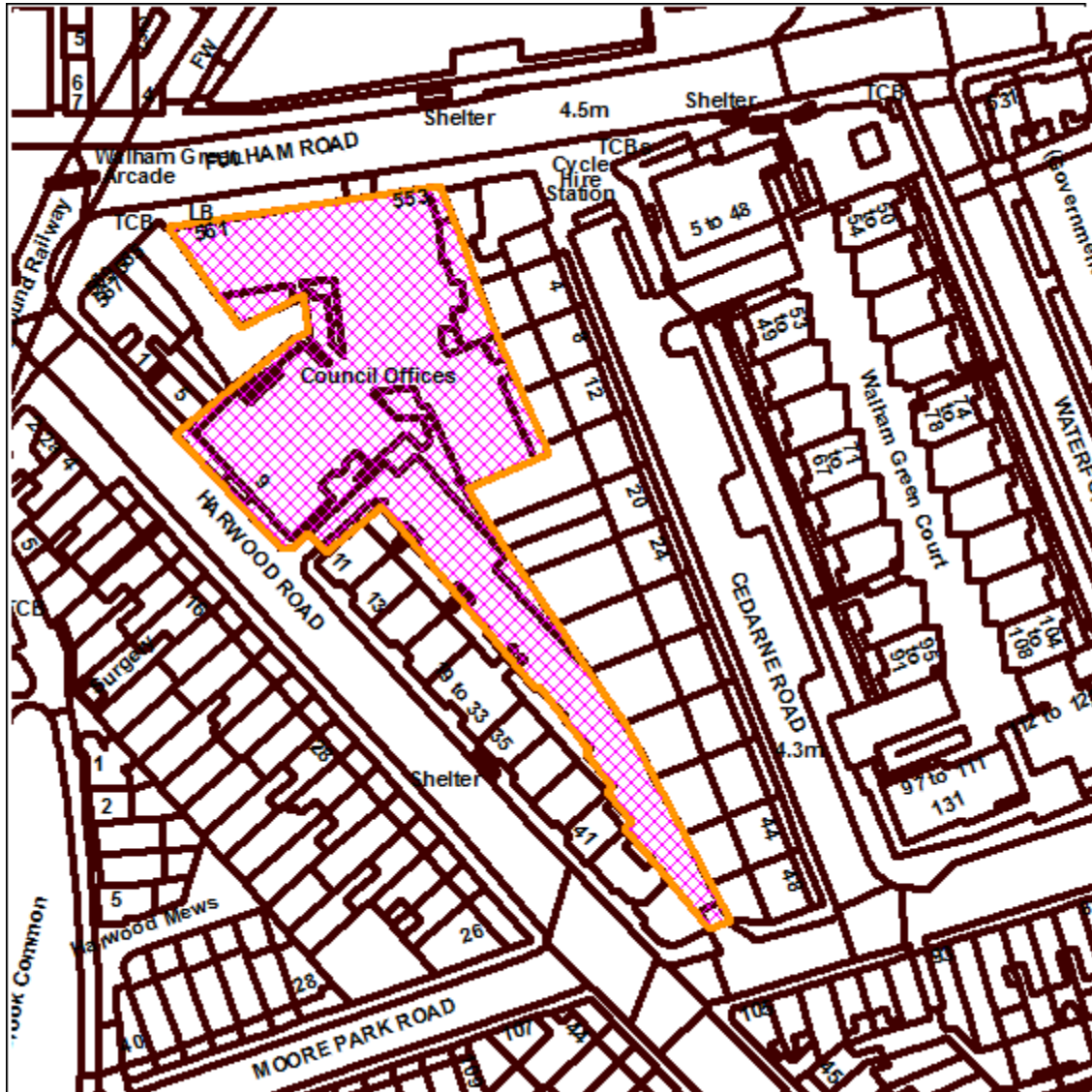


Ward: Parsons Green and Walham

Site Address:

Fulham Town Hall, 553-561 Fulham Road, London, SW6 1ER



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For identification purposes only - do not scale.

Reg. No:
2019/01840/FUL

Case Officer:
Jacques du Plessis

Date Valid:
12.06.19

Conservation Area:
Walham Green Conservation Area - Number 14

Committee Date:
07.07.2020

Applicant:
Zizer London
c/o agent

Description of development:

Change of use of part of the building from Town Hall (Sui Generis) to a 90 bed hotel (Use Class C1) together with integral and ancillary uses including: bar/restaurants, meeting rooms and conference/event space and change of use of the remainder of the building to a co-working space (Use Class B1); the provision of two disabled parking spaces, cycle storage area and service area with access from Harwood Road and Moore Park Road; raising of pavement to form a ramped pedestrian entrance from Harwood Road; erection of an additional storey at roof level (plus a storey of plant) and a four storey rear extension to the 1934 Extension following demolition of single storey corridor link to Harwood Road Wing; erection of additional storeys at second and third floor levels plus plant at fourth floor level to the Harwood Road Wing following demolition of former caretaker's flat at second floor level; erection of a fire escape stair and part three, part five storey (plus plant) extension to the rear of the Concert Hall/Council Chamber close to the Cedarne Road boundary; enclosure of central lightwell in connection with installation of new lifts; erection of new lift and stair cores to the north and south sides of the Harwood Road Wing; erection of refuse store fronting rear servicing area; replacement of selected windows; various window alterations; installation of fixed glazed acoustic screens to exterior of selected windows and various other external alterations in connection with the changes of use; various minor basement excavations and various internal alterations to the listed building.

Drawing Nos: See Condition No.2

Application Type:
Full Detailed Planning Application

Officer Recommendation:

- 1) That the Chief Planning Officer be authorised to grant planning permission upon the completion of a satisfactory legal agreement and subject to the conditions listed below.
- 2) That the Chief Planning Officer after consultation with the Head of Law and the Chair of the Planning and Development Control Committee be authorised 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 conditions, any such changes shall be within their discretion.

CONDITIONS

Definition - Enabling Works:

Enabling Works as referred to in the conditions shall comprise only of any MEP/utility relocation/installations, external archaeological site investigations and surveys, boreholes and trial pits, internal or external exploratory works necessary to discharge specific conditions, and ecological surveys/investigations.

3 Years

- 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).

Approved Drawings

- 2) The development shall be carried out and completed in accordance with the following approved drawings:

FTH.PA.1200-B; FTH.PA.1300-A; FTH.PA.1401-B; FTH.PA.1400-A;
FTH.PA.1410-A; FTH.PA.1411-A; FTH.PA.1420-A; FTH.PA.1430-A;
FTH.PA.1440-B; FTH.PA.2410-C; FTH.PA.2411-B; FTH.PA.2412-B;
FTH.PA.2413-A; FTH.PA.2420-C; FTH.PA.2421-C; FTH.PA.2422-C;
FTH.PA.2423-B; FTH.PA.2521-B; FTH.PA.3400-C; FTH.PA.3410-C;
FTH.PA.3420-B; FTH.PA.3430-B; FTH.PA.3440-C; FTH.PA.5400-A;
FTH.PA.5401-A; FTH.PA.5402-A; FTH.PA.5403-A; FTH.PA.5404-A;
FTH.PA.5405-A; FTH.PA.5406-A; FTH.PA.5407-A; FTH.PA.5501-A;
FTH.PA.5502-A; FTH.PA.5503-A; FTH.PA.5504-A; FTH.PA.5505-A;
FTH.PA.5506-A; FTH.PA.5507-A; FTH.PA.5508-A; FTH.PA.5509-A; FTH.PA.5521-A;
FTH.PA.5522-A; FTH.PA.5523-A; FTH.PA.5524-A; FTH.PA.5530-10-A;
FTH.PA.5530-20-A; FTH.PA.8000-A; FTH.PA.8010-10-B; FTH.PA.8010-20-B;
FTH.PA.8010-30; FTH.PA.8020; FTH.PA.9401-A; FTH.PA.9400-A;
FTH.PA.9410-A; FTH.PA.9411-A; FTH.PA.9420-A; FTH.PA.9430-A;
FTH.3.Area Schedule; FTH.3.Room Schedule; Flood Risk Assessment &
Surface Water Drainage Strategy Rev7, 24 April 2020

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, 7.5, 7.6, 7.7, 7.8, 7.9 and 7.21 of the London Plan, and Policies DC1, DC2, DC3, DC4, and DC8 of the Local Plan 2018.

Community Liaison Group

- 3) No development (including Enabling Works) shall commence until the establishment of a Community Liaison Group, which shall be operated in accordance with the approved Terms of Reference for the Group for the duration of the demolition and construction works hereby approved, having the purpose of:
 - a) informing nearby residents and businesses of the building programme and progress of demolition and construction works for the development;
 - b) informing nearby residents and businesses of appropriate mitigation measures being undertaken as part of each phase of the development;
 - c) informing nearby residents and businesses of considerate methods of working such as working hours and site traffic;
 - d) providing advanced notice of exceptional hours of work, if and when appropriate;
 - e) providing nearby residents and businesses with an initial contact for information relating to the works and procedures for receiving/responding to comments or complaints regarding the development with the view of resolving any concerns that might arise;
 - f) providing telephone contacts for nearby residents and businesses 24 hours daily throughout the works for the development; and
 - g) producing a leaflet prior to the commencement of the development for distribution to nearby residents and businesses, identifying the developer, the lead contractor, anticipated construction and fit out programme, contact details and website details and which shall include an invitation to register an interest in the Liaison Group.

The Terms of Reference for the Community Liaison Group and the date that it started shall be submitted to the Local Planning Authority for approval prior to commencement of any works on site (including 'Enabling Works') and the Group shall be established prior to commencement of any works on site (including 'enabling works'). The Community Liaison Group shall meet at least once every quarter until completion of the development.

To ensure satisfactory communication with residents, businesses, and local stakeholders throughout the demolition and construction of the development, in accordance with the Policies CC10, CC11, CC12, CC13, DC2, and T7 of the Local Plan 2018.

Hoardings

- 4) No development shall commence until a scheme for temporary fencing and/or enclosure of the site, including details of a painted timber site hoarding, has been submitted to and approved in writing by the Local Planning Authority, and the temporary fencing and/or enclosure has been erected in accordance with the approved details. The temporary fencing and/or enclosure shall thereafter be retained for the duration of the demolition and building works in accordance with the approved details. No part of the temporary fencing and/or enclosure of the site shall be used for the display of advertisement hoardings, unless consent has been obtained from the Local Planning Authority.

To ensure a satisfactory external appearance and to prevent harm to the street scene, the setting of the listed building and the character and appearance of the Conservation Area, in accordance with Policies 7.1 and 7.6 of the London Plan, Policies DC1 and DC8 of the Local Plan 2018 and Key Principles of the Planning Guidance SPD 2018.

CONSTRUCTION

Infrastructure Protection – London Underground

- 5) Prior to the commencement of Development (excluding Enabling Works), a detailed design and method statement (in consultation with London Underground) for the foundations, basement and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent), shall be submitted to and approved in writing by the Local Planning Authority in consultation with London Underground which:
- a) provide details on all structures;
 - b) provide details on the use of tall plant/scaffolding;
 - c) demonstrate that there will at no time be any potential security risk to the railway, property or structures;
 - d) accommodate the location of the existing London Underground structures and tunnels;
 - e) accommodate ground movement arising from the construction thereof;
 - f) mitigate the effects of noise and vibration arising from the adjoining operations within the structures.

The development shall thereafter be carried out in all respects in accordance with the approved design and method statements, and all structures and works comprised within the development hereby permitted which are required by the approved design statements in order to procure the matters mentioned in paragraphs of this condition shall be completed, in their entirety, before any part of the development hereby permitted is occupied.

To ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with London Plan Table 6.1, draft London Plan Policy T3 and 'Land for Industry and Transport' Supplementary Planning Guidance 2012.

Construction Management Plan

- 6) Prior to commencement of Development (including Enabling Works), a Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority. Details shall include control measures for dust, noise, vibration, lighting, delivery locations, restriction of hours of work and all associated activities audible beyond the site boundary between 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. Approved management details for each relevant Phase, or part thereof shall be implemented throughout the project period.

To ensure that occupiers of surrounding premises are not adversely affected by noise, vibration, dust, lighting or other emissions from the building site in accordance with Policies 5.18, 5.19, 5.20, 5.21 and 5.22 of the London Plan, Policies DC1, DC12, CC6, CC7, CC10, CC11 and CC12 of the Local Plan 2018 and Key Principles of the Planning Guidance SPD 2018.

Construction Logistics Plan

- 7) Prior to commencement of Development of each phase of the development (excluding Enabling Works), a Construction Logistics Plan in accordance with Transport for London Guidance shall be submitted to and approved in writing by the Local Planning Authority (in consultation with Transport for London) for that phase. The plan should include the details for all the relevant foundations, basement and ground floor structures or for any other structures below ground level including piling (temporary and permanent). The development shall be carried out in accordance with the approved Construction Logistics Management Plan.

To ensure that appropriate steps are taken to limit the impact of the proposed construction works on the operation of the public highway, that the amenity of occupiers of surrounding premises is not adversely affected by noise, vibration, dust, lighting or other emissions from the building site and to preserve the setting of the Listed Building and character and appearance of the Conservation Area in accordance with Policies 5.18, 5.19, 5.20, 5.21 and 5.22 of the London Plan and Policies DC1, DC8, DC12, T1, T2, T6, T7, CC6, CC7, CC10, CC11 and CC12 of the Local Plan 2018.

CONTAMINATION

Preliminary Risk Assessment

- 8) No development shall commence until a preliminary risk assessment report, in connection with land contamination, is submitted to and approved in writing by the Local Planning Authority. This report shall comprise: a desktop study which identifies all current and previous uses at the site and surrounding area as well as the potential contaminants associated with those uses; a site reconnaissance; and a conceptual model indicating potential pollutant linkages between sources, pathways and receptors, including those in the surrounding area and those planned at the site; and a qualitative risk assessment of any potentially unacceptable risks arising from the identified pollutant linkages to human health, controlled waters and the wider environment including ecological receptors and building materials; and a statement of whether a site investigation is necessary to address these potentially unacceptable risks. All works must be carried out in compliance with the approved details 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. The 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, and in accordance with Policies CC9 and CC13 of the Local Plan 2018 and SPD 2018 Key Principles LC1 to LC7.

Site Investigation Scheme

- 9) No development shall commence until a site investigation scheme, if a site investigation is to be required under the approved preliminary risk assessment, is submitted to and approved in writing by the Local Planning Authority. This scheme shall be based upon and target the risks identified in the approved preliminary risk assessment and shall provide provisions for, where relevant, the sampling of soil, soil vapour, ground gas, surface and groundwater. The site investigation should then progress in accordance with the agreed site investigation scheme. All works must be carried out in compliance with the approved details 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.

Potentially contaminative land uses (past or present) are understood to occur at, or near to, this site. The 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, and in accordance with Policies CC9 and CC13 of the Local Plan 2018 and SPD 2018 Key Principles LC1 to LC7.

Quantitative Risk Assessment

- 10) Unless the Local Planning Authority agree in writing that a set extent of development must commence to enable compliance with this condition, no development shall commence until, following the site investigation undertaken in compliance with the approved site investigation scheme if required by the approved preliminary risk assessment, a quantitative risk assessment report is submitted to and approved in writing by the Local Planning Authority. 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 approved preliminary risk assessment based on the information gathered through the approved site investigation to confirm the existence of any remaining pollutant linkages which would require the submission of a remediation method statement and determine the remaining risks posed by any contamination to human health, controlled waters and the wider environment. All works must be carried out in compliance with the approved details 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. The 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, and in accordance with Policies CC9 and CC13 of the Local Plan 2018 and SPD 2018 Key Principles LC1 to LC7.

Remediation Method Statement

- 11) Unless the Local Planning Authority 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, if deemed to be required in the approved quantitative risk assessment, is submitted to and approved in writing by the Local Planning Authority. This statement shall detail any required remediation works and shall be designed to mitigate any remaining risks identified in the approved quantitative risk assessment. This statement will also include a plan to verify that the required remediation works are undertaken in line with the remediation method statement which will be compiled into a verification report. The remediation should then progress in accordance with the agreed remediation method statement. All works must be carried out in compliance with the approved details 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. The 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, and in accordance with Policies CC9 and CC13 of the Local Plan 2018 and SPD 2018 Key Principles LC1 to LC7.

Verification Report

- 12) Unless the Local Planning Authority 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 if required by the approved quantitative risk assessment, and a verification report confirming these works has been submitted to, and approved in writing, by the Local Planning Authority. This report shall include: details of the remediation works carried out; results of any verification sampling, testing or monitoring including the analysis of any imported soil; all appropriate waste Duty of Care documentation and the validation of gas membrane placement. If, during development, contamination not previously identified is found to be present at the site, the Local Planning Authority is to be informed immediately and no further development (unless otherwise agreed in writing by the Local Planning Authority) 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 Local Planning Authority. Any required remediation shall be detailed in an amendment to the remediation method statement to be submitted and approved by the Local Planning Authority and verification of these works included in the verification report. All works must be carried out in compliance with the approved details 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. The 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, and in accordance with Policies CC9 and CC13 of the Local Plan 2018 and SPD 2018 Key Principles LC1 to LC7.

Onward long-term monitoring methodology report

- 13) Unless the Local Planning Authority 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 Local Planning Authority setting out where further monitoring is required past the completion of development works (as identified in the approved site investigation scheme or the approved remediation statement or the approved verification report) to verify the success of the remediation undertaken. If required, a verification report of these monitoring works shall then be submitted to and approved in writing by the Local Planning Authority when it may be demonstrated that no residual adverse risks exist. All works must be carried out in compliance with the approved details 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. The 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, and in accordance with Policies CC9 and CC13 of the Local Plan 2018 and SPD 2018 Key Principles LC1 to LC7.

External Materials

- 14) Prior to commencement of Development (excluding Enabling Works) as set out in the agreed Phasing Programme, details in respect of the following, shall be submitted to and approved in writing by the Local Planning Authority:
- a) Samples of all external materials as specified on the approved drawings to be used in the development including the plant rooms. This should include brick, stone, metal, GRC and roof materials and any other proposed surface and cladding materials;
 - b) A 1:1 mock-up of typical new facades and connections with the existing listed building to show all external materials to be used in the development including brickwork and stonework samples panels (identifying type, colour, bond, pointing style, mortar colour and mix) shall be erected on site in a location to be agreed in writing by the Local Planning Authority for the inspection and approval of the Council's conservation officer prior to commencement of the relevant works;
 - c) Samples and specification of external paint colours;
 - d) Detailed drawings at a scale of not less than 1:20 in plan, section and elevation of all works, repairs and restoration to external elevations and roofs;
 - e) Detailed drawings at a scale of not less than 1:20 in plan, section and elevation of all junctions between the approved extensions and the listed building.

The development shall be implemented in accordance with the approved samples, sample panels and details prior to occupation of the development and shall thereafter be permanently retained.

To ensure a satisfactory external appearance, to preserve the special architectural and historic interest of the listed building and its setting, to preserve the character and appearance of the Conservation Area and to prevent harm to the street scene and public realm, in accordance with Policies 7.1 and 7.6 of the London Plan, and Policies DC1, DC2, DC4 and DC8 of the Local Plan 2018.

Typical Bay

- 15) Prior to commencement of the development (excluding Enabling Works), detailed drawings at a scale not less than 1:20 in plan, section and elevation of a typical bay of each elevation of each wing of the building (including the new staircase enclosure adjoining the Concert Hall and the new external access route from the 1934 extension) shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the details as approved prior to occupation of the development and thereafter be permanently retained in this form.

To ensure a satisfactory external appearance, to preserve the special architectural and historic interest of the listed building and its setting, to preserve the character and appearance of the Conservation Area and to prevent harm to the street scene and public realm, in accordance with Policies 7.1 and 7.6 of the London Plan, and Policies DC1, DC2, DC4 and DC8 of the Local Plan 2018

Windows

- 16) Prior to the commencement of development (excluding Enabling Works) as set out in the agreed Phasing Programme detailed drawings of each window type at a scale of not less than 1:20 in plan, section and elevation of all new, refurbished and replacement windows, including details of fenestration materials, frame and glazing bar profiles, opening style, subdivision (including window model samples and samples of glass) and secondary glazing (including details of opening style and sub-division), and any other acoustic and environmental upgrades to existing windows shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details prior to the occupation of the building and shall thereafter be permanently retained.

To ensure a satisfactory external appearance, to preserve the special architectural and historic interest of the listed building and its setting, to preserve the character and appearance of the Conservation Area and to prevent harm to the street scene and public realm, in accordance with Policy 7.6 of the London Plan and Policies DC1, DC2, DC4, DC6 and DC8 of the Local Plan 2018.

Obscured Glazing

- 17) The window glass at ground level within the development fronting Fulham Road and Harwood Road shall be clear and shall not be mirrored, painted or otherwise obscured and shall be permanently maintained as such.

To ensure a satisfactory external appearance, to preserve the special architectural and historic interest of the listed building, the character and appearance of the Conservation Area and to prevent harm to the street scene and public realm in accordance with Policy 7.6 of the London Plan and Policies DC1, DC2, DC4, DC6 and DC8 of the Local Plan 2018.

No Roller Shutters

- 18) No roller shutters shall be installed on any façade of the Development unless details have been submitted to and approved in writing by the Local Planning Authority.

To ensure a satisfactory external appearance, to preserve the special architectural and historic interest of the listed building and its setting, to preserve the character and appearance of the Conservation Area, and to prevent harm to the street scene and public realm, in accordance with Policies 7.1 and 7.6 of the London Plan, and Policies DC1, DC2, DC4 and DC8 of the Local Plan 2018.

External Signage Strategy

- 19) Prior to first occupation of the development, an external signage strategy for the building to include details of the number and location of external signs including their materials, colour, fonts, method of illumination, and method of attachment to the building shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details.

To ensure a satisfactory external appearance, to preserve the special architectural and historic interest of the listed building and its setting, to preserve the character and appearance of the Conservation Area and to prevent harm to the street scene and public realm, in accordance with Policies 7.1 and 7.6 of the London Plan and Policies DC1, DC8 and DC9 of the Local Plan 2018.

External Lighting

- 20) Prior to occupation of any part of the development, details of all proposed external lighting, including security lights, shall be submitted to and approved in writing by the Local Planning Authority. Such details shall include the number, exact location, height, design, appearance, materials and method of attachment to the building of the lights, together with data concerning the levels of illumination and light spillage and the specific measures, having regard to the recommendations of the Institution of Lighting Engineers in the 'Guidance Notes For The Reduction Of Intrusive Light' 2020 (or relevant guidance). Details should also be submitted for approval of measures to minimise the use of lighting and prevent glare and skyglow by correctly using, locating, aiming and shielding luminaires. The 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 and surrounding premises are not adversely affected by external lighting, to preserve the special architectural and historic interest of the listed building and its setting and to preserve the character and appearance of the Conservation

Area, in accordance with Policies CC12, DC1, DC2, DC4 and DC8 of the Local Plan 2018.

No additional features

- 21) No alterations shall be carried out to the external appearance of the development, including the installation of soil stacks, plumbing, pipes, vents, chimneys or flues, ductwork, grilles, security alarms, lighting, cameras, air-conditioning units, ventilation fans, extraction equipment, air source heat pumps unless shown on the drawings hereby approved without planning permission first being obtained.

To ensure a satisfactory external appearance and to prevent harm to the street scene and public realm, to preserve the special architectural and historic interest of the listed building and its setting, to preserve the character and appearance of the Conservation Area and to ensure that neighbouring occupiers are not unduly affected by smell, noise and disturbance, in accordance with Policies DC1, DC2, DC4 and DC8 of the Local Plan 2018.

Secure by Design

- 22) Prior to commencement of development (excluding Enabling Works), a statement setting out detailed measures of how 'Secured by Design' requirements are to be adequately achieved shall be submitted to and approved in writing by the Local Planning Authority. Such details shall include, but not be limited to CCTV coverage, access controls, basement security measures and potential for connection to the town centre CCTV network. The approved details shall be carried out prior to occupation of the development hereby approved and permanently retained thereafter.

To ensure that the development incorporates suitable design measures to minimise opportunities for, and the perception of, crime and provide a safe and secure environment, that the special architectural and historic interest of the listed building and its setting is preserved and to preserve the character and appearance of the Conservation Area in accordance with Policy 7.3 of the London Plan, and policies DC1 and DC8 of the Local Plan 2018.

Landscaping

- 23) Prior to commencement of the development (excluding Enabling Works), details of the proposed hard and soft landscape works shall be submitted to and approved in writing by the Local Planning Authority. Details shall include hard surfacing materials; planting schedules and details of the species, height and maturity of any trees and shrubs including sections through the planting areas, depths of tree pits, containers and shrub beds; and an implementation programme. The hard landscaping shall be implemented in accordance with the approved details prior to first occupation of the development and any soft

landscaping within the first planting season following first occupation and shall be permanently retained in this form.

To ensure a satisfactory external appearance of the development and a satisfactory with its relationship with its surroundings, to preserve the special architectural and historic interest of the listed building and its setting and to preserve the character and appearance of the Conservation Area in accordance with Policies 7.1 and 7.6 of the London Plan and Policies DC1, DC8, OS2 and OS5 of the Local Plan 2018.

Archaeology

- 24) No demolition or development shall take place until a written scheme of investigation (WSI) has been submitted to and approved by the Local Planning Authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, which shall include the statement of significance and research objectives, and:
- a) The programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works;
 - b) The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the WSI.

The WSI will need to be prepared and implemented by a suitably qualified professionally accredited archaeological practice in accordance with Historic England's guidelines for Archaeological Projects in Greater London. This condition is exempt from deemed discharge under Schedule 6 of the Town and Country Planning (Development Management Procedure) (England) Order 2015.

Heritage assets of archaeological interest may survive on the site. The Local Planning Authority wishes to secure the provision of appropriate archaeological investigation, including the publication of results, in accordance with Section 12 of the NPPF, Policy 7.8 of the London Plan and policies DC1 and DC8 of the Local Plan and the Key Principles within the Planning Guidance SPD 2018.

Ancillary Bar and Restaurant

- 25) The ground floor restaurant and bar area forming part of the approved development in the locations identified on the approved plans shall be accessible for both hotel guests and non-residents/hotel guests and shall be permanently retained as ancillary bar/restaurant/hotel lounge space areas.

To secure public access to the hotel and allow the significance of the designated heritage asset to be appreciated, to provide a mix of facilities and to create an active frontage to Fulham Road that will contribute to the vitality of

Fulham Town Centre in accordance with Policies DC8, TLC1 and TLC2 of the Local Plan 2018.

Event Spaces

- 26) The event spaces, forming part of the approved development within the Grand Hall, the Council Chamber, the Ante Room and the former Marriage Room shall be used as event spaces accessible to members of the general public and shall be permanently retained for such uses.

To secure public access to the hotel and allow the significance of the designated heritage asset to be appreciated, to provide a mix of facilities and to maintain a development that will contribute to the vitality of Fulham Town Centre in accordance with Policies DC8 and TLC1 and TLC2 of the Local Plan 2018.

HIGHWAYS

Cycle Storage

- 27) Details of the cycle parking provision comprising 15 long stay and 18 short stay cycle parking including the location, type and manufacturer's details shall be submitted to and agreed in writing by the Local Planning Authority prior to first occupation of the development. The cycle storage shall be installed in accordance with the approved details prior to occupation and permanently retained thereafter for users of the development.

To ensure the suitable provision of cycle parking within the Development and to promote alternative, sustainable forms of transport, in accordance with Policies 6.9 and 6.13 of the London Plan (2016) and Policy T3 of the Local Plan 2018.

Accessible Parking

- 28) The development shall not be occupied until the two accessible car parking spaces adjoining the rear service road have been provided; and they shall thereafter be retained for the sole use of blue badge holders.

To ensure that the development is accessible, in accordance with Policy T5 of the Local Plan 2018.

Electric Vehicle Charging Points

- 29) The development shall not be occupied until the provision of two active electric vehicular charging points for the two accessible car parking spaces adjoining the rear service road. The charging points shall be permanently retained in working order for the lifetime of the development.

In the interest of adapting to climate change and to secure sustainable development in accordance with Policies T4 and T5 of the Local Plan 2018.

Delivery and Servicing

- 30) Prior to occupation of the Development hereby permitted, a Delivery and Servicing Plan (DSP) for the hotel (including event spaces) and co-working areas, shall be submitted to and approved in writing by the Local Planning Authority. Details shall include the management and times of deliveries to avoid peak times, emergency access, collection of waste and recyclables, times and frequencies of deliveries and collections, silent reversing methods, quiet loading/unloading measures, location of loading bays and vehicle movements. The approved details shall be implemented prior to occupation and the DSP hereby permitted shall thereafter operate in accordance with the approved details. The DSP shall be regularly monitored and reviewed and any subsequent modifications or alterations to the DSP should be submitted to and approved in writing by the LPA.

To ensure that satisfactory provision is made for refuse storage and collection and to ensure that the amenity of occupiers of the surrounding premises and the development are not adversely affected by noise and that servicing activities do not adversely impact on the highway, in accordance with Policy 6.11 of the London Plan and Policies T2, T4, T5, CC11 and CC13 of the Local Plan 2018.

- 31) The development shall not be occupied until the details for the two servicing bays including loading, unloading and manoeuvring areas adjoining the rear service road have been provided. The development shall be carried out in accordance with the approved details and the loading and unloading area shall be permanently retained for the sole use of servicing the development.

To ensure that servicing activities do not adversely impact on the rear service road, adjoining occupiers and the adjoining highway in accordance with Policy T2 of the Local Plan 2018.

Waste Management Strategy

- 32) Prior to occupation of the development an operational Waste Management Strategy Plan for storage and collection arrangements for refuse and re-cycling, including hours of collection, and details of how recycling will be maximised shall be submitted to and approved in writing by the Local Planning Authority. The use shall not commence until the approved refuse storage arrangements are in place for the development and all approved storage arrangements shall be retained permanently thereafter. The use shall operate in accordance with the approved Waste Management Strategy Plan.

In order to protect the environment and to ensure that satisfactory provision is made for refuse/recycling storage and collection, in accordance with Policies 5.3 and 5.17 of the London Plan and Policies CC6 and CC7 of the Local Plan.

Harwood Road Gates

- 33) Prior to occupation of the development the existing gates and gate piers to the rear service road close to the junction with Harwood Road shall be removed and automated gates shall be installed. Detailed drawings in plan, section and elevation at a scale of not less than 1:20 of the posts, gate piers and direction and method of opening shall be submitted to and approved in writing by the Local Planning Authority prior to occupation. The development shall be carried out in accordance with the approved details which shall be completed prior to occupation of the development and the relocated gates and gate piers shall be retained in this position thereafter.

In order to preserve the setting of the listed building and the character and appearance of the Conservation Area, to prevent harm to the streetscene and public realm and to ensure direct, convenient and safe access to and from the Development with Policies DC8 and T2 of the Local Plan 2018.

Pedestrian Ramp (Harwood Road)

- 34) Prior to commencement of development (excluding Enabling Works) detailed drawings of the Harwood Road entrance ramp including a layout plan, section and elevation at a scale of not less than 1:20, which should illustrate its relationship with the existing façade, the Harwood Road entrance steps (to be preserved in situ) and the existing heritage street lighting columns shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details which shall be completed prior to occupation of the development and thereafter permanently retained.

In order to preserve the special architectural and historic interest of the listed building and its setting, preserve the character and appearance of the Conservation Area, ensure that the works on the highway are carried out in a satisfactory manner and ensure direct, convenient and safe access to and from the Development in accordance with Policies DC8, T3 and DC2 of the Local Plan 2018.

ACCESSIBILITY

Level Access

- 35) Prior to commencement of development (excluding Enabling Works) details of the level threshold entrances to the hotel from Fulham Road and from the rear access road, including a layout plan, section and elevation shall be submitted to and approved in writing by the Local Planning Authority. The approved drawings shall be implemented prior to occupation of the development.

To ensure that the development provides for an inclusive and accessible environment, to preserve the special architectural and historic interest of the

listed building and its setting and to preserve the character and appearance of the Conservation Area in accordance with Policies DC2 and DC8 of the Local Plan 2018.

Accessible Hotel Rooms

- 36) A minimum of 10% of all hotel bedrooms, giving a minimum of nine bedrooms as identified on the approved plans, shall be provided fully meeting the needs of wheelchair users. The hotel rooms shall be provided prior to occupation of the development and permanently retained for wheelchair use.

To ensure that the development provides for an inclusive and accessible environment in accordance with Policy 4.5 of the London Plan and Policies DC1 and DC2 of the Local Plan 2018.

Accessibility Details and Access Plan

- 37) Prior to commencement of development (excluding Enabling Works), an Access Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan will include details of: all inclusive access points to the building; detailed layouts and plans for the nine wheelchair accessible hotel rooms; wheelchair accessible provision for the event spaces, restaurant, bar, and other hotel spaces; wheelchair accessible provision for the co-working space; ancillary WC facilities; and facilities to accommodate hearing and sight impairments within the event spaces (Council Chamber and Grand Hall). The development shall not be occupied or operated otherwise than in accordance with the Access Plan as approved and thereafter permanently retained in this form.

To ensure that the development provides for an inclusive and accessible environment in accordance with Policy 4.5 of the London Plan and Policies DC1, DC2 and DC4 of the Local Plan 2018.

Lifts

- 38) Prior to commencement of development (excluding Enabling Works), details of the proposed lifts including 1:20 plans, manufacturer's details and technical specifications shall be submitted to and approved in writing by the Local Planning Authority. The approved measures shall be implemented and shall thereafter be carried out in accordance with the approved details prior to occupation of the development.

To ensure that the development provides for an inclusive and accessible environment and to preserve the special architectural and historic interest of the building in accordance with Policy 4.5 of the London Plan and Policies DC1, DC2, DC4 and DC8 of the Local Plan 2018.

Hotel Bedrooms

- 39) The Class C1 (hotel) use hereby approved shall be capped at a maximum of 90 bedrooms and the number of adult bed spaces on the site shall be capped at a maximum of 180 adult bed spaces.

In order to control the intensity of use of the listed building and in order to preserve the special architectural and historic interest of the listed building. The increase in the number of bedrooms could raise materially different planning considerations and the Local Planning Authority wishes to have an opportunity to consider such circumstances at that time, in accordance with Policies T1, E3, DC1, DC2, DC8, CC10, CC11, CC11, CC12 and CC13 of the Local Plan 2018.

NOISE AND NUISANCE

Outside Areas

- 40) The following areas shall not be used as designated smoking areas or for outside amenity/standing areas at any time in conjunction with the approved development and shall only be used as congregation areas during emergencies:
- a) The first floor external terrace and emergency fire escape to the east elevation of the listed building and adjacent to the rear external amenity areas of properties in Cedarne Road.
 - b) The ground floor hard landscaped area to the east of the listed building adjoining the rear amenity areas of the properties in Cedarne Road.
 - c) The lightwell between the east elevation of the listed building and the rear amenity areas of the properties in Cedarne Road.

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

Sound Insulation of commercial/ industrial building envelope

- 41) Prior to commencement of the development (excluding Enabling Works), details shall be submitted to and approved in writing by the Local Planning Authority, of sound insulation of the building envelope and other mitigation measures, as appropriate. Details shall demonstrate that noise from uses and activities is contained within the building/ development site and shall not exceed the criteria of BS8233:2014 at neighbouring noise sensitive/ habitable rooms and private external amenity spaces. 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, in accordance with Policies CC11 and CC13 of the Local Plan 2018.

External noise from machinery, extract/ ventilation ducting, mechanical gates, etc.

- 42) Prior to commencement of the relevant works, details shall be submitted to and approved in writing by the Local Planning Authority, 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. The 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 plant/mechanical installations/ equipment, in accordance with Policies CC11 and CC13 of the Local Plan 2018.

Anti- vibration mounts and silencing of machinery etc.

- 43) Prior to commencement of the relevant works, details of anti-vibration measures shall be submitted to and approved in writing by the Local Planning Authority. The measures shall ensure that machinery, plant/ equipment, extract/ ventilation system and ducting are mounted with proprietary anti-vibration isolators and fan motors are vibration isolated from the casing and adequately silenced. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

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

Extraction and Odour Control system for non-domestic kitchens

- 44) Prior to commencement of development (excluding Enabling Works), details shall be submitted to and approved in writing by the Local Planning Authority, of the installation, operation, and maintenance of the odour abatement equipment and extract system, including the height of the extract duct and vertical discharge outlet, in accordance with Appendix 4G of the LBHF Planning Guidance Supplementary Planning Document - February 2018. Approved details shall be implemented prior to the commencement of the use and thereafter be permanently retained.

To ensure a satisfactory external appearance and to prevent harm to the street scene and public realm, to preserve the character and appearance of the

Conservation Area, to preserve the special architectural and historic interest of the listed building and its setting and to ensure that neighbouring occupiers are not unduly affected by smell and cooking odour, in accordance with Policies DC1, DC2, DC4, DC8, CC11 and CC13 of the Local Plan 2018.

Floodlights, Security lights and Decorative External Lighting

- 45) Prior to commencement of the development (excluding Enabling Works), details of external artificial lighting shall be submitted to and approved in writing by the Local Planning Authority. 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 CC11 and CC13 of the Local Plan 2018.

OPERATING HOURS

Operating Hours (Event Spaces)

- 46) The hours of operation for the event spaces within the hotel including the Grand Hall and Council Chamber shall be 8am to 11pm daily.

To ensure that the use does not result in loss of amenity to neighbouring residents in terms of noise and disturbance in accordance with Policies T1, CC11, CC12 and CC13 of the Local Plan 2018.

Operating Hours (Bar and Restaurant)

- 47) The hours of operation for the bar and restaurant areas fronting Fulham Road for use by non-residents shall be 7am to 11.30pm daily.

To ensure that the use does not result in loss of amenity to neighbouring residents in terms of noise and disturbance in accordance with Policies T1, CC11, CC12 and CC13 of the Local Plan 2018.

Operating Hours (Outside Terraces)

- 48) The ground floor outside terrace to the rear of the bar/restaurant shall not be used between 10pm and 9am.

To ensure that the use does not result in loss of amenity to neighbouring residents in terms of noise and disturbance in accordance with Policies T1, CC11, CC12 and CC13 of the Local Plan 2018.

SUSTAINABILITY

BREEAM / Sustainable Design

- 49) Six calendar months following any occupation of the development, a Post Construction Certification (issued by an independent certification body) shall be submitted in writing and approved by the Local Planning Authority. The submission shall demonstrate the approved development achieves a rating of BREEAM 2014 Refurbishment Good. The rating shall be maintained thereafter.

In the interests of sustainable design and construction including energy conservation and reduction of CO2 emissions in accordance with Policies 5.1, 5.2, 5.3, 5.6 and 5.7 of the London Plan and Policies CC1 and CC2 of the Local Plan 2018.

- 50) In the event the Local Planning Authority provides written notification that details submitted to discharge the condition above demonstrate a failure of the development to achieve the agreed ratings of BREEAM 2014 Refurbishment Good as set out in the post construction certificate, a Remedial Works Plan shall be submitted in writing to and for approval to the LPA within 3 calendar months. The Remedial Works Plan should provide a full schedule and costings of remedial works required to achieve the agreed rating. The remedial works shall be implemented in accordance with the approved plan.

In the interests of sustainable design and construction in accordance with Policy 5.3 of the London Plan and Policy CC2 of the Local Plan 2018

Energy

- 51) Prior to commencement of development (excluding Enabling Works), a revised Energy Statement (updating the version dated 28 October 2019 Ref: 7140518-MLM-ZZ-XX-RP-SU-0003) shall be submitted to the council and approved in writing. The Energy Statement will provide details of the proposed carbon reduction measures including energy efficiency and renewable energy measures and demonstrate the carbon savings that will be achieved through implementation of these measures. Where there is a shortfall in meeting the required carbon reduction targets, a carbon offset payment to the council will be required. All measures will be permanently retained in full working order for the lifetime of the development.

In the interests of energy conservation and reduction of CO2 emissions, in accordance with policies 5.1, 5.2, 5.3, 5.6 and 5.7 of the London Plan (2016), and policy CC1 of the Local Plan 2018.

PV Panels

- 52) Prior to the commencement of development (excluding Enabling Works) details of the proposed solar PV panels including manufacturer's details, and the number, position and angle of the panels relative to the surface of the roof(s) shall be submitted to and approved in writing by the Local Planning Authority. The panels shall be implemented in accordance with the approved details, and permanently retained in accordance with the approved details and in full working order for the lifetime of the development.

In the interests of energy conservation and reduction of CO2 emissions and to preserve the special architectural and historic interest of the listed building and its setting and to preserve the character and appearance of the Conservation Area, in accordance with Policies 5.1, 5.2, 5.3, 5.6 and 5.7 of the London Plan, and Policies CC1, DC1, DC2, DC4 and DC8 of the Local Plan 2018.

DRAINAGE

Sustainable Drainage Strategy (SuDS)

- 53) Prior to commencement of the development hereby permitted, a revised Sustainable Drainage Strategy (SuDS), 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 Local Planning Authority. Information shall include details on the design, location and attenuation capabilities of the proposed sustainable drainage measures such as permeable surfaces, including green roofs. Details of the proposed flow controls and flow rates for any discharge of surface water to the combined sewer system should also be provided, with the aim of achieving greenfield rates for final discharges. Where feasible, rainwater harvesting should also be integrated to collect rainwater for re-use in the site. 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 any increased risk of flooding and to ensure the satisfactory storage of/disposal of surface water from the site in accordance with Policy 5.13 of The London Plan; and Policy CC3 of the Local Plan 2018.

Flood Risk Assessment

- 54) The development shall only be carried out in accordance with the flood mitigation measures set out in the approved Flood Risk Assessment and Surface Water Drainage Strategy Rev 7, 24 April 2020. The measures shall be implemented in accordance with the approved details, and permanently retained in full working order for the lifetime of the development.

To reduce the impact of flooding for future occupants and the development and to make the development more resilient in the event of flooding in accordance with Policies 5.11, 5.13, 5.14 and 5.15 of the London Plan, and Policies CC1 and CC2 of the Local Plan 2018.

Waste Capacity (Thames Water)

- 55) The development shall not be occupied until confirmation has been submitted to and approved in writing by the Local Planning Authority, in consultation with Thames Water, that either waste capacity exists off site to serve the development, or all wastewater network upgrades required to accommodate the additional flows from the development have been completed prior to occupation of the development, or an infrastructure phasing plan has been agreed with Thames Water to allow the development to be occupied.

The development may lead to sewage flooding and Thames Water may need to undertake network reinforcement works to ensure sufficient capacity is provided to accommodate additional flows from the new development. The developer can request information to support the discharge of this condition by visiting the Thames Water website at thameswater.co.uk/preplanning.

Water Infrastructure (Thames Water)

- 56) The development shall not be occupied until confirmation has been submitted to and approved in writing with Thames Water that either all water network upgrades required to accommodate the additional flows from the development has been completed, or an infrastructure phasing plan has been agreed with Thames water to allow the development to be occupied. Where an infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed infrastructure phasing plan.

The development may lead to no/low water pressure and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development. The developer can request information to support the discharge of this condition by visiting the Thames Water website at thameswater.co.uk/preplanning.

Piling Method Statement

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

be undertaken in accordance with the terms of the approved piling method statement.

To prevent any potential to impact on local underground water and sewerage utility infrastructure, in accordance with Policies 5.14 and 5.15 of the London Plan, and policies CC3 and CC5 of the Local Plan 2018.

AIR QUALITY

Ventilation Strategy

- 58) Prior to commencement of development (excluding Enabling Works), a Ventilation Strategy Report to mitigate the impact of air pollution for the co-working and hotel uses shall be submitted to and approved in writing by the Local Planning Authority. The report shall include the following information:
- a) Details and locations of the air ventilation intake locations at rear roof level;
 - b) Details of non-openable windows (except for emergency purge ventilation) on front elevations with Fulham Road and Harwood Road;
 - c) 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;
 - d) 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 whilst preserving the features of the Listed Building. 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, Policies 7.14 of the London Plan and Policy CC10 of the Local Plan 2018, and to ensure that the special architectural and historic interest of the listed building is preserved in accordance with Policies DC1 and DC8 of the Local Plan.

Ventilation Strategy compliance

- 59) Prior to occupation of the development, details of a post installation report of the approved ventilation strategy 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, Policies 7.14 of the London Plan and Policy CC10 of the Local Plan 2018.

Zero Emission Heating Plant Compliance

- 60) Prior to occupation of the development, details of the installation of the Zero Emission 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, Policies 7.14 of the London Plan and Policy CC10 of the Local Plan 2018.

Ultra Low Emissions Strategy

- 61) Prior to occupation of the development hereby permitted an Ultra Low Emission Strategy (ULES) 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 ULES 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) Alternative Fuel e.g. CNG, LPG, (4) Hybrid (non-plug in) Electric Vehicle (HEV), (5) Plug-in Hybrid Electric Vehicle (PHEV), (6) Diesel/Petrol (Euro 6 (AIR Index Urban NO_x rating A, B) 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, Policies 7.14 of the London Plan and Policy CC10 of the Local Plan 2018.

Air Quality Management Plan (Demolition)

- 62) 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; The NRMM (Non Road Mobile Machinery) used on the site shall include CESAR Emissions Compliance Verification (ECV) identification and shall comply with the minimum stage IV NOX and PM10 emission criteria of The Non-Road Mobile Machinery (Type-Approval and Emission of Gaseous and Particulate Pollutants) Regulations 2018 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 demolition shall be registered on the NRMM register <https://london.gov.uk/non-road-mobile-machinery-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 e.g. Diesel/ Petrol Euro 6 (AIR Index Urban NOx rating A, B) and Euro VI; Details including calibration certificates 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 demolition phases of the development.

To comply with the requirements of the NPPF, Policies 7.14 of the London Plan and Policy CC10 of the Local Plan 2018.

Air Quality Management Plan (Construction)

- 63) 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; The NRMM (Non Road Mobile Machinery) used on the site shall include CESAR Emissions Compliance Verification (ECV) identification and shall comply with the minimum stage IV Nox and PM10 emission criteria of The Non-Road Mobile Machinery (Type-Approval and Emission of Gaseous and Particulate Pollutants)

Regulations 2018 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://london.gov.uk/non-road-mobile-machinery-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 e.g. Diesel/Petrol Euro 6 (AIR Index Urban NOx rating A, B) and Euro VI; Details including calibration certificates 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, Policies 7.14 of the London Plan and Policy CC10 of the Local Plan 2018.

OPERATIONAL MANAGEMENT PLAN

- 64) Prior to first occupation of the development hereby approved, an Operational Management Plan shall be submitted to and approved in writing by the Local Planning Authority relating to the hotel, co-working space, event space and bar/restaurant areas. This shall include details about hours of operation, physical access between all the spaces within the development, security, maintenance and all operational and management details relating to the development, and shall include an agreed programme and mechanism for reviewing the Plan. The development shall be implemented in accordance with the approved details prior to occupation, and the Plan shall be submitted to the Local Planning Authority at each major review as set out in the Plan. Thereafter the use shall only be operated in accordance with the approved Operational Management Plan.

To ensure the satisfactory operation of the approved development, to secure the long-term conservation of the listed building and to ensure that the amenities of surrounding occupiers are not unduly affected by disturbance in accordance with Policies E2, CF1, CC11 and DC8 of the Local Plan 2018.

Reasons for Granting Full Planning Permission:

- 1) Land Use: The principle of the proposed hotel development and the Class B1 co-working space are considered to be appropriate in land use terms and would help to regenerate this part of Fulham Town centre. The former Town Hall use ended in 2017 when the building was sold, and it has been vacant since May 2017. The loss of former Town Hall use is considered acceptable under Policy CF2 of the Local Plan 2018. The new hotel development together with the discounted co-workspace, meeting rooms, event space, ancillary restaurant and

bar uses are an appropriate use for this town centre location, which is highly accessible by public transport. The proposal is therefore supported in land use terms and is considered to be in accordance with the NPPF, London Plan Policies 2.1, 4.1, 4.2, 4.5 and 4.6, Draft London Plan Policies E1, E2 and E10, and Local Plan Policies E1, E2, E3, E4, CF1 and CF2.

- 2) **Local Economy and Employment:** The proposal would provide employment opportunities both in the borough and London generally. The development would generate construction related full time equivalent (FTE) jobs over the build period and some 90 jobs once the development is complete and operational. Discounted co-working space would be secured through the s106 agreement. The development would provide upgraded floorspace and deliver wider benefits by way of increasing local expenditure through increased employment levels, additional visitors through the hotel and office uses and job opportunities for residents and companies. The employment and training initiatives secured through the S106 agreement would bring significant benefits to the local area while a local procurement strategy will be entered into by way of the legal agreement to provide support for businesses. The development is therefore in accordance with Policies 3.1 and 4.12 of the London Plan and policies E1, and E4 of the Local Plan (2018).
- 3) **Design and Heritage:** Development of this site provides an opportunity for significant enhancement and regeneration of the town centre and for the reuse and refurbishment of a vacant listed building. The proposal complies with Local Plan policies DC1, DC2 and DC4 in that it respects the existing townscape context, is of a high quality of design and would be compatible with the scale and character of existing development and its setting. The proposals would result in less than substantial harm to the significance of the listed building but would preserve its setting and the character and appearance of the Conservation Area and the settings of adjacent heritage assets. The harm has been minimised and fully justified and would be significantly outweighed by public benefits, including securing the optimum viable use of the listed building and in these respects the proposal would comply with Local Plan Policy DC8. It is considered that this is compliant with Section 66 and Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990. The proposal is also in accordance with national guidance in the NPPF, London Plan Policies 7.1, 7.2, 7.3 7.4, 7.5, 7.6 and 7.8 and Policies H04, DC1, DC2, DC4 and DC8 of the Local Plan 2018.
- 4) **Transport:** It is considered that the scheme would not have a significant impact on the highway network or local parking conditions and is thus considered to be acceptable. Satisfactory provision would be made for blue badge car parking and cycle parking. External impacts of the development would be controlled by conditions and section 106 provisions, related to blue badge parking, cycle and refuse storage, construction and demolition logistics plans while the monitoring of the Travel Plans is secured by legal agreement. Subject to the agreement of a hotel management plan secured through the S106 agreement, the development would not generate congestion or disturbance as a result of deliveries, servicing, and drop off/pick up parking. Adequate provision for storage and collection of refuse and recyclables would be provided. The accessibility level of the site is excellent, and the site is well served by public transport opposite Fulham Broadway Underground Station and several bus

routes on Fulham Road and Harwood Road. In addition, servicing and road safety and travel planning initiatives would be implemented in and around the site to mitigate against potential issues. The proposed development therefore accords with Policies 6.1, 6.3, 6.9, 6.10, 6.11, 6.13, of the London Plan, Policy, CC6, CC7, T1, T2, T3, T4, T5 and T7 of the Local Plan 2018 and Key Principles of the Planning Guidance SPD 2018.

- 5) **Impact on Neighbouring Properties:** On balance, the impact of the proposed development upon adjoining occupiers is not considered unacceptable. There would be no significant worsening of noise/disturbance and overlooking, no loss of sunlight or daylight or outlook to cause undue detriment to the amenities of neighbours. In this regard, the development would respect the principles of good neighbourliness. The proposed development therefore accords with policies 3.5, 3.6, 3.8, 7.3, 7.6, 7.7, 7.14 and 7.15 of the London Plan 2016; Policies DC1, DC2, DC4, CC10, CC11, CC12, CC13 and OS5 of the Local Plan 2018 and Key Principles of the Planning Guidance SPD 2018.
- 6) **Sustainability and Energy:** The proposed development has been designed to meet the highest standards of sustainable design and construction given restrictions due to the desirability of preserving the special architectural and historic interest of the listed building and its setting and the character and appearance of the Conservation Area. The application proposes a number of measures to reduce CO2 emissions to target London Plan targets. The proposal would achieve a 'good' BREEAM rating and delivering this is secured by condition. The proposal would incorporate PV panels, final details of which will be submitted as required by Condition. The proposal would thereby seek to reduce pollution and waste and minimise its environmental impact. The proposed development therefore accords with Policies 5.1, 5.2, 5.3, 5.6, 5.7, 5.8, 5.9, 5.11, 5.12, 5.13, 5.14, 5.15 and 7.19 of the London Plan, Policies DC1, DC2, DC4, DC8, CC2, CC1, CC3, CC10, and OS5 of the Local Plan 2018 and Key Principles of the Planning Guidance SPD 2018.
- 7) **Air Quality:** There will be a negative impact on local air quality because of the demolition, construction, and operation of the proposed development. However, inclusion of conditions prior to the commencement of development would help to mitigate the impact on air quality as a result of the development. The proposed development therefore accords with London Plan Policy 7.14 and Policy CC10 of the Local Plan 2018.
- 8) **Safety and Access:** Conditions would ensure the development provides level access, a lift to all levels, suitable circulation space, 10% of hotel rooms to be wheelchair accessible, dedicated parking spaces for wheelchair users and an Access Plan. Satisfactory provision is therefore made for users with mobility needs, in accordance with Policy 7.2 of the London Plan, Policies DC1, DC2, DC4 and HO6 of the Local Plan 2018 and Key Principles DA1 and DA22 of the Planning Guidance SPD 2018.
- 9) **Flood Risk:** The site is located in Flood Zone 2/3. A Flood Risk Assessment (FRA) has been submitted which advises standard construction practices in order to ensure the risk of flooding at the site remains low, however mitigation measures are required to be submitted and approved by condition. Sustainable drainage systems (SUDS) would be integrated into the development to cut

surface water flows into the communal sewer system. A basement assessment has been included to ensure that the basements of the site are suitably detailed design with water-proofing measures and is appropriately secured by way of condition. The development would therefore be acceptable in accordance with the Policy 5.21 of the London Plan 2016, Policy CC2, CC9 and CC13 of the Local Plan 2018 and Key Principles of the Planning Guidance SPD 2018.

- 10) Land Contamination: Conditions will ensure that the site would be remediated to an appropriate level for the sensitive residential and co-working uses. The proposed development therefore accords with Policy 5.21 of the London Plan, and Policies CC9 and CC11 of the Local Plan (2018).
- 11) Archaeology: A condition will secure the implementation of a programme of archaeological work by way of a watching brief throughout relevant construction times. The proposed development therefore accords with Policy 7.8 of the London Plan, and Policies DC1 and DC8 of the Local Plan.
- 12) Conditions: 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.
- 13) Planning Obligations: Planning obligations to offset the impact of the development and to make the development acceptable in planning terms are secured. Contributions relating to a Fulham Town Centre Infrastructure contribution and the provision of economic development initiatives, including local training and employment opportunities and procurement are secured. The proposed development would therefore mitigate external impacts and would accord with Policy 8.2 of the London Plan and Policy CF1 of the Local Plan 2018.

INFORMATIVES

That the applicant be informed as follows:

1. Under Section 61 of the Control of Pollution Act 1974, developers and their contractors may apply for 'prior consent' for noise generating activities during construction work. The application must contain the details of the works to be carried out, the methods by which they are to be carried out, and the steps proposed to minimise noise resulting from the works. The Council may also attach conditions to the consent and limit its duration.
2. Applications for prior consent must be received at least 28 days prior to the commencement of works and should be submitted to the London Borough of Hammersmith and Fulham, Noise and Nuisance Team, or by email environmental.protection@lbhf.gov.uk
3. Construction and demolition work and associated activities at the development, audible beyond the boundary of the site should not be carried out other than

between the hours of 0800 - 1800hrs Mondays to Fridays and 0800 - 1300hrs on Saturdays and at no other times, including Sundays and Public/Bank Holidays, unless otherwise agreed in writing with the Environmental Health Officer.

4. At least 21 days prior to the commencement of any site works, all occupiers surrounding the site should be notified in writing of the nature and duration of works to be undertaken. The name and contact details of a person responsible for the site works should be made available for enquiries and complaints for the entire duration of the works and updates of work should be provided regularly. Any complaints should be properly addressed as quickly as possible.
5. Best Practicable Means (BPM) should be used in controlling dust, Particulates (PM10, PM2.5), and NOx emissions, in accordance with the following guidance:
 - The Control of Dust and Emissions from Construction and Demolition, Supplementary Planning Guidance, Mayor of London, (2014)
 - Guidance on the assessment of dust from demolition and construction, Version 1.1, IAQM, June 2016
 - Guidance on Monitoring in the Vicinity of Demolition and Construction Sites, Version 1.1, IAQM, October 2018
 - 'Best in Class' Guidance on Dust and Emissions from Construction, LLECP, March 2019
6. No waste materials should be burnt on site of the development hereby approved.
7. Best Practicable Means (BPM) should be used, including low vibration methods and silenced equipment and machinery, in accordance with the Approved Codes of Practice of BS5228:2009 for noise and vibration control on construction and open sites.

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

8. NOTE: Advisory and Enforcement body: Health & Safety Executive on tel. 0845 345 0055, www.hse.gov.uk.
9. Concrete crushing requires a permit under the Pollution Prevention and Control Act 1990. Please contact the Council's Environmental Quality team. E-mail: environmental.quality@lbhf.gov.uk
10. All waste materials and rubbish associated with demolition and/or construction should be contained on site in appropriate containers which, when full, should be promptly removed to a licensed disposal site.
11. Under Section 80 of the Building Act 1984, the Council should be given a minimum of 6 weeks' notice of intention to carry out any works of demolition of the whole or part of a building. A notice of intended demolition should be submitted to the London Borough of Hammersmith and Fulham, Environmental Quality Team, or email Environmental.Quality@lbhf.gov.uk

12. The applicant should contact the Environmental Quality team via e-mail to Environmental.Quality@lbhf.gov.uk as soon as possible to discuss the steps necessary to fulfil the contaminated land conditions.
13. A Groundwater Risk Management Permit from Thames Water would be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Thames Water would expect the developer to demonstrate what measures would be undertaken to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality.
14. The applicant is advised that a relief storm sewer cross the development site. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water state they will usually refuse such approval in respect of the construction of new buildings, but approval may be granted in some cases for extensions to existing buildings. The applicant is advised to contact Thames Water Developer Services on 0203 577 9998 to discuss the options available at this site.
15. The developer can request information to support the discharge of the Thames Water conditions by visiting the Thames Water website at thameswater.co.uk/preplanning and liaises with Thames Water Development Planning Department (telephone 0203 577 9998) for further information.
16. Written schemes of investigation will need to be prepared and implemented by a suitably qualified archaeological practice in accordance with GLAAS. They must be approved by the planning authority before any on-site development related activity occurs.
17. To improve flood resilience, the Environment Agency recommend that, where feasible, finished floor levels are set above the 2100 breach flood level, which is 5.1m AOD.
18. In determining this application, the local planning authority has worked in a pro-active and positive manner with the applicant to foster the delivery of sustainable development, in accordance with the requirements of paragraph 38 of the National Planning Policy Framework (2018).

Officer Report

LOCAL GOVERNMENT ACT 2000 LIST OF BACKGROUND PAPERS

All Background Papers held by Andrew Marshall (Ext: 3340):

Application form received: 12th June 2019

Policy documents: National Planning Policy Framework 2019

The London Plan 2016

The Local Plan 2018

LBHF - Planning Guidance Supplementary Planning Document 2018

Comments from:	Dated:
Historic England London Region	09.12.19
Environment Agency - Planning Liaison	01.08.19
Historic England London Region	23.07.19
Greater London Archaeological Advisory Service	01.08.19 /06.12.20
Thames Water - Development Control	07.08.19
Environment Agency - Planning Liaison	12.07.19
The Theatres Trust	02.08.19
Historic England London Region	06.12.19
Environment Agency - Planning Liaison	19.12.19
The Theatres Trust	19.12.19

Neighbour Comments:

Letters from:	Dated:
21 Barclay Road London SW6 1EJ	16.08.19
21 Barclay Road London SW6 1EJ	12.08.19
59 Clancarty Road Fulham London SW6 3AH	19.07.19
3 Walham Green Court Cedarne Road London SW6 2DH	07.08.19
11 Harwood Road Fulham London SW6 4QP	05.12.19
19 Barclay Road London SW6 1EJ	18.07.19
55 Ingrebourne Apartment's, 5 Central Avenue London SW6 2GG	13.12.19
42 Peterborough Road Church lane London SW6 3DZ	14.12.19

25 Harwood Road London SW6 4QP	28.07.19
Flat 230 Sir Oswald Stoll Mansions 446 Fulham Road London SW6 1DR	22.07.19
7A Anselm Road London SW6 1LH	23.12.19
Stoll 446 Fulham Road London SW6 1DT	30.07.19

1. SITE AND SURROUNDINGS

- 1.1. The application site (0.31 ha) comprises the former Fulham Town Hall which lies on the south side of Fulham Road close to the junction with Harwood Road, and the service road to the rear which runs in a one way direction from Harwood Road to Moore Park Road. The Town Hall is made up of three connected elements with an estimated gross floor area of 4,846m². The planning use of the site for local authority purposes does not fall into any category of use class and is 'Sui Generis.'
- 1.2. The three main parts of the Town Hall include:
- a) The 1888-1890 original Town Hall building fronting Fulham Road (Grade II* listed). This element was designed by George Edwards FRIBA in a "Classical Renaissance" or "Italianate" style with a mansard roof over the Grand Hall and hipped roofs over the side wings to Fulham Road and to the Concert Hall. The Italianate façade is faced in rusticated Portland stone. The ground floor comprises former offices to either side of an axial corridor. The main staircase is on the east side and on the first floor is a large public hall and ancillary rooms (The Grand Hall). To the south-east there is a linked block containing the Council Chamber with the Concert Hall above.
 - b) The 1904-5 Harwood Road wing (Grade II* listed). This was designed by Francis Wood, the Borough Engineer in a Baroque style with an art nouveau interior. At ground floor it has a large central entrance hall and grand staircase (the Harwood Road staircase) with offices to either side, the Mayor's Parlour, and councillor's rooms. At first floor level arranged around a gallery are the former Committee Rooms, ornate glazed tiled toilets and Assembly Rooms. At second floor level there is the former caretaker's flat, latterly converted to office use. There are a number of hipped roofs and one flat roof to the Harwood Road building with stained glass rooflights over the staircase and committee room corridor.
 - c) The 1934 extension fronting Fulham Road adjoining the original 1888-90 part of the Town Hall. (Listed due to being within the curtilage of a listed building, dating before 1948, linked internally with the other elements of the building and being an integral part of the historic use of the site as a town hall). This extension has a good quality Portland stone façade but is of a much plainer stripped classical design with a flat roof by Walter Cave and J. Pritchard Lovell.
- 1.3. Each of the three parts of the Town Hall stem from a different stylistic era and each retains its own distinct character. All buildings have Portland Stone with some granite embellishments on their principal facades, while flank walls and rear walls are of London stock brickwork or white glazed bricks in the case of

the rear of the 1930s building. Windows are mainly timber framed on the two earlier buildings and metal on the 1930's block.

- 1.4. Fulham Town Hall is located centrally within Fulham Town Centre opposite Fulham Broadway underground station and Fulham Broadway Retail Centre, and is within 200m of Chelsea Football Club's ground, Stamford Bridge. It also forms part of the Fulham Regeneration Area and Walham Green Conservation Area. The site is located opposite the Grade II listed former Fulham Broadway Underground Station entrance building at 472 Fulham Road and adjacent to a number of Buildings of Merit.
- 1.5. The site benefits from excellent public transport links and lies within a Public Transport Accessibility Level (PTAL) of 6a. The site lies opposite Fulham Broadway Underground Station which serves the District Line. There are also several bus routes which run along Fulham Road and Harwood Road.
- 1.6. Immediately to the east of the original 1888-90 part of the Town Hall fronting Fulham Road at the junction with Cedarne Road is a five-storey block of flats owned by L&Q comprising 16 residential units. Cedarne Road runs along the full length of the eastern site boundary and includes a three-storey terrace of houses, converted to maisonettes with amenity space that backs onto the site.
- 1.7. To the west, fronting Fulham Road is a mix of retail uses including a restaurant at 563-565 Fulham Road and estate agents at 567-569 Fulham Road and 1-5 Harwood Road. Harwood Road runs along the south-western edge of the site and includes a mix of business and residential properties to the south of the Town Hall.
- 1.8. Vehicular access to the site is currently only possible from the service road which runs in a one way direction from Harwood Road to Moore Park Road. This also serves properties in Harwood Road.
- 1.9. The site is also within Flood Risk Zone 3, an Archaeological Priority Area and within a Borough wide designated Air Quality Management Area (AQMA).

2. RELEVANT PLANNING HISTORY

- 2.1. Until 1890 when the first part of Fulham Town Hall was constructed, the rear part of the site was largely undeveloped, and the Harwood Road site was part of a continuous row of terraced housing. In 1885 Fulham Vestry launched a competition for the design of a new Town Hall to replace its existing Vestry Hall in Walham Green and a new Town Hall was built in 1888-90. The Fulham Road building proved to be too small and an extension facing Harwood Road was added in 1904-5. A later extension was constructed in 1934 when the Fulham Registration Service was transferred to Fulham Town Hall from 129 Fulham Palace Road.
- 2.2. The Metropolitan Borough of Fulham was administered from Fulham Town Hall until 1965 when the Metropolitan Borough of Fulham and the Metropolitan Borough of Hammersmith were merged. In January 1979 the name was changed again to the London Borough of Hammersmith and Fulham. Since 1965 Hammersmith Town Hall has been adopted as the administrative centre of the Borough.

- 2.3. In 1981 the Town Hall was placed on the Statutory List of Buildings of Special Architectural or Historic interest as a Grade II listed building.
- 2.4. In 1986, listed building consent was approved for works for conversion of the second floor caretaker's flat to offices.
- 2.5. In 1987, listed building consent was approved for redecoration of The Grand Hall - the "green scheme". Separate consent was also given for alterations to the interior of the building resulting from the removal and replacement of the heating system, hot and cold water and gas services and rewiring of the electrical installation.
- 2.6. In 1988, listed building consent was approved for various works:(1) Alteration and addition to the existing security Reception counter.(2) Removal of some internal partitions.(3) Timber duct work to existing heating pipes.(4) Redecorating the office area.(5) Installation of secondary security glazing to front windows.(6) Alterations to electrical wiring to electrical reception counter. (7) A new small internal office - partition constructed of re-using existing H.W. glazed partition.
- 2.7. In 1993, listed building consent was approved for various internal alterations and refurbishment including redecoration, fitting out of kitchen, bar installation of cabling, trunking, switch cabinets and associated equipment relating to installation of computer systems, renewal of lighting.
- 2.8. In 1994, planning permission and listed building consent were approved for alterations to the existing kitchen layout at second floor level including the installation of new fume extraction ducting.
- 2.9. In 1996, listed building consent was approved for internal works comprising alterations to the existing fire alarm system.
- 2.10. In 1998, planning permission and listed building consent was approved for the formation of a ramped access to the Fulham Road entrance, including the erection of cast iron handrails. Separate listed building consent was granted for the redecoration and refurbishment (including repairs) of the Council Chamber, including the public gallery and entrance lobby/annexe.
- 2.11. In 1999, listed building consent was approved for internal alterations in connection with the formation of a reception area.
- 2.12. In 2000, listed building consent was approved for internal alterations comprising the installation of a temporary wheel chair platform to provide disabled access to the Council Chamber.
- 2.13. In 2005, listed building consent was approved for internal ground floor public toilet refurbishment.
- 2.14. In 2006, listed building consent was approved for dismantling and reuse of the existing timber partition and installation of new partitions/doors to provide three

new registrar's offices and adaptation of the existing timber lobby partition to provide additional doorway to newly formed offices.

- 2.15. In 2012, the statutory designation of Fulham Town Hall was upgraded to Grade II* listed status for the following reasons:
- 1) Architectural interest: the Italianate façade of the 1888-90 vestry hall is elegantly composed and richly detailed, while the 1904-5 elevation was considered a handsome example of full-blooded Edwardian Baroque. The quality of stonework and sculptural detail to both elevations is high;
 - 2) Interiors: An exceptionally rich panoply of interiors and wealth of high-quality fittings and decorative finishes from both its principal construction phases;
 - 3) Intactness: the building has undergone remarkably little alteration, externally or internally;
 - 4) Historic interest: an eloquent illustration of burgeoning civic identity in late-Victorian and Edwardian London, marking the transition from a parish vestry to a fully-fledged metropolitan borough.

The disposal process and the 2015 (Appeal) Scheme

- 2.16. In 2011, the Council commenced a commercial bidding process for the disposal of Fulham Town Hall. As part of that process to assist potential bidders, the Council's Planning Division produced the first version of a Planning and Heritage Assessment in conjunction with Historic England which provided an appraisal of the historical and architectural significance of the Fulham Town Hall buildings and an outline of the planning context of the site. This was subsequently updated in May 2013 and again in October 2018. The significance plans that formed part of that assessment can be found appended to this Officer's joint report and provide Officer's view as to the relative significance of each built phase of the Town Hall, their character and appearance and the features and spaces within them based on four heritage values: evidential value; historic value; aesthetic value and communal value. The colour coded plans indicate areas and elevations of high significance, medium significance and low significance.
- 2.17. In March 2012, the Council's Valuation/Property Services Team in its role as landowner accepted a proposal to purchase the building (subject to planning) for a mixed use scheme with the use of the ground floor for retail anchored by a children's buggies store in the Grand Hall, with other complementary family and lifestyle retailers, plus catering in key spaces, and private residential units on the upper floors. The disposal process was a commercial bidding process and the consideration of the submitted bids was distinct from the planning application process.
- 2.18. In 2014, pre-application proposals were submitted for a mixed use scheme comprising retail, leisure, food and drink uses, 20 flats and ancillary activities. The proposals involve adaptation, alteration and extensions to the Grade II* listed building. The applicants made material changes to the scheme which moved away from the original concept envisaged during the bid phase and these changes involved greater intervention to the fabric of the listed building. The scheme was very different in important respects from the accepted bid proposal. After lengthy negotiations, Officers had strong reservations about the

collective impact of the proposed extensions, external alterations and internal interventions to the heritage asset. Furthermore, based on an assessment by the Council's retail consultants, Officers were not convinced that the proposed retail arcade was viable in the long term and therefore the related irreversible changes to the fabric of the building (including the removal of the Harwood Road Staircase and significant internal walls) were considered unacceptable.

- 2.19. In 2015, the Planning Committee refused planning permission and listed building consent (2015/04022/FUL and 2015/04023/LBC) for a mixed use retail arcade (flexible Class A1 and A3), 18 flats and community uses (Class D1). The applications were refused on the following grounds: the proposals would harm the special architectural and historic interest of the listed building and its setting, harm the character and appearance of the Conservation Area; the less than substantial harm to heritage assets would not be outweighed by public benefits; inadequate evidence that the proposals represented the optimum viable use of the listed building; no affordable housing provision; unneighbourly impact as well as insufficient information regarding transport, energy, surface water drainage and air quality.
- 2.20. In 2017 after a Public Inquiry, the Appeals were dismissed. The Inspector considered that the public benefits did not outweigh the less than substantial harm to the significance of the listed building and to the character and appearance of the Conservation Area. Furthermore, the proposed mixed use scheme was not considered to be the optimum viable use of the listed building and the harm caused to residential amenity was not acceptable. During the Inquiry, the Council presented an alternative, Illustrative Hotel Scheme (IHS). The IHS was prepared by the Council's architect consultant, RARE Architects (now known as DROO Architects), who are the architects for the current application. The purpose of the IHS was to show that the Town Hall could be converted to a viable new use without causing significant or unacceptable harm to designated heritage assets. The IHS involved a 62 bed hotel with associated food and beverage facilities and event spaces, whilst sensitively conserving, restoring and converting the listed building and preserving its special architectural and historic interest and its setting as well as the character and appearance of the Conservation Area. The Inspector's report acknowledged that hotel use would be less harmful to the listed building than the proposed mixed use scheme. The Inspector acknowledged that a hotel use could represent the optimum use of the listed building in the long term but that a 'light touch' B1 office use would be the optimum viable use in the short term as a 'meanwhile use' pending an acceptable scheme for the optimum viable use of the building in the long term being developed.
- 2.21. Until its sale in 2017, the Town Hall continued to be used for a variety of civic uses. The Register Office remained in the building until July 2012 and events such as weddings and citizenship ceremonies were held in the building. Some of the offices were used for council office accommodation until 2017, and the building was still used for filming purposes until its sale in 2017. The applicants purchased the site from the previous owners in 2019.

3. CURRENT APPLICATIONS

- 3.1. The planning and Listed Building Consent applications seek permission to change the use of the former Town Hall (Sui Generis Use) into a 90-bed hotel (Class C1 Use) with ancillary bar and restaurant fronting Fulham Road, event space within the Grand Hall and Council Chamber and co-working space (Class B1 Use) within the former Concert Hall and the first floor of the Harwood Road wing. The proposed total floorspace is 6,315 sqm (including 204 sqm of plant room), an increase of 1, 469 sqm and the breakdown of proposed floor space figures into the different uses are:
- Hotel rooms: 3, 275 sqm,
 - Terraces: 17 sqm
 - Food, beverage and event space: 1,637 sqm
 - Co-working space: 843 sqm
 - Back of House: 338 sqm
- 3.2. The proposals include various extensions totalling 1,469 sqm and internal and external alterations to the listed building including an additional floor (plus plant room) to the roof of the 1934 Extension; a four storey rear extension to the 1934 Extension/original Town Hall building; a new 2nd, 3rd and 4th floor (plant) and other extensions to the 1905 Harwood Road wing; and part 3 and part 5 extensions to the rear of the Concert Hall/Council Chamber abutting the boundary wall with the rear amenity spaces of properties in Cedarne Road.
- 3.3. The proposals were amended during the course of the application to reflect the needs of the hotel operator, and public consultation on the amendments was undertaken in December 2019. The main alterations related to internal adjustments to the uses within the building including: relocation of the proposed co-working space from the ground floor of the Harwood Road wing to the first floor Assembly Rooms, Committee Rooms and Concert Hall; the relocation of the proposed restaurant from the Concert Hall to the ground floor fronting Fulham Road; the use of the whole of the ground floor of the Harwood Road wing for hotel bedrooms; the introduction of small kitchenettes to many of the hotel bedrooms; changes to the layout of the basement including the removal of two small health/spa rooms for hotel guests; various other minor internal and external modifications and alterations.
- 3.4. At ground floor level, the proposal seeks to maintain the existing access arrangements to the building. The main pedestrian hotel entrance will be situated centrally along the southern side of Fulham Road.
- 3.5. A separate pedestrian access to the hotel will also remain through the Harwood Road wing from Harwood Road. This will also provide the entrance into the co-working space. The off-street service access will remain, south of the Harwood Road wing. This will continue to operate as a one-way route where vehicles enter via Harwood Road and egress via Moore Park Road. This serves the Town hall and the occupiers of the properties in Harwood Road who also have rights of access and parking along this road.
- 3.6. The proposals seek to reallocate the existing 10 car parking spaces at the rear of the building as follows:

- 3 spaces will be redesigned to provide 2 disabled bays
 - 3 spaces redesigned to provide 2 servicing bays
 - 2 spaces allocated to Taxi / Minicab pick up and drop off
 - 2 regular spaces are to accommodate the cycle storage unit
- 3.7. Cycle parking will be provided in accordance with the London Plan. Cycle welfare facilities for staff will also be provided at basement level.
- 3.8. This report also covers the Listed Building Consent application (2019/01872/LBC) for the above elements as well as internal demolition and alterations.

Excavation, extensions, additional floors and external alterations

- 3.9. To accommodate the delivery of a hotel use, the building will need to be modified and extended. However, unlike the 2015 Appeal scheme, the proposals are based on a thorough understanding of the significance of the listed building which has resulted in any harmful interventions being minimised and fully justified. Works will also comprise window refurbishment, some window alterations with various other external alterations in connection with the change of use and minor basement excavations plus internal alterations to the listed building.

The original 1888-90 Town Hall building

- 3.10. The erection of a part three, part five storey (plus plant) extension to the rear of the Concert Hall/Council Chamber close to the Cedarne Road boundary is proposed to provide hotel rooms, plant, emergency escape stairs and goods lift access to the service kitchen. The new lift core requires some minor localised excavation within the yard at the rear of the amenity spaces to the properties on Cedarne Road. The enclosure of the central lightwell is proposed to create a new lift enclosure enabling improvements to accessibility within the building, which has a complicated layout and multiple changes in level. A four storey rear extension to the rear of the 1934 Extension would extend across the rear elevation of the western wing of the original Town Hall Building and interface with the western flank wall of the Grand Hall. A lightwell would be created to allow natural light to be provided to the northernmost window in the west elevation of the Grand Hall.

The 1905 Harwood Road wing

- 3.11. The proposals involve the erection of a rear roof extension to the Harwood Road wing and the erection of additional storeys at second, and third floor levels plus plant, following the demolition of the existing caretaker's flat at second floor level. These extensions would provide hotel bedroom accommodation and the introduction of new lift and stair cores to the north and south sides of the Harwood Road wing would provide inclusive access to all floors of this element of the listed building. A single storey rear extension would be erected fronting the service yard to provide a refuse store and enable an extension to the Mayor's WC. A new lift and stair core would be erected fronting the service road in an existing recess on the south elevation of the

Harwood Road wing. Another new lift and stair core would be provided at the northern junction of the Harwood Road wing with the original Town Hall building, following the demolition of the existing single storey corridor link to the 1934 Extension, which is of low significance. At the front of the Harwood Road wing the existing pavement would be rebuilt to provide ramped access to the entrance door, in a similar manner to that currently provided to the Fulham Road entrance of the original 1888-90 Town Hall building. The existing entrance steps would be preserved in situ beneath the ramp to preserve the original fabric.

1934 Extension

- 3.12. The 1934 Extension would be used as hotel bedroom accommodation. The proposals include the erection of an additional storey (plus plant room) and a four-storey rear extension (including lift and stair core) following the demolition of the existing single storey link corridor between the rear of the 1934 Extension and the Harwood Road wing. To the rear of the 1934 Extension an outdoor amenity area would be provided for use by hotel guests and customers of the hotel bar and a roofed walkway would be provided to allow covered access between the rear of the 1934 Extension and the Harwood Road wing. The proposals would enable the western flank wall of the original Town Hall building at ground floor level to be revealed.

Floorspace

- 3.13. The additional floorspace associated with the new uses and proposed extensions would be 1,469 sqm bringing the total floor area to 6,315 sqm.

Level	Existing (sqm)	Proposed (sqm)
Basement	955	1,054
Ground Floor	1,672	1,783
First Floor + Mezzanine	1,831	1,997
Second Floor	388	671
Third Floor		607
Roof Plant		204
TOTAL	4,846	6,315m2
Additional		1,469m2

Hotel use

- 3.14. The proposed scheme will deliver 90 hotel rooms distributed throughout all elements of the Town Hall including the new extensions. Given the mostly irregular layout of the existing building, and the grade II* listed status of the Town Hall, it is challenging to design a standard hotel room. The applicant has however developed a standardised set of layouts to be replicated in 'standard' rooms (i.e. rooms with no particular historic features & rooms in the new extensions). The layouts have an enclosed bathroom and accommodate a bed and desk in the remaining open area of each room. A total of 59 out of the 90 bedrooms (66%) will be a smaller size of between 15-20m², and the remaining 34% of the rooms will be of a larger size over 20m². The hotel bedrooms within the highly significant parts of the building, such as the ground floor of the

Harwood Road wing and Fulham Road building, will each be designed individually to incorporate and protect the existing features within each room.

- 3.15. The table below indicates the proposed bedroom mix in terms of bedroom sizes and number of kitchenettes to be delivered.

	Number of rooms
Basement	18
Ground Floor	21
First Floor	9
Second Floor	22
Third Floor	20
Total	90

- 3.16. The Hotel provider has been announced as The Lamington Group who currently specialise more on the extended stay sector such as serviced apartments but intend to deliver a high-end destination here known as 'The Fulham' with hotel (C1 Use), co-working and event spaces. A total of 64 of the 90 bedrooms would include kitchenettes (microwave, fridge, kettle, two-ring electric hob) to provide flexibility for guests. It should be noted that 88% of these rooms would measure between 15-25 sqm and are not designed for extended stays.

- 3.17. The table below indicates the proposed bedroom sizes and number of kitchenettes to be delivered.

Floor Area (sqm)	Number of rooms	Hotel rooms with Kitchenettes	Hotel rooms with no Kitchenettes
15-20	18	6	12
21-25	21	16	5
26-30	9	8	1
31-35	22	20	2
36-40	20	14	6
TOTAL	90	64	26

Hotel Event Spaces – works to Grand Hall and Council Chamber

- 3.18. The proposed Hotel Event Spaces would comprise of the Grand Hall and gallery, the Council Chamber with balcony and the two adjoining rooms; the Marriage Room and the former Lady Councillor's Room/the Ante Room.
- 3.19. In the original Town Hall building, the Council Chamber, including its balcony, would be refurbished and sensitively upgraded to accommodate conference and event facilities shared between the hotel and co-working/meeting operations. This grand and highly significant space which measures 11m by 12m and 7m in height, has a public gallery (4.5m deep), and can accommodate 150 people. It was previously used for council meetings and formal events and ceremonies such as marriages and citizenship ceremonies and could continue to be used for such uses in the future. The chamber has scagliola (imitation

marble) pilasters and an enriched coffered ceiling (with eight ventilation flues) as well as a wood dado. The casement windows are of plate glass. Six stained glass windows, depicting historical personalities connected to Fulham surround the room.

- 3.20. The Council Chamber will retain all its original features including the original fixed semi-circular oak seating. Alterations to this space would be minor and include the removal of a step at the front of the room at either end of the dias to provide space for a wheelchair (and its turning circle) on either side. The Chamber will be upgraded with contemporary audio and video equipment (e.g. speakers, screen and projector) – to accommodate various functions and the windows will be secondary glazed, with integrated black out blinds. In order to preserve views of the outstanding stained-glass windows from within the room, the secondary glazing will be installed externally within the existing window reveals which will also help to provide acoustic insulation. A removable 3.5m ramp can be accommodated in the Council Chamber to enable disabled access from the lobby outside. Although the provision of a temporary ramp is not ideal, the changes required to the historic fabric to enable a level entrance to the Council Chamber would require considerable and extensive modifications with an unacceptable impact on the significance of the listed building.
- 3.21. The adjoining ante room and WC, formerly the Lady Councillor's Retiring Room and WC and the adjacent Marriage Room would be refurbished for use as meeting rooms or ante rooms to the Council Chamber, thereby maintaining the synergy of the original civic suite of rooms.
- 3.22. The Grand Hall would be refurbished, and the stage, proscenium and gallery will be retained. The western Artistes' Room would be refurbished for use as an anteroom to the event space in the Grand Hall. The eastern Artistes' Room would be converted to a hotel room, involving the removal of the existing WC and accessed from within the reconfigured 1934 Extension. The existing crush bar adjacent to the Grand Hall would be converted to a service kitchen and storage to serve the hotel event spaces.

Hotel – works to circulation routes, creation of hotel bar, restaurant and bedrooms

Original Town Hall building – ground floor

- 3.23 The main entrance from Fulham Road and the plan form of the axial corridor towards the central lightwell and the Council Chamber would be largely unchanged. New glazed screens would be installed across the corridor to meet fire safety requirements, but the existing timber glazed screens would also be retained. The rooms formerly used as a Housing Office on the east side of the corridor would be opened up to create a restaurant which would also serve as the hotel breakfast room. The existing WCs to the east of the corridor, which are not of historic interest, would be opened up to create a reception area at the base of the Grand Staircase and a kitchen at the rear, connected underneath the Grand Staircase to the restaurant/breakfast room. The Grand Staircase to the Grand Hall landing and the Officer staircase to the first floor gallery of the Harwood Road wing would be preserved. On the west side of the corridor the former cash office would be opened up to create a bar and lounge area with new links through to a lift lobby from where access would be available to hotel

bedrooms on all floors of the 1934 Extension. New openings in the south elevation of the former cash office would be created to facilitate access to an extension leading out onto the amenity space in the courtyard. Two hotel bedrooms would also be created from the ancillary office spaces on the west side of the corridor.

Central lightwell

- 3.25 The existing central lightwell between the original Town Hall building and the Harwood Road wing would be transformed into a new lift core enabling access from the hotel reception corridor to all existing and proposed floors levels in both the original Town Hall building and the Harwood Road wing. Only the raked gallery to the Grand Hall would remain unserved by lift access. New openings or alterations to existing window openings in the elevations to the lightwells would be required to facilitate access to each floor level. The lightwell would be covered instead of open to the sky as at present.

Harwood Road wing - ground floor and Harwood Road staircase

- 3.26 The former Registrar's offices, the Mayor's Parlour and the Member's Retiring Room would be converted to hotel bedrooms. The proposed layout largely preserves the plan form and proportions of the existing rooms, with some extra bedrooms created by subdividing some less significant larger open plan office spaces on the north side of the entrance hallway. A timber partition with stained glass of high significance between rooms within the former Registrar's offices south of the entrance hallway would be retained and incorporated the layout of a hotel bedroom.
- 3.27 The circulation routes, and the significant architectural features along them, on the ground floor of the Harwood Road wing including the Harwood Road staircase to the first floor gallery, the porter's box and the arched connection to the original Town Hall building would be preserved. The glazed timber screens with stained glass around the perimeter of the ground floor hallway will remain in situ and upgraded to meet current Building Regulations. These works would include the installation of fire rated glazed partitions located on the inside of the timber screens within the hotel bedrooms. New glazed doors will be introduced in the openings leading to the original Town Hall building and the courtyard of the hotel bar in the 1934 Extension and in the corridor leading to the service road exit. The tiled corridor from the Member's Retiring Room to the Council Chamber lobby, including the tiled WC would be preserved intact and would remain as a circulation route accessible from the lobby outside the Council Chamber. A former opening in the wall of the tiled WC will be reopened to provide access to the proposed WC extension, no historic tiling would be lost.

Harwood Road wing - first floor gallery and circulation routes

- 3.28 A significant alteration to the first floor will be the reinstatement of the visual and physical link between the Harwood Road staircase, the gallery at first floor level in the Harwood Road wing and the corridor leading to the Grand Hall in the original Town Hall building. The existing opening at the top of the Harwood Road staircase would be enlarged and fitted with a glazed screen, reinstating an important circulation route lost when the chair store was created.

Additional floors to Harwood Road wing

- 3.29 The additional floors at second and third floor levels would provide modern hotel bedroom accommodation and would allow scope for the provision of rooms with a variety of styles of interior decoration and layouts within the hotel proposal.

Basement of original Town Hall building and Harwood Road wing

- 3.31 The combined basements beneath the building would be extensively remodelled to create hotel bedrooms and back of house facilities. The basement also enables the service yard to be connected to the rest of the hotel by goods lift access.

1934 Extension

- 3.32 There would be extensive internal alterations to the 1934 Extension, although the front elevation and floor slabs would be retained. The proposals would involve the removal of the existing internal staircase and timber panelled offices, which are of lower significance, in order to facilitate the creation of an internal layout better suited to hotel use and with better integration into the original Town Hall building. The hotel accommodation within the extended 1934 Extension would provide modern hotel bedrooms and would allow scope for the provision of rooms with a variety of styles of interior decoration and layouts within the hotel proposal.

Co-working Spaces and alterations

- 3.33 The main pedestrian access to the first-floor co-working space will be from Harwood Road wing entrance. Members of the co-working space will come through this entrance using a secure keyed access. The co-working space will be accessed via the ornate and monumental Harwood Road staircase which will be preserved and will become the central feature of the co-working & meeting spaces. Lift access will also be provided through an extension on the south elevation. The proposed co-working and meeting facilities will be located within the first floor Assembly and Committee Rooms of the Harwood Road wing and also in the former Concert Hall of the original Town Hall building and will host a series of meeting rooms and offices, maintaining their original proportions and their existing layout. The elaborately tiled first floor WCs will serve both the event spaces and the co-working areas.

First floor Assembly Rooms

- 3.34 All existing architectural features will be retained, and the original proportions of the room would be preserved to create an open plan office co-working space. A new raised floor (replacing the existing raised floor) will allow the insertion of the modern office services and equipment required without interference with architectural features and the space will be furnished with desks and informal loose seating.

First Floor Committee Rooms

- 3.35 The Committee Rooms would provide meeting rooms for the co-working space. One of the two Committee Rooms would be partially subdivided to enable the insertion of a partition in order to accommodate a lobbied escape route from the first floor of the Harwood Road wing. This is deemed to be the least harmful location given the highly ornate features of the communal spaces on the floor. The partition would not be full height but would align with the existing door heights in order to preserve the original proportions and cornices of the room at ceiling level. A glazed fire-rated partition would enclose the lobby at high level and align with an existing beam. An existing external window to the room would need to be removed to create the fire escape route, but other windows to the room would remain. The existing fireplace would be retained.
- 3.36 The second Committee Room would undergo some minor alteration including the creation of a glazed fire lobby to the first floor gallery. The existing unremarkable arch to the former Assembly Rooms would be closed off and the existing doors to the first Committee Room would be retained and fixed shut. The existing fireplace would be retained.

Concert Hall

- 3.37 Measuring 15.5m long by 12m wide and over 7m in height this highly significant space features Scagiola pilasters and a panelled coved ceiling with strapwork borders. The originally submitted scheme for these applications incorporated a proposed restaurant within this space, but it is now proposed to be used as the second open plan co-working area and this will have less impact in terms of noise and disturbance for the residents in Cedarne Road. All existing features will be retained, and the proportions of the original space will be preserved. Secondary glazing will be installed externally within the existing reveals to allow the existing window glass to be appreciated from within the room and to provide for acoustic insulation. The existing doors from the staircase landing will be fixed shut and sealed to redirect access through a lobby in the adjacent former kitchen store. The Concert Hall link bridge and steps will be preserved, and the route would provide access to the public lavatories in the Harwood Road wing. The adjacent former kitchen with its high ceiling is proposed to be transformed into a more private space for co-working. The existing proportions and decorative features of the room will be preserved and renovated.

Men's First Floor WCs and Cloakroom

- 3.38 These WCs will be retained for joint use between the co-working space and the event spaces. All original features, partitions and tiling will be retained as well as the original sanitary ware. To facilitate inclusive use of the building a disabled toilet is proposed in a newly created cubicle aligned to the existing decorative pattern on the floor. An existing radiator will need to be removed to accommodate the inclusive sanitary ware and equipment.

Women's First Floor WCs and Cloakroom

- 3.39 These WCs will be retained for joint use between the co-working space and the event spaces. All original features, partitions and tiling will be retained as well as the original sanitary ware. To facilitate inclusive use of the building a

disabled toilet is proposed in a newly created cubicle. Additional WC facilities separated by new partitions that are subordinate to the original ones will be provided that are aligned to the existing decorative floor pattern. The existing radiator and joinery will need to be removed to accommodate the inclusive sanitary ware and equipment as well as the additional cubicles. All original windows, now adjoining the new lift core will have to be sealed.

4. PUBLICITY AND CONSULTATIONS

Pre-application Consultation

- 4.1 In December 2018, the applicant submitted a formal pre-application proposal for a change of use to a hotel (some 100 rooms) and associated facilities involving 2 storey extensions to the roofs of the Harwood Road wing, the Concert Hall and the 1934 Extension as well as circulation cores in courtyards. Internal alterations were also proposed to accommodate the proposed use. The applicants have worked collaboratively with Officers and the scheme was amended in response to discussions with various Officers/departments including planning, design, heritage and transport.
- 4.2 In December 2018, Historic England (HE) carried out a site visit, during which they expressed initial support for a hotel proposal and after Officers shared follow up information, HE re-iterated their support in April 2019.
- 4.3 Between March and April 2019, a series of on-site meetings and discussions took place with key local stakeholders including ward Councillors, the local MP, the Hammersmith and Fulham Historic Buildings Group, the Fulham Society, Town Ward Neighbourhood Panel, Parsons Green and Walham Safer Neighbourhood Panel, Barclay Road Residents Association, Independent Advisory Board to the Police, the Fulham Broadway Business Improvement District and Sir Oswald Stoll Mansions.
- 4.4 In May 2019, the scheme was presented to the Design Review Panel which applauded the approach taken to protect the listed building whilst introducing a use that enhanced Fulham Town Centre.
- 4.5 On the 9th and 11th May 2019, the applicants hosted a public exhibition at the Town Hall, for which they sent out some 4,500 invitations (including an information leaflet) to residential properties surrounding the site. The www.fulhamSW6.com newsletter also reported the exhibition a few days before the first event. A poster was also displayed at the front door of the venue to raise awareness of the exhibition. In total, 100 people attended the exhibition and they all were asked to fill out a feedback questionnaire - 47 people provided additional written comments. Overall, the response to the consultation was very supportive - of the 80 responses received, 91% were in favour of the conversion of the property to a hotel. The submitted written comments included an eagerness for this well-liked, disused local historic building to be restored and welcomed the continued public access, through use of the restaurant, bar areas and some community use of function rooms. The only adverse comments related to any potential increase in traffic. During the Exhibition, the applicants advised that most guests will arrive by public transport or taxis and that the access road to the rear of the site will be used as a drop off point (with a supplementary reception

desk) – apart from two Blue Badge parking bays in the drop off area, no guest parking or coach parking is proposed.

- 4.6 The applicant has submitted a Statement of Community Involvement which provides details of their extensive public engagement.

Application Consultation

- 4.7. In July 2019, the application was advertised by site and press advert on the basis that the proposal is a Major Development within a Conservation Area and affects the special architectural and historic interest of a statutory listed building and its setting and the setting of an adjacent listed building. In July 2019, some 1310, individual notification letters were sent to neighbouring properties. In total, 11 responses have been received, including 7 letters of support and 4 objections which raised the following concerns: -

- noise
- residential amenity
- traffic or highways
- concerns over the use of the service access road between Moore Park Road and Harwood Road behind Nos. 11- 43 Harwood Road

- 4.8. In November 2019, the Council commenced an additional round of consultation on the applicants amended proposals – a further, 1310 individual letters were sent to neighbouring properties. The revised proposals took account of the needs of the proposed hotel operator. The main alterations related to the relocation of some of the uses within the building including: the relocation of the proposed co-working space from the ground floor of the Harwood Road wing to the first floor Assembly Rooms, Committee Rooms and Concert Hall; the relocation of the proposed restaurant from the Concert Hall to the ground floor fronting Fulham Road; the use of the whole of the ground floor of the Harwood Road wing for hotel bedrooms; the introduction of small kitchenettes to many of the hotel bedrooms; changes to the layout of the basement including the loss of two small health/spa rooms for hotel guests; various other minor internal and external modifications and alterations.

Historic England

- 4.9. Historic England reviewed the proposals and have confirmed that it is not necessary for Historic England to be further consulted on this application unless there are material changes to the proposals. Historic England were reconsulted on the revised proposals and raised no objections. Historic England were sent a draft of the proposed Listed Building conditions but have not responded. The Secretary of State has reviewed Historic England's comments on the Listed Building Consent application and the Council has been authorised to determine the application.

Historic England (Archaeology)

- 4.10. GLAAS advise that the development could cause harm to archaeological remains. However, their view is that the significance of the asset and scale of

harm to it is such that the effect can be managed written scheme of investigation (WSI) to be submitted by condition.

- 4.11. The Grade II* listed Town Hall comprises of three main construction phases dating from the late C19 and early-mid C20 and is located within the Walham Green Conservation Area. As there will be some considered changes to plan form, extensions, alterations and removal of original fabric in places as outlined in the Heritage Statement, a programme of historic building recording would be required to mitigate any significant loss should LBC be granted. The levels of recording will be agreed in due course, as appropriate.

Environment Agency

- 4.12. The EA raise no objections to the proposals and consider this development to be at a low risk of tidal and fluvial flooding.

Thames Water

- 4.13. Thames Water request that conditions be attached to any permission to ensure that foul water and surface water capacity exists off site to serve the development.
- 4.14. The relevant material comments received have been taken into account in the assessment of the scheme within Section 6 of this report which considers relevant planning considerations.

Fulham Society

- 4.15. The Fulham Society has met with the applicant, owners, the architects and officers and are generally positive towards the application. However, they make the following observations:
- Impose a planning condition to avoid over-intensification i.e. the use falling into a hostel use.
 - Tight conditions to ensure that the refurbishment works are properly and diligently monitored.
 - To achieve this the involvement of Rare Architects (know also known as DROO Architects) will be crucial due to their in-depth knowledge and previous long involvement with the building. It might be that the eventual hotel operator appoints their own architects/designers for their bespoke fit out design and works. If so, ideally Rare Architects should be retained in a supervisory capacity in respect of the overall project.
 - No objection to additional storey/ plant area to the 1934 extension provided a suitable solution in respect of materials is agreed for the enclosure of the plant area and the roof/mansard of the extra floor. This point also applies to all other new additions.
 - Supportive of the moving of the proposed restaurant to the ground floor fronting the Fulham Road where previously hotel rooms were proposed.
 - Clarification required of availability of the use of the Concert Hall.
 - Welcome the flexible workspace (B1) and clarification needed on the availability of this to non-hotel guests and details of the proposed 'Club'. Any scope for artists' studio space?

- Welcome the pedestrian ramp access to the Harwood Road entrance.
- Support bringing the overhanging clock on Harwood Road back into use.
- Acknowledge that this project must be commercially viable, but it would be much appreciated if local community groups could be offered the use of the Council Chamber, Grand Hall and the small meeting rooms at concessionary rates.
- Important artefacts from the building's previous use as a Town Hall currently held in store by the London Borough of Hammersmith & Fulham should be re-introduced and properly preserved within the building in a sensitive manner.

Hammersmith and Fulham Historic Buildings Group

- 4.16. The Group has attended several meetings with the developers and Rare Architects and LBHF Planners. They request that Rare Architects (now DROO) are retained throughout the build and fit out of the hotel even if only in a supervisory capacity. The Group is generally supportive of this current application and consider the issues to be addressed are those raised by the Appeal Inspector's Decision on April 4, 2017. They are as follows: Preservation of the special architectural and historic interest of the building, having regard to its significance as a designated heritage asset; That the public benefits should outweigh any harm to the asset and represent the optimum viable use of a listed building; and the preservation or enhancement of the character or appearance of the Walham Green Conservation Area.
- 4.17. The Group considers that in the main these issues have been addressed satisfactorily. They are pleased that overall, the special architectural and decorative features, particularly the panelling, tiling and stained glass will be celebrated. The main intervention will be located behind the 1934 extension which is the least sensitive part of the building. They note that the additional floor on the 1934 extension will be mainly hidden behind the parapet and is much lower and less intrusive than the previous Dory Ventures Scheme.
- 4.18. Furthermore, the Group state that some very valuable heritage assets, which are currently in storage, should be reinstated even on a rotational basis if necessary. The Group considers that these proposals should preserve and enhance the Walham Green Conservation Area and become both an architectural and social asset. Lastly, they look forward to seeing the Town Hall being sensitively transformed and regaining its rightful place in the heart of Fulham Broadway.

Disability Forum Planning Group

- 4.19. Harwood Road entrance: The group do not support a Harwood Road entrance because it allows members of the public access past hotel bedrooms including wheelchair bedrooms on the ground floor. Their preferred solution is to block the Harwood Road entrance and use the entrance in the service road as an attractive, welcoming secondary entrance for everyone. Consideration could be given to locating reception to midway (if space allows) between the main entrance and the secondary entrance.
- 4.20. Council Chamber: The group were also disappointed that disabled access to the Council Chamber is not possible because of heritage considerations. The

current proposal is for a temporary ramp to get into the Council Chamber. The chamber needs to be useable by a wheelchair user or ambulant disabled person so they can use the Council Chamber like everyone else. Consideration may need to include removable seats etc.

- 4.21. The group have recommended a condition for Inclusive Access Management Plan (IAMP) for duration of development (London Plan Policy 4.5). A condition is proposed requiring the submission of an Access Plan to deal with this (condition 37).

Theatres Trust

- 4.22. The Trust have raised no objection but note that the amended proposal will result in the Concert Hall being used as a co-working space rather than the restaurant as originally envisaged. This raises no new issues for the Trust as the proposed use remains compatible with the space. In fact, this amendment would result in reduced alteration to the original features thus lessening harm to its character and significance. There appear to be no amendments to the Grand Hall since the original submission, so their original comments stand on that aspect. In conclusion the Theatre Trust continue to raise no objections to this proposal.

5.0 POLICY FRAMEWORK

- 5.1 The Town and Country Planning Act 1990, the Planning and Compulsory Purchase Act 2004 and the Localism Act 2011 are the principal statutory considerations for town planning in England.
- 5.2 Collectively the three Acts create a plan led system which requires local planning authorities to determine planning applications in accordance with an adopted statutory development plan unless there are material considerations which indicate otherwise (section 38(6) of the 2004 Act as amended by the Localism Act).
- 5.3 In this instance the statutory development plan comprises the London Plan (2016), the Local Plan (2018) and the Planning Guidance Supplementary Planning Document - 2018 (hereafter referred to as Planning Guidance SPD). A number of strategic and local supplementary planning guidance and other documents are also material to the determination of the application.

National Planning Policy Framework (February 2019)

- 5.4 The revised National Planning Policy Framework was published on 24 July 2018 and updated in February 2019. The application has been evaluated against the Development Plan and the NPPF and the Authority has assessed the application against the core planning principles of the NPPF and whether the proposals deliver “sustainable development.”
- 5.5 Paragraph 11 of the NPPF sets out the presumption in favour of sustainable development which for decision taking means approving development proposals that accord with an up-to-date development plan without delay; or where there are no relevant development plan policies, or the policies which

are most important for determining the application are out-of-date, granting permission unless the application of policies in the NPPF that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

- 5.6 NPPF Paragraph 118 (in Part 11 Making Effective Use of Land) requires that Planning decisions should (a) encourage multiple benefits from urban land through mixed use schemes and taking opportunities to achieve net environmental gain (et al); (c) give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs (et al) and (d) promote and support the development of under-utilised land and buildings (et al).
- 5.7 In determining applications, Paragraph 192 of the NPPF states that LPAs should take account of: a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and c) the desirability of new development making a positive contribution to local character and distinctiveness.
- 5.8 Paragraph 193 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.
- 5.9 Paragraph 194 confirms 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. Substantial harm to or loss of:
- a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional;
 - b) assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.
- 5.10 Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, Paragraph 196 states that this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.
- 5.11 Paragraph 197 states that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

The London Plan

- 5.12 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

The Draft London Plan

- 5.13 The draft London Plan was published for public consultation in 2017. Following an Examination in Public of the draft Plan from January to May 2019, the Panel issued their report and recommendations to the Mayor in October 2019. In December 2019, the Mayor of London submitted his "Intend to Publish" version of the London Plan to the Secretary of State for his consideration. The 'Intend' version includes a schedule of which recommendations the Mayor is intending to accept or not and the Secretary of State has 6-weeks to review this. Once adopted, the new London Plan 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.

The Local Plan

- 5.14 The Council adopted the new Local Plan on 28 February 2018. The policies in the Local Plan together with the London Plan make up the statutory development plan for the borough. The Planning Guidance Supplementary Planning Document (SPD) (February 2018) is also a material consideration in determining planning applications. It provides supplementary detail to the policies and is organised around key principles.
- 5.15 With regard to this application, all planning policies in the National Planning Policy Framework (NPPF), London Plan, Local Plan 2018, and Planning Guidance Supplementary Planning Guidance (SPD) which have been referenced where relevant in this report have been considered with regards to equalities impacts through the statutory adoption processes, and in accordance with the Equality Act 2010 and Council's Public Sector Equality Duty (PSED). Therefore, the adopted planning framework which encompasses all planning policies which are relevant in officers' assessment of the application are considered to acknowledge protected equality groups, in accordance with the Equality Act 2010 and the Council's PSED.

6. PLANNING CONSIDERATIONS

- 6.1. The main planning considerations to determine the merit of the proposed development are:
- a) Principle of Development (land use and acceptability of a hotel and office development in this location);

- b) Heritage and Design (Any impact or harm to the Grade II* listed building and its setting, the quantum of the development in terms of its height, scale and massing, the design quality/external appearance, including materials of the proposals, the impact of the development on the street scene and on the character and appearance of the conservation area and on the settings of adjacent conservation areas, the impact on the setting of adjacent listed buildings and buildings of merit and surrounding townscape);
- c) Neighbour Amenity (impact on the existing amenity of the neighbouring properties in terms of noise, vibration, light, privacy, outlook and glare;
- d) Highways and Transportation (traffic generation, servicing and parking);
- e) Accessibility;
- f) Sustainability and Energy;
- g) Environmental Impacts (including flood risk and drainage, air quality and land contamination);
- h) Planning obligations, Mayoral CIL and Local CIL

6.2. In considering any application account must be taken of the National Planning Policy Framework, the Planning (Listed Buildings and Conservation Areas) Act 1990, the development plan, any local finance considerations (CIL), the documentation accompanying the application, the available environmental information, representations made and all other material considerations.

7. PRINCIPLE OF DEVELOPMENT

- 7.1. London Plan Policy 3.16 and Draft London Plan Policy S1 seek to protect and enhance social infrastructure provision. London Plan Policy CF1 of the Local Plan states that unless there is clear evidence that there is no longer an identified need for a particular facility or service, or where that facility or service can be appropriately replaced or provided elsewhere in the locality the existing use would be protected. Policy CF2 requires new community uses to be compatible with and minimise impact on the local environment and be accessible and inclusive to all in the community and Policy CF3 supports enhancement of arts, culture, entertainment, leisure, recreation and sport uses.
- 7.2. Strategic Policy FRA relates to the Fulham Regeneration Area (FRA) which includes Fulham Town Centre. This policy supports the development of strategic sites to benefit the wider community including amongst other things: the provision of jobs; enhancing the vitality and viability of Fulham Town Centre; economic benefits for the wider community around the Fulham Regeneration Area to enable local people to access new job opportunities through training, local apprenticeships or targeted recruitment; social, physical, environmental and transport infrastructure to support; demonstrate a high quality of urban design and public realm; and to preserve or enhance the character or appearance and the setting of heritage assets including the Grade II* listed Fulham Town Hall.
- 7.3. Policy TLC1 (Hierarchy of Town and Local Centres) of the Local Plan seeks to encourage the regeneration of Fulham Town Centre, to improve its vitality and viability.

Loss of existing Use

- 7.4. The existing planning use of the site is 'Sui Generis' meaning that it does not fall within any of the established planning use classes. By 2011, most of the Council services in Fulham Town Hall building were moved to other civic buildings in the borough as Hammersmith Town Hall had become the principal council offices. The Registrar service moved in July 2012 from Fulham Town Hall to Hammersmith Town Hall. In line with Policy TLC1, Fulham Town will be supported to re-establish its historic role in the locality and maintain its status as a major town centre in the London Plan.
- 7.5. Various parts of Fulham Town Hall such as the Grand Hall and Concert Hall were until 2014, available for temporary uses and occasional hire for weddings/receptions, celebrations, entertaining, meetings, sales, and auctions, shows, dances, conferences, training, and examinations. The building was also available for filming purposes and a small amount of other local authority office accommodation until the building was sold in 2017. Since its sale, Fulham Town Hall has been vacant. There is no requirement for replacement civic offices in Fulham Town Centre and the loss of Council offices in this location is considered acceptable.

Hotel Use

- 7.6 Paragraphs 80 and 81 of the NPPF outlines the Government's commitment to securing economic growth to create jobs and prosperity; and to help achieve economic growth, local planning authorities should plan proactively to meet the development needs of business and support an economy fit for the 21st century. The NPPF emphasises that significant weight be placed on the need to support economic growth and productivity.
- 7.7 London Plan Policy 2.15 seeks to sustain and enhance the vitality and viability of town centres through accommodating economic growth and supporting and enhancing the competitiveness, quality and diversity of town centre retail, leisure, employment and arts and cultural uses. Draft London Plan Policy SD7 states specifically that major town centres should secure opportunities for higher density employment and leisure development. The proposed hotel development with ancillary affordable workspace, community space and ancillary restaurant with bar complies with these policies.
- 7.8 London Plan Policy 4.5 (London's Visitor Infrastructure) aims for boroughs to support London's visitor economy and stimulate its growth, considering the needs of business as well as leisure visitors and seeking to improve the range and quality of provision. The Policy seeks to achieve 40,000 net additional hotel bedrooms across London by 2036. Draft London Plan Policy E10 identifies an increased demand for hotel bedrooms, setting a target of 58,000 net additional bedrooms by 2041 which is an average of 2,230 bedrooms per annum. The site is located in one of the borough's town centres and regeneration areas and within proximity to Fulham Broadway Underground stations and several bus routes. A proposed hotel development on this site is therefore considered to comply with this policy.

- 7.9 Local Plan Policy E1 states the Council will support the local economy and inward investment in the borough.
- 7.10 Under Local Plan Policy E3, permission will be granted for new visitor accommodation within town centres, subject to: the development being well located in relation to public transport; the development and any associated uses not having a detrimental impact on the local area; no loss of priority uses such as permanent housing; provision of adequate off street servicing and pick up points for the type of facility proposed; at least 10% of hotel bedrooms designed as wheelchair accessible; the facility being of a high standard of design; and the scheme adding to the variety and quality of visitor accommodation available locally
- 7.11 Following the development of evidence for the 2016-17 Public Inquiry, Officers view has been that the optimal use for this building would be as a boutique/design hotel with a small number of bedrooms, with potential to use some of the existing larger spaces for weddings/leisure events (such as music, conferences etc), and bars/café's/restaurants that would be open to the public and operating as part of the overall hotel offer.
- 7.12 Located within Fulham Town Centre and the Fulham Regeneration Area, with the PTAL 6a rating, the site has excellent access to public transport links (underground and local buses). The town centre is considered the most appropriate location to accommodate visitor accommodation with the least impact and where there is the availability of complementary town centre uses. Furthermore, the proposed hotel use in this location is considered appropriate in terms of the impact that such a use will have on the significance of the listed building.
- 7.13 Civic buildings such as Fulham Town Hall often possess a range of important qualities that make them inherently well suited to host hospitality facilities. It is considered that Fulham Town Hall would lend itself well to a successful transformation into a hotel for the following reasons:
- It is a prominent building in a Town Centre Location, easily accessible with clear entrances from Fulham Road and Harwood Road, and the Underground station.
 - The existing grand entrances are appropriate for a hotel arrival experience.
 - The building has a high standard of quality in terms of construction, materials and spatial qualities.
 - It has large circulation spaces and generously sized and grand public spaces that are easily adaptable to become successful event spaces as part of a hotel use.
 - It has interesting architectural features, and high quality craftsmanship and materials that could be restored and preserved that would be appreciated by guests and would make the hotel unique. The Council also has a collection of civic art and artefacts associated with Fulham Town Hall that could be displayed within the building in locations accessible to hotel guests and the wider public, which would enhance appreciation of the significance of the listed building.
 - It is an important building to the local community with a history.
 - A hotel in this building could offer a variety of functions such as conference and meeting facilities as well as catering amenities, which could be used by the local community and general public. Seminars, lectures, weddings, formal dinners,

fashion shows and cinema and arts festivals would draw the public into the building.

- A predominantly hotel use for the building managed in an agreed manner by the various subsidiary operators such as the co-working space, restaurant and event spaces would minimise the need for multiple entrances and reduce servicing requirements compared to that required by a mixed-use scheme with separate management regimes.
- Hospitality uses such as hotels depend on maintaining an attractive and well cared for appearance at all times. This practical commercial consideration would secure the long-term maintenance of this Grade II* listed building.
- The Town Hall has a service road and parking spaces.

7.14. The proposed hotel development therefore accords with the objectives within the regeneration area and would be beneficial to the town centre as a location for additional visitor accommodation. Therefore, Officers consider that a hotel development in this location is suitable in land use terms in accordance with London Plan Policy 4.5 and Local Plan Policy E3 by providing 90 additional hotel rooms within town centres (and Opportunity Areas).

Co-working B1 Office use

7.15. London Plan Policy 4.1 identifies the need to ensure a good supply of workspace in terms of type, size, and cost, supporting infrastructure and suitable environments for larger employers and small and medium enterprises, including the voluntary and community sectors.

7.16. Draft London Plan Policy E2 (C) states that the applicant should show how a proportion of low cost and flexible business space would be incorporated into the proposals to provide workspace suitable for small and medium sized enterprises. Draft London Plan policy E3 introduces a strategic focus on the delivery of affordable workspace, defining affordable workspace as that which is provided at rents maintained below market rate for a period and makes reference to rehearsal and performance space.

7.17. Local Plan Policy E1 relates to employment uses (including offices) the borough's three town centres are the preferred locations for new office development above 2,500m². Paragraph 7.2 of the supporting text recognises the importance that new and refurbished business developments, as well as mixed use schemes in providing accommodation that can meet the needs of a variety of activities, including start up businesses; are flexibly designed to meet a variety of types and sizes of businesses, and adaptable to changes in working practices in the future, and the provision of affordable business units, so that the rich mix of businesses in the borough can continue.

7.18. Strategic Policy FRA relates to the Fulham Regeneration Area (FRA) which includes Fulham Town Centre. The supporting text, para 5.80, makes clear that regeneration in the FRA provides opportunities to secure economic benefits for the wider North Fulham community. New employment would be expected to stimulate considerable investment in the surrounding area and in town centre businesses. All this will, in turn, increase local employment opportunities.,

- 7.19. Under Policy TLC1 the Council seeks to improve the vitality and viability of Fulham Town Centre. The supporting paragraph 5.7 states that Fulham Town Centre will be supported to re-establish its historic role in the locality and maintain its status as a major town centre in the London Plan. The Local Plan policies will seek to provide further leisure uses at an appropriate scale to meet locally generated needs. Regeneration in this locality should link with the regeneration of the Earls Court/West Kensington Opportunity Area.
- 7.20. The Mayor of London has produced Guidance on Creating Open Workspaces (2015) for small and medium-sized enterprises (SMEs) as well as creative industries in London. The Guidance acknowledges that it's becoming increasingly hard to find business premises at affordable rates and notes that open workspaces can provide the affordability, flexibility and support that small and early stage businesses need.
- 7.21. Open workspaces are places where businesses and professionals share space, facilities, and/or specialist equipment, to reduce costs. Examples include co-working spaces, incubators, artists' studios, and maker-spaces. Open workspaces are managed and run by 'workspace providers' which can come in a variety of sizes, with a range of social to commercial aims, and specialisms in various sectors. Open workspaces will typically offer a variety of different payment structures to their users. These structures define what resources and services the user will be able to access.
- 7.22. The development would provide 843 sqm (GIA) of affordable workspace. The main pedestrian access to the first-floor co-working space will be from Harwood Road. Members of the co-working space will come through this entrance using a secure keyed access. The co-working space will be accessed via the ornate and monumental Harwood Road staircase which will be preserved and will become the central feature of the co-working & meeting spaces. The proposed co-working and meeting facilities will be located within the first floor Assembly Rooms of the Harwood Road wing and also in the former Concert Hall of the original Town Hall building and will host a series of meeting rooms and offices, maintaining their original proportions and their existing layout. The existing first floor WCs will serve both the event spaces and the co-working areas.
- 7.23. The proposed hotel and ancillary uses along with the co-working office space will provide a good range of job opportunities. The proposed co-working space will work well together with the hotel and enjoy shared use of the ancillary event spaces, bar and restaurant areas. A 35% discount to comparable market rates is proposed for 20% of the memberships. The facilities would provide support and networking through engagement and events. The provision is considered a public benefit in accordance with Policy with London Plan Policy 4.1 and Policy E1 of the Local Plan.

8. DESIGN, TOWNSCAPE AND HERITAGE

Policy

- 8.1 The NPPF states that development should respond to local character and history and the surrounding environment and setting, whilst not preventing innovation – but extends this to recognise a role for change and increased densities. The NPPF advocates a positive strategy for conserving and enhancing the historic environment, taking account of (amongst other things) the desirability of new development to make a positive contribution to local character and distinctiveness. The NPPF state that economic, social and environmental gains are to be sought jointly and simultaneously in order to deliver positive improvements in the quality of the built, natural and historic environment.
- 8.2 In determining applications, Paragraph 192 of the NPPF states that LPAs should take account of: the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses; the positive contribution that conservation of heritage assets can make to sustainable communities; and the desirability of new development making a positive contribution to local character and distinctiveness. Paragraph 193 requires great weight to be given to an asset’s conservation (and the more important the asset, the greater the weight should be) when considering the impact of a proposed development on the significance of a designated heritage asset, irrespective of the amount of harm. Paragraph 196 states that where a development proposal will lead to less than substantial harm, this harm should be weighed against the public benefits of the proposal ‘including, where appropriate, securing its optimum viable use’. Paragraph 201 recognises that ‘Not all elements of a Conservation Area or World Heritage Site will necessarily contribute to its significance’.”
- 8.3 London Plan Policy 7.4 requires developments to provide high quality design responses to existing spaces, to create a positive relationship with street level activity and to allow ‘existing buildings and structures that make a positive contribution to the character of a place to influence the future character of an area’. Policy 7.5 requires public realm to be comprehensive at a human scale through appropriate treatment such as gateways, focal points, landmarks and landscape treatment. Proposals should be informed by the heritage of an area, reinforcing the connection between public spaces and (inter alia) local features that may be of heritage significance. Proposals should further consider integration with high quality public art. Policy 7.6 sets high architectural standards for all buildings and structures, and requires these to enhance, activate and define the public realm. It allows for materials that complement but do not necessarily replicate the local architectural character.
- 8.4 Local Plan Policy DC1 (Built Environment) states that all development within the borough ‘should create a high-quality urban environment that respects and enhances its townscape context and heritage assets. There should be 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.

8.5 Local Plan Policy DC2 (Design of New Build) permits new build development that is of a high design standard and compatible with the scale and character of existing development and its setting. It requires proposals to respect:

- historical context, townscape and the sense of place of a site;
- the surrounding area scale, mass, form and grain;
- the relationship of the proposed development to the existing townscape;
- local design context to promote and reinforce local distinctiveness;
- good neighbourliness and principles of residential amenity;
- local landscape context, providing high quality landscaping and public realm with good permeability where appropriate;
- sustainability objectives;
- the principles of accessibility and inclusive design; and
- the principles of Secured by Design.

8.6 Local Plan Policy DC4 (Alterations and Extensions) states that the council will require a high standard of design in all alterations and extensions to existing buildings. 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.

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
- l. the principles of accessible and inclusive design.

8.7 Local Plan Policy DC8 (Heritage and Conservation) states that that the council will conserve the significance of the borough's historic environment by protecting, restoring and enhancing its heritage assets. These assets include: listed buildings, conservation areas historic parks and gardens, the scheduled monument of Fulham Palace Moated site, unscheduled archaeological remains and buildings and features of local interest. When determining applications affecting heritage assets, the council will apply the following principles:

- a. the presumption will be in favour of the conservation, restoration and enhancement of heritage assets, and proposals should secure the long term future of heritage assets.
- b. The more significant the designated heritage asset, the greater the presumption should be in favour of its conservation;

- 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;
- c. applications should conserve the setting of, make a positive contribution to, or reveal the significance of the heritage asset. The presence of heritage assets should inform high quality design within their setting;
 - d. applications affecting non-designated heritage assets (buildings and artefacts of local importance and interest) will be determined having regard to the scale and impact of any harm or loss and the significance of the heritage asset in accordance with paragraph 135 of the National Planning Policy Framework;
 - e. particular regard will be given to matters of scale, height, massing, alignment, materials and use;
 - f. where changes of use are proposed for heritage assets, the proposed use, and any alterations that are required resulting from the proposed use should be consistent with the aims of conservation of the asset's significance, including securing its optimum viable use;
 - g. applications should include a description of the significance of the asset concerned and an assessment of the impact of the proposal upon it or its setting which should be carried out with the assistance of a suitably qualified person. The extent of the requirement should be proportionate to the nature and level of the asset's significance. Where archaeological remains of national significance may be affected applications should also be supported by an archaeological field evaluation;
 - h. proposals which involve substantial harm, or less than substantial harm to the significance of a heritage asset will be refused unless it can be demonstrated that they meet the criteria specified in paragraph 133 and 134 of the National Planning Policy Framework;
 - i. where a heritage asset cannot be retained in its entirety or when a change of use is proposed, the developer should ensure that a suitably qualified person carries out an analysis (including photographic surveys) of its design and significance, in order to record and advance the understanding of heritage in the borough. The extent of the requirement should be proportionate to the nature and level of the asset's significance;
 - j. the proposal respects the principles of accessible and inclusive design;
 - k. where measures to mitigate the effects of climate change are proposed, the applicants will be required to demonstrate how they have considered the significance of the heritage asset and tailored their proposals accordingly;
 - l. expert advice will be required to address the need to evaluate and conserve archaeological remains, and to advise on the appropriate mitigation measures in cases where excavation is justified; and
 - m. securing the future of heritage assets at risk identified on Historic England's national register, as part of a positive strategy for the historic environment.
- 8.8 The Draft London Plan seeks to secure the delivery of good design through a variety of ways. Going beyond the expectations of the adopted London Plan, Policy D2 does the following. Part C encourages use of digital modelling techniques to analyse potential design options, and to use 3D/virtual reality to inform and engage Londoners in the planning process. Part F requires proposals to go through a design review (which must align with the Mayor's guidance on design reviews) if a scheme is referable to the Mayor and is above the design

threshold in Policy D6 or a tall building is proposed in an area where there is 'no local tall building definition'. Part H seeks to ensure design quality is retained through (inter alia) avoiding deferring the assessment of the design quality of large elements of a development to the consideration of a planning condition or referred matter, and the use of architect retention clauses in legal agreements 'where appropriate'.

Heritage designations

- 8.9 Fulham Town Hall is a Grade II* listed building comprising of three elements which are all interlinked. The original building dating from 1888-90 fronts Fulham Road and was designed by George Edward for the Fulham parish vestry. The building was extended in 1904-5 by Francis Wood, Borough Engineer to the Metropolitan Borough of Fulham and this element fronts Harwood Road. A further extension was built in 1934 fronting Fulham Road to the west of the 1888-90 building and was designed by Walter Cave who is also known for the Burberry building in Haymarket, SW1 and the houses on the Beaufort House Estate in the Sedlescombe Road Conservation Area.
- 8.10 The statutory list entry was updated in May 2012 when the building was upgraded from Grade II to Grade II*. The list description states that the 1934 extension is not included in the listing. However, the listing predated the introduction of the Enterprise and Regulatory Reform Act 2013 and therefore in common with other such older list descriptions, the description is for identification purposes only. Officers are of the opinion that the current listing entry cannot legally exclude parts of the building from statutory listing. The 1934 extension is considered to be part of the listed building, since it dates from before 1948, is within the curtilage of the listed building and is physically attached to and interlinked with both earlier elements of the building, importantly the upper floors of the 1934 extension are only accessible via a staircase within the 1888- 90 building. Clarification that the 1934 extension forms part of the statutory listing was obtained from the Inspector at the Public Inquiry. For the purposes of this joint report any reference to the 'listed building' by Officers refers to all three elements of the building.
- 8.11 The site is located within the Walham Green Conservation Area and adjacent to the Moore Park Conservation Area. The site is located opposite the Grade II listed former Fulham Broadway Underground Station Ticket Hall and Walham Green Arcade, now known as 472 Fulham Road. The site is also located adjacent to a large number of Buildings of Merit including the terrace at Nos. 4-48 Cedarne Road, Nos. 563-569 Fulham Road, No. 1 Harwood Road and Nos. 2-26 Harwood Road.

Heritage significance

- 8.12 Local Planning Authorities are required to identify and assess the significance of any heritage asset affected by a proposal, including by development affecting the setting of a heritage asset (para 190 of the NPPF). This assessment shall be taken 'into account when considering the impact of a proposal on a heritage asset, to avoid or minimise conflict between the heritage asset's conservation and any aspect of the proposal' (para 190 of the NPPF).

- 8.13 The listing of the Town Hall at Grade II* places the building in the top 8% of all listed buildings in terms of its significance. The Historic England definition of a Grade II* listed building is 'particularly important, of more than special interest'. Historic England gave its reasons for designation at Grade II* as:
- Architectural interest: the Italianate façade of the 1888-90 vestry hall is elegantly composed and richly detailed, while the 1904-5 elevation is a handsome example of full blooded Edwardian Baroque. The quality of stonework and sculptural detail to both elevations is high;
 - Interiors: The Town Hall is exceptional for the rich panoply of interiors and wealth of high quality fittings and decorative finishes from both its principal construction phases;
 - Intactness: the building has undergone remarkably little alteration, externally or internally;
 - Historic interest: an eloquent illustration of burgeoning civic identity in late-Victorian and Edwardian London, marking the transition from a parish vestry to a fully-fledged metropolitan borough.
- 8.14 Historic England has previously provided a commentary on the significance of the 1934 Extension in their consultation response to the appeal scheme stating that: 'The 1930s extension, by Walter Cave, has a competent Portland stone elevation with prominent crissall style windows and was designed in the restrained classical manner which is typical of 1930s civic architecture. Whilst the interiors demonstrate no obvious special interest, the façade is clearly of townscape merit. This building works particularly well in transition between the simple domestic architecture of the early 19th century terrace at no 563 and the grand Renaissance façade of the Town Hall. The materials, elegant proportions and stripped back detailing give the building a degree of presence, without competing with the 1890s building. Its legibility as a civic building clearly adds to the ability to understand the phased development and expansion of the Town Hall complex.'
- 8.15 The site is located within the original core of the Walham Green Conservation Area which was designated in June 1980. A Conservation Area is defined in s.69 of the Planning (Listed Buildings and Conservation Areas) Act 1990 is an area 'of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance'.
- 8.16 A Conservation Area Character Appraisal for the Conservation Area has yet to be produced but the designation report which was prepared in 1980 in conjunction with the preparation of the Fulham Centre Local Plan provides evidence of the special architectural and historic interest of the Conservation Area. The historic road pattern survives but the earlier rural village of Walham Green built around a village green and pond was transformed as suburban London encroached following the extension of the Metropolitan District Railway to Putney Bridge in 1880. The built form was established in the late Victorian period (about 1880-1905) including the development of commercial uses on North End Road. During the twentieth century redevelopment continued, albeit at a slower pace, and important buildings such as the Granville Theatre, the Butchers' Asylum and the Swan Brewery have been lost. The main architectural flavour remains mixed but with a late Victorian predominance. Although buildings have developed organically, they have done

so in such a way as to create a unified 'whole'. The resultant townscape is characterised by a strong sense of space, enclosed by three well defined 'edges' (i.e. the west side of North End Road; the north side of Vanston Place; and the southern sweep of Fulham Broadway). It contains four 'islands' and is approached from all directions by 'necks' or 'gateways' (Fulham Road, Harwood Road, Dawes Road, North End Road and Farm Lane).

- 8.17 Since the designation of the Conservation Area in 1980 several buildings have been added to the statutory list of buildings of special architectural and historic interest, including the Town Hall and many other buildings have been designated as Buildings of Merit on the Local Register. The concentration of buildings of architectural and historic interest provides a great contribution to the character and appearance of the Conservation Area and its significance as an example of the commercial and civic hub of a flourishing late Victorian London suburb. Officers consider that Fulham Town Hall makes a substantial contribution to the significance of the Walham Green Conservation Area.

Setting of the listed building

- 8.18 The listed building is formed by three elements as a result of its phased development. Each element forms part of the setting of the other two elements, reflecting the chronology of development on the site. The building heights and parapet lines of each subsequent phase have a careful and considered relationship to the original building which makes an important contribution to the significance of the Town Hall and the Conservation Area. Both later elements do not seek to dominate the original 1898-90 building since the parapet heights and ridge lines of the 1904-5 and 1934 elements remain subservient to it.

Heritage and Planning Assessment 2018

- 8.19 The Council set out its assessment of the significance of the listed building in significance plans submitted to the public inquiry. The Heritage and Planning Assessment containing the significance plans was last updated in 2018 following the appeal decision and changes in local planning policies. The Council's significance plans are appended to this report. All areas and elevations of the existing building are categorised as either high significance, medium significance or low significance. The production of the significance plans has helped to guide the impact of change to the building, highlighting those features of the highest significance which would be the most sensitive to change and areas of low significance where any necessary alterations required to facilitate the viable reuse of the building may be more easily accommodated without causing unacceptable harm to the significance of the listed building.
- 8.20 Officers consider that given the size and Grade II* listed status of the Town Hall and that this is a town centre location where any proposed development should add to the vitality and viability of the town centre, the Town Hall should be converted into a use which has minimal impact on this designated heritage asset, and which should include a significant element of publicly accessible uses.

Impact on heritage assets

8.21 The Council is required to undertake an assessment of the impact of the submitted proposals on the significance of the heritage assets affected which are:

- The special architectural and historic interest of the Grade II* listed Town Hall including the 1934 Extension and its setting.
- The character and appearance of the Walham Green Conservation Area including views into and out of the Conservation Area;
- The setting of the adjacent Moore Park Conservation Area;
- The setting of the adjacent Grade II listed former Fulham Broadway Underground Station entrance building now known as 472 Fulham Road;
- The settings of adjacent Buildings of Merit.

8.22 It is key to the assessment of these applications that the decision making process is based on the understanding of specific duties in relation to listed buildings and Conservation Areas required by the relevant legislation, particularly the Section 16, 66 and Section 72 duties of the 'Listed Buildings Act' set out below together with the requirements set out in the NPPF.

8.23 Section 16(2) of the Planning (Listed Buildings and Conservation Areas) Act 1990 ('Listed Buildings Act') states in relation to listed buildings that:

'In considering whether to grant listed building consent for any works, the local planning authority or the Secretary of State shall have special regard to the desirability of preserving the [listed] building or its setting or any features of special architectural or historic interest which it possesses.'

8.24 A similar statutory duty in section 66(1) of the Listed Buildings Act applies to the determination of planning applications. 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.'

8.25 Section 72 of the above Act states in relation to Conservation Area 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.'

Design and-Assessment of impact of the proposals upon significance

Design and impact on the Grade II* listed building and its setting

8.26 The additional floors, extensions and external alterations proposed are required to facilitate conversion of the building to hotel and office use and in particular to

provide hotel bedrooms, plant and vertical circulation cores. The extensions have been designed to be recessive in massing set back into the site to minimise views in conjunction with the listed building in key views from the street. They would not compete with the historic elements of the listed building or unbalance the established hierarchy between the three elements of the listed building which form an important part of its significance and its setting.

- 8.27 The additional floor to the 1934 Extension would be set back behind and largely concealed by the existing front parapet. The building up of the flank wall adjacent to 563 Fulham Road and the plant room would be visible in some long views from Fulham Road but the proposals would be set further back and would be lower in height than the appeal scheme. Unlike the appeal scheme the increased massing on top of the 1934 Extension would still enable this element of the listed building to be read as being subservient to the original Town Hall building and would not cause harm to the significance of the listed building or its setting.
- 8.28 The proposed additional floors at second and third floor levels plus plant on top of the rear part of the Harwood Road wing following the demolition of the former caretaker's flat would also be recessive in character. The massing would set significantly into the site and would not compete with the frontage element of the Harwood Road wing in views from Harwood Road. The overall height and bulk of these extensions would be similar to the appeal scheme and the appeal Inspector did not find that these elements would be harmful to the significance of the listed building. The loss of the caretaker's flat including the plain brick gable to the service road was part of the appeal scheme and the Inspector raised no objections in principle to its loss. The extension to the southern flank elevation of the Harwood Road wing would enable a visual improvement to this elevation, which currently consists of plain brickwork and is relatively undistinguished in contrast to the highly ornate façade to Harwood Road. The service road access would have a more public facing role in the proposals as the taxi drop off location for the hotel use so it is considered appropriate that this elevation is reimagined to improve the arrival experience to the listed building. These elements of the proposals would not cause harm to the significance of the listed building or its setting.
- 8.29 There would be some minor loss of historic fabric resulting from the proposed rear roof extension to the Harwood Road wing, but the Council did not object to the principle of the extension at the Public Inquiry and the Inspector raised no objection in principle either.
- 8.30 The extension fronting the service road and the new lift core within the central lightwell would create a significant change to the appearance of the building from the service road and the loss of some views of the Grand Hall roof, however this is not a significant view of the listed building in heritage terms as the building was not designed to be appreciated from this viewpoint which has been facilitated by modern redevelopment south of Fulham Town Hall. Views from within the Grand Hall of the extension would be minimal due to the obscured glass in the existing Grand Hall gallery windows and any shadowing would not be harmful to the character and appearance of the interior of the Grand Hall. The proposed single storey rear extension to the rear of the Mayor's WC to provide a refuse store would be compatible with the scale and appearance of the listed building. These

elements of the proposals would cause some harm to the significance or setting of the listed building.

- 8.31 The extensions to the east and north of the Concert Hall block would be higher than that proposed in the appeal scheme, however the solidity of the extension, particularly in relation to the fire escape route on the boundary with the rear amenity spaces of the properties in Cedarne Road would be much reduced. The proposals are located in a less sensitive part of the site in terms of significance where there is scope for such intervention. The significance and setting of the listed building would not be harmed.
- 8.32 A minor amount of basement excavation is proposed to the north of the Concert Hall to facilitate the erection of the goods lift, this is not considered to be harmful to the significance of the listed building and a condition would ensure that the works would not harm the structural integrity or historic fabric of the listed building.
- 8.33 The proposed rear extension to the 1934 Extension would interface with the western flank elevation of the Grand Hall. The extension affects an elevation of the 1934 Extension which is of low significance and the interface with the Grand Hall would be sensitively designed to avoid obscuring the large windows in the west elevation of the Grand Hall and would allow a lightwell to serve the northernmost window. Views from within the Grand Hall of the extension would be minimal due to the obscured glass in the existing Grand Hall windows and any shadowing would not be harmful to the character and appearance of the interior of the Grand Hall. These elements of the proposals would be compatible with the character and appearance of the listed building and would not be harmful to its significance or setting.
- 8.34 The vertical circulation core extension to the north side of the Harwood Road wing would be located within a discrete location at the junction of the Grand Hall. It would be compatible with the character and appearance of the listed building and would not be harmful to its significance or setting.
- 8.35 The design rationale for the extensions was to create clearly different contemporary high quality additions to the listed building, which do not detract from or compete with the traditional materials and ornate architectural facades of the original listed building. The materials of the proposals have been designed with structural considerations in mind, so as not to cause overloading to the existing structure of the listed building or require harmful internal or external interventions to the historic fabric, character and appearance of the listed building. The proposed white ribbed GRC faced extensions with brass finished expressed panel joints would create a calm backdrop to the listed building, have visual interest in their own right as part of the evolution of the site and develop their own patina. The plant enclosures at roof level, the goods lift extension to the north elevation of the Concert Hall, the escape stair to the side of the Concert Hall adjacent to the rear amenity spaces of properties in Cedarne Road and the vertical circulation core to the north of the Harwood Road wing would be enclosed by burnished brass finished perforated metal corrugated screens, which would give a lightweight appearance. The quality of the proposed design and materials would be secured by conditions including detailed drawings and the construction of onsite sample panels. In principle the

proposed external design and materials would not be harmful to the significance or setting of the listed building or to the character and appearance of the Conservation Area. In addition, the legal agreement seeks to secure the ongoing involvement of the original architects in the design and construction phases of the development in order to retain the vision, high quality of design and materials and specialist heritage knowledge displayed in the current applications.

- 8.36 The main internal alterations associated with the proposal relate to the need to provide hotel bedrooms. The location of the hotel bedrooms has been designed to avoid the need to subdivide the grand public rooms or compromise their spatial qualities. Therefore, hotel bedrooms would be located in existing cellular spaces which are of an appropriate size for such use including the former Registrar's offices and Mayor's Parlour on the ground floor of the Harwood Road wing. The proposals avoid creating harm in these significant spaces by the use of good design, for example through the installation of demountable 'bathroom pods' within the room which are set away from the walls, involve minimal intervention to the historic fabric and clearly form a modern feature installation with the room. These 'pods' can also incorporate services and storage and can be easily removed and replaced when necessary due to wear and tear or a changing interior design aesthetic. The 'pods' have been used very successfully in cellular spaces of high significance in the hotel conversion of the Grade II listed Bethnal Green Town Hall by the same architects. Illustrative visualisations have been provided for a selection of rooms requested by Officers, including those in areas of high and medium significance which represent the greatest design challenges. Officers are confident that by using these design principles, detailed internal layouts can be designed for each hotel room without causing harm to the significance of the listed building. Detailed internal drawings and samples of internal materials would be conditioned to require the highest standard of design in any interior fit out.
- 8.37 The proposed hotel and office uses are considered to be highly compatible with the existing circulation routes, plan form and internal hierarchy of the listed building and the scale, character and proportions of its grand principal public rooms such as the Grand Hall, Council Chamber, Concert Hall and Assembly Rooms. The circulation routes, plan form and internal hierarchy of the most significant areas of the listed building would be retained and refurbished with minimal intervention. The important circulation route between the Harwood Road staircase and the Grand Hall would be reinstated. The scale, character and proportions of the grand principal public rooms, which are some of the most significant elements of the listed building would also be preserved and the rooms would be refurbished with minimal intervention to the historic fabric.
- 8.38 Greater intervention in order to provide new hotel rooms would cause some harm in areas of low significance such as the basement and the interior of the 1934 Extension. The former caretaker's flat at second floor level in the Harwood Road wing, also of low significance, would be completely demolished to allow for the erection of additional floors containing hotel bedrooms at second and third floor level on top of the Harwood Road wing. The single storey link corridor between the rear of the 1934 Extension and the Harwood Road wing would be demolished to create a courtyard amenity space for the hotel bar, which would better reveal the western flank wall of the Grand Hall. Officers consider that

the greater flexibility afforded by areas of lower significance has been well utilised to create a new viable use for the listed building and to avoid creating harm to areas of greater significance.

- 8.39 Some harm involving minor loss of fabric would also be caused by the need to reconfigure elements of medium significance on the ground floor of the original Town Hall building in order to provide the restaurant, kitchen and back of house facilities associated with the hotel. The alterations to the central lightwell to create a central lift core would result in some harmful interventions to areas of medium and high significance in order to create new or enlarged openings on each floor level to the lift core. Other minor cumulative interventions to the fabric of the listed building associated with the conversion of the building would cause minor harm. Officers consider that any harm identified has been minimised wherever possible and is fully justified in the best interests of securing the future conservation of the listed building.
- 8.40 The Illustrative Hotel Scheme demonstrated how hotel use could retain the character, architectural features, proportions and volumes of the major public rooms and avoid the need to subdivide or cause harm to these highly significant spaces within the listed building. Hotel use would create long term demand for the use of the large public rooms through the business synergies between the accommodation, events, catering and hospitality elements. Hotel use would also create opportunities for public access, offer opportunities for the reuse of the major public rooms for their original intended use as public gathering spaces and allow the architectural detail of the interior of the building to be appreciated by visitors. The current proposals embody the principles of the Illustrative Hotel Scheme and introduce a B1 office use, which would complement the predominant use of the building as a hotel and create further synergies between the different functions within the listed building. The mutually beneficial functions within the building will assist in securing its viable reuse and its conservation in the long term, avoiding the risk of successive harmful interventions associated with repeated speculative and failed uses in accordance with para 015 of the Planning Practice Guide.
- 8.41 The proposals would result in the loss of some historic fabric and some harmful cumulative small scale internal alterations in order to convert the building to a new use, which is considered to be unavoidable given that Fulham Town Hall was built for a very specific use and that the building has a complicated layout and multiple changes of level due to its incremental extension. The loss of plan form in areas of lower significance such as the basement, caretaker's flat and the interior of the 1934 Extension would be a consequence of the interventions required to deliver a viable hotel use, in particular to provide hotel bedrooms. These works would cause some harm to the significance of the listed building but would enable the larger, more significant public rooms to be reused without subdivision or harmful alteration as part of a viable overall scheme for the reuse of the listed building as a hotel and offices. Officers consider that the harm has been minimised wherever possible and has been fully justified. Furthermore, it is considered that the extent of internal demolition would be low for a project of this complexity and far lower than proposed in the appeal scheme. A condition would control the salvage, storage and onsite reuse of any architectural features included in the demolition works, such as doors and windows.

- 8.42 The harm identified to the significance of the listed building would be less than substantial. The setting of the listed building would be preserved, in particular the recessive massing of the proposed additional floor and plant on top of the 1934 Extension means that these would not compete for visual primacy in views of the original Town Hall building.

Impact on character and appearance of Walham Green Conservation Area

- 8.43 The applicant has commissioned verified views of the proposals to test the impact of the proposals on key views in the townscape within the Conservation Area including from Effie Road, Fulham Broadway, Fulham Road and Harwood Road. These demonstrate that there will be limited views of the extensions to the listed building in views from the street due to their recessive massing and from those locations where they are visible, they will be of a high quality of design and will appear as clearly contemporary additions in contrasting materials. In particular the proposed massing on top of the 1934 Extension is lower and set further back than the appeal scheme, which results in negligible visual impacts in the view from the west along Fulham Broadway. This is considered to resolve the issue in relation to harm to the character and appearance of the Conservation Area identified in the Inspector's appeal decision. The proposals would be compatible with the character and appearance of surrounding development and would not harm the character and appearance of the Conservation Area.

Impact on the setting of adjacent heritage assets

- 8.44 The proposals would not harm the setting of the adjacent listed former Fulham Broadway Underground Station entrance building at 472 Fulham Road due to the recessive nature of the proposed extensions to Fulham Town Hall. The proposed additional floor plus plant on top of the 1934 Extension would be set back behind the parapet of the 1934 Extension and the plant room set even further back, such that they would not intrude upon the setting of 472 Fulham Road.
- 8.45 The proposals would not harm the settings of adjacent Buildings of Merit since the extensions and additional floors to the listed building have been designed to be recessive in views from the street and compatible with the scale and mass of the surrounding development. Officers are also satisfied that the verified views show an appropriate visual relationship between the proposals and the adjacent Buildings of Merit.
- 8.46 There would be very limited intervisibility between the proposals and the adjacent Moore Park Conservation Area, primarily in long views north along the service road from Moore Park Road. Furthermore, since the appeal decision a conservation area boundary change has been implemented transferring some nearby properties on the north side of Fulham Road including the Fulham Broadway Retail Centre and Fulham Broadway Methodist Church, 452 Fulham Road previously within the Moore Park Conservation Area to the Walham Green Conservation Area. The setting of the Moore Park Conservation Area would be preserved.

Heritage conclusion

- 8.47 Officers consider that the loss of some historic fabric and the loss of original plan form, predominantly in areas of lower significance such as the basement, the caretaker's flat and within the 1934 Extension and the cumulative effect of minor alterations more generally throughout the listed building would result in less than substantial harm to the significance of the listed building. Harm is measured on a spectrum and the harm identified would be at the lower end of less than substantial harm. The harm has been minimised through careful consideration of the significance of the listed building, the architect's previous experience of designing an exemplar hotel conversion scheme at the Grade II listed Bethnal Green Town Hall and high quality new design. The harm has been fully justified in accordance with the NPPF and the proposals are considered to be compatible with the aspirations and guidance set out in the Council's Fulham Town Hall Planning and Heritage Assessment 2018. The proposals are considered to preserve the setting of the listed building and the setting of the adjacent listed building at 472 Fulham Road. The character and appearance of the Walham Green Conservation Area would be preserved, and the settings of adjacent Conservation Areas and Buildings of Merit would also be preserved.

Optimum Viable Use

- 8.48 The Planning Practice Guide states that:

'The vast majority of heritage assets are in private hands. Thus, sustaining heritage assets in the long term often requires an incentive for their active conservation. Putting heritage assets to a viable use is likely to lead to the investment in their maintenance necessary for their long-term conservation.

It is important that any use is viable, not just for the owner, but also the future conservation of the asset. It is obviously desirable to avoid successive harmful changes carried out in the interests of repeated speculative and failed uses.

If there is only one viable use, that use is the optimum viable use. If there is a range of alternative viable uses, the optimum use is the one likely to cause the least harm to the significance of the asset, not just through necessary initial changes, but also as a result of subsequent wear and tear and likely future changes.

The optimum viable use may not necessarily be the most profitable one. It might be the original use, but that may no longer be economically viable or even the most compatible with the long-term conservation of the asset. However, if from a conservation point of view there is no real difference between viable uses, then the choice of use is a decision for the owner. '

- 8.49 Where a proposal causes harm to designated heritage assets, which is considered to be the case in this instance, there is a need to consider whether there is a viable alternative scheme which would cause less harm, but which could achieve the same or greater public benefits. The building is no longer required as a town hall, has been vacant for some years and a new use is required to secure its future conservation. The proposals would cause less than substantial harm to the significance of the listed building, but the harm would be

at the lower end of the spectrum of less than substantial harm. The harm to the significance of the listed building has been minimised and the proposals would not cause any harm to its setting.

- 8.50 The current proposals have been developed following an extensive exploration since 2010 of potential alternative uses for Fulham Town Hall by the Council and third parties. During the recent public inquiry, the Inspector considered that hotel use would likely be the optimum viable use of the listed building if it could be demonstrated that hotel use was viable. The proposals are considered to involve uses capable of being sustained and which have the potential to secure the conservation of the listed building in the long term. The applicant has stated that on the grant of planning permission/Listed Building Consent, Lamingtons as the hotel operator will have a lease for a period of 20 years with no breaks with a further option of another 10 years. Officers consider that it is unlikely that any other scheme could deliver the same or greater public benefits and cause less harm to the listed building.
- 8.51 Officers therefore consider that these proposals involving alterations and extensions to facilitate a change of use to hotel use with an element of B1 office use and an ancillary bar and restaurant would represent the optimum viable use of the listed building.
- 8.52 Officers consider that any hotel use should be of a sufficient quality to sustain the long-term conservation of the listed building and that the intensity of any hotel use should not have an adverse effect on the significance of the listed building including the remarkably intact interiors. A cap on the maximum number of adult bedspaces on the site could ensure that the intensity of the hotel use is controlled.

Public benefits

- 8.53 Officers consider that the proposed hotel and office use of the listed building is likely to offer the following public benefits:
- A flagship regeneration scheme in a highly accessible location that would make a significant contribution to the vitality of the town centre, 24 hours a day, 7 days a week and to provide a new social hub and centre for the Town Centre.
 - Provide an increase in footfall, bringing in new visitors, supporting existing retail and food and beverage retailers in the town centre.
 - Economic benefits including new jobs onsite and in supply industries.
 - Provision of public access to the proposed restaurant and bar area and Event Spaces.
 - Provision of some community use of the event spaces (the Grand Hall and Council Chamber).
 - Discounted membership of the co-working space which would support the local business community and home workers.
 - A long-term viable use for this highly significant listed building, which has been vacant or underutilised for many years which would be consistent with its future conservation.
 - A scheme that would be managed and marketed in a co-ordinated manner avoiding potential conflicts between the different uses and activities within the building.

- Repair of historic fabric throughout the building and of the Harwood Road clock.
- Restoration and refurbishment of the interior of the listed building including the Council Chamber and public gallery, Marriage Room, ante room, Members Retiring Room, tiled passage and WC, Grand Hall, Concert Hall, Grand Staircase/Harwood Road staircase, Mayor's Parlour and first floor cloakrooms.
- Improvements to accessibility and provision of inclusive access throughout the building.
- The opportunity to display civic art and artefacts associated with Fulham Town Hall within the building in locations which would be accessible to the public, which would enable public appreciation of the significance of the listed building and its previous use as a town hall.
- New hotel accommodation and co-working space to enhance the economic vitality of the Town Centre.
- Repair and restoration of the building's facades.
- Improvements to the environmental performance of the building

9. ACCESS AND SECURITY

Accessibility

- 9.1. London Plan Policy 7.2 'An Inclusive Environment' and draft London Plan Policy D3 require that all new development achieves the highest standard of accessible and inclusive design. Local Plan Policy DC1 and DC8 requires all development to be of a high quality and should have an approach to accessible and inclusive urban design. Planning SPD Key Principles DA1, DA4, DA5, DA6, DA7, DA8, DA9, DA11, DA12, DA13 and DA14 requires all applications to ensure the buildings are designed to be accessible and inclusive to all who may visit or use the building, to remove barriers to all members of the community and how accessibility would be managed when operational, providing a proportion of hotel rooms to be for use by disabled people, have minimum widths and gradients for accesses, essential lifts, toilets and other required facilities, fire safety and to engage and consult with disabled people.
- 9.2. London Plan Policy 4.5 and draft London Plan Policy E10 seek accessible hotel accommodation including 10% if hotel rooms are delivered as wheelchair accessible units.
- 9.3. Currently only parts of the ground floor of the Town Hall are accessible to people with restricted mobility. A number of new lift cores are proposed throughout the building that will enable disabled access to all existing and proposed floors and mezzanine floors, with the exception of the raked gallery to the Grand Hall.
- 9.4. The proposals are for a temporary ramp to gain access into the Council Chamber. Level access to the Council Chamber is not possible because of heritage considerations. Officers consider that the chamber needs to be useable by a wheelchair user or ambulant disabled person. However, in this instance the proposals which include removal of two small internal steps to allow wheelchairs within the chamber are considered acceptable given the substantial improvement throughout the remainder of the building.

- 9.5. The Disability Planning Forum Group commented on the proposals and the group do not support a Harwood Road entrance because it allows members of the public access past hotel bedrooms including wheelchair bedrooms on the ground floor. Their preferred solution is to block the Harwood Road entrance and use the entrance in the service road as an attractive, welcoming secondary entrance for everyone. However, it is considered important from a listed building perspective to ensure the continued use of this entrance, and to encourage fluidity of movement throughout the building. It is also not considered desirable to encourage the use of secondary and subsidiary service access at the back of a building for wheelchair access. The current proposal therefore retains the proposal for a new ramped access to the Harwood Road entrance.
- 9.6. It is considered that the proposal would provide a high-quality environment for disabled and impaired members of the community and that 10% of the hotel accommodation (9 rooms) would be accessible or wheelchair adaptable. An Access Plan is secured by condition and this is considered reasonable and necessary to secure appropriate accessibility as these design elements evolve. The commitments within the proposed development are positive and deliverable by way of conditions. As such the proposal would comply with Local Plan Policies DC1 and DC2 as well as Planning Guidance SPD Key Principles DA1, DA4, DA5, DA6, DA7, DA8, DA9, DA11, DA12, DA13 and DA14.

Secure by Design

- 9.7. The NPPF seeks to ensure that planning decisions promote public safety and consider wider security and defence requirements. They should anticipate and address all plausible malicious threats and natural hazards and create safe, inclusive and accessible places that have high levels of amenity and do not undermine quality of life, community cohesion and resilience to due crime and disorder.
- 9.8. London Plan Policy 7.13 states that through planning decisions development proposals should include measures to design out crime in a manner that is 'in proportion to the risk, deter terrorism, assist in the detection of terrorist activity and help deter its effects'. Local Plan Policy DC1 seeks to ensure that new developments, new publicly accessible open spaces and new community and leisure facilities are inclusive and accessible, contribute to improving quality of life and reducing the incidence of crime and anti-social behaviour (paragraphs 2.57, 10.5 and 12.3).
- 9.9. Discussions have taken place between the applicant's design team and the local police Designing Out Crime Officer/Architectural Liaison Officer. The overall security strategy and design intent is considered acceptable at this stage and the next stage of the process is to continue dialogue with the applicant and architects to agree the detail of measures to be incorporated within the development. Full final details of how the proposed development would incorporate crime prevention measures to provide a safe and secure environment would therefore be secured by a condition. The proposed development is considered acceptable in this respect in accordance with policy DC1 of the Local Plan.

10. RESIDENTIAL AMENITY

- 10.1. London Plan Policy 7.6 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. London Plan 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'. Draft London Plan Policy D8 reiterates the importance of ensuring that tall buildings do not compromise the comfort and enjoyment of neighbouring residential properties and open spaces to new development.
- 10.2. Local Plan Policy HO11 requires amongst other things that development protects existing residential amenities, including issues such as loss of daylight, sunlight, privacy and outlook. Policies DC2 and Policy DC3 state that all new builds and tall buildings must be designed to respect good neighbourliness and the principles of residential amenity. Key Principles HS6 and HS7 of the Planning Guidance SPD seek to protect the existing amenities of neighbouring residential properties, in terms of outlook, light, and privacy.
- 10.3. Although the whole site lies within the commercial environment of the designated Fulham Town centre there are a number of residential properties in close proximity to the site. The residential properties to the rear, at 4-12 Cedarne Road, and 563 and 565 Fulham Road are immediately adjacent to the application buildings. These properties were identified during the 2016/17 Inquiry and at that time the Inspector accepted that subject to conditions regarding privacy the Council's position that no other residential properties would be unduly harmed by that development. In respect of the current scheme, the bulk of the proposed scheme has been reduced and pushed towards the centre of the site and officers consider that this has resulted in improvements when compared to the Appeal Scheme.

Daylight, Sunlight and Overshadowing

- 10.4 The British Research Establishment (BRE) guide on 'Site layout planning for daylight and sunlight', sets out good practice for assessing daylight and sunlight impacts for new development. In urban and city centre areas, BRE Guidelines advise that the guidance be applied flexibly. The applicant's Daylight and Sunlight report which has been carried out in line with BRE and considers the potential impacts of the proposed development on daylight, sunlight and overshadowing on existing neighbouring residential buildings. Officers have considered the applicant's report in terms of impact on habitable rooms.

Daylight

- 10.5 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. 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 by converting it into a percentage. An unobstructed window will achieve a maximum level of 40% VSC. The BRE guide advises that if the VSC is greater than 27% then enough skylight should still be reaching the window of the existing window. If the VSC is both less than 27% and less than 80% of its former value, occupants of the existing building will notice the reduction in the amount of skylight. However, the Guidance makes clear that these values are advisory and para 2.2.1 states that 'Different criteria may be used based on the requirements for daylighting in an area viewed against other site layout constraints. Another important issue is whether the existing building is itself a good neighbour, standing a reasonable distance from the boundary and taking no more than its fair share of light.'

Vertical Sky Component (VSC)

- 10.6 Over 160 windows were included in the VSC assessment and only 3, fell noticeably short of the target 0.8 target. At No.565 Fulham Road, 1 bedroom window at second floor (0.77) but that same bedroom is also served by two more windows are in excess of the 0.8 target.
- 10.7 No.563 Fulham Road has 2 first floor rear windows that serve bedrooms in the rear extension (0.61 and 0.59). These windows face a closed courtyard area and any small change is likely to have an impact. This reduction needs to be considered against the wider planning benefits. The reduction in VSC would result from the proposed extensions on the 'north side' of the Harwood Road Wing that would provide inclusive access to hard to reach floors in the Harwood Road wing.

Daylight Distribution (DD)

- 10.8 No Sky-Line 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. 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. For houses, the rooms to be assessed should include living rooms, dining rooms and kitchens. Bedrooms should also be analysed, although in terms of NSL 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.
- 10.9 At Nos 547-551 Fulham Road, in total 2 bedrooms located at first and second floor (0.75 and 0.74) would fall short of the target. These infringements are modest and as they relate to bedroom rather than main living rooms, under more detailed advice contained in the BRE these results are considered acceptable.
- 10.10 565 Fulham Road, 1 bedroom at first floor of the rear extension, would be 0.56 its former value. As noted above, DD to a bedroom is less important than to a

living room. This single exception should not negate an otherwise good set of daylight results.

- 10.11 At 563 Fulham Road, 2 bedrooms within the rear extension at the first-floor (0.4 and 0.38) would fall below the target – these windows are located within a ‘lightwell’ and any small adjustment would have a disproportionate impact. Again, BRE recognises that DD to bedrooms is less important. The results confirm these two locations would suffer a higher impact than others around the site and this needs to be weighed in the planning balance.

Average Daylight Factor (ADF)

- 10.12 The ADF 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 considers the size and number of windows, room size, room qualities and room use. The BRE test recommends an ADF of 5% for a well day lit space or 2% for a partly day lit space. The minimum standards for ADF recommended by the BRE for individual rooms are 2% for kitchens, 1.5% for living rooms and 1% for bedrooms. The BRE Report (Appendix F) states that 'Use of the ADF for loss of light to existing buildings is not generally recommended'.
- 10.13 Overall, the daylight analysis confirms that the daylight availability would be retained in accordance with the BRE recommendations to the great majority of residential neighbouring buildings. The few locations that show lower readings mostly refer to the daylight distribution within bedrooms, which BRE recognises is less important than to living rooms. These should not negate an otherwise good set of results.

Sunlight

- 10.14 To assess loss of sunlight to an existing building, the BRE guidance suggests that all main living rooms of dwellings, and conservatories should be checked if they have a window facing within 90 degrees of due south. The guidance states that kitchens and bedrooms are less important, although care should be taken not to block too much sun. 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%
- 10.15 Almost all the windows that face within 90 degrees of south would retain both annual and winter sunlight availability in accordance with the BRE guidelines. A few minor exceptions would occur to windows serving bedrooms. BRE states that sunlight to bedrooms is less important. The comments in the following paragraphs apply to these exceptions.

- 10.16 The proposed annual probable sunlight availability (APSH) would be 23-24% against the BRE recommended value of 25%. The retained sunlight availability would be adequate for the room use. Similarly, one location would have the proposed winter sunlight availability at 4% against the BRE recommended value of 5%; or the values would reduce from 4% to 2%. In these circumstances, the difference would be indiscernible to the occupants and therefore, there would be no adverse effect.
- 10.17 Overall, the sunlight availability to neighbouring residential properties would be in accordance with the BRE guidelines in the great majority of locations. Where this does not occur, the windows serve bedrooms for which BRE states that sunlight is less important.

Overshadowing

- 10.18 The BRE Guidelines recommend that for it to appear adequately sun lit throughout the year at least half of a garden or amenity space should receive a least 2 hours of sunlight on 21 March. If, because of new development, an existing garden or amenity area does not meet the above, and the area which can receive 2 hours of sunlight on the 21 March is less than 0.8 times its former value, then the loss of sunlight is likely to be noticeable.”
- 10.19 The closest amenity areas at 547-551 Fulham Road and 4 – 16 Cedarne Road to the east of the development site have been analysed.
- 10.20 The proposed scheme would not cause significant additional overshadowing with proposed readings that are between 0.98 and 1.00 of their former value and therefore exceeds the 0.8 BRE target.

Summary - Daylight and Sunlight Assessment

- 10.21 In summary, there are a few technical infringements and where these occur most of these are modest. The D&S assessment demonstrates that the amenity values of daylight and sunlight to the neighbouring residential properties would be retained to a level that would satisfy the BRE criteria in most locations. There are few exceptions – however these do not negate an otherwise acceptable impact. There would be no perceptible difference in terms of overshadowing. On balance, considering the constraints of this Town Centre site within this urban location, the proposal is satisfactory in terms of its impact on daylight, sunlight and overshadowing to neighbouring residential properties.

Outlook

- 10.22 Key Principle HS6 of the Planning Guidance SPD states that 'The proximity of a new building or an extension to an existing building can have an overbearing and dominating effect detrimental to the enjoyment by adjoining residential occupiers of their properties' and prescribes a method for assessment of outlook:' Although it is dependent upon the proximity and scale of the proposed development, a general standard can be adopted by reference to a line produced at an angle of 45 degrees from a point 2 metres above the adjoining ground level of the boundaries of the site where it adjoins residential properties. If any part of the proposed building extends beyond these lines, then on-site judgement would be

a determining factor in assessing the effect which the extension would have on the existing amenities of neighbouring properties.' Where original rear gardens are less than 9 metres depth, a measurement is taken from ground level at the boundary. Where there are existing circumstances, such as buildings which would be replaced in a redevelopment, it would be inappropriate not to have regard to these.

- 10.23 Cedarne Road runs along the full length of eastern site boundary and includes a three-storey terrace of houses (which have been converted to flats) with gardens that back onto the site. Nos 4-12 Cedarne Road back onto the flank elevation of the 1888-1890 original Town Hall building. The properties in Cedarne Road are in use as flats and contain a number of habitable rooms that already experience a reduced outlook due to the existing enclosed nature of the site. The properties have very modest rear gardens that measure between 5.5m and 6.4m deep to the rear party wall.
- 10.24 The flank elevation of the 1888-1890 original Town Hall building is situated 2m beyond the party boundary which means that the existing space between that building within the application site and the main rear elevation of the properties at Nos 4 -12 Cedarne Road is between 7.5m and 8.4m. This space is currently partially occupied by a metal fire escape access to the first floor of the 1888-1890 original Town Hall. The existing 'open' metal fire escape rises from basement, measures some 9.5m from ground floor level and is partially screened by an existing 3.2m high wall on the party boundary. The fire escape has a visually lightweight external appearance, that is subservient when viewed from the rear of Cedarne Road and sits below the parapet of the 1888-1890 original Town Hall Building.
- 10.25 When compared to the Appeal scheme, the bulk and massing of the current application has been reduced and pushed towards the centre of the site. The proposals include the erection of a part three, part five storey (plus plant) extension to the rear of the Concert Hall/Council Chamber close to the Cedarne Road boundary, emergency escape stairs and a goods lift access. Within the Appeal scheme, the corresponding emergency staircase structure was 2 storeys higher and projected above the eaves of the Concert Hall elevation. In contrast, the current scheme includes a structure more comparable in scale to the existing external staircase and sits 2 storeys below the eaves. The proposed emergency metal staircase would be enclosed by perforated materials that would have a more translucent rather than solid appearance. Overall, unlike the appeal scheme, officers consider that this reduced structure would be subservient and would have an acceptable impact in terms of outlook when viewed from opposing residential properties in Cedarne Road.
- 10.26 To the west are Nos 563 and 565 Fulham Road which are respectively three and four storey mixed use buildings with restaurants on the ground floor and a residential property on the upper floors, and no rear gardens. The rear elevation of these properties faces towards the Harwood Road wing. No.563 Fulham Road, a three storey building with a Thai restaurant at ground floor and two floors of residential above, lies immediately to the west of the appeal site on the party boundary with the 'three storey high' 1934 Extension. At first floor there is a kitchen and an unlabelled room and a second floor bedroom that have windows facing into a restricted enclosed 'lightwell' area at the main rear

elevation towards the middle of the site. No. 565 Fulham Road, a four storey building with commercial at ground floor and residential above includes a two storey back addition to the main parent building. The main rear elevation includes a window to a second floor bedroom which is positioned just behind a chimney. The side elevation of the back addition contains windows facing into the lightwell including a first floor bedroom window.

- 10.27 The proposed development opposing No 563 and 565, include the erection of a rear roof extension to the Harwood Road wing and the erection of additional storeys at second, and third floor levels plus plant at fourth floor level to the Harwood Road wing. These extensions on the 'north side' of the Harwood Road wing would have the same building line and be no closer (some 13m) to the rear of Nos. 563 and 565 Fulham Road, than the existing north flank elevation of the Harwood Road wing. In terms of impact, from on-site judgement, officers consider that the resulting impact is acceptable within the urban context of this Town Centre location.
- 10.28 The development also includes the erection of an additional storey (plus plant room) above the 1934 Extension. Immediately to the west of this is No.563 Fulham Road – a restaurant at ground floor and two floors of residential above - at first floor there is a kitchen and another room and a second floor bedroom that have windows facing into a restricted enclosed 'lightwell' area at the main rear elevation towards the middle of the site. While these extensions would result in an increased sense of enclosure, this element of the proposal is one storey lower than that included in the 2016/17 appeal scheme – these proposals are less bulky would therefore be less harmful than those considered by the Inspector. On balance, this element is considered acceptable.
- 10.29 A new lift and stair core would be erected fronting the service road in an existing recess on the south elevation of the Harwood Road wing. This element of the proposals would run perpendicular and be splayed away from the rear of the end terrace four-storey property at 11 Harwood Road which includes commercial at ground floor and residential above. Based on on-site judgement, officers consider that the siting of this proposed element would not cause undue harm in terms of outlook.
- 10.30 Overall, taking account of the reduced massing of development, the proposals are more sympathetic than the Appeal scheme and on the basis of on-site judgment the proposed development is considered acceptable and not out of keeping with this Town Centre location.

Privacy

- 10.31 SPD Key Principle HS7 (iii) states that new windows should be positioned at least 18 metres (within an arc of 60 degrees) from existing habitable room windows to ensure no loss of privacy. If the standard cannot be met, then windows should be designed to ensure that no loss of privacy will occur.
- 10.32 It is not considered that the windows relating to the co-working space and event space would cause undue overlooking and the privacy assessment therefore relates to hotel room windows. The nearest opposing residential windows within 18m are: to the east at Nos 4-12 Cedarne Road; to the south of the Harwood

Road wing at 11 Harwood Road and to north of the Harwood Road wing at Nos 563-565 Fulham Road.

- 10.33 The proposed east elevation of the Concert Hall, to the rear of the original Town Hall would introduce new windows for hotel bedrooms at basement, however these windows would be situated behind a retained 3.2m wall on the rear party boundary with residential properties in Cedarne Road (some 9.5m away). Although this proposed elevation would retain existing windows on the upper floors, these windows serve non-residential event space or co-working areas.
- 10.34 The proposed flank elevation on the north side of the Harwood Road wing contains windows at second and third floor level that are 13m from habitable windows in the rear of Nos 563-565 Fulham. While, the proposed flank elevation on the south side of the Harwood Road wing is perpendicular to the nearest residential property above No 11 Harwood Road, the proposed elevation contains hotel bedrooms windows at second and third floor that are within an arc of 60 degrees and less than 18m away. To mitigate overlooking, a condition has been attached to include a window design to prevent loss of privacy
- 10.35 Overall, subject to conditions, there are no objections on the grounds of privacy/ overlooking

Noise and Nuisance

- 10.36 London Plan Policy 7.15 states that development proposals should seek to reduce noise by minimising the existing and potential adverse impacts of noise on, from, within, or in the vicinity of, a development and promoting new technologies and improved practices to reduce noise. Draft London Plan policies D12 and D13 reiterates that developments should consider how to moderate their noise impacts during construction and use once.
- 10.37 Local Plan Policy CC11 seeks to control the noise and vibration impacts of developments, requiring the location of noise and vibration sensitive development 'in the most appropriate locations. Design, layout and materials should be used carefully to protect against existing and proposed sources of noise, insulating the building envelope, internal walls floors and ceilings, and protecting external amenity areas. Noise assessments providing details of noise levels on the site are expected 'where necessary'.
- 10.38 Local Plan Policy CC13 seeks to control pollution, including noise, and requires proposed developments to show that there would be 'no undue detriment to the general amenities enjoyed by existing surrounding occupiers of their properties'.
- 10.39 Given the busy nature of Fulham Road and Harwood Road and the adjoining residential uses, the applicant has submitted a noise assessment which contain acoustic design criteria for the various areas of the development.
- 10.40 The suitability of the site for the proposed usages of the development has been assessed based on the current proposals, the measured external noise levels and the measured vibration and re-radiated noise within the exiting site building. The assessment has shown that the site will require mitigation measures in order to enable the development to be used as is currently desired.

- 10.41 An assessment of noise break-in has been undertaken to provide building envelope and ventilation strategy acoustic requirements. The required mitigation measures to the facades of the development are to include acoustically enhanced glazing, mechanical ventilation systems and/or acoustic trickle ventilation, and an appropriate external wall/roof construction.
- 10.42 Sound rating level limits have been recommended for building services plant associated with the proposed development in accordance with the local authority requirements and BS 4142:2014. The proposed plant installations have been assessed. Mitigation measures have been recommended where necessary. The sound insulation requirements between domestic and non-domestic spaces have been considered and indicative requirements are provided.
- 10.43 Vibration has also been assessed in detail. The report submitted state that no mitigation measures are considered to be necessary to control the impact of vibration from the nearby sources. Ground borne noise values are below the guideline level for habitable spaces. Again, the report submitted state that no mitigation measures are considered to be necessary to control the impact of re-radiated noise from the nearby London Underground Line.
- 10.44 During the application process amendments were made to the proposals in terms of uses moved within the building. The restaurant moved from the Concert Hall (also known as the Small Hall) to the ground floor fronting Fulham Road which initially were planned to be hotel rooms. The Concert Hall will now be converted to provide co-working space. The ground floor along Harwood Road has also changed from co-working to hotel rooms.
- 10.45 Officers have reviewed the amended designs and updated Noise and Vibration Impact Assessment, and the revisions address the concerns raised previously. The relocation of the restaurant to the front of the development will reduce the impacts on the dwellings along Harwood Rd and Cedarne Road. The sound insulation of the building will be enhanced by means of secondary glazing which officers consider would be acceptable to control the internal noise levels within the listed building constraints.
- 10.46 The report states that the existing glazing and ventilation will need to be upgraded for the main hall as an events space in order to mitigate noise impacts from events, but it has not been confirmed whether this is possible given the listed building constraints. The report states that if it is not possible to upgrade the performance of the current structures, that careful management of the events space will be required. It should be noted that the site has always been used for events and these can take place without planning permission. It is considered that any events will be carefully managed by the hotel not to disturb guests. Conditions will be attached regarding the use of outside areas and hours of use.
- 10.47 Officers consider that the impacts for noise and vibration have been satisfactorily assessed. The proposed limits and mitigation measures are acceptable however specific details would be required to be submitted prior to the occupation of the development. It is therefore considered appropriate to

require these details, including insulation and anti-vibration measures for machinery and plant by condition. Subject to the inclusion of conditions requiring the implementation of the submitted documents and submission of further information, officers consider that the proposed development accords with Policies 7.15 of the London Plan and Policies

11 STANDARD AND QUALITY OF HOTEL ACCOMMODATION

- 11.1 The role and function of hotels is gradually changing, and many new high-end hotel facilities have moved away from the traditional core hotel function of just providing overnight accommodation. Many hotels are adapting and becoming spaces that invite non hotel guests inside. The blurring of boundaries between 'live, work and play' mean that the hotel market is turning outwards and opening up their spaces for workers, visitors and the local community. Many hotels are opening up to co-working, blurring the boundaries across traditional planning use classes.
- 11.2 The proposed development of Fulham Town Hall as a hotel with ancillary restaurant and bar and co-working space (class B1 use) will create a new social space within the Town Centre that will revive the public use of the building. There will be significant synergy between the various functions and the upgraded corridors and the large circulation areas will be activated by the various users, becoming informal meeting places. The proposed restaurant and café will not only serve the hotel guests, but the co-working members, as well as visitors and shoppers within the town centre.
- 11.3 The food and beverage offer will be a key element of the hotel's offer, and will need, through its design, to adapt to different uses and roles through the day/evening and deliver different atmospheres and experiences in the same space over the course of a typical day. The proposed restaurant space will not only need to provide a dining area where a hotel guest can have their breakfast, but that can be transformed into an attractive town centre destination restaurant for lunches and dinners. Lamington have confirmed that the restaurant and bar will be operated by a separate operator, but the operator is not yet known. The restaurant and bar will have 160 covers.
- 11.4 These social hotel spaces have become more important within new hotel developments and there is evidence that hotel guests will accept a smaller bedroom if the social spaces within the hotel that they are staying are attractive and welcoming and user friendly. 66% of the proposed rooms for this development will be small – (less than 20m²) and therefore the quality of the remaining social and circulation spaces, and the facilities offered within the Town Centre will be important. The way people experience the space and services that the new hotel will provide will be paramount in whether the hotel is successful.
- 11.5 Lamington, the proposed hotel operator, has stated that the hotel will be a standalone new brand with a new identity aimed at the luxury boutique market. It will be a destination hotel, along the lines of the 'Ned' in the City of London. It will provide an important food and beverage offer in the town centre, not only for its own guests, but for local people, it will provide somewhere to work, either formally in the co-working space or informally within its various social spaces and provide space for events.

11.6 Lamington also propose to appoint a separate operator to manage the co-working space and the events space within the Grand Hall and Council Chamber, Marriage Room and Ante Room. A management plan to co-ordinate the operation of all the uses within the hotel will need to be submitted pursuant to the relevant planning condition. This report sets out the proposed heads of terms relating to the community use and public use of the hotel in subsequent paragraphs.

12 TRANSPORT AND HIGHWAYS

12.1 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 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.

12.2 London Plan Policies 6.1, 6.3, 6.10, 6.11 and 6.13 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.

12.3 Local Plan Policy T1 sets out the Council's intention to 'work with strategic partners to improve transport provision, accessibility and air quality in the borough, by improving and increasing the opportunities for cycling and walking, and by improving connections for bus services, underground, national and regional rail'.

12.4 Local Plan Policy T2 relates to transport assessments and travel plans and states "All development proposals would be assessed for their contribution to traffic generation and their impact on congestion, particularly on bus routes and on the primary route network". Transport Assessments together with Travel Plans would be required as well as Delivery and Service Plans.

12.5 Local Plan Policies T3, T4, T5 and T7 relate to opportunities for cycling and walking, vehicle parking standards, blue badge holders parking and construction and demolition logistics. Local Plan Policy CC7 sets out the requirements for all new developments to provide suitable facilities for the management of waste. Key Principles WM1, WM2, WM7 and WM11 of the Planning SPD are also applicable which seek off-street servicing for all new developments.

12.6 A Transport Assessment has been submitted in connection with the proposed development which states that the site is accessible by non-car modes, with good provision for pedestrians, cyclists and public transport users in the surrounding area. Trip generation information for the proposed uses have been included in the assessment. A Delivery & Servicing Plan, Staff Travel Plan and Hotel Travel Plan will be provided as part of this application.

12.7 In conclusion, it is considered that the development proposal is appropriate for the location, will have no material impact on the local transport network, and is in accordance with relevant adopted national, regional and local policy guidance.

Trip Generation

12.8 The applicant has submitted trip generation data to represent the 'existing' trip generation of the Town Hall site in the absence of actual survey data. The applicant provided TRICs data for Brent Council Offices, which is not considered representative. Fulham Town Hall has been vacant for several years and ceased use as a main town hall many decades ago, when the Metropolitan Boroughs of Hammersmith and Fulham were merged. The Town Hall continued use for some town hall functions such as a register office and venue for events, therefore generating a reduced level of trips. Therefore, the use of Brent Council offices is not representative, and the resultant 'existing' trip generation information not accepted.

12.9 The applicant has submitted estimated trip generation data for the proposed uses. Two hotel sites, similar in scale and location were included in the TRICS assessment. The daily peak period and trip generation for the hotel element is presented below:

Mode	08:00-09:00			17:00-18:00			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Vehicles (inc Taxis)	1	2	3	3	4	7	43	49	92
Public Transport	3	8	11	10	10	20	125	141	266
Walking	3	8	11	9	9	18	111	125	236
Cycling	0	0	0	0	0	0	0	0	0
Total	7	18	25	22	23	45	280	316	596

12.10 The trip generation information for the proposed hotel indicates an estimated total of 596 arrivals and departures every day by all modes of travel. It is estimated that the 90 bed hotel would generate a total of 92 two-way vehicle trips (including taxis), which includes 3 in the AM peak and 7 total trips in the PM peak. It is also forecasted that the majority of trips (266 arrivals and departures) would be carried out using public transport and would generate 11 two-way trips in the AM peak and 20 in the PM peak. Walking is forecasted to generate a total of 236 daily trips, which includes 11 two-way trips in the AM peak and 18 two-way trips in the PM peak.

12.11 The trip generation information submitted for the proposed hotel use is considered representative and is accepted.

12.12 The applicant submitted trip generation information for the proposed co-working use of the site. The resultant TRICs information is presented below.

Time Period	In	Out	Total
08:00-09:00	13	1	14
17:00-18:00	1	13	14
Daily (07:00-19:00)	58	55	113

- 12.13 The information concludes that the co-working space is estimated to generate a total of 113 two way daily trips. It is forecasted that 14 two way trips could be generated in the AM peak and 14 two way trips in the PM peak. It is considered that the proposed co-working space is unlikely to generate a significant number of trips in the peak hours or impact the local highway network.
- 12.14 Trip generation information for the proposed ancillary event and restaurant spaces forming part of the hotel were not submitted. It is accepted that the proposed restaurant use is not likely to be a destination or likely to generate a significant number of trips. Trip generation information for the event space was requested but not received.
- 12.15 The trip generation information submitted for the proposed hotel use is considered representative and is not likely to have a significant impact on the local highway network or public transportation.

Car Parking

- 12.16 London Plan Policy 6.1 states that proposals should encourage the reduction in the need to travel, especially by car. The London Plan sets no maximum parking standards for hotels, but notes that in PTAL 4-6 areas, on-site parking should be limited to operational needs, parking for disabled people and the needs for servicing and coach parking (para. 6A.8) as necessary. Parking spaces are limited to two accessible parking bays, servicing, and taxi drop off / pick up.
- 12.17 Officers are supportive of the overall reduction in parking provision within the application site. An Operation Hotels Management Plan is secured by way of the S106 agreement would be required to include measures in relation to impaired and disabled users' requirements. The two disabled car parking spaces, to be secured by condition, would be managed by the hotels and guests and would be required to notify staff of their requirements prior to arrival as part of the hotel's booking arrangements.

Coach Parking

- 12.18 The London Plan states that hotel developments should provide one coach space per 50 bedrooms. The application proposes the development to be coach free. Officers are supportive of this approach and the coach free restriction will be secured via the S106 agreement.

Cycle Parking

- 12.19 Echoing Policy 6.9 of the London Plan, Draft London Plan policy T5, and Local Plan Policy T2 seeks to develop and promote a safe environment for cyclists across the borough to encourage residents and businesses to consider these

modes. Policy T3 seeks to increase and promote opportunities for cycling through the provision of convenient, accessible, and safe secure cycle parking within the boundary of the site. Appendix 8 of the Local Plan seek to ensure that satisfactory cycle parking is provided for all developments. The draft London Plan standards require hotels to provide a minimum of 1 space per 20 beds for staff and an additional 1 space per 50 beds for visitors. The proposal will provide fifteen secure parking spaces on site and will also secure the improvement of 18 on street existing Sheffield style stands. Cycle welfare facilities for staff will be provided in accordance with best practice standards, with lockers showers and changing facilities. The development is therefore in accordance with the London Plan standards.

- 12.20 The Council's highways officer has considered the proposals alongside the submitted Transport Assessment and raises no objection to the proposals.

Travel Plan

- 12.21 The staff and employee travel plans will ensure the proposal encourages employees and guests to use more sustainable ways of travelling to/from the development site through more effective promotion of active modes. This will minimise the impact of the development on the surrounding public transport network.
- 12.22 A framework Travel Plan has been submitted alongside the transport assessment which sets out the objectives and measures to be incorporated in a full Travel Plan which would aim to target both staff and guests. As the proposal is a predominantly a car free development, the travel patterns of employees, hotel guests and office employees will have significant influences. The Council's Highways officer recommends a full Travel Plan in line with Transport for London guidance, together with allowance for periodic monitoring by the Council, and revision if necessary. The framework Travel Plan seeks to manage the predicted sustainable travel patterns to and from the site and increase the sustainable travel mode share in place of cars, taxis and private hire vehicles. As part of any S106 agreement, a more detailed Travel Plan for the different elements of the hotel led development would be subject to ongoing monitoring and review, to encourage users of the development to travel by sustainable modes other than the car. It is considered that there is capacity within the existing public transport network to accommodate the trips proposed from this development. Officers welcome the provision of a Travel Plan in support of the proposal for sustainable travel for occupiers of the development. A Construction Workers Travel Plan would also be required with a monitoring fees of £5,000 per annum until completion of works to be secured through the S106 agreement.

Construction Logistics Plan (CLP)

- 12.23 An outline Construction Logistics Plan (CLP) was not submitted in support of this planning application. TfL guidance for Construction Logistics Plans state that an 'Outline CLP accompanies the planning application and gives the Local Planning Authority an overview of the expected logistics activity during the construction programme.' Although the extent of construction associated with adapting this listed building will be less that would be anticipated for a new build

scheme, the site is on the corner of two busy roads in the middle of Fulham Town Centre with no off street access possible for larger vehicles. It would have been useful to have understood the likely impact on the highway for the construction works (refer to Local Plan policy T7 and chapter 6 of the London Plan).

Servicing

- 12.24 The Delivery Servicing Plan sets out the basis of the Delivery Servicing Plan (DSP) that will be adopted. It outlines the measures that will be implemented within the site's two loading bays. In addition, it sets out the way in which goods delivered to the site will be transferred from point of receipt to the destination.
- 12.25 It is proposed that delivery and servicing vehicles, larger in size than a 7.5 tonne box van will utilise existing servicing facilities on Fulham Road. The existing restrictions prohibits servicing to take place Monday to Saturday between the hours of 07:00-10:00 and 16:00-20:00.
- 12.26 Two servicing bays are proposed to the rear of the Town Hall adjoining the service road which runs between Moore Park Road and Harwood Road. It is proposed that delivery and servicing vehicles smaller than a 7.5tn box van will utilise the servicing bays. Swept-path analysis has been submitted which demonstrates the ability for smaller servicing vehicles to enter and leave the proposed parking spaces in a forward gear.
- 12.27 Information from a hotel operator from another site was submitted by the applicant which forecasted 6-8 daily delivery and servicing trips will be generated by the proposed hotel. Delivery and servicing figures were not provided for the other use classes; however, it is anticipated that these figures would be lower than that of the proposed hotel.
- 12.28 It is considered that through effective management, the proposed delivery and servicing requirements of the development can be safely accommodated without prejudicing highway safety or the free flow of traffic on the public highway.

Refuse and Servicing/Delivery

- 12.29 London Plan Policy 5.16 seeks to minimise waste and exceed recycling levels. Local Plan Policy CC7 seeks for all developments to have suitable facilities for the management of waste generated by the development. Key Principle TR27 of the Planning Guidance SPD seeks off-street servicing for all new developments. Appendix 5d of the SPD sets specific guidance on waste capacity and storage requirements for different commercial uses. It states that for hotels, 7,500 litres of waste storage are required per 1,000m² per week.
- 12.30 The applicant has submitted a draft delivery and servicing plan. Adequate refuse storage for both the hotel and other uses is considered to be provided within clearly defined areas on the site. The Council's Highways officer raises no objections in principle to this document, which provides detail on the operational servicing of the premises.

- 12.31 Officers are satisfied that through appropriate management and timing of deliveries, the delivery and servicing requirements of the development can be undertaken without prejudice to the use of Fulham Road or Harwood Road. A Delivery and Servicing Plan would be secured by condition.

Conclusions on Highway Matters

- 12.32 Subject to the submission of the required documents by condition or legal agreement and the mitigation to the impacts of the development required by way of legal agreement, officers consider that the proposed development would be acceptable and in accordance with London Plan Policies 6.1, 6.3, 6.10, 6.11 and 6.13 and Local Plan policies T1, T2, T3, T4, T5, T7 and CC7.

13 ENERGY AND SUSTAINABILITY

- 13.1 The NPPF states that development proposals are expected to comply with local requirements and should take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption and to increase the use and supply of renewable and low carbon energy.
- 13.2 London Plan Policies 5.1, 5.2 and 5.3 require developments to make the fullest contribution to the mitigation of and adaptation to climate change, ensure sustainable design and construction and minimise carbon dioxide emissions. Policies 5.5, 5.6, 5.7 and 5.8 require developments to provide decentralised energy, renewable energy, and innovative energy technologies where appropriate. The Mayor's Sustainable Design and Construction SPG provides guidance on the implementation of London Plan Policy 5.3 and provides a range of additional guidance on matters relating to environmental sustainability.
- 13.3 Draft London Plan Policy SI2 seeks to extend the extant requirement on residential development to non-residential development to meet zero carbon targets. It maintains the expectation that a minimum reduction of 35% beyond Building Regulations to be met on site (10% or 15% of which should be achieved through energy efficiency for residential development, and non-residential development). Where it is clearly demonstrated that the zero-carbon target cannot be met on site, the shortfall should be provided through a cash in lieu contribution to the borough's carbon offset fund, or off-site provided an alternative proposal has been identified and delivery is certain.
- 13.4 Draft London Plan Policy SI3 identifies Heat Network Priority Areas where major proposals should have a communal heat system in accordance with a hierarchy that priorities connection to local existing or planned heat networks, followed by: use of available local secondary heat sources; generation of clean heat/power from zero-emission sources; and use of fuel cells. CHPs are ranked fifth of the six options, followed by ultra-low NOx gas boilers. Supporting text explains that further information about the relevance of CHP in developments of various scales would also be provided in an Energy Planning Guidance document, which would be kept updated as technology changes, however this guidance has not yet been published. The draft Plan states that it is not expected that gas engine CHP would be able to meet the standards required within areas exceeding air quality limits with the technology that is currently available.

- 13.5 Draft London Plan Policy SI4 seeks to minimise internal heat gain and the impacts of urban heat island effect through design, layout, orientation and materials. An energy strategy should demonstrate how development proposals would reduce potential for overheating and reliance on air conditioning systems in accordance with a hierarchy that prioritises the minimisation of internal heat generation through energy efficient design and reductions to the amount of heat entering a building.
- 13.6 Local Plan Policy CC1 requires major developments to implement energy conservation measures by implementing the London Plan sustainable energy policies and meeting associated CO2 reduction target and demonstrating that a series of measures have been taken to reduce the expected energy demand and CO2 emissions. It requires the use of on-site energy generation to further reduce CO2 emissions where feasible.
- 13.7 Local Plan Policy CC2 seeks to ensure the implementation of sustainable design and construction measures by implementing the London Plan sustainable design and construction policies.
- 13.8 As required for all major development proposals, a Sustainability Statement, including a BREEAM Assessment has been provided with the application. Taking account of the building's Grade II* listing it is imperative to balance the need to protect such a building against the needs to ensure sustainability and energy requirements are met. As such, the BREEAM Pre-Assessment demonstrates how a rating of 'Good' has been achieved, which is considered to be acceptable given the nature of the proposal.
- 13.9 In terms of energy, the submitted Energy Assessment shows how the proposal will include energy efficiency measures where possible and also integrate on-site renewable energy generation in the form of Air Source Heat Pumps and solar PV panels on the roof of the 1934 extension and on part of the Harwood Road roof extensions. Measures such as improved insulation levels, energy efficient lighting, improved airtightness, energy recovery on the ventilation system etc along with the proposed renewable energy use will all help reduce CO2 emissions of the refurbishment element of the proposals as well as the new build aspects by a total of 47%. This meets the minimum 35% target set in the London Plan to be achieved through on-site measures but leaves a shortfall in meeting the zero carbon requirement set in the Intend to Publish London Plan.
- 13.10 In line with London Plan Policy, where the zero-carbon target cannot be fully achieved on site, any shortfall can be provided for via a cash in lieu contribution to the borough's carbon offset fund. The payment calculated for this scheme is estimated to be up to £93,000 which will be included in the S106 Agreement.
- 13.11 The proposed approach in terms of energy and sustainability are supported, subject to the implementation of the measures outlined in the Energy Assessment and Sustainability Statement. Subject to conditions to ensure that the implementation of the carbon reduction measures as outlined in the energy assessment and sustainability measure are carried out, along with a contribution to the Council's carbon offset fund, officers consider the proposals would meet planning policy requirements in terms of sustainable design and construction

issues and accords with Policies 5.1, 5.2, 5.3, 5.6, 5.7, 5.8, 5.9, 5.11, 5.12, 5.13, 5.14, 5.15 and 7.19 of the London Plan and Policies CC1, CC2 and CC7 of the Local Plan.

14 ENVIRONMENTAL IMPACTS

Air Quality

- 14.1 The development site is within the borough wide Air Quality Management Area (AQMA). The site is in an area of very poor air quality that exceeds the one hour and annual mean AQO for NO₂ due to the road traffic emissions from Fulham Road (A304) and Harwood Road (B318). The development proposal will because of the impact of vehicle emissions introduce new receptors into an area of very poor air quality. NPPF Paragraph 124 relates to air quality and it states planning decisions should ensure that any new development in Air Quality Management Areas is consistent with the local air quality action plan.
- 14.2 London Plan Policy 7.14 seeks that development proposals minimise pollutant emissions and promote sustainable design and construction to reduce emissions from the demolition and construction of the buildings; not worsen existing poor-quality air quality. Where additional negative air quality impacts from a new development are identified, mitigation measures would be required to ameliorate these impacts. This approach is consistent with paragraphs 120 and 124 of the NPPF. Further the Mayor of London's Air Quality Strategy (2010) provides a framework of policy which aims to improve air quality in London.
- 14.3 Local Plan Policy CC10 seeks to reduce potential adverse air quality impacts arising from new developments and sets out several requirements.
- 14.4 As required, an air quality assessment has been provided. Given the location, air quality has been carefully assessed to ensure the proposal provides a good internal and external environment.
- 14.5 A screening assessment of the operational phase was undertaken, in line with the applicable guidance. The new proposals, according to the Transport Assessment, will result in a net increase in the traffic generated by the Proposed Development. However, none of the criteria within the guidance are met. The energy strategy for the Proposed Development includes ASHP/VRF and 2no. Gas Fired boilers, which can be classed as ultra-low NO_x, with emissions below 40mg/kWh. Based on the qualitative assessment undertaken, air quality impacts from the Proposed Development during the operational phase would be 'Not Significant'.
- 14.6 A baseline study of the area surrounding the Proposed Development site has highlighted that the area is of existing poor air quality, where both the annual mean and hourly mean NO₂ AQOs are exceeded. As such there is a risk to future users of the Proposed Development.
- 14.7 A dispersion model study was undertaken to quantify the likely exposure at the facades of the building in the worst affected areas along Fulham Road and Harwood Road. The assessment found that there are potential breaches of the annual mean NO₂ AQO at the lower levels of the Proposed Development on

both facades, however at the higher level's concentrations are predicted to be below the relevant AQO. As such details of the ventilation strategy for the development have been provided.

- 14.8 Given the short term nature of the occupants of the building; typically hotel users would occupy rooms over the night time hours and early morning when traffic flows are typically at their lowest points, and that users of the site would not be exposed to long term air quality impacts, it is deemed that the mixed mode strategy of ventilation would be sufficient to provide clean air to occupants of the building, whilst avoiding overheating in the summer.
- 14.9 With the ventilation strategy in place and tested, the potential for future users of the Proposed Development to be exposed to poor air quality would be considered 'Low'. The overall operational impact of the Proposed Development can be considered as 'Not Significant'.
- 14.10 Regarding impacts during construction, a qualitative assessment on the construction phase activities has been carried out following the relevant GLA & IAQM guidance. This identified that there is a 'Low Risk' of dust soiling impacts and 'Negligible Risk' to increases in particulate matter concentrations that could affect human health due to construction activities. However, through good site practice and the implementation of suitable mitigation measures, the effect of dust and particulate matter releases would be significantly reduced. The residual effects of the construction phase on air quality are considered to be 'Negligible'. The air quality impacts from the Proposed Development during the construction phase would be 'Not Significant'.
- 14.11 An Air Quality Neutral Assessment was compiled to support the planning application for the proposed scheme. The predicted total emissions associated with the Proposed Development have been demonstrated to be below the benchmark emissions and as such can be considered to be Air Quality Neutral with respect to building emissions.
- 14.12 It is predicted that building emissions would reduce at the site and could be considered as 'Air Quality Positive'. Transport emissions have been scoped out as there are no benchmarks available for Hotel and Leisure uses.
- 14.13 Subject to the inclusion of conditions prior to the commencement of the development to address the above mitigation measures, officers consider that the proposed development can accord with Policies 7.14 of the London Plan and Policy CC10 of the Local Plan.

Flood Risk and Drainage

- 14.14 The NPPF seeks to meet the challenge of climate change, flooding, and coastal change by supporting the transition to a low carbon future in a changing climate taking account of flood risk and coastal change.
- 14.15 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 urban drainage systems, and specifies a drainage hierarchy for new development. Policy 5.3

identifies the efficient use of natural resources (including water) as a principle for informing the achievement of other policies in the London Plan. Policy 5.11 Part A subsection b recognises the role of green roofs and walls in delivering sustainable urban drainage objectives. Policy 5.13 further states that development should utilise SuDS unless there are practical reasons for not doing so and should aim to achieve greenfield run-off rates and manage surface water run-off close to source. Policy 5.14 states that planning decisions must ensure that adequate waste water infrastructure capacity is available in tandem with development. Draft London Plan Policy SI13 sets out the same requirement and additionally states that proposals for impermeable paving should be refused and that drainage should be design and implemented to address water efficiency, river quality, biodiversity, and recreation.

- 14.16 Local Plan Policy CC2 requires major developments to implement sustainable design and construction measures, including making the most efficient use of water.
- 14.17 Local Plan Policy CC3 requires a site-specific Flood Risk Assessment (FRA) for developments in Flood Zones 2 and 3 that: (a) addresses the NPPF requirements; (b) takes account of the risk of flooding from all relevant sources; (c) integrates appropriate flood proofing measures where there is a risk of flooding; and (d) provides structural waterproofing measures in subterranean elements and using non-return valves or equivalent to protect against sewer flooding.
- 14.18 Local Plan Policy CC4 ('Minimising surface water run-off with sustainable drainage systems') requires all proposals for new development to 'manage surface water run-off as close to its source as possible and on the surface where practicable, in line with the London Plan drainage hierarchy'. It also requires all major developments to implement SuDS 'to enable reduction in peak run-off to greenfield run off rates for storms up to the 1 in 100-year event (plus climate change allowance)' and to provide a sustainable drainage strategy to demonstrate how the strategy would enable these requirements. These are to be retained and maintained for the lifetime of the development, with details of their planned maintenance to be provided. SPD Key Principles FR1, FR2, FR3, FR6 and FR7 are also applicable.
- 14.19 The Flood Risk Assessment submitted demonstrates how the proposal will not increase the risk of flooding off-site.
- 14.20 All sources of flood risk to the site have been assessed within this report in the context of the refurbishment proposals. Mitigation measures have been recommended within this report to reduce the risks of flooding from these sources.
- 14.21 The refurbishment of the site involves no increase to the impermeable surface area at the site, as a result the proposal will not increase the rate or volume of run-off from the site. It is therefore proposed that the existing drainage regime identified at the site is re-used by the proposal. The existing connection to the combined sewer in Fulham Road is proposed to be re-used. The proposals for the site will not increase off-site run-off.

- 14.22 It is proposed to integrate SuDs structures such as filtration trenches and rainwater harvesting tanks, where feasible. A condition attached to any permission will ensure that the recommendations within the report submitted are followed in full. Officers consider that it has been demonstrated that the proposed refurbishment and its future occupants can be made safe from flood risks now and for the lifetime of the development, thus meeting the requirements of the NPPF and the associated Planning Practice Guidance, and the Strategic Flood Risk Assessment requirements.
- 14.23 Subject to the inclusion of conditions requiring the submission of a Surface Water Drainage Strategy and Flood Risk Assessment officers consider that the proposed approach would be acceptable and in accordance with Policies 5.11, 5.13, 5.14 and 5.15 of the London Plan and policy requiring flood risk assessment and development to mitigate flood risk, Policies CC2, CC3, CC4 and CC5 of the Local Plan which requires development to minimise future flood risk.

Land Contamination

- 14.24 London Plan Policy 5.21 explains that ‘the Mayor supports the remediation of contaminated sites and would work with strategic partners to ensure that the development of brownfield land does not result in significant harm to human health or the environment, and to bring contaminated land to beneficial use’. For decision-making, the policy requires ‘appropriate measures’ to be taken to ensure that development on previously contaminated land does not activate or spread contamination.
- 14.25 Local Plan Policy CC9 requires a site assessment and a report on its findings for developments on or near sites known to be (or where there is reason to believe they may be) contaminated. Development would be refused ‘unless practicable and effective measures are to be taken to treat, contain or control any contamination’. Any permission would require that any agreed measures with the council to assess and abate risks to human health or the wider environment are carried out as the first step of the development.
- 14.26 Key Principles LC1-6 of the Planning Guidance SPG identify the key principles informing the processes for engaging with the council on, and assessing, phasing and granting applications for planning permission on contaminated land. The latter principle provides that planning conditions can be used to ensure that development does not commence until conditions have been discharged.
- 14.27 The report submitted concludes the risk of contaminants is low. Nevertheless, a number of actions are recommended most of which can be conditioned.
- 14.28 Subject to the inclusion of conditions requiring the submission of further information by condition, officers consider that the proposed development accords with Policies 5.21 and Policy CC9 of the Local Plan given that all identified potentially significant effects during the demolition and construction and the operational stages can be suitably adequately mitigated, such that the significance of the residual effects of the proposed development would be negligible and that the land would be suitable for the proposed uses.

Archaeology

- 14.29 London Plan Policy 7.8 states that new development should make provision for the protection of archaeological resources. Local Plan Policy DC1 states the following: 'The existing character of the borough is heavily influenced by a variety of historical, landscape and architectural assets. Some of these are of national importance, such as listed buildings and the Fulham Palace Moated Site, whereas others are of borough importance, including archaeological priority areas... and locally listed buildings of merit. However, whether they are of national or local importance, they should be considered in all developments in accordance with the policies of the National Planning Policy Framework (NPPF) and the associated Historic England Historic Environment Planning Practice Guide'. Policy DC8 states that the council would conserve the historic environment by protecting, restoring and enhancing its heritage assets and sets criteria for planning applications. Supporting paragraph 5.2.3 states that where the preservation of remains in situ is not possible or is not merited, 'planning permission may be subject to conditions and/or formal agreement requiring the developer to secure investigation and recording of the remains and publication of the results.
- 14.30 Historic England's Greater London Archaeological Advisory Service (GLAAS) provides archaeological advice to the borough and were consulted. They advised that the development could cause harm to archaeological remains. However, the significance of the asset and scale of harm to it is such that the effect can be managed written scheme of investigation (WSI) to be submitted by condition.
- 14.31 The Grade II* Listed Town Hall comprises of three main construction phases dating from the late C19 and early-mid C20 and is located within the Walham Green Conservation Area. As there will be some considered changes to plan form, extensions, alterations and removal of original fabric in places as outlined in the Heritage Statement, a programme of historic building recording would be required to mitigate any significant loss should LBC be granted.
- 14.32 Although the site has been identified with a low potential to contain archaeological assets, a watching brief as set out above is recommended by officers to be undertaken during the basement and ground works in accordance with an approved Written Scheme of Investigation (WSI). This would be secured by condition to comply with London Plan Policy 7.8 and Local Plan Policy DC1.

15 PLANNING OBLIGATIONS

- 15.1 The NPPF provides guidance for local planning authorities in considering the use of planning obligations. It states that 'authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations and that planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition'.
- 15.2 London Plan Policy 8.2 states that: 'When considering planning applications of strategic importance, the Mayor would take into account, among other issues

including economic viability of each development concerned, the existence and content of planning obligations. Development proposals should address strategic as well as local priorities in planning obligations. Affordable housing and other public transport improvements should be given the highest importance'. It goes onto state: 'Importance should also be given to tackling climate change, learning and skills, health facilities and services, childcare provisions and the provision of small shops.'

15.3 Local Plan Policy INFRA1 (Planning Contributions and Infrastructure Planning) states: 'The Council would seek planning contributions to ensure the necessary infrastructure to support the Local Plan is delivered using two main mechanisms: 'Community Infrastructure Levy the Council would charge CIL on developments in accordance with the CIL Regulations (as amended) and the LBHF CIL Charging Schedule. The Council would spend CIL on:

- infrastructure in accordance with the H&F Regulation 123 (R123) List;
- projects identified for 'Neighbourhood CIL'; and
- CIL administration expenses (no more than the statutory cap).

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- CIL administration expenses (no more than the statutory cap).

S106 Heads of Terms

15.4 The proposed S106 agreement heads of terms are:

A. Community Use and Public Access

- To provide free use of the community use space (the Council Chamber, Ante Room and Marriage Room, and the Grand Hall) a minimum of four times a year.
- To provide the community use space a minimum of once a month at a reduced rate.
- To allow up to six members of the public (or more where agreed) to use the former Marriage Room and Ante Room adjoining the Council Chamber when they are not in use for functions or events.
- To have an agreed Community Use Management Plan in place prior to occupation of the development.
- Participation in the annual Open House London Programme.
- To secure public access to certain areas of the development including the bar, restaurant and event spaces.

B. Heritage

- To secure the re-display of art, furniture and other artefacts that were originally displayed at Fulham Town Hall within the new development. This could involve a programme of rotating the items on display. This would involve the council agreeing to lease the Fulham Town Hall items to the owner, and a separate agreement would need to be reached to achieve this.
- To secure the renovation of the Harwood Road clock on the external façade of the Harwood Road wing and to maintain this in working order.

C. Retention of Architects

1. To secure the retention of the scheme architects (RARE, now known as DROO) as Architects and Lead Designers throughout the detailed design and construction phase of the project.
2. If the scheme architects are not retained as Architects and Lead Designers as set out above, then a replacement architectural practice must be selected to the satisfaction of the LPA and the scheme architects should be retained in a meaningful supervisory/advisory capacity by the developers/construction team.
3. Monitoring Fee - If the provisions of either A or B cannot be achieved, then the council will negotiate a financial contribution of up to a maximum of £150,000 to engage consultants to monitor the design quality and heritage impacts of the scheme.

D. Affordable Co-Working Membership

- To provide a minimum of 20% of the total co-working memberships at a reduced rate of 35%.

E. Traffic, transport and highways

- Construction workforce Travel Plan and monitoring fee of £5,000 at years 1,3, and 5.
- Co-working Travel Plan/ monitoring fee of £2,500 at years 1, 3 and 5.
- Hotel Travel Plan and monitoring fee of £2,500 at years 1, 3 and 5.
- S278 works including Harwood Road ramp and public cycle parking.
- Coach free obligation relating to the hotel. This would not permit the use by coaches for the parking or dropping off/picking up of guests associated with the hotel.

F. Energy and sustainability

- Carbon dioxide emission offset contribution and environmental initiatives (up to £93,000)

G. Fulham Regeneration Area (Strategic Policy FRA)

- Contribution towards appropriate economic, social, physical, environmental and transport infrastructure to support the needs arising from the area as a whole of £240,000.
- Contribution towards enhancement of Fulham Town Centre and street markets of £220,000.

H. Apprenticeships and Jobs/Employment/Training Strategy (JETS)

- To submit and implement a JETS strategy and contribution of £90,500 towards economic development initiatives (including the promotion of employment, training, and business opportunities and the facilitation of a local procurement strategy).
- Requirement to use apprentices during the construction. 10% of labour for the on-site construction should be local residents; positions should be provided for 3 apprentices targeted at heritage related skills; 6 paid work placements of at least 6 months; 6 unpaid work experience placements of 4 weeks minimum. £7,000 will be payable to the council for each such apprenticeship that has not been secured.

MAYORAL AND LOCAL CIL

- 16.1 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 new fee rates came into effect in April 2019. This would contribute 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 the case of B1 office space at £185 per sqm and £140 per sqm for the hotel space and this is calculated on an uplift in floor space (GIA) plus indexation. The Mayoral CIL for this site would be £553,120.
- 16.2 There is no Borough CIL payable for this site because the site lies in both Central B and South (for CIL purposes), both have zero borough CIL rates for office and hotel uses.

17 OVERALL PLANNING BALANCE

17.1 This section of the report, considers the overall planning balance of the proposals. The proposed scheme would result in various planning benefits and disbenefits and these are considered below in order to weigh up the overall acceptability of the proposals.

17.2 Benefits

- a) Re-use of a vacant listed building;
- b) Establishment of new compatible uses for the listed building which would be viable in the long term;
- c) Harm to the significance of the listed building has been minimised to the lower end of less than substantial harm;
- d) Restoration of elements of the plan form of the listed building and general internal and external refurbishment;
- e) Job creation through construction phase, 90 FTE on site plus associated supply industries;
- f) Employment skills and training opportunities for local residents;
- g) Contribution to physical regeneration of Fulham Town Centre and improve its vitality;
- h) S106 contributions towards environmental and socio-economic improvements in Fulham Town Centre;
- i) Securing public access to the building and to the most significant former public rooms;
- j) Improved inclusive access to the whole building;
- k) The developer has secured an end user subject to planning permission and Listed Building Consent being granted.

17.3 Disadvantages

- a) Some harm would be caused to the significance of the listed building, this would be at the lower end of the spectrum of less than substantial harm;
- b) Reduced daylight and outlook, albeit modest, to a few residential properties adjoining the site.

17.4 The site is currently vacant and on brownfield land which is identified as appropriate for reuse in the NPPF, London Plan and Local Plan. The proposals seek to accord with Policy 7.9 of the London Plan which requires that wherever possible heritage assets (including buildings at risk) should be repaired, restored and put to a suitable and viable use that is consistent with their conservation and the establishment and maintenance of sustainable communities and economic viability.

17.5 In terms of the proposed hotel use, the proposals are acceptable. The London Plan Policy 4.5 sets out the Mayor's strategic criteria for increasing visitor accommodation and Local Plan Policy E3 underlines the acceptability of focusing hotels within Town Centres. The proposals also accord with Local Plan Strategic Policy FRA which relates to the Fulham Regeneration Area (FRA) which includes

Fulham Town Centre – this policy supports the enhancement of the vitality and viability of Fulham Town Centre and the proposals would contribute to this.

- 17.6 In terms of the proposed B1 office/ co-working space use, the proposals are acceptable. London Plan Policy 4.1 identifies the need to ensure a good supply of workspace in terms of type, size, and cost, supporting infrastructure and suitable environments for larger employers and small and medium enterprises, including the voluntary and community sectors. The Draft London Plan Policy E2 (C) states that the applicant should show how a proportion of low cost and flexible business space would be incorporated into the proposals to provide workspace suitable for small and medium sized enterprises. Draft London Plan policy E3 introduces a strategic focus on the delivery of affordable workspace, defining affordable workspace as that which is provided at rents maintained below market rate for a period and makes reference to rehearsal and performance space. This approach is acknowledged under Policy E1 of the Local Plan 2018 (range of employment uses) and requires flexible and affordable space suitable for small and medium enterprises.
- 17.7 The applicants have invested in progressing a high end 'boutique hotel' and have taken a long term view towards their development and the ability to maintain the hotel use in the long term, which is fundamental to the ability of the scheme to deliver wider public benefits which justify the less than substantial harm to the significance of the designated heritage asset. The internal physical alterations to the building are modest and are required to facilitate the proposed change of use and the proposed additions and external alterations are required to make the scheme viable in the long term.
- 17.8 The proposals are considered to represent a high standard of design; the character and appearance of the Walham Green Conservation Area would be preserved and less than substantial harm has been identified to the significance of the listed building. Significant public benefits, including heritage benefits and securing the Optimum Viable Use of the listed building, have also been identified.
- 17.9 In terms of the harm regarding neighbouring amenity, the issues regarding privacy can be dealt with by conditions. The technical infringements resulting from the proximity of some extensions to the boundary are modest and would have an acceptable relatively small impact given this Town Centre location in terms of sense of enclosure and loss of outlook and loss of daylight to adjoining residential properties in Cedarne Road and Fulham Road.
- 17.10 In considering the current applications, in relation to the listed building the Council is required to apply the similar duties in section 16(2) and section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 and 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". If it is judged that harm to the designated heritage asset would arise from the proposed development, the Council must attribute considerable weight to that harm in the decision, in order to comply with the statutory duty.
- 17.11 Officers have afforded considerable weight to the preservation of the designated heritage assets in accordance with the NPPF; s.16(2), s.66(1) and s.72 of the Planning (Listed Buildings and Conservation Areas) Act 1990. The applicant's

submissions demonstrate satisfactorily that the proposed hotel / B1 office use is sustainable in the long term and therefore likely to deliver significant public benefits, including heritage benefits, which are considered to justify the less than substantial harm identified to the listed building. Furthermore, any harm to the listed building has been minimised and fully justified.

17.12 Overall, the proposals comply with the relevant policies of the statutory development plan, national planning policy and relevant national guidance and legislation. The cumulative internal alterations and some loss of historic fabric necessary to convert the listed building to a new viable use would result in less than substantial harm to its significance. The setting of the listed building and the character and appearance of the Conservation Area would be preserved. In this case, Officers consider that the significant public benefits of the proposal, including securing the Optimum Viable Use of the listed building, significantly outweigh the less than substantial harm identified to the significance of the designated heritage asset – and on this basis Officers raise no objections. The scheme is regarded as sustainable development.