 minutes of the generator commencing operation. During the operation of the

emergency Diesel generators there must be no persistent visible emission. The maintenance and cleaning of the systems shall be undertaken regularly in accordance with manufacturer specifications. The diesel fuelled generators shall only be used for a maximum of 48 hours when there is a sustained interruption in the mains power supply to the site, and the testing of these diesel generators shall not exceed a maximum of 12 hours per calendar year.

Approved details shall be fully implemented prior to the occupation/use of the development and thereafter permanently retained and maintained.

To comply with the requirements of the NPPF (2019), policies 7.14a-c of The London Plan (2016) and policy CC10 of the Local Plan (2018).

- 40) Save for works below ground level, no development shall commence until details of any window cleaning equipment including appearance, means of operation and storage have been submitted to, and approved in writing by, the Council. The development shall be carried out in accordance with the details as approved.

To ensure a satisfactory external appearance and to prevent harm to the street scene and to preserve the character and appearance of the area and nearby conservation areas in accordance with Policies DC1, DC4 and DC8 of the Local Plan (2018).

- 41) The development hereby permitted shall not be occupied/used until 2 accessible parking spaces for wheelchair users have been fully demarcated, and the accessible parking spaces shall be permanently retained for the life of the development.

In order to ensure easy and convenient access for all users, including disabled people, in accordance with policy T4 of the Local Plan (2018) and policies 4.5 and 7.2 of The London Plan (2016).

- 42) Save for works below ground level, no development shall commence until full details of any building signage including artificial lighting levels (candelas/m² size of sign) have been submitted to, and approved in writing by, the Council. Details shall demonstrate that the recommendations of the Institution of Lighting Professionals in the 'Guidance Notes For The Reduction Of Light Pollution 2011' will be met, particularly with regard to the 'PLG05,2015-The Brightness of Illuminated Advertisements'. The development shall be carried out in accordance with the details as approved and thereafter be retained in this form. No advertisements shall be displayed on either the external faces of the development and/or inside any windows, without details of the advertisements having first been submitted to, and agreed in writing by, the Council.

To ensure a satisfactory external appearance and to prevent harm to the street scene, to preserve the character and appearance of the nearby conservation areas and to ensure that the amenities of occupiers of surrounding properties are not unduly affected by artificial lighting in accordance with policies CC12, CC13, DC1, DC4 and DC8 of the Local Plan (2018).

- 43) The development hereby permitted shall not be occupied/used until it has been erected in accordance with the submitted Energy Statement V.6 dated 25/9/19,

BREEAM 2018 New Construction Pre-assessment V.3 dated 31/5/19 and BREEAM 2014 Non-Domestic Refurbishment Pre-Assessment V.3 dated 31/5/19. A post construction BREEAM assessment shall be submitted to the Council within 6 months of occupation for approval in writing to confirm that the measures have been implemented as required.

To ensure a satisfactory external appearance and the integration of energy generation from renewable sources, consistent with the Mayor's sustainable design objectives in accordance with policies 5.1, 5.2, 5.3 and 5.7 of The London Plan (2016) and policies DC1, DC2, DC8, CC1, CC2, CC3, CC4 and HO11 of the Local Plan (2018).

- 44) The development hereby permitted shall not be occupied before implementation of the energy efficiency, low/zero carbon and renewable energy measures detailed in the submitted Energy Statement V. 6 dated 25/9/19. All details shall be implemented prior to occupation/use of the development hereby permitted, and thereafter be permanently retained.

To ensure a satisfactory external appearance and the integration of energy generation from renewable sources, consistent with the Mayor's sustainable design objectives in accordance with policies 5.1, 5.2, 5.3 and 5.7 of The London Plan (2016) and policies DC1, DC4, DC8, CC1, CC2, CC3, CC4 and HO11 of the Local Plan (2018).

- 45) Prior to commencement of development (other than demolition), a revised Sustainable Drainage (SuDS) Strategy, which details how surface water will be managed on-site in-line with the London Plan Drainage Hierarchy's preferred SuDS measures shall be submitted to and approved in writing by the Council. Information provided shall include details on the design, location and attenuation capabilities of the proposed sustainable drainage measures such as rainwater harvesting, living roofs, blue roof, permeable surfaces and other attenuation measures. The feasibility of utilising the existing podium level to provide attenuation should also be investigated and included as part of the scheme where possible, with details provided. Details of the proposed flow controls and flow rates for any discharge of surface water to the combined sewer system should also be provided, which should aim to be as low as possible. Full details of the proposed maintenance measures and responsibilities for each SuDS feature should also be provided. The Strategy shall be implemented in accordance with the approved details, and thereafter all SuDS measures shall be retained and maintained in accordance with the approved details and shall thereafter be permanently retained in this form.

To prevent the increased risk of flooding and to protect existing and future occupants, and to ensure that surface water run-off is managed in a sustainable manner, in accordance with policy 5.13 of The London Plan (2016) and policies CC2, CC3 and CC4 of the Local Plan (2018).

- 46) The main lift core within the development shall contain at least one fire rated lift, details of which shall be submitted to the Local Planning Authority and approved in writing prior to the occupation of the building. All lifts within the building shall have enhanced lift repair service running 365 day/24 hour cover to ensure that no occupiers (including wheelchair users) are trapped if the lift breaks down. The fire

rated lift shall be installed as approved and maintained in full working order for the lifetime of the development.

To ensure that the proposal provides an inclusive and accessible environment in accordance with policy DC4 of the Local Plan (2018) and The London Plan (2016) policy 7.2.

- 47) Prior to first occupation of the development, a Cycle and Car Parking Management Plan shall be submitted to, and approved in writing by, the Council. The development shall not be operated otherwise than in accordance with the Cycle and Car Parking Management Plan as approved and shall thereafter be permanently retained in this form.

To ensure the sustainable provision of cycle and 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 (2016) and policies T1 and T4 of the Local Plan (2018).

- 48) No above ground works on the development hereby permitted shall commence until the full detailed design of the proposed blue and green roofs, to include details of the substrate depth and confirmation of the attenuation volume provided, have been submitted to, and approved in writing, by the Council. The blue and green roofs shall be implemented in accordance with the approved details prior to occupation/use of the development hereby permitted, and thereafter be permanently retained and maintained in line with the agreed details.

To ensure acceptable surface water management, in accordance with policy 5.13 of The London Plan (2016) and policies CC1, CC2, CC3 and CC4 of the Local Plan (2018).

- 49) The development hereby permitted shall not be occupied or used until the shower rooms, changing areas and lockers at basement level shown on the approved plans have been installed, and they shall be permanently retained thereafter for the use of employees.

In order to ensure satisfactory facilities for staff including cyclists, in accordance with policy T3 of the Local Plan (2018).

- 50) No delivery, refuse or service vehicles shall enter or depart the site during the periods 07:30 hours - 10:00 hours, 15:00 hours - 19:00 hours and 23:00 hours - 06:00 hours the following day.

To ensure that the amenities of the surrounding residential occupiers are not unduly affected by noise from vehicles entering, leaving or manoeuvring within the site, in accordance with policies CC11 and CC13 of the Local Plan (2018).

- 51) No above ground works on the development hereby permitted shall commence until details of external artificial lighting have been 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 policies CC12 and CC13 of the Local Plan (2018).

- 52) The development hereby permitted shall not be occupied before details of measures to mitigate light spillage from all floor levels of the proposed building towards neighbouring residential properties and a scheme for the control of the operation of internal lighting (during periods of limited or non-occupation) have been submitted to, and approved in writing, by the Council. The details as approved shall be implemented prior to first occupation of the building hereby permitted and thereafter be permanently retained.

To ensure that the amenities of surrounding residential properties are not unduly affected by light pollution, in accordance with policies CC12 and CC13 of the Local Plan (2018).

- 53) Prior to occupation of the development hereby approved a revised Delivery and Servicing Plan (DSP), including vehicle tracking where required, shall be submitted to, and approved in writing by, the Council. The DSP shall detail the 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 development shall be operated in accordance with the approved details throughout the lifetime of the development.

To ensure satisfactory provision for servicing and to prevent noise and disturbance to neighbouring residents, in accordance with policy 6.11 of the London Plan (2016) and policies T2, CC11 and CC13 of the Local Plan (2018).

- 54) The window glass of the building at ground floor level on the elevations fronting Hammersmith Road and on the north facing elevations shall not be mirrored, tinted or otherwise obscured. The development shall be permanently retained in this form.

To ensure a satisfactory external appearance and to prevent harm to the street scene and to preserve the character and appearance of the conservation area in accordance with Policies DC1, DC4 and DC8 of the Local Plan (2018).

- 55) Prior to commencement of the development, details shall be submitted to and approved in writing by the Council, of the external sound level emitted from plant/machinery/ equipment and mitigation measures as appropriate. The measures shall ensure that the external sound level emitted from plant, machinery/ equipment will be lower than the lowest existing background sound level by at least 10dBA in order to prevent any adverse impact. The assessment shall be made in accordance with BS4142:2014 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 sound 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 the development site/surrounding premises is not adversely affected by noise from mechanical installations/equipment, in accordance with policies CC11 and CC13 of the Local Plan (2018).

- 56) The development hereby permitted shall not be occupied until 6 active and 3 passive electric vehicle charging spaces have been provided at basement level. The electric vehicle charging shall be permanently retained for the lifetime of the development and shall be permanently accessible.

To ensure the suitable provision of electric vehicle charging within the development to meet the needs of future site occupiers and users, in accordance with policy T4 of the Local Plan (2018).

- 57) Prior to occupation of the development hereby permitted, flood mitigation/proofing measures shall have been implemented in accordance with the details contained within the approved Flood Risk Assessment (Rev.F1 dated 3/6/19). The measures shall thereafter be retained in perpetuity.

To reduce flood risk across the borough in accordance with policies CC3 and CC4 of the Local Plan (2018), and SPD Flood Risk and Water Efficiency Key Principles FR3, FR6, and FR7 of the Planning Guidance Supplementary Planning Document (2018).

- 58) The development hereby permitted shall not be occupied until a non-return valve or other suitable device has been installed, to avoid the risk of backflow at a later date on the assumption that the sewerage network may surcharge to ground level during storm conditions. The device as installed shall thereafter be permanently retained and maintained.

To prevent the increased risk of flooding and to protect existing and future occupants, in accordance with policy 5.13 of The London Plan (2016) and policies CC2, CC3 and CC4 of the Local Plan (2018).

- 59) Prior to occupation of the development hereby approved, the total number of car parking spaces demarcated on site shall be reduced to 30 and shall not exceed this total number at any time during the lifetime of the development.

To ensure the sustainable provision of car parking within the development to meet the needs of future site occupiers and users, in accordance with policies T1 and T4 of the Local Plan (2018) and Key principle TR3 of the Planning Guidance Supplementary Planning Document (2018).

- 60) Prior to occupation of the development hereby permitted, details of the installation of the Air Source Heat Pumps or Electric Boilers to be provided for space heating and hot water shall be submitted to and approved in writing by the Local Planning Authority. Approved details shall be fully implemented prior to the occupation/use of the development and thereafter permanently retained and maintained.

To comply with the requirements of the NPPF (2019), Policies 7.14a-c of the London Plan (2016) and policy CC10 of the Local Plan (2018).

Justification for Approving the Application:

- 1) 1. Land Use: The principle and land use of the development hereby approved is acceptable and in compliance with national, regional, and local strategic policy context the development would have a positive impact on the local economy and create additional employment, which complies with the economy and employment context set out within NPPF (2019) chapter 6 'Building a strong, competitive economy', London Plan (2016) policies 4.1, 4.2 and 4.4 and Local Plan (2018) policies E1, E2 and E4.

2. Design and Conservation: The proposed development relates to the high quality refurbishment and extension of an existing building which would have regard to the pattern and grain of the wider development that the existing building is an integral part of and make a positive contribution to the townscape. The proposed development would be compatible with the scale and character of existing development and its setting. The proposal would preserve the character and appearance of the nearby conservation areas, listed buildings and Buildings of Merit. The development would therefore be acceptable in accordance with the NPPF (2019), Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990, London Plan (2016) policies 7.1, 7.2, 7.3, 7.4, 7.5, 7.6, 7.7 and 7.8, policies DC1, DC2, DC4 and DC8 of the Local Plan (2018) and Key principles CAG2, CAG3 and CAG6 of the Planning Guidance Supplementary Planning Document (2018).

3. Landscaping and Biodiversity: Landscaping would be provided by the development, enhancing biodiversity, including the provision of new areas of accessible public realm which would be of benefit to the area and which complies with the relevant planning policy context set out in the London Plan (2016) policies 7.5, 7.19, 7.21 and Local Plan (2018) policies OS1, OS2, OS4, and OS5.

4. Impact on Neighbouring Residents: The impact of the proposed development upon neighbouring occupiers is considered to be acceptable with regards to noise and impacts on overlooking, sunlight, daylight and outlook. In this regard the development would respect the principles of good neighbourliness. The development would therefore be acceptable in accordance with policy 7.15 of the London Plan (2016), policies CC11, CC13 and DC4 of the Local Plan (2018) and the relevant Key principles of the Planning Guidance Supplementary Planning Document (2018).

5. Safety and Access: The development would provide a safe and secure environment for all users in accordance with London Plan (2016) policy 7.3 and policies DC1 and DC2 of the Local Plan (2018). The proposal would provide ease of access for all people, including disabled people, in accordance with London Plan (2016) policy 3.8, policies DC1, DC2 and DC4 of the Local Plan (2018) and Key principles DA1, DA2, DA3, DA6 and DA7 of the Planning Guidance Supplementary Planning Document (2018).

6. Transport: There would be no adverse impact on traffic generation and the scheme would not result in congestion of the road network. Conditions and a legal agreement would secure no access to parking permits and provision of cycle and refuse storage. The development would therefore be acceptable in accordance with the NPPF (2019), London Plan (2016) policies 6.1, 6.3, 6.9, 6.10, 6.11, 6.12 and 6.13, policies CC7, T1, T2, T3, T4 and T7 of the Local Plan (2018), and Key principles TR3, TR12, WM1, WM2, WM5 and WM6 of the Planning Guidance Supplementary Planning Document (2018).

7. Flood Risk: A Flood Risk Assessment (FRA) has been submitted as required. Detailed drainage matters would be secured by condition. In this respect the proposal is therefore in accordance with the NPPF (2019), London Plan (2016) policies 5.11, 5.12, 5.13, 5.14 and 5.15, policies CC1, CC3, CC4 and CC5 of the Local Plan (2018) and Key principles FR1, FR2 and FR3 of the Planning Guidance Supplementary Planning Document (2018).

8. Energy and Sustainability: An Energy Statement has been submitted outlining the energy efficiency and low/zero carbon measures to be implemented as part of the development with the aim of minimising energy use and associated CO2 emissions. The proposal would be consistent with consistent with the Mayor of London's sustainable design objectives in accordance with NPPF (2019) chapter 14 'Meeting the challenge of climate change, flooding and coastal change', policies CC1, DC1 and DC2 of the Local Plan (2018) and policies 5.1, 5.2, 5.3 5.4A, 5.6, 5.7, 5.8, 5.9, 5.10 and 5.11 of The London Plan (2016).

9. Land Contamination: Conditions would 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 (2016), policies CC9 and CC13 of the Local Plan (2018), and Key principles LC1, LC2, LC4, LC5, LC6 and LC7 of the Planning Guidance Supplementary Planning Document (2018).

10. Air Quality: With regards to air quality considerations, the Council's Environmental Quality Team have reviewed the Air Quality Assessment submitted with the application proposal and consider, subject to additional mitigation, the development would be acceptable and compliant with London Plan (2016) policy 7.14 and Local Plan (2018) policy CC10.

LOCAL GOVERNMENT ACT 2000 LIST OF BACKGROUND PAPERS

All Background Papers held by Andrew Marshall (Ext: 4841):

Application form received: 6th June 2019
Drawing Nos: see above

Policy documents: National Planning Policy Framework (NPPF) 2019
The London Plan 2016
LBHF - Local Plan 2018

Consultation Comments:

Comments from:	Dated:
Environment Agency - Planning Liaison	15.07.19
Thames Water - Development Control	08.08.19
Historic England London Region	16.07.19
Transport For London - Land Use Planning Team	02.08.19
Civil Aviation Authority - Safety Regulation Group	17.07.19

Neighbour Comments:

Letters from:	Dated:
45 Lily Close London W14 9YA	10.08.19
Lyric House, 149 Hammersmith Road London W14 0QL	18.12.19
Flat 21 Stuart House 46 Windsor Way London W14 0UF	16.09.19
14 Brook Green London W6 7BL	10.08.19
21 Stuart House Windsor Way London W14 0UF	08.08.19
Flat 20 Balmoral House 45 Windsor Way London W14 0UE	16.12.19
Flat 20 Balmoral House 45 Windsor Way London W14 0UE	30.07.19
68 More Close St.Paul's Court London W14 9BN	01.12.19
Flat 23, Sandringham House, 44 Windsor Way W14 0UD	25.07.19
42 Brook Green Flat 2A, London W6 7BN	14.08.19
22 Balmoral House 45 Windsor Way London W14 0UE	13.12.19
6 Edith Road Flat 2 London W14 9BA	28.11.19
23 Sandringham House 44 Windsor Way London W14 0UD	12.12.19
69 Edith Road London W140TH	13.08.19

BACKGROUND

1.1 The application site is 0.4682 hectares in area and lies on the northern side of Hammersmith Road. On the opposite side of Hammersmith Road is St Mary's Church. The site forms half of a 'U' shaped larger building with a single storey ground floor link and which operate as two separate office buildings, the western half being known as 80 Hammersmith Road. The entrance to No.80 has been moved to its southwestern corner, with the entrance to No.76 remaining in the centre of the 'U' as originally designed at ground level. The application building is known as Liberty House (No.76) and was one of a series of five such office buildings constructed in the 1980s. The site is bound to the rear by residential properties within 6-7 storey mansion block-style buildings along Windsor Way to the north. The offices on site are currently vacant.

1.2 The application site contains a 7-storey building providing 8,831sqm (GEA - gross external area) of office (Class B1a) floor space over 6 floors with enclosed plant areas at roof level. The application building is one half of a U-shaped building, its two halves constructed as standalone buildings mirroring each other. To the rear of the site, between the two wings of the 'U', is a courtyard with turning circle around a central rotunda. The office building has two pedestrian access points, the main access is located via Hammersmith Road at the front of the building and the other is located adjacent to the servicing area to the building's rear. Vehicular access to the site is off

Blythe Road, via an access road to the rear of the site. There is an existing 49 space basement car park accessed from a ramp off the rear service road running along the rear of 68-80 Hammersmith Road, and there are 5 additional car parking spaces at the rear of the building at ground level.

1.3 On the southern side of Hammersmith Road opposite the site there is a 3-4 storey retail parade with residential above. The site has no specific designations. It is, however, opposite the Gunter Estate Conservation Area which has a boundary on the southern side of Hammersmith Road and which contains the locally listed Buildings of Merit at 145 and 149 (Lyric House) Hammersmith Road along with St Mary's Church, and to the west at 153 Hammersmith Road St Paul's Hotel which is Grade II listed along with the boundary walls and garden building of the adjacent open space. The Brook Green Conservation Area lies opposite the site to the west on Brook Green, and also wraps around the rear of Windsor Way approximately 80m to the north of the site and contains the Grade II listed buildings in the Blythe House site and the Grade II* listed Holy Trinity Church. Diagonally opposite to the south east lies the Dorcas Estate Conservation Area, Nos.121-127a Hammersmith Road opposite the site to the south east are locally listed Buildings of Merit and Nos.99-100 are Grade II listed buildings. The Olympia and Avonmore Conservation Area lies approximately 175m to the east of the site and includes Grade II and II* listed buildings which form part of Olympia Exhibition Centre.

1.4 Hammersmith Road is part of the Strategic Road Network. The proposed safer cycle pathway will run past the frontage of the site on Hammersmith Road. There are seven bus routes stopping within 100 metres of the site and Barons Court Underground Station (District and Piccadilly lines) is approximately 450 metres away. The site has an excellent Public Transport Access Level of 6a, on a scale of 1-6a/b where 1 is 'poor' and 6b being rated as 'excellent'.

1.5 The front edge of the site, outside of the building footprint, lies within the Environment Agency's Flood Risk Zone 2.

Planning History

1.6 The building on the application site dates from the late 1980s, with planning permission for the development at Nos.68-80 granted in 1986:

1985/02525/FUL - Erection of four buildings comprising 263,317sq.ft. of offices with associated car parking and landscaping - Granted 29/4/1986.

1.7 There is no relevant recent planning history.

Current proposal

1.8 The current application proposes alterations and extensions to the existing office building to provide an additional 4,226sqm (GEA) of Class B1a office space and 205sqm (GEA) of ground floor flexible Class A1/A2/A3 commercial floorspace (13,303sqm (GEA) in total). The proposal includes the part seven, part eight storey plus plant at roof level infill extension to the front and partly over the existing courtyard at the rear and two additional floors plus replacement plant and green roof at roof level over the existing building following the demolition of the existing central core facing the southern (Hammersmith Road) elevation. It would also include the replacement of

existing mirrored curtain walling with predominantly clear glazing to the entire building at No.76 and new public realm and soft and hard landscaping incorporating a single storey Class A1/A3 commercial 'pavilion' (65sqm GEA) A reduction in the number of existing basement parking spaces from 49 to 30 is proposed, including the provision of 2 accessible blue badge bays, 9 motorcycle parking spaces, 9 electrical vehicle charging spaces and 138 cycle parking spaces. The 5 car parking spaces at the rear of the building at ground level will also be removed.

1.9 The existing basement would be altered to provide a new enclosed servicing area, cycle storage, showering and changing facilities for cyclists, a reduced number of car parking spaces, electrical charging points to parking spaces, motorcycle parking, disabled parking spaces, plant and new lift access. At ground floor level the development proposes a new lobby, lift cores, café/co-working space, office space and affordable office space at the rear. On the upper floors the infill extension between the two existing buildings on site would facilitate a new core with new lift access and toilet facilities for the office areas. The extension at roof level would provide two additional floors of new office floorspace. At seventh floor level there would be a terrace over the central infill extension on the southern side of the building, and a smaller roof terrace at the rear behind the central infill extension.

2.0 PUBLICITY and CONSULTATIONS

2.1 The proposal was presented to the Design Review Panel on 30th April 2019. The DRP did not object to the proposed extensions and welcomed the proposed landscaping and new pavilion. They were sensitive to the impact on adjacent residential properties and encouraged the consideration of the development as part of a wider masterplan including No.80, particularly in terms of the proposed recladding of No.76. Their response is discussed further later in this report.

2.2 A Statement of Community Involvement has been submitted with the application, contained within the Planning Statement.

2.3 The Applicants held a public exhibition on and 12th February 2019 to present the application proposal. The Applicants state that 19 people including a Ward Councillor attended the exhibition.

2.4 The current planning application was publicised by the Council by way of press and site notices posted in July 2019, and 1182 notification letters were sent to individual properties in surrounding buildings or streets.

2.5 To date there have been responses from 10 neighbouring occupiers in objection to the proposal. The following comments in have been raised in the responses received, in summary:

- Will result in a loss of sunlight and daylight to 20 Balmoral House, 21 Stuart House & 23 Sandringham House, Windsor Way.
- Removal of mirrored glazing will diminish the view from 21 Stuart House, Windsor Way.
- Will restrict and block the view from the balcony of 23 Sandringham House, Windsor Way.
- Will reduce view of the sky from 20 Balmoral House, Windsor Way.
- Will impact on air quality, and there will be dust impacts from construction.

- Removing greenery will affect the local environment.
- Will damage the character of a pleasant residential area just off the Hammersmith Road.
- Will add considerably to noise and pollution in the area.
- Will look awkward and inconsistent compared to No.80.
- The ground floor pavilion design should be rethought.
- Noise, traffic and highway safety impacts from construction works will affect a business on Hammersmith Road.
- The existing building and landscaping should be improved without extension.
- The development may affect the character or appearance of adjoining conservation areas and the Estate of St Paul's Court.
- New office space will increase traffic and noise in the area.
- The existing building looks dated and ugly, the proposals might improve its appearance.

2.6 Friends of Brook Green

The Friends of Brook Green have responded in support of comments from a resident of Edith Road which were:

Comments on scheme on which public consultation was held prior to submission of the application:

- Replacement of mirrored glazing welcomed, would set a precedent for the remaining half of the building
- Clearing away the cluttered scrub to provide a more clearly defined footway and moving the entrance forward to respect the street line is a positive decision. Ground level retail reflecting the street line and energising the public space was requested at consultation.

The application scheme is worse than the previously consulted scheme:

- Glazing within a pattern wall of the consultation has been replaced with full height curtain wall glazing which is outdated and not contextual and sets a poor precedent for No.80.
- The set back of the upper storey extension is welcomed but it exceeds the existing by 4.5m. The front addition in the proposal is to be higher than the adjacent Vineyard House building cornice line. This is an incremental increase to an inappropriate scale on this part of the street out of keeping with the historic context.
- The amenity space on Hammersmith Road is not as well defined as it could be. The kiosk proposed is a randomly positioned element that serves to break up the space rather than define it. Its use as an access core to a basement would preclude its effective use as a publicly accessible retail outlet energising the amenity space.
- Sets a precedent for the neighbouring buildings not sufficiently respectful of the historic context in height, materials or massing.
- Whilst making some moves towards an improved public space on Hammersmith Road it does not deviate to any great degree from the faceless facade and fortress-like relationship to the street that was originally established by this development.
- The small advantages of the current proposals are heavily outweighed by the precedent it sets. It should not be granted consent until significant improvements have been made which avoid the enduring harm this scheme will cause.
- Policies which the application contradicts:
 - DC1, as it is not respectful of the townscape context and heritage assets.

- DC2, the new build elements do not reflect the local design context, including the prevailing rhythm and articulation of frontages, local building materials and colour, and locally distinctive architectural detailing, nor promote and reinforce local distinctiveness.

- SPG, 4.3, On Conservation Areas: it is essential that development is encouraged which is mindful of the areas' historic form and which is of an appropriate high quality architectural design to complement the existing character and ensure the long term vitality and viability of these centres.

2.7 All the material planning considerations raised above are considered in the body of this report.

Responses from other consultees

2.8 The Hammersmith and Fulham Disability Forum Planning Group raised concerns about the steps with curving ramp to provide level access to retail unit. They also wanted to ensure:

- i. The layout within accessible toilets is evidenced on drawings
- ii. Compliant dimensions and turning circle on drawings for accessible shower and changing areas in the basement.
- iii. Safe pedestrian routes in the rear area shared with vehicles from set down/pick up point to building entrances.
- iv. Compliant layout available for 4 blue badge parking bays.

2.9 Transport for London (TfL) are not the Highway Authority but state that as the Traffic Authority they have a duty to ensure that any development does not have an adverse impact on the Strategic Road Network of which Hammersmith Road forms part. They have requested that the development should be car-free, sought clarification on the proposed parking spaces, requested Draft London Plan compliant electric vehicle charging points and cycle parking including showers and lockers, requested a Construction Logistics Plan for approval by the Council and TfL, and request that the footway and carriageway on Hammersmith Road must not be blocked during the construction and maintenance of the proposal.

2.10 London Underground have responded with no comments relating to the protection of their infrastructure.

2.11 Historic England responded with no comments on the proposal.

2.12 The Environment Agency responded with no comments on the proposal.

2.13 The Civil Aviation Authority suggested an informative relating to crane operations and advised further consultation of the London Heliport and National Police Air Service, which was carried out but neither have responded to date.

2.14 The planning issues raised in all the responses to the planning application outlined above will be considered in the body of the report below.

3.0 PLANNING CONSIDERATIONS

3.1 The main issues for consideration in relation to this application are:

- Whether the development would accord with the appropriate policies in the National Planning Policy Framework (NPPF), the London Plan, the Local Plan and the Planning Guidance Supplementary Planning Document.
- Whether the proposal is acceptable in land use terms.
- The quantum of the development in terms of its height, scale, massing and alignment.
- The design quality/external appearance including materials of the proposal
- The impact on the character and appearance of nearby heritage assets and the surrounding townscape.
- The potential for traffic generation and the impact on the highway network.
- The impact on the amenities of neighbouring occupiers in terms of outlook, light, privacy and noise/disturbance.
- Energy efficiency and sustainability.

POLICY

3.2 The National Planning Policy Framework (NPPF, 2019) sets out the Government's planning policies for England and how these are expected to be applied in favour of sustainable development. The NPPF is a material consideration in decisions on planning applications.

3.3 The London Plan was published in July 2016. It sets out the overall strategic plan for London and a fully integrated economic, environmental, transport and social framework for the development of the Capital over the next 20-25 years. It forms part of the development plan for Hammersmith and Fulham.

3.4 The new draft London Plan was published on 29th of November 2017. An Examination in Public (EiP) was held in early 2019, and the Draft London Plan - Consolidated Suggested Changes Version was published in July 2019. An Intend to Publish Version of the new London Plan is expected imminently. Once adopted, which is expected in early 2020, it will supersede the current London Plan. As the document is in its late stages towards adoption, it is considered that relatively significant weight should be applied to the draft policies where the Inspector had a more favourable view in determining this application.

3.5 On 24 January 2018, the Council resolved to adopt the Hammersmith & Fulham Local Plan (2018). The adoption of the new Local Plan took effect on 28th of February 2018 and the policies within the new Local Plan together with the London Plan 2016 make up the statutory Local Development Framework (LDF) for the Borough. Also of relevance as material considerations are the Council's Planning Guidance Supplementary Planning Document (SPD) (2018) and the Mayor's Supplementary Planning Guidance. The following policies of these documents are considered to be of particular relevance to this application:

National Planning Policy Framework (2018)

Section 2 - Achieving sustainable development

Section 4 - Decision-making

Section 6 - Building a strong, competitive economy

Section 9 - Promoting sustainable transport

Section 11 - Making effective use of land

Section 12 - Achieving well-designed places

Section 14 - Meeting the challenge of climate change, flooding and coastal change
Section 15 - Conserving and enhancing the natural environment
Section 16 - Conserving and enhancing the historic environment

Planning Practice Guidance

London Plan (2016)

Policy 1.1 - Delivering the Strategic Vision and Objectives for London
Policy 2.1 - London and its Global, European and United Kingdom Context
Policy 4.1 - Developing London's economy
Policy 4.2 - Offices
Policy 4.3 - Mixed use development and offices
Policy 4.4 - Managing industrial land and premises
Policy 4.12 - Improving opportunities for all
Policy 5.1 - Climate change mitigation
Policy 5.2 - Minimising carbon dioxide emissions
Policy 5.3 - Sustainable design and construction
Policy 5.4A - Electricity and gas supply
Policy 5.6 - Decentralised energy in development proposals
Policy 5.7 - Renewable energy
Policy 5.8 - Innovative energy technologies
Policy 5.9 - Overheating and cooling
Policy 5.10 - Urban greening
Policy 5.11 - Green roofs and development site environs
Policy 5.12 - Flood risk management
Policy 5.13 - Sustainable drainage
Policy 5.14 - Water quality and wastewater infrastructure
Policy 5.15 - Water use and supplies
Policy 5.21 - Contaminated land
Policy 6.1 - Strategic approach
Policy 6.3 - Assessing effects of development on transport capacity
Policy 6.9 - Cycling
Policy 6.10 - Walking
Policy 6.11 - Smoothing traffic flow and easing congestion
Policy 6.12 - Road network capacity
Policy 6.13 - Parking
Policy 7.1 - Lifetime neighbourhoods
Policy 7.2 - An inclusive environment
Policy 7.3 - Designing out crime
Policy 7.4 - Local character
Policy 7.5 - Public realm
Policy 7.6 - Architecture
Policy 7.7 - Location and design of tall and large buildings
Policy 7.8 - Heritage assets and archaeology
Policy 7.14 - Improving air quality
Policy 7.15 - Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes
Policy 7.19 - Biodiversity and access to nature
Policy 7.21 - Trees and woodlands
Policy 8.2 - Planning obligations
Policy 8.3 - Community infrastructure levy

Local Plan (2018)

Policy	DEL1 - Delivery and implementation
Policy	CC1 - Reducing carbon dioxide emissions
Policy	CC2 - Sustainable design and construction
Policy	CC3 - Minimising flood risk and reducing water use
Policy	CC4 - Minimising surface water run-off with sustainable drainage systems
Policy	CC5 - Water quality
Policy	CC7 - On-site waste management
Policy	CC9 - Contaminated land
Policy	CC10 - Air quality
Policy	CC11 - Noise
Policy	CC12 - Light pollution
Policy	CC13 - Control of potentially polluting uses
Policy	DC1 - Built Environment
Policy	DC2 - Design of new build
Policy	DC3 - Tall buildings
Policy	DC4 - Alterations and extensions (including outbuildings)
Policy	DC8 - Heritage and conservation
Policy	DC11 - Basements and lightwells
Policy	E1 - Range of employment uses
Policy	E2 - Retention of employment uses
Policy	E4 - Local employment and training
Policy	INFRA1 - Planning contributions and Infrastructure planning
Policy	OS5 - Greening the borough
Policy	T1 - Transport
Policy	T2 - Transport assessments and travel plans
Policy	T3 - Increasing and promoting opportunities for cycling and walking
Policy	T4 - Vehicle parking standards
Policy	T5 - Blue badge parking
Policy	T6 - Borough road network
Policy	T7 - Construction and demolition logistics
Policy	TLC1 - Hierarchy of town and local centres

Planning Guidance SPD (2018)

LAND USE

3.6 The application primarily proposes the expansion of an existing office building to expand and improve the quality of the office accommodation on site. The amount of Class B1a office floor space would increase by 4,226sqm GEA, from the existing 8,831sqm (GEA) to 13,303sqm (GEA).

3.7 The NPPF (2019) states that 'Significant weight should be placed on the need to support economic growth and productivity' and that planning policies should 'set out a clear economic vision and strategy which positively and proactively encourages sustainable economic growth'.

3.8 Presumption in favour of sustainable development is at the heart of the National Planning Policy Framework, which for decision-taking means approving development proposals that accord with the development plan without delay.

3.9 London Plan Policy 1.1 'Delivering the Strategic Vision and Objectives for London' sets out strategic directive for growth and change managed to realise the Mayor's Vision for sustainable development.

3.10 London Plan Policy 2.1 'London and its Global, European and United Kingdom Context', requires the Mayor to ensure that London retains and extends its global role as a sustainable centre for business, innovation, creativity, health, education, and research.

3.11 London Plan Policy 4.1 'Developing London's Economy' outlines strategic Mayoral directive to promote and enable the continued development of a strong, sustainable, and diverse economy ensuring the availability of sufficient and suitable workspaces in terms of type, size, and cost. It emphasises the need for greater recognition of the importance of enterprise and innovation.

3.12 London Plan Policy 4.2 'Offices' sets out Mayor's strategic directive and requires boroughs to support the management and mixed-use development of office provision to improve London's competitiveness. Increases in current stock should be sought where there is authoritative, strategic and local evidence of sustained demand for office based activities, and renewal and modernisation of existing office stock in viable locations to improve its quality and flexibility is encouraged. The existing business and employment strengths in the borough are outlined within Policy E1 'Providing a Range of Employment Uses' of the LBHF Local Plan, which supports proposals for new employment uses.

3.13 Strategic Policy HRA of the Local Plan (2018) explains that Hammersmith is an office centre of sub-regional significance and that its role as an office centre extends to the east along Hammersmith Road to Olympia (para.5.46).

3.14 Policy 4.12 of the London Plan 'Improving Opportunities for All' requires planning decisions within strategic development proposals to support local employment skills development and training opportunities. Policy E4 'Local Employment, Training, and Skills Development' of the Local Plan (2018) echoes this requirement compelling provision for appropriate employment and training initiatives for local people of all abilities in the construction of major developments.

3.15 Local Plan (2018) policy E1 goes on to say that new employment floor space above 2,500sqm should be directed to the Borough's three town centres and that the Council will consider:

a. the scale, nature and local impact on the surrounding area, and public transport accessibility is acceptable and is assessed in detail in Sections 9 (Design and Heritage), 10 (Amenity), 11 (Landscaping and Biodiversity) and 12 (Transport and Access).

b. the impact upon small and medium sized businesses that support the local community would be beneficial specifically because the new buildings would have a physical relationship to the North Campus Masterplan in terms of both the built environment and the academic linkages between the research and translational businesses that will be accommodated within Building C and the I-HUB. The aim is to foster the growth of businesses to enable them to expand into larger premises within the

ecosystem on the White City Campus, taking space in the I-HUB, (Imperial's translation and innovation hub) or in future phases of the southern Masterplan.

c. the scale and nature of employment opportunities generated in the new development is therefore highly desirable for the Borough and the city.

d. there would be no displacement of community facilities or housing associated with the development.

e. regard has been given to the Hammersmith and Fulham Economic Growth Plan and the council economic strategies as outlined in the following paragraphs of this section.

3.16 Local Plan (2018) Policy E2 'Land and Premises for Employment Uses' is also relevant and requires land to be retained for providing continued accommodation for employment.

3.17 The development complies with London's strategic economic agenda and Policy 4.1 of the London Plan.

3.18 The application site falls within a location which has a PTAL level of 6a which is classed as excellent using Transport for London's methodology. Most public transport modes in London are currently available which include London Underground, London Overground and buses, which are all within walking distance of the application site.

3.19 The site already provides an established office development of significant scale. Strategic Policy HRA of the Local Plan (2018) acknowledges that Hammersmith's role as an office centre extends to the east along Hammersmith Road to Olympia, therefore the proposed extension of this existing office building would be in line with the aims of this strategic policy which would also accord with regional and national policies which seek to encourage new office development in viable locations. It is therefore considered that there is no planning policy objection to the scheme which would retain and extend the amount of office floor space on this site. This would also be in line with the aims of Policy E2 of the Local Plan (2018), as the proposal would intensify the employment use by increasing the volume and floorspace of employment space. This is particularly the case as the proposed scheme would renew and expand parts of an outdated office building to modern standards with new high-quality office accommodation, in order to continue to provide significant employment in the local area. A flexible Class A1/A2/A3 unit is also proposed at ground floor level fronting Hammersmith Road, along with a Class A1/A3 pavilion located in the landscaped area. Whilst the acceptability of the proposal is also dependent on other factors such as the design of the building and the impact on neighbouring residents and the surrounding area, Officers raise no objection in land use.

3.20 The Council's Economic Development Team have been consulted on the development and as a result commitment within the proposed S106 legal agreement has been secured for a contribution for employment and skills of £84,350, apprentice, work placements and local labour during on-site construction and a Jobs, Employment, and Business Strategy. It will also secure opportunities and alignment with the Hammersmith and Fulham Local Procurement Code in order to work with the Council or its nominated consultants towards a target of 10% local procurement (10% of build costs). The procurement contribution for a scheme of this size would be expected to be approximately £6,400 based on a proportion of the overall annual cost of the project.

3.21 For the above reasons, Officers support the principle of the extension of the existing use, which is considered to be appropriate within this location, and is consistent with relevant national, regional and local planning policies.

DESIGN

3.22 The northern side of Hammersmith Road is characterised by a mix of building types of residential and commercial uses with generally larger scales than the buildings and terraces that are typical for the southern side of Hammersmith Road in this area. This relationship was established in the beginning of the 20th Century when the Lyons factory complex was created that included the Victorian Cadby Hall, and the Olympia Exhibition Centre expanded to the south facing Hammersmith Road. Other large scale mansion blocks and office buildings were built along the north side of Hammersmith Road leading to the town centre, with a general height of up to 8 storeys.

3.23 The wider site, 'Windsor Plaza', was redeveloped in the 1980s, designed by Scott Brownrigg & Turner, comprising a meandering, 7-storey office development, separated at the junction of Hammersmith Road and Blythe Road. The development's plan form does not follow the surrounding streets and as a result, creates external spaces with a variety of hard surfaces and dense planting facing the public realm. The entire development features mirrored glass and dark grey metal rainscreen cladding and has a dated and introverted appearance that, although not dominating or encroaching on the historic townscape to the south due to the mature planting along its boundaries, is disengaged from its urban context and contributes little to the townscape or to a positive setting for the listed terrace and buildings of merit visible in its context.

Townscape, Surrounding Context and Designations

3.24 The scale and character of the local area is mixed and consists of both three/four storey architecturally uniform shopping parades as well as eight storey office blocks. To the rear of the site there are six to seven storey residential apartment blocks which form part of the Windsor Way housing development.

3.25 Land use along the northern side of Hammersmith Road typically comprises larger scale office buildings such as 44 Brook Green and 80, 72, 68 and 66 Hammersmith Road which were built as part of the same comprehensive redevelopment of Cadby Hall. The southern side of Hammersmith Road comprises a mix of uses including commercial uses such as offices at Lyric House and Lincoln House, St. Paul's Hotel, community uses such as Saint Mary's Church and a shopping parade with offices and residential above.

3.26 The application site does not lie within a conservation area but there are a number in the vicinity. Gunter Estate Conservation Area lies on the opposite side of Hammersmith Road, and three further conservation areas can be seen in views along Hammersmith Road. These are Brook Green Conservation Area, Olympia and Avonmore Conservation Area and Dorcas Estate Conservation Area. The existing building is not listed or designated as Building of Merit, but it lies within the wider setting of a number of Buildings of Merit, St. Mary's Church, Lyric House and No 145 Hammersmith Road, all located on the southern side of Hammersmith Road. There are a number of listed buildings and further Buildings of Merit in short walking distance on Hammersmith Road, including the Grade II listed shopping parade on the southern side of Hammersmith Road at Nos.99-119 and the Grade II and II* listed 'Olympia Exhibition

Centre' further to the east, but none of them is considered to be directly inter-visible with the building on site. However, any new development on site may have an impact on the streetscape of Hammersmith Road that could affect the wider setting of the indirectly affected heritage assets.

3.27 The existing building comprises six storeys of office accommodation with an additional storey of plant rooms and with an underground car park, accessed via a dedicated service road to the rear. The reception and the primary and secondary cores to the building are built parallel to Hammersmith Road with the office accommodation linking the cores at an angle to the road. This creates a landscape area at the front of the buildings between 72 and 76 facing Hammersmith Road and car parking and vehicle drop off at the rear between 68 & 72 and 76 & 80 Hammersmith Road. The landscaping is overgrown and contributes to the lack of engagement of the building with the street, however, it also provides a green buffer to nearby historic buildings and residential uses which is much valued by local residents, in particular within Gunter Estate and Dorcas Estate Conservation Areas.

3.28 The application site includes the open area in front of No.80 Hammersmith Road. This provides opportunities to enhance the entire Hammersmith Road frontage.

Policy Context

NPPF

3.29 The National Planning Policy Framework (NPPF) seeks to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings. The NPPF also requires that proposals should 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 existing and future generations.

3.30 The NPPF (2019) states that good design is a key aspect of sustainable development and should contribute positively to making places better for people. Part 12 of the NPPF outlines the requirement for good design and sets out that planning policies and decisions ensure that developments should:

- Function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- Be visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- Be sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- Establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- Optimise the potential of the site to accommodate development and sustain an appropriate mix of uses (including green and other public space) and support local facilities and transport networks;
- Create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users⁴⁶; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

London Plan

3.31 Chapter 7 of the London Plan sets out the Mayor's policies on a range of issues regarding places and space, setting out fundamental principles for design. Policy 7.1 - Lifetime Neighbourhoods states that the design of new buildings and the spaces they create should help reinforce or enhance the character, legibility, permeability, and accessibility of the neighbourhood. Policy 7.2 - An Inclusive Environment requires all new development in London to achieve the highest standards of accessible and inclusive design. Policy 7.3 - Designing Out Crime seeks to ensure that developments reduce the opportunities for criminal behaviour and contribute to a sense of security, without being overbearing or intimidating.

3.32 Policies 7.4 - Local Character, 7.5 - Public Realm and 7.6 - Architecture of the London Plan are all relevant and promote the high quality design of buildings and streets. Policy 7.4 states that development should have regard to the form and function, and structure of an area, place or street and the scale, mass and orientation of surrounding buildings whilst policy 7.6 states that buildings and structures should not cause unacceptable harm to the amenity of surrounding land and buildings.

3.33 London Plan policy 7.1 requires that all new development is 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 neighbourhood.

3.34 London Plan Policy 7.4 states that 'Buildings, streets and open spaces should provide a high quality design response that: a) has regard to the pattern and grain of the existing spaces and streets in orientation, scale, proportion and mass, b) contributes to a positive relationship between the urban structure and natural landscape features, c) is human in scale, ensuring buildings create a positive relationship with street level activity and people feel comfortable with their surroundings, d) allows existing buildings and structures that make a positive contribution to the character of a place to influence the future character of the area, and e) is informed by the surrounding historic environment.' Policy 7.5 promotes public realm and requires the provision of high quality public realm that is comprehensible at a human scale. Policy 7.6 addresses architecture and states that buildings should be of the highest architectural quality which 'is often best achieved by ensuring new buildings reference, but not necessarily replicate, the scale, mass and detail of the predominant built form surrounding them, and by using the highest quality materials. Contemporary architecture is encouraged, but it should be respectful and sympathetic to the other architectural styles that have preceded it in the locality'. Policy 7.7 relates to the design of tall 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.

Local Plan

3.35 LBHF Local Plan 2018 Policy DC1 Built Environment requires all development within the borough to create a high quality urban environment that respects and enhances its townscape context and heritage assets. 'An approach to accessible and inclusive urban design that demonstrates how good design, quality public realm, landscaping, heritage assets and land use can be integrated to help regenerate places'

is also required. The development has been through rigorous pre-application process on matters of design whereby the Council's Design and Conservation Team have made recommendations and comments on design development which have been incorporated into the proposal set out in this application. It is therefore considered that the development complies with Policy DC1.

3.36 Policy DC3 (Tall Buildings) highlights that tall buildings are appropriate within the several areas of the borough subject to a number of considerations, such as the proposal demonstrating that it has a positive relationship to the surrounding townscape context in terms of scale, streetscape and built form.

3.37 Policy DC4 of the Local Plan (2018) relates to alterations and extensions to existing buildings. This policy states that the Council will require a high standard of design in all alterations and extensions to existing buildings, and that these should be:

- compatible with the scale and character of existing development, neighbouring properties and their setting;
- successfully integrated into the architectural design of the existing building; and
- subservient and should never dominate the parent building in bulk, scale, materials or design.

3.38 Policy DC4 also states that, 'In considering applications for alterations and extensions the council will take into account the following:

- a. scale, form, height and mass;
- b. proportion;
- c. vertical and horizontal emphasis;
- d. relationship of solid to void;
- e. materials;
- f. impact on skyline silhouette (for roof top additions);
- g. relationship to existing building, spaces between buildings and gardens;
- h. good neighbourliness in particular the amenities of the neighbouring properties, and other properties most directly affected by the proposal; and
- i. the principles of accessible and inclusive design.

Proposal

3.39 Due to the poor condition and thermal efficiency of the external envelope and the unsuitable proportions and arrangement of the internal spaces, it is proposed to demolish the existing reception and circulation core facing Hammersmith Road, their replacement with new building extensions to the front and rear and the addition of two new, slightly recessed floors of office space above the existing office floors as well as the re-cladding of the building. This would bring the height of the building up to the same level as the approved schemes at 68 & 72 and 66 Hammersmith Road. The small extensions across all office floors to the front and rear are intended to create more rational and flexible office layouts and an improved relationship with Hammersmith Road including a generous reception area at ground level. The front extension would be centred on the border between Nos 76 and 80 Hammersmith Road in order to potentially provide a future, improved reception area for No 80 which is the westernmost part of Windsor Plaza. This would create a much enhanced relationship of the building with the street and in addition, it would enable a more holistic improvement to the open space along Hammersmith Road. The proposed rear extensions would be located furthest away from the residential blocks to the north and maintain and improve the landscaping of the rear yard.

3.40 The proposals include the replacement of the landscaping of the areas to the front and rear. The basement reaches under the landscaped open space at the front. This would provide the opportunity for a pavilion to animate the frontage and streetscape and that can be used flexibly, e.g. as a separate external access to a basement use, or as a small retail unit.

3.41 As the site lies between No 72 and No 80 Hammersmith Road, both of matching building design, one of the challenges is to create an appearance and massing configuration that would integrate satisfactorily with the neighbouring buildings. There are currently no proposals for No 80, however, there is an extant 2017 planning permission to refurbish No 68-72 Hammersmith Road, to include the addition of 2 storeys, the refurbishment of the cladding and a prominent infill extension at the front and rear with a full height planted trellis system.

Design Review and Consultation Response

3.42 The initial cladding proposals included a fully glazed curtain walling system with clear and back-painted glass modules and an aluminium panel system to the solid core and plant areas. These proposals were presented to the Design Review Panel.

3.43 The Panel was not concerned about the additional height but considered the proposal to lack a strong architectural concept that, in particular with regard to the rear extensions and the cladding system, integrates well with the wider development of Windsor Plaza. The Panel felt that the proposal is overcomplicated and could be simplified resulting in a calmer, more consistent composition reflecting its context, while more refinement in the material choices was encouraged to achieve a more elegant scheme. The Panel was keen for the landscaping proposals to include a continuous line of trees along Hammersmith Road and to improve and activate the streetscape by publicly accessible uses such as a coffee bar in the pavilion, and improvements to the building entrance.

3.44 From the surrounding neighbours, the following summarised design and heritage related objections were received:

- The proposed appearance and increased height would not relate well to the historic context.
- The proposed façade treatment lacks sense of human scale.
- The open space at the front lacks definition and the positioning of the pavilion would break the space up rather than define it.

Current Design Proposal

3.45 The external appearance of the scheme evolved in negotiations between Council Officers and applicants with the intention to refine the design to address the received comments, with the following objectives:

To ensure that the proposed massing is not visually intrusive in context

3.46 The height of the proposed building would not exceed the height of the approved developments on the two neighbouring Windsor Plaza sites to the east. The extensions would be modelled to recess from the perimeter of the block and step down to the height of the western Windsor Plaza neighbour. Increased levels of light spillage as a

result of increased massing and the use of clear rather than mirrored glazing would be mitigated by a high proportion of obscured glazing that also ensures an appropriate level of thermal efficiency.

To achieve an improved contextual appearance in the townscape while respecting the original form and features of Windsor Plaza

3.47 The proposed replacement curtain walling system enhances the overall design quality of the building using white metal framing and back-painted glazing to conceal floor plates and insulated wall sections that improve the thermal efficiency of the envelope. The simplicity of the curtain walling would complement the original 1980s curtain wall glazing of its immediate neighbours either side while the smaller glazed modules of the new recessed upper floors would provide a distinguished top to the building. The use of brickwork for the proposed front extension and for the replacement of the dated metal cladding to the stair cores would respond to the character of Hammersmith Road with its historic brickwork buildings.

To replace and improve, where appropriate, and maximise urban greening on open spaces and on the roof, terraces and solid elevations of the building

3.48 The overgrown landscaping to the front and rear would be improved and replaced by new planting that would continue to act as a green buffer in the townscape while also providing an accessible green and activated space for the public and an improved and safe public realm along Hammersmith Road. Further urban greening would be provided on the terraces and roof. The plant room enclosures would be screened by climbing planting, and further opportunities for climbing species will be investigated on solid sections of the envelope. The roof area outside the roof enclosure would provide space for approx. 300sq.m extensive green roof. Details of the urban greening and landscaping strategy to maximise environmental and public benefits have been requested by condition (No.3).

To achieve a positive engagement of the site with the public realm of Hammersmith Road by creating a prominent, welcoming reception area and accessible and activated green spaces to benefit the local community

3.49 The proposed front extension is designed to positively engage with the public realm by acting as a visual and functional focal point in the streetscape that reflects the scale and character of the existing Hammersmith Road townscape. The interface of the building with the public realm would be improved by creating legible and integrated spaces that link the public footpath to the external entrance area and to various external seating areas and protected, planted spaces.

3.50 The proposed single storey pavilion is placed to be able to connect into the basement underneath the open space and provide opportunities for flexible uses, such as a coffee shop or access into a publicly accessible use in the reconfigured basement, e.g. a gym. Its design is intended as a more organic, fine grained form that integrates with the green space and contrasts with the expanse of glazing in the background.

HERITAGE ASSETS

Policy Context

3.51 The Planning (Listed Buildings and Conservation Areas) Act 1990 sets out the principal statutory duties which must be considered in the determination of any application affecting listed buildings or conservation areas.

3.52 It is key to the assessment of this application that the decision-making process is based on the understanding of specific duties in relation to the listed buildings and conservation areas required by the relevant legislation, particularly the Section 16, 66 and 72 duties of the Planning (Listed Buildings and Conservation Areas) Act 1990 together with the requirements set out in the NPPF.

3.53 Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires that 'In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority, or as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses'.

3.54 Section 72 of the above Act states in relation to conservation areas that 'In the exercise, with respect to any buildings or other land in a conservation area, of any functions under or by virtue of any of the provisions mentioned in subsection (2), special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area'.

3.55 Paragraph 190 of the NPPF (2019) states 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 into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal.'

3.56 Paragraph 193 of the NPPF states that:

'When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.'

3.57 Paragraph 194 of the NPPF states that:

'Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.'

3.58 Policy 7.8 of the London Plan relates to Heritage Assets and Archaeology and states that development affecting heritage assets and their setting should conserve their significance by being sympathetic to their form, scale, materials and architectural detail.

3.59 Local Plan policy DC8 relates to heritage and conservation, and states that the Council will conserve the significance of the borough's historic environment by protecting, restoring and enhancing its heritage assets. Applications affecting designated heritage assets, including alterations and extensions to buildings, will only be permitted if the significance of the heritage asset is conserved or enhanced, and applications should conserve the setting of, make a positive contribution to, or reveal the significance of heritage assets.

Impact on Heritage Assets

3.60 A view study has been submitted showing the visual impact of the proposals on the surrounding townscape. The site does not lie within a conservation area and does not include any heritage assets. However, the study demonstrates that the heritage assets indirectly affected by the proposals, due to inter-visibility with the proposed development, are:

The character and appearance of the adjacent Gunter Estate Conservation Area

3.61 The area is defined by Victorian residential terraces of up to 3 storeys and larger scale mansion blocks. Its historic fabric remains largely intact. The Hammersmith Road frontage of the conservation area however is diverse, comprising a modern office development and, to the west of the Edith Road junction, 3 very different locally listed buildings within a garden setting directly opposite the site. The view from Edith Road within the conservation area northwards is terminated by the buildings on the application site and its eastern neighbour, while the Hammersmith Road views show a distinctive contrast in character and scale between the Windsor Plaza development and the Buildings of Merit.

The settings of the 3 undesignated heritage assets on the opposite side of Hammersmith Road - St. Mary's Church, Lyric House and No 145 Hammersmith Road

3.62 These Buildings of Merit are of various scales, form and uses and do not form a cohesive group nor are they considered to be representative of the character and appearance of the conservation area. However, they individually reflect the historic development of Hammersmith along one of its major routes into London, demonstrating the mix of residential buildings and community facilities with larger scale commercial blocks that appeared in the early 20th Century in such locations.

3.63 Consideration needs to be given to the impact of the development on the character and appearance of the conservation area and on the settings of the heritage assets that would be visible in the context of the application site.

3.64 The significance of each asset has been assessed in accordance with Historic England's methodology for assessing 'significance' as set out in 'Conservation Principles Policies and Guidance for the Sustainable Management of the Historic Environment'.

3.65 The identified heritage assets that are inter-visible with the proposed building, the conservation area and the Buildings of Merit, make an important contribution to the historic character of Hammersmith including ensuring the legibility of the historic development into the suburbs and the resulting characteristic patterns of uses along the main arteries into London. The heritage assets are therefore considered to have

historical and aesthetic value by virtue of their architecture and townscape contribution in this characteristic location.

3.66 When considering the impact of a proposed development on the significance of a designated heritage asset, paragraph 193 of the NPPF states that '...great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be)'. Paragraph 194 further clarifies that 'Any harm to, or loss of, the significance of a designated heritage assets (from its alterations or destruction, or from development within its setting), should require clear and convincing justification'.

3.67 In this case, the proposed development overall would not result in harm to the character and appearance of the conservation area or to the settings of the Buildings of Merit. While the proposals would increase the massing of the building on site that would result in greater prominence of a modern, glazed development in views out of the conservation area, the view would be of a more positively expressed building and landscaping rather than of a hostile and introverted building form. The increase of built scale on the north side of Hammersmith Road originates from the industrial era and is in line with other approved developments in the same road. With regard to the Buildings of Merit, the landscaped churchyard provides their characteristic setting, and the landscaping on both sides of Hammersmith Road is dominating the street scene. The proposed development has a limited impact on this setting, offsetting any increased visual impacts of the modern glazed envelope with the positively engaging new front extension that would provide a more contextual continuation of the traditional building line of Hammersmith Road.

3.68 Officers have assessed the impact of the proposal on the heritage assets and consider that it is compliant with Section 66 and Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990. The proposal is also in line with national guidance in the NPPF and strategic local policies on the historic environment and urban design

CONCLUSION ON DESIGN AND HERITAGE ISSUES

3.69 While a more contextual building envelope with a solid, textured façade and material treatment would be desirable in Hammersmith Road, concerns were raised about the impact on the immediate context of the Windsor Plaza development that should be acknowledged and respected. Given the location of the site between these closely related, neighbouring sections of Windsor Plaza and the environmental benefits of refurbishment compared to redevelopment, the proposals are considered to be an appropriate response to their immediate context while providing considerable benefits to the surrounding townscape and streetscape. This is particularly demonstrated in the views along Hammersmith Road where the existing building has a hostile and introverted appearance while the proposal would result in a positive relationship to the streetscape and an improved integration into the townscape.

3.70 The proposal therefore is considered in line with both national guidance in the planning policy framework and strategic and local policies on design of new buildings in a heritage context. Officers have assessed the impact of the proposal on the heritage assets and consider that it is compliant with Section 66 and Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990. The proposal is also in line with national guidance in the NPPF and strategic local policies on the historic environment and urban design.

Trees and landscaping

3.71 Policy OS5 (Greening the Borough) states that the Council will seek to enhance biodiversity and green infrastructure in the borough by maximising the provision of gardens, garden space and soft landscaping, seeking green or brown roofs and other planting as part of new development; seeking retention of existing trees and provision of new trees on development sites; and adding to the greening of streets and the public realm.

3.72 Several trees would be removed in association with the proposed extensions and the opening up of the existing landscaped area at the front of the site on Hammersmith Road. A new landscaping strategy would see replacement tree planting and also extensive planting at roof level and on the elements of the new northern and southern brick elevations formed by the proposed extensions. The two additional floors roof extension would also have areas of green roof. These elements would soften the appearance of the proposed extensions, particularly when viewed from the residential properties from the north which would be beneficial to amenity.

3.73 The Council's Arboricultural Officers are satisfied that the replacement of the removed trees with several large growing species (all using semi mature sized stock) would provide substantial visual amenity in the longer term. An Arboricultural Survey and Impact Assessment has been submitted with the application, and an Arboricultural Method Statement and Tree Protection Plan in accordance with BS5837:2012 are required by condition (No.30) to ensure protection of the retained larger trees along the northern and eastern site boundaries. The proposal is considered to be in accordance with Policy OS5 of the Local Plan (2018) and is therefore acceptable in this regard.

Accessibility

3.74 Policy 7.2 of The London Plan requires all new development to achieve the highest standards of accessible and inclusive design. Policies DC1, DC3, DC4 and DC8 of the Local Plan (2018) require new development to be designed to be accessible and inclusive to all who may use or visit the proposed buildings.

3.75 The proposed development would include two designated car parking spaces for people with disabilities within the basement level car park, with a further two spaces designated for future conversion should they be required. Officers consider these spaces are appropriately located close to the core of the building. The location and number of car parking spaces will be secured by condition (No.41).

3.76 Key Principle DA1 of the Planning Guidance SPD (2018) states that buildings should be accessible and inclusive to all. It states that drawings submitted for planning approval should show external access features for detailed approval, showing how internal facilities will cater for different users and how barriers to access will be overcome, as well as showing circulation routes and explaining how accessibility will be managed when the development has come into use. Key Principle DA6 refers to entrances into a building and states that any entrances to a building which are above or below street level, or positioned to be level should be level or the slope should not exceed a gradient of 1 in 20 from the street.

3.77 All entrances from the street would be level and there would be level or ramped access to lifts, providing level access to all floors of the extended building. A further condition (No.46) requires details of a fire rated lift, and that all lifts within the building, have enhanced lift repair service to ensure that no occupiers (including wheelchair users) are trapped if lifts break down.

Crime Prevention

3.78 Policy 7.3 of the London Plan (2016) advises that new development should seek to create safe, secure and appropriately accessible environments. Local Plan policy DC1 advises that developments throughout the borough should be designed to minimise opportunities for crime and anti-social behaviour.

3.79 Full details of how the proposed development would incorporate crime prevention measures to provide a safe and secure environment are required by condition (No.23) including details of CCTV coverage.

HIGHWAYS MATTERS

3.80 The following national, regional and local policies set out the transport context and governing policies. NPPF Section 9, 'Promoting sustainable transport' and London Plan policies 6.1 'Strategic Approach'; 6.3 'Assessing effects of development on transport capacity'; 6.9 'Cycling'; 6.10 'Walking'; 6.12 'Road Network Capacity'; and 6.13 'Parking' are relevant in the context of this scheme. These policies of the London Plan set out the intention to encourage consideration of transport implications as a fundamental element of sustainable transport, supporting development patterns that reduce the need to travel or that locate development with high trip generation in proximity of public transport services. The policies also provide guidance for the establishment of maximum car parking standards.

3.81 The NPPF requires that developments which generate significant movement are located where the need to travel would be minimised, and the use of sustainable transport modes can be maximised; and that development should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

3.82 The Local Development Framework is set out in the LBHF Local Plan (2018) transport policies T1 'Transport'; T2 'Transport Assessments and Travel Plans'; T3 'Increasing and Promoting Opportunities for Cycling and Walking'; T4 'Vehicle Parking Standards'; T5 'Parking for Blue Badge Holders'; and T7 'Construction and Demolition Logistics'.

3.83 Policy T1 requires work to be carried out with strategic partners to improve transportation provision, accessibility, and air quality by increasing the opportunities for cycling and walking through support of continued development of initiatives designed to encourage modal shift away from private vehicles, creating safer environments for cyclists and pedestrians and improving access for people with disabilities. Providing adequate levels of electric vehicle charging points; ensuring that traffic generated by new development is minimised so that it does not add to parking pressures on local

streets or congestion; and relating the intensity of development to public transport accessibility and highway capacity are also relevant requirements of this policy.

3.84 Policy T2 requires all developments to be assessed for their contribution to traffic generation. Transport Assessments, Travel Plans and Delivery and Servicing Plans are required to be secured. A framework Travel Plan has been submitted in support of the development, which has been approved by the LBHF Highways Authority. Funding will be secured within a legal agreement to ensure that this is reviewed at years 1, 3 and 5. Furthermore, a Travel Plan for commercial users is also required to be submitted following the principles set out within the Framework Travel Plan. Thus the development complies with Policy T2.

3.85 Policy T3 (Increasing and promoting Opportunities for Cycling and Walking) states that the Council will encourage and support the increasing use of bicycles by requiring new developments to include the provision of convenient accessible and safe secure cycle parking within the boundary of the site; the provision of suitable changing and showering facilities and developer contributions for improvements to cycling infrastructure, including contributions to the extension of TfL's Cycle Hire Scheme TfL or other Cycle Hire schemes to mitigate their impact on the existing network. The Council will facilitate walking by requiring larger developments to provide: accessible, inclusive and safe pedestrian routes within and through the larger developments and contributing to improvements in the local highway infrastructure and walking environment.

3.86 Policy T4 states that the Council will require development to conform with car parking standards. Policy T5 requires new developments to include provision for accessible, off-street car parking for Blue Badge holders.

3.87 Policy T7 requires all construction and major logistics activities to work with the Council in developing the scope and impact of their operations, in order to mitigate the impact of additional traffic or potential disruption to the network. A condition has been applied to the consent requiring a Construction Logistics Plan to be submitted for the approval of the Planning and Highways Authority, in compliance with Policy T7.

3.88 The development site is surrounded by Hammersmith Road (30mph limit) and Brook Green (20mph limit). The site is very well served by public transport and has a Public Transport Accessibility level (PTAL) of 6a, which is excellent in terms of its location to public transport network, service availability and walking time to public transport. There are a variety of shops and services locally, with easy access to central London and links to major transport nodes.

3.89 The A315 Hammersmith Road is classified as a Borough Distributor Road, while Brook Green is classified as a Local Access Road. The nearest on-street parking to the site is along Edith Road, Auriol Road and Munden Street opposite the site to the south. There is no controlled parking on Hammersmith Road or Blythe Road. Hammersmith Road is mainly double yellow lined except for a short single yellow lined section in front of the site entrance with parking restrictions from Monday to Saturday 8:30am-6:30pm. Brook Green is mainly single yellow lined with parking restrictions from Monday to Saturday 8:30- 6:30pm.

Car Parking

3.90 There are currently 54 car parking spaces serving the existing office building, 49 located in the existing basement and 5 at ground floor level at the rear of the building. The basement car park is accessed via a ramp from the rear service road, leading from Blythe Road. In terms of the proposed development, 30 car parking spaces are proposed at basement level. London Plan standards and policy T4 of the Local Plan allow up to 1 space per 600-1,000 sqm (GIA) as a result of new build, conversion or change of use. Due to the fact that the development would see a significant reduction of 24 car parking spaces versus the existing number of spaces, it is therefore considered that this level of provision is acceptable for a proposal to extend an existing commercial building. A car parking management plan is secured by condition (No.47). The parking provision is considered to be acceptable in this instance and compliant with the aims of policy T1 of the Local Plan (2018) and the London Plan (2016).

3.91 Of the 30 car parking spaces proposed, 2 of the spaces would be disabled car parking spaces. Two further spaces have been designed for future accessible use, which can be converted should there be demand for them from users of the building. The blue badge parking provision is compliant with the standards contained in the London Plan (2016).

3.92 Electric vehicle charging points would also be provided, 6 (20%) of the parking spaces would provide active charging and 3 (10%) of the spaces would provide passive charging. The provision for electric vehicles is therefore compliant with policy 6.13 of the London Plan (2016) which requires 20% active and 10% passive charging points.

Motorcycle parking

3.93 Nine motorcycle parking spaces are proposed within the basement parking area which is in accordance with Key Principle TR8 of the Planning Guidance SPD (2018).

Cycle Parking

3.94 The Council's Local Plan (2018) cycle parking standards align with those of the London Plan (2016) which state that the provision of cycle parking should be no less than 1 long stay space per 90sqm of office floorspace, and short stay cycle parking should be provided at a rate of 1 space per 500 sqm for the first 5,000sqm and 1 space per 5,000sqm thereafter. The London Plan also states that for A1(food)/A2/A3 uses short-stay cycle parking requirements are 1 space per 40sqm and long-stay cycle parking requirements are 1 space per 175sqm. Based on the total floorspace of the different uses in the building following the proposed extensions, the minimum level of secure cycle parking the development should achieve is as follows:

Office use:

113 long-stay spaces
11 short-stay spaces

A1/A2/A3 uses:

2 long-stay spaces
6 short-stay spaces

Therefore the minimum total numbers of cycle parking spaces required is:

115 long-stay spaces

17 short-stay spaces

The cycle parking provision proposed by the application accords with the minimum requirements for the building and is as follows:

120 long-stay spaces

18 short-stay spaces

3.95 The cycle parking at basement level is to be a combination of double stack cycle racks and Sheffield stands, with Sheffield stands proposed at ground floor level in front of the building. Access to the basement level parking spaces would be via the rear service road and ramp to basement level. Shower, changing and locker facilities would be provided at basement level, adjacent to the majority of the internal cycle parking and in line with policy 6.9 of the London Plan (2016) and policy T3 of the Local Plan (2018).

Deliveries, servicing and refuse collection

3.96 The applicant has provided a Delivery and Service Plan (DSP) with details of the proposed delivery and servicing arrangements for the application site. The principles of the submitted DSP are accepted, however the document lacks sufficient detail. Deliveries and servicing activities will continue to be relocated from ground floor level to the rear of the development. Swept-path analysis has demonstrated the ability for a refuse vehicle and a 7.5tn panel van can safely manoeuvre to the rear of the development. Using the TRICs database, the applicant has stated that the site will receive 10-13 deliveries and servicing movements per day in addition to 1 daily refuse collection. This is the same number of delivery and servicing trips as existing and is unlikely to have a significant impact on the local highway network, particularly as all servicing is proposed to take place away from the public highway.

3.97 Refuse collection is to continue taking place along the private access road which meets the public highway at Brook Green. The increase in refuse collections is likely to have a negligible impact on the public highway, as collections are to continue occurring along the private access road. A Refuse Management Plan will be required by condition (No.25).

3.98 Condition 53 requires the submission of a Delivery and Servicing Plan, which should include details of delivery and servicing hours, vehicle types, swept-path analysis, loading and unloading areas, measures to reduce delivery and servicing trips and consolidation in order to ensure the acceptability of the extended building when in use in regard to delivery and servicing.

Trip Generation

3.99 In order to assess the relative traffic impact of the development proposals, the Applicant has estimated the number of trips that would be generated by the proposed development and compared this with that generated by the existing building. This analysis shows the net change of total person trips during AM and PM peak periods for both the existing office building and the extended building. The TRICs database

analysis confirms the that total two-way person trips by all modes of transport will increase by 137 for the AM period versus the existing, with an increase of 126 two-way person trips for the PM period.

3.100. As the vast majority of person trips to the site would be on foot or by public transport (estimated to be over 80% of the total trips), and the number of car parking spaces would be reduced in the proposed development compared to the existing, the net change in two-way vehicle trips would be less significant. Trips by private car are in fact expected to be less as a result of the redevelopment. The proposed trip generation for the development is shown below in Table 2.8:

Table 2.8 – Multi-Modal Trip Generation – Total Development (Existing + Proposed Extension)

Travel Mode	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)		
	Arr	Dep	Total	Arr	Dep	Total
Underground and Rail	180	7	187	10	162	172
On foot	27	1	28	1	24	26
Bus	27	1	28	1	24	26
Bicycle	18	1	19	1	16	17
Motorcycle	6	0	6	0	5	6
Car Driver	20	1	20	1	18	19
Car Passenger	3	0	3	0	3	3
Total	281	11	292	15	253	268

Impact on Public Transport

3.101. The TA predicts there would be a net increase of 14 two-way bus trips for the AM peak and 13 two-way bus trips PM peak periods as result of the proposed development. Bearing in mind the bus availability in close proximity of the development site, as well as the proximity of the bus station at Hammersmith Broadway providing connections to numerous routes, the additional bus trips should have negligible impact on bus services and facilities and infrastructure.

3.102. In the case of the Underground the TA estimates that there would be a net increase of 96 two-way trips in the AM peak and 88 in the PM peak periods.

Pedestrian impact

3.103. It is not considered that there would be any significant changes to number of pedestrians walking to and from the site, and in addition public transport users would also walk from the stations/bus stops to the site and Officers concur with this assessment.

Contributions to highways improvements

3.104. A contribution of £20,000 to improve and promote cycling facilities in the vicinity of the site is sought from the Applicant, and this will be secured by the S106 agreement accompanying any planning permission.

Travel Plan

3.105 A framework Travel Plan for the site has been submitted alongside the Transport Assessment. The application site is located in a highly accessible part of Hammersmith with a PTAL score of 6a, and opportunities to promote active travel which allows for a robust and sustainable travel plan. It is considered that there is capacity within the existing public transport network to accommodate the additional trips proposed from this development. Officers welcome the provision of a Travel Plan in support of the proposal to promote sustainable travel for occupiers of the development. A Travel Plan Coordinator is to be appointed for the application site, whose responsibilities include liaising with the Council, promoting sustainable modes of travel and monitoring the success of the travel plan against agreed targets. A package of measures is also included in the travel plan with measures such as discounted cycles, cycle salary sacrifice schemes and other incentives and measures to discourage car use on site. Highways Officers are satisfied with the contents of the submitted draft Travel Plan. The Applicants will be required by the accompanying S106 agreement to produce a final Workplace Travel Plan which would be subject to ongoing monitoring and review (for a minimum of 5 years) to encourage users of the site to travel by modes other than the car. A Construction Workers Travel Plan, subject to annual review, will also be required by the S106 agreement.

Construction Logistics Plan

3.106. A framework construction logistics plan was submitted with the application within the transport assessment, which also incorporates issues relating to the proposed elements of demolition.

3.107. It is proposed that the extension to the building would be carried out over a 70-week period. Measures such as a booking system and proposed consolidation of materials will be promoted by the CLP co-ordinator.

3.108. It is estimated that there would be a maximum of 20 construction related trips per day, however this could rise slightly due to overlapping of construction phases. Over the course of an 8-hour day this equates to less than 3 trips per hour.

3.109. The proposed construction vehicle routing ensures that construction vehicles utilise the strategic road network. Construction vehicles arriving from the West will arrive from the A4 via Hammersmith Broadway and Hammersmith Road. All access and egress of construction vehicles will be via Hammersmith Road towards Hammersmith gyratory and the A4, avoiding local access roads.

3.110. At this stage of the planning process the information submitted with the outline Construction Logistics Plan (CLP) has yet to be detailed, and therefore this information needs to be developed in accordance with policy T7 of the Local Plan (2018). The CLP will need to be developed and updated to be in accordance with TfL requirements,

which seek to minimise the impact of construction traffic on nearby roads and restrict construction trips to off peak hours only. The submission of a Construction Logistics Plan is secured by condition (No.5).

Works to the highway

3.111. There are also no proposed works to the public highway within the application, as all the works would be located within the application site. However, a S278 legal agreement will be required to ensure that any damage to the public highway caused during the construction phases can be repaired at the cost of the applicant.

Conclusion on highways matters

3.112. There are no objections to the proposal based on highways, traffic or parking. The scheme has been developed in compliance with relevant London Plan and local transport policies. It is considered that the capacity of the existing highway network could sufficiently support the development without further detriment, and that public transport capacity is sufficient to serve the additional trips generated. The proposal is considered not to lead to any detrimental impact on on-street parking given the excellent public transport facilities and the provision of off-street parking within the development.

IMPACT ON RESIDENTIAL AMENITY

3.113. 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'.

3.114. Policy DC4 of the Local Plan (2018) relates to alterations and extensions to existing buildings. This policy states that extensions should be compatible with neighbouring properties and their setting, and should respect the amenities of the neighbouring properties, and other properties most directly affected by the proposal.

3.115. The site's surrounding neighbours to the east and west are currently in office use. The apartment blocks to the north of the site are in residential use, and there are residential units at 145 Hammersmith Road to the south of the development, on the opposite side of Hammersmith Road. The nearest residential dwellings in Windsor Way to the north are a minimum of 18m away from the proposed extensions at their closest point, and 145 Hammersmith Road is some 31m away.

Daylight and sunlight

3.116. The Applicants have submitted a daylight and sunlight assessment, in line with the guidance provided in the Building Research Establishment (BRE) document entitled 'Site layout planning for daylight and sunlight: a guide to good practice' (2011).

3.117. The impact of the proposed development on the nearest residential properties has been considered. The properties considered in the assessment are:

- Tudor House, Stuart House and Balmoral House on Windsor Way
- 145 Hammersmith Road

3.118. Only residential accommodation has been assessed for daylight/sunlight impacts. No assessment of the impact on surrounding office/commercial uses has been presented. The BRE guide recommends that only windows and rooms within 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 consider it unnecessary to assess the non-residential buildings within the vicinity of the site, as offices are routinely lit with electric lights in the daytime given their deep floorplates. Rights to light to the existing neighbouring commercial development would need to be protected in the scheme, but this would be through a process separate from planning.

Daylight (assessment methodology)

3.119. For all properties assessed an analysis of the daylight (vertical sky component (VSC) and no-sky line (NSL)) that would reach an affected window has been submitted with the application. Figures showing the existing situation compared with the effect of the proposed development have been presented.

3.120. 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.

3.121. 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.

3.122. 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.

3.123. 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.

3.124. 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 dwellings this would 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.

3.125. 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 daylit space or 2% for a partly daylit 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.

3.126. When reviewing the daylight results for each property, the methods would normally be considered sequentially; VSC, NSL and then ADF. In the first instance, therefore, the VSC results should be considered.

3.127. 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 could then be considered.

3.128. The applicants have submitted VSC, NSL and ADF assessments for all of the properties mentioned above.

Daylight Impact - results

3.129. The results demonstrate that of the properties analysed, those in Balmoral House (Windsor Way) and 145 Hammersmith Road would all maintain good levels of daylight following the proposed redevelopment. No windows within these properties would experience reductions in VSC below the levels identified in the BRE Guidance, i.e. all windows maintain at least 80% of their former VSC value, and therefore any reduction in daylight will not be perceptible.

Tudor House

3.130. 54 windows associated with 38 rooms within this development were considered relevant for assessment. Of the 54 windows assessed, 44 show full compliance with VSC methodology. Ten windows therefore show losses in VSC above 20%. It is noted, however, that many windows in this building are located beneath deep balconies which are considered to be the primary reason for this relative loss in VSC. When the 'no balcony' analysis is carried out only one window to a kitchen still fails to meet the BRE guidance, with a VSC reduction of 23.9% and a NSL reduction of 21.7%.

Stuart House

3.131. 74 windows associated with 53 rooms within this development were considered relevant for assessment. Of the 74 windows assessed, 65 show full compliance with VSC methodology. Nine windows therefore show losses in VSC above 20%. It is noted, however, that many windows in this building are located beneath deep balconies which are considered to be the primary reason for this relative loss in VSC. When the 'no balcony' analysis is carried out only one window to a living/kitchen/dining room still fails to meet the BRE guidance, with a VSC reduction of 20.32%. The NSL for this

room would remain BRE compliant however, and it is noted that this is one of two windows to this room where the other window would be complaint in terms of VSC.

3.132 Whilst it is considered, by comparison, that the proposed scheme will reduce availability of daylight to 19 windows in neighbouring properties at Tudor House and Stuart House, however when the 'no balcony' assessment is carried out this reduces to just one kitchen in Tudor House which would only incur minor fails over the suggested 20% in VSC by 3.9% and NSL by 1.7%. It is also acknowledged that any infill of the central 'gap' between the two existing elements of the buildings at Nos.76 and 80 is likely to have a disproportionate impact on properties to the north. The impact of the proposed development would be similar to the impact of the existing building on the majority of the units to the north in Windsor Way, and it is those that benefit from the existing 'gap' between the buildings on site that are therefore relatively worse affected by the proposed development in terms of daylight.

3.133 Whilst Officers recognise that there would be a small impact on daylight as a result of the proposed development, this is in the context of the existing large office buildings and their relationship in close proximity to the residential buildings to the north in Windsor Way.

3.134 As such it is considered that, on balance, the scheme complies with the aims of Local Plan policy DC4.

Sunlight

3.135. To assess loss of sunlight to an existing building, the BRE guidance suggests that all main living room windows to dwellings 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.

3.136. 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.

3.137. 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.

3.138. All south-facing windows in the identified neighbouring properties have been analysed. None of the main living rooms in Balmoral House (Windsor Way) would experience more than a 20% loss in annual APSH (although there would be two bedrooms which experience more than a 20% loss in APSH in winter only) and all properties would therefore be considered acceptably compliant with the relevant guidance.

Tudor House

3.139. Of the 38 rooms tested, 33 rooms comply with the annual probable sunlight hours BRE requirements. Of the five rooms (one living room, two kitchens and two bedrooms) which do not meet the recommended minimum annual BRE requirements, three of the five rooms (including the living room) already have APSH values of less than 25 and therefore are sensitive to further reductions. Of the 38 rooms tested, 25 rooms comply with the winter hours BRE requirements. Of the thirteen rooms (8 bedrooms, 3 kitchens and 2 living rooms) which do not meet the recommended minimum winter BRE requirements, nine of the thirteen rooms already have winter APSH values of less than 5 and therefore are sensitive to further reductions. BRE guidance states that kitchens and bedrooms are less important in terms of the amount of sunshine received.

Stuart House

3.140. Of the 72 rooms tested, 67 rooms comply with the annual probable sunlight hours BRE requirements. Of the five rooms (all kitchens) which do not meet the recommended minimum annual BRE requirements, two of the five rooms already have annual APSH values of less than 25 and therefore are sensitive to further reductions. Of the 72 rooms tested, 54 rooms comply with the winter hours BRE requirements. Of the eighteen rooms (10 kitchens, 7 bedrooms and 1 living room) which do not meet the recommended minimum winter BRE requirements, ten of the eighteen rooms already have winter APSH values of less than 5 and therefore are sensitive to further reductions. BRE guidance states that kitchens and bedrooms are less important in terms of the amount of sunshine received.

3.141. Whilst it is considered, by comparison, that the proposed scheme will reduce availability of sunlight to rooms in Tudor House and Stuart House, it is acknowledged that any infill of the central between the two existing elements of the buildings at Nos.76 and 80 is likely to have a disproportionate impact on properties to the north. The impact of the proposed development would therefore be similar to the impact of the existing building on the majority of the units to the north in Windsor Way, and it is those that benefit from the existing 'gap' between the buildings on site that are therefore relatively worse affected by the proposed development in terms of sunlight.

3.142. Whilst Officers recognise that there would be a small impact on sunlight as a result of the proposed development, this is in the context of the existing large office buildings and their relationship in close proximity to the residential buildings to the north in Windsor Way.

3.143. As such it is considered that, on balance, the scheme complies with the aims of Local Plan policy DC4.

Outlook

3.144. The proposed extensions would not project rearward of the existing buildings in relation to the properties along Windsor Way. Whilst the proposed extension would partly infill an open area to the rear of the existing buildings, it is considered that this would be suitably set away from the residential properties to the north, and many of these flats already have a similar relationship with large buildings along Hammersmith Road including at the application site. The infilling of the narrow gap between the two

parts of the existing buildings fronting Hammersmith Road and the two additional floors at roof level are considered not to have a detrimental impact on outlook from properties on Windsor Way or Hammersmith Road. In this urban context, it is considered that the impact of the proposed development would not be overbearing on these properties and would therefore have an acceptable impact with regards to outlook.

Privacy

3.145. Key Principle HS7 of the Planning Guidance SPD states that new windows should normally be positioned so that they are a minimum of 18 metres away from existing residential windows as measured by an arc of 60 degrees taken from the centre of the proposed window. New windows would be located in the proposed extensions and the existing mirrored glazed cladding to the building will be replaced with clear glazing. The replacement cladding and new windows would be located 18m or more from residential properties in Windsor Way and Hammersmith Road and crucially not significantly closer than existing windows on the application site (save for any minor difference in their position due to the new cladding system). Similarly, the two proposed terraces to the north and south of the development would both be in excess of 30m from the nearest residential windows to the north or south. Also, the proposed windows in the extension would serve an office use rather than another residential use and would thus be potentially less intrusive in terms of privacy/overlooking. In this respect it is considered that the windows and terraces at the proposed development would not have an unreasonable impact on privacy to neighbouring properties.

Noise and disturbance

3.146. 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. Policy CC11 of the Local Plan relates to noise, and policy CC13 relates to the control of potentially polluting uses.

3.147. The site is along a busy main road and in an area of mixed commercial and residential activity, and is thus in an area with a high level of background noise. The site itself already provides a significant office building, however the extension would provide significant additional office space with the resulting increase in staff, as well as new plant. Areas of roof would also become external amenity space for office workers.

3.148. An Environmental Noise Survey has been submitted with the application, including a noise assessment of the existing background noise. The report concludes that new mechanical plant will be selected to ensure that it is capable of achieving compliance with the Council's noise standards (i.e. ensuring that the noise is at least 10dB below background noise). Conditions are suggested to ensure that all mechanical plant is adequately sound insulated and fitted with anti-vibration devices, to ensure that plant complies with these noise standards in the daytime and at night (condition Nos.55 and 27).

3.149. In terms of other sources of noise, servicing and deliveries would take place from the service road at the rear of the building as at present. As outlined in the Highways section above, the development is not expected to increase delivery and servicing vehicle trips in and out of the site each day. A revised Delivery and Service

Management Plan is required by condition (No.53) along with a specific condition relating to servicing hours (No.50) would both ensure that the times for servicing and deliveries are restricted to reasonable hours. Due to the proposed servicing within the building and the suggested condition it is expected that there would not be significant further noise disturbance associated with servicing and deliveries to the extended building.

3.150. Two roof terraces are proposed at seventh floor level at the front and rear, the rear terrace would be approximately 40m away from the residential properties at Windsor Way and the front terrace would be approximately 30m away from the residential properties at 145 Hammersmith Road. There would also be new landscaped areas at ground floor at the rear which may be used in association with the new café for employees proposed at ground floor level in the extended building. If the building was in residential use, Officers would have concerns about the potential for noise from these outside areas. As an office building, however, it is considered that the terraces and landscaped areas would be used predominantly in the daytime, and would be likely to attract individual office workers or small groups instead of large gatherings of people causing significant noise. A condition (No.13) will ensure that the use of the terraces is restricted to certain hours, and that no loudspeaker announcements or amplified music are played outside. For these reasons, no objection is raised to the presence of the roof terraces in this proposal.

Construction works

3.151. The disruption of construction works and the noise and disturbance to nearby residents and businesses is acknowledged to be a key local concern. Whilst it would be unreasonable to refuse planning permission for a development scheme based on the temporary impact of construction works, the Council will take steps to ensure that disruption and noise/disturbance are minimised as far as possible. A demolition and construction logistics plan, a demolition and construction management plan, and an Air Quality Dust Management Plan are required to be submitted and agreed as part of planning conditions (5 and 10) for planning approval.

Light pollution

3.152. The redevelopment would result in clear glazed windows as opposed to the existing mirror glazing a minimum of 18m from the residential properties to the north. As the proposed building would be in office use it is considered that measures should be put in place to mitigate against any unacceptable increase in light pollution, which can include switching off lights at night. A scheme addressing the mitigation of light pollution is subject to a condition (No.52) in order to mitigate light spillage from all floor levels of the proposed building towards neighbouring residential properties, including a scheme for the control of the operation of internal lighting (during periods of limited or non-occupation). As such it is recommended that no objections are raised in this regard and in relation to policy CC12 of the Local Plan (2018).

SUSTAINABILITY

Carbon reduction

3.153. Local Plan Policy CC1 reiterates the position of the London Plan and seeks to meet carbon dioxide reduction targets, setting out the energy hierarchy. Policy CC1

requires all major developments to implement energy conservation measures by a) including London Plan (2016) sustainable energy policies and meeting the associated carbon dioxide (CO₂) reduction targets; b) ensuring developments are designed to make the most effective use of passive design measures, and where an assessment such as BREEAM (or equivalent) is used to determine a development's environmental performance, this must be supplemented with a more detailed Energy Assessment to show compliance with the London Plan's CO₂ reduction targets; c) requiring energy assessments for all major developments to demonstrate and quantify how the proposed energy efficiency measures and low/zero carbon technologies will reduce the expected energy demand and CO₂ emissions; d) requiring major developments to demonstrate that their heating and/or cooling systems have been selected to minimise CO₂ emissions. This includes the need to assess the feasibility of connecting to any existing decentralised energy systems or integrating new systems such as Combined (Cooling) Heat and Power units or communal heating systems, including heat networks; and e) using on-site renewable energy generation to further reduce CO₂ emissions from major developments, where feasible 'be accompanied by Energy Strategies assessing how they implement London Plan (2016) sustainable energy policies and meet the associated carbon dioxide (CO₂) reduction targets.

3.154. An Energy Strategy was submitted with the application and has been revised following Officer comments. This outlines the energy efficiency and low/zero carbon measures to be implemented as part of the development in order to reduce energy use and minimise CO₂ emissions. The development will include the integration of energy efficiency measures, improved air permeability measures to reduce heat loss and also energy efficient lighting. Low carbon heat pumps are also proposed.

3.155. In line with the Mayor of London's energy hierarchy the feasibility of using decentralised energy on site has been assessed. The use of a Combined Heat and Power system has been considered but is not proposed as the nearest existing heat network is not available within feasible distance of the site. However, the development would be provided with a means to connect to a future heating network, should this become available.

3.156. In terms of renewable energy generation, solar PV panels are to be installed on the roof, which will further reduce CO₂ emissions. Overall, then, the proposed measures and PV are calculated to reduce associated CO₂ emissions by 45% for the two additional floors and by 58% for the refurbished areas of the building compared to the 2013 Building Regulations. The proposed sustainable energy measures would therefore meet the London Plan target of a 35% reduction in CO₂ emissions. A condition (No.44) requires the implementation of the carbon reduction measures as outlined in the Energy Strategy.

Sustainable Design and Construction

3.157. Policy CC2 of the LBHF Local Plan requires the implementation of sustainable design and construction in all major developments by: a) implementing the London Plan sustainable design and construction policies to ensure developments incorporate sustainability measures, including: minimising energy use; making the most effective use of resources such as water and aggregates; sourcing building materials sustainably; reducing pollution and waste; promoting recycling and conserving and promoting biodiversity and the natural environment; ensuring developments are comfortable and secure for users and avoiding impacts from natural hazards (including

flooding); and b) Requiring Sustainability Statements (or equivalent assessments such as BREEAM) for all major developments to ensure the full range of sustainability issues has been taken into account during the design stage. The integration of sustainable design and construction measures will be encouraged in all other (i.e. non-major) developments, where feasible.

3.158. An Energy Statement has been submitted with the planning application which outlines the sustainable design and construction measures to be integrated on the site. In addition to the carbon reduction measures it also contains, a range of other sustainability measures are planned to reduce energy use and CO2 emissions such as water efficiency measures to reduce water use, use of building materials with low environmental impacts, sustainable waste practices and recycling will be promoted by providing separate waste storage facilities and green roofs are planned which will help improve biodiversity on the site. The Statement confirms that the proposed development should achieve the BREEAM 'Very Good' rating for the refurbished parts of the building and an 'Excellent' rating for the two additional floors. This complies with London Plan policy 5.3 and the Council's policies on sustainable design and construction. A condition (No.43) requires the implementation of the measures as approved and the submission of the post construction BREEAM assessment to confirm that the measures have been implemented as required.

Flood Risk

3.159. The NPPF states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future), but where development is necessary in such areas, making it safe for its lifetime without increasing flood risk elsewhere.

3.160. London Plan policies 5.11, 5.12, 5.13, 5.14 and 5.15 require new development to comply with the flood risk assessment and management requirements of national policy, including the incorporation of sustainable drainage systems, and specifies a drainage hierarchy for new development.

3.161. The local policy context on the matter is set out within the LBHF Local Plan (2018) Policy CC3 'Minimising Flood Risk and Reducing Water Use' and Policy CC4 'Minimising Surface Water Run-off with Sustainable Drainage Systems'. Local Plan Policy CC3 sets out measures to reduce the use of water and minimise current and future flood risk in development which include the submission of a Flood Risk Assessment (FRA). Policy CC4 requires all proposals for new development to manage surface water run-off as close to its source as possible in line with the London Plan drainage hierarchy. Furthermore, all major developments must implement Sustainable Drainage Systems (SUDS) to enable a reduction in peak run-off to greenfield run off rates for storms up to the 1 in 100 year event; be required to provide a sustainable drainage strategy that demonstrates how SUDS will be integrated to reduce peak flow volumes and rates; be designed where possible to help deliver other Local Plan policies such as biodiversity, amenity and recreation, water efficiency and quality and safe environments for pedestrians and cyclists; outdoor car parking areas and other hard standing surfaces shall be rainwater permeable with no run-off directed into the sewer system, unless there are practical reasons for not doing so; flat roofs should be living roofs to help contribute to reducing surface water run-off; and SUDS measures must be retained and maintained for the lifetime of the development and details of their planned maintenance must be provided to the Council.

3.162. A Flood Risk Assessment (FRA) has been submitted with the application. The proposed use of the development as an office is a less vulnerable use in terms of flood impacts. Most of this site is in the Environment Agency's Flood Zone 1, although a small part of the grounds at the front of the site is in Flood Zone 2. The extensions will be in Zone 1 where there is a low risk to flooding from the River Thames. Existing flood defences provide a high level of flood protection. If the defences were breached or over-topped, the site is not at risk of being impacted by flood water, according to the Environment Agency's breach modelling. The site is not in a surface water flooding hotspot, although in the event of an intense storm there could be ponding of water on the site and in the adjacent highway. Some works are planned at basement level, although these are relatively minor as the site already has a large basement under the existing building.

3.163. Given the potential for sewer flooding and the fact that there will be water utilising facilities at basement level, non-return valves or equivalent devices are required to be installed by condition (No.58) to help protect these from sewer surcharge flood risks.

3.164. A Surface Water Management Plan has been submitted with the application. A range of Sustainable Drainage Systems (SuDS) are proposed such as rainwater harvesting, permeable paving and green and blue roofs. An attenuation tank is also required to help store rainwater for controlled release into the sewer network. There is also a possibility that attenuation crates could be integrated into the podium level to increase the amount of stormwater storage. In principle, the measures are acceptable, but as the details of the SuDS Strategy have not been finalised and are still subject to some revision, condition (No.45) requires the submission of a revised Sustainable Drainage (SuDS) Strategy that demonstrates how the scheme will maximise the use of SuDS measures at the detailed design stage in line with the London Plan Drainage Hierarchy. The SuDS Strategy should aim to achieve final discharges as close to the greenfield rate for the site as possible and maximise the levels of attenuation achieved, including the measures outlined in the FRA and the podium storage if this is feasible. Details of the maintenance of the SuDS, including frequency of inspections and works if required, who will be carrying out the maintenance, how details of maintenance work will be recorded and stored for possible future inspection by the Council are also required by this condition.

3.165. Subject to the conditions recommended above, no objection would be raised under Local Plan policies CC3 and CC4, or London Plan policies 5.11, 5.12, 5.13, 5.14 and 5.15 on sustainable drainage and flooding grounds.

Contamination

3.166. Policy 5.21 of the London Plan and policy CC9 of the Local Plan state 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. Policy CC9 of the Local Plan requires applicants to carry out site assessment and submit a report of findings on sites where contamination is known to be present, or suspected, to establish the nature and extent of contamination. Policy CC13 of the Local Plan relates to the control of potentially polluting uses.

3.167. Further to the Council's preliminary review of historical land uses, the subject property area has been identified as potentially contaminated as per Part 2A of the Environmental Protection Act 1990.

3.168. An Environmental Risk Assessment has been submitted as part of this application. The report is not a sufficient preliminary risk assessment. An updated preliminary risk assessment, a detailed site investigation scheme, a quantitative risk assessment and a remediation method statement (including long-term monitoring if required) would all need to be submitted before any development works commence to ensure that unacceptable risks to humans, controlled waters or the wider environment are adequately mitigated. A verification report will be required to be submitted prior to the occupation of the development at the latest. Conditions (Nos.14-19) to this effect are proposed, in accordance with policies CC9 and CC13 of the Local Plan (2018).

Air Quality

3.169. The entire borough was designated as an Air Quality Management Area (AQMA) in 2000 for two pollutants, Nitrogen Dioxide (NO₂) and Particulate Matter (PM₁₀). The main local sources of these pollutants are road traffic and buildings (gas boiler emissions).

3.170. 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 and also to minimise exposure to poor air quality.

3.171. Local Plan Policy CC10: Air Quality states that the Council will seek to reduce levels of local air pollution and improve air quality in line with the national air quality objectives by reducing the potential adverse air quality impacts of new developments, requiring the submission of an air quality assessment and mitigation measures where appropriate.

3.172. An Air Quality Assessment has been submitted with the application. This assesses the development's potential impacts on local air quality and also considers the issue of exposure to pollution for businesses and residents. The assessment takes account of the potential temporary impacts during the demolition and construction phase and the operational impacts caused by increase in traffic flows and emissions from the plant on the site. The air quality assessment indicates that the general sources of air pollution (construction activities, road traffic and space heating) emission arising from the proposed development would be during the construction phases and on completion of the development the assessment predicts the development to have an 'not significant' effect on air quality, and that the development would be 'air quality neutral'. Overall in terms of air quality, Officers consider that the development would meet policy requirements subject to additional mitigation. Further details are required by condition to ensure acceptable implementation of the development in this regard, including an Air Quality Dust Management Plan (condition No.10), details of air source heat pumps or electric boilers (condition No.60) and the submission of an Ultra Low Emission Strategy (condition No.20). A condition (No.4) is also attached requiring details of the green infrastructure proposed which will also address issues of air quality related to the development.

Community Infrastructure Levy

3.173. This development would be subject to a London wide community infrastructure levy. The Mayor's CIL (Community Infrastructure Levy) came into effect in April 2012 and is a material consideration to which regard must be had when determining this planning application. This contributes towards the funding of Crossrail. The GLA expect the Council, as the Collecting Authority, to secure the levy in accordance with London Plan Policy 8.3 and is chargeable in this case at £80 per sqm uplift in floorspace (GIA).

3.174. It is estimated that the proposed development would generate a Mayoral CIL contribution of approximately £357,984 (plus indexation).

3.175. Additionally, the Council collects its own CIL and this development would be liable. There is a nil charge for new office space in this location, however the A1-3 uses would be chargeable and would generate a Local CIL contribution of approximately £19,904 (plus indexation).

Planning obligations

3.176. London Plan policy 8.2 recognises the role of planning obligations in mitigating the effects of development and provides guidance on the priorities for obligations in the context of overall scheme viability.

3.177. The Council is obliged to assess planning proposals against the policies and standards contained within the development plans for the area and to consider any other material planning considerations. 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. Local Plan Policy DEL1 (Delivery and Implementation) states that the council will implement the policies and proposals of the local plan having regard to the financial viability of the development and will negotiate Section106 Agreements.

3.178. The Applicant is expected to agree to enter into a legal agreement with the Council to which would include the following site-specific items (i.e. items which are not on the CIL r123 list):

- Support for employment, training and local businesses including a contribution of £84,350.
- 10% local procurement during construction.
- A Jobs, Employment and Business Strategy.
- Apprenticeships (4, Level 2 or above).
- Paid work placements (4).
- Unpaid work placements (4).
- A contribution of £20,000 to improve and promote cycling facilities in the vicinity of the site.
- The provision and retention of 360.7sqm of affordable office space at ground floor level including details of costs, and how this is to be managed and run.
- Commercial and construction workers travel plans.
- Payments of £3,000 per travel plan at years 1, 3 and 5 (annually until completion for the construction workers travel plan) to fund the review of each of the development's travel plans.

- A highway condition survey of Brook Green, Hammersmith Road and Blythe Road in the vicinity of the site prior to the commencement of works on site.
- A S278 legal agreement relating to the costs of repairing any damage to the public highway on Brook Green, Hammersmith Road and Blythe Road as a result of the construction of the proposed development.
- A commitment to meet the costs of the Council's associated legal fees.

4.0 CONCLUSION and RECOMMENDATION

4.1 Officers consider that the proposed extension of the existing office building on this site would bring benefits and provide high quality office space which would significantly increase the employment capacity of this site. The provision of additional high-grade office space and the improvement of facilities for the existing office space will support the employment opportunities within this established employment cluster.

4.2 The proposed development would achieve a sustainable development, optimising the use of previously developed land. The proposal would be of a good standard of design. It is considered that the extended building would have an acceptable impact on the character and appearance of the area and upon nearby heritage assets.

4.3 There would be no adverse impact on traffic generation and the scheme would not result in congestion of the primary road network. Off-street parking and servicing would be provided, and the development is considered not to have the potential for contributing significantly towards pressure on on-street parking due to the high accessibility to public transport, subject to satisfactory measures to discourage the use of the private car which would be contained in a Travel Plan. Adequate provision for servicing and the storage and collection of refuse and recyclables would be provided.

4.4 The development would provide level access, lifts to all levels, suitable circulation space and dedicated parking spaces for wheelchair users.

4.5 The application proposes a number of measures to reduce CO2. The proposal would seek to achieve a 'very good' (refurbishment) and 'excellent' (two additional floors) BREEAM rating and the implementation of sustainable design and construction measures would be a condition of the approval. A revised sustainable drainage strategy would be required by condition.

4.6 The impact of the proposed development upon neighbouring occupiers is considered to be acceptable. There would be significant planting to soften the appearance of the building in the streetscene and from adjacent residential properties to the north. Measures would be secured by condition to minimise noise and disturbance to nearby occupiers from the operation of the extended development.

4.7 In line with the Town and Country Planning Act 1990 and the Town and Country Planning (Pre-commencement Conditions) Regulations 2018, Officers have consulted the applicant on the pre-commencement conditions included in the agenda and the applicant has raised no objections.

4.8 The application is therefore recommended for approval, subject to conditions and the completion of a legal agreement.