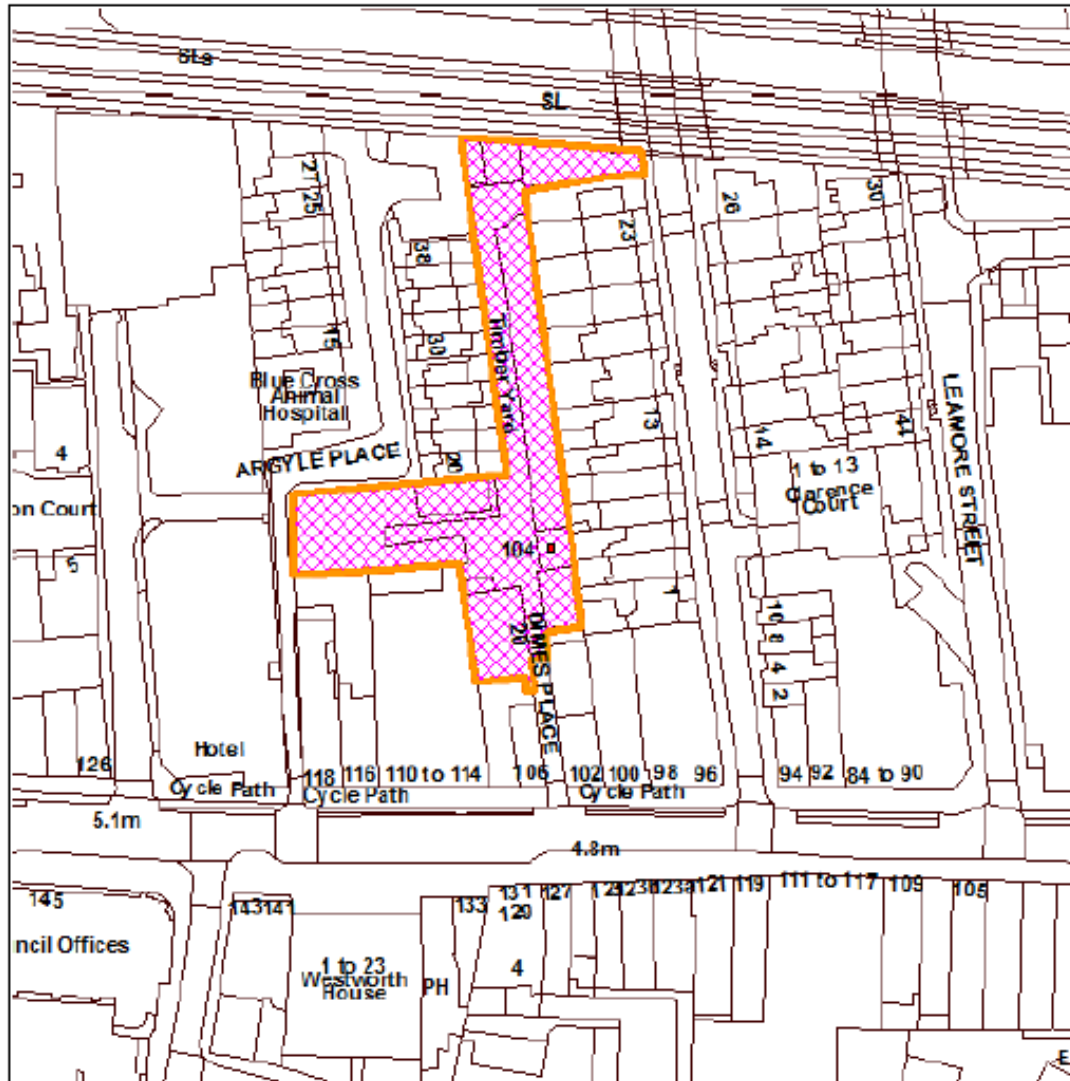


**Ward:** Hammersmith Broadway

**Site Address:**

104 King Street London W6 0QW



© Crown Copyright. All Rights Reserved. London Borough Hammersmith and Fulham LA100019223 (2013).  
**For identification purposes only - do not scale.**

**Reg. No:**  
2020/00646/FUL

**Case Officer:**  
James Bird

**Date Valid:**  
05.03.2020

**Conservation Area:**

**Committee Date:**  
28.09.2020

**Applicant:**

The Thackeray Estates  
CO Town Planning Bureau The Barn 43 Oakdene Road Redhill  
RH1 6BT

**Description:**

The redevelopment of the site comprising the demolition and removal of the existing timber shed buildings, the retention of the existing office and former recording studio buildings and the development of part-basement, part-1, part-2, part-3 storey buildings, refurbishment of the office building and development of a first floor extension to the recording studio; to be used as office (Use Class B1), associated access works and cycle parking spaces; (Revision of planning permission ref: 2019/01494/FUL, dated 10 January 2020).

Drg Nos: See Condition 2 below

**Application Type:**

Full Detailed Planning Application

**Officer Recommendation:**

That the Committee resolve 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

To authorise 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

- 1) The development hereby permitted shall not commence later than 3 years from the date of this decision

Condition required to be imposed by section 91(1) (a) of the Town and Country Planning Act 1990 (as amended by section 51 of the Planning and Compulsory Purchase Act 2004).

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

Drg. Nos: 1118-SI-100-P1; WP-0719-GA-000-P1; WP-0719-GA-099-P1; WP-0719-GA-100-P1; WP-0719-GA-101-P1; WP-0719-GA-102-P1; WP-0719-GA-103-P1; WP-0719-GE-100-P1; WP-0719-GE-101-P1; WP-0719-GE-102-P1; WP-0719-GE-103-P1; WP-0719-GE-104-P1; WP-0719-GE-105-P1; WP-0719-GE-106-P1; WP-0719-GS-100-P1; WP-0719-GS-101-P1; WP-0719-GS-102-P1; WP-0719-GS-103-P1; WP-0719-GS-104-P1; WP-0719-DE-100-P1; WP-0719-EE-100-P1; WP-0719-EE-101-P1; WP-0719-EE-102-P1; WP-0719-EE-103-P1; WP-0719-EE-104-P1; WP-0719-EE-105-P1; WP-0719-EE-106-P1; and WP-0719-A-0107-P-XX-A.

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 2016 and Policies DC1, DC2, DC4, and DC8 of the Local Plan 2018.

- 3) No development shall commence until a scheme for temporary fencing and/or enclosure of the site 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.

To ensure a satisfactory external appearance and to prevent harm to the street scene and public realm, in accordance with Policies 7.1 and 7.6 of the London Plan 2016, Policies DC1 and DC8 of the Local Plan 2018 and Key Principles of the Planning Guidance SPD (2018).

- 4) No development shall commence until the establishment of a Business and Community Liaison Group, to be maintained 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 progress of the development and which shall include an invitation to register an interest in the Liaison Group.

The terms of reference for the Business and Community Liaison Groups shall be submitted to the Council for approval prior to Commencement of any works on site. The Business and Community Liaison Groups shall meet at least once every quarter until completion of the development.

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

- 5) Prior to the commencement of the demolition works hereby permitted a Demolition Management Plan (DMP) shall be submitted to and approved in writing by the Local Planning Authority. The DMP shall include details location of site offices, ancillary buildings, plant, wheel-washing facilities, stacking bays and car parking, storage of any skips, oil and chemical storage, membership of the Considerate Contractors Scheme, delivery locations and the proposed control measures and monitoring for noise, vibration, lighting, restriction of hours of work and all associated activities audible beyond the site boundary to 0800-1800hrs Mondays to Fridays and 0800-1300hrs on Saturdays, advance notification to neighbours and other interested parties of proposed works and public display of contact details including accessible phone contact to persons responsible for the site works for the duration of the works. The details shall also include the use of on - road Ultra Low Emission Zone compliant Vehicles e.g. Euro 6 and Euro VI; provisions within the site to ensure that all vehicles associated with the demolition works are properly washed and cleaned to prevent the passage of mud and dirt onto the highway. Approved details shall be implemented throughout the relevant 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, 5.22 and 7.14 of the London Plan 2016 and Policies DC1, DC2, CC6, CC7, CC10, CC11, and CC12 of the Local Plan 2018.

- 6) Prior to the commencement of the demolition works hereby permitted, a Demolition Logistics Plan (DLP) in accordance with the Transport for London Guidance shall be submitted to and approved in writing by the Local Planning Authority. The works shall cover the following minimum requirements:
- Site logistics and Operations;
  - Demolition vehicle routing;
  - Details of the estimated number, size and routes of demolition vehicles per day/week;
  - Details of the use of Ultra Low Emission Zone (ULEZ) compliant Vehicles e.g. Euro 6 and Euro VI;
  - Details of the access arrangements and delivery locations on the site;
  - Details of any vehicle holding areas; and other matters relating to traffic management to be agreed as required;
  - Efficiency and sustainability measures to be undertaken for the works; and
  - Membership of the Considerate Contractors Scheme

Approved details 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 6.11 and 6.12 of the London Plan 2016 and T1, T6 and T7 of the Local Plan 2018.

- 7) Prior to commencement of the development hereby permitted (excluding site clearance and demolition works), a Construction Management Plan (CMP) shall be submitted to and approved in writing by the Local Planning Authority. The CMP shall include a detailed plan showing phasing; relevant foundations, basement and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent), contractors' method statements, waste classification and disposal procedures and locations, location of site offices, ancillary buildings, plant, wheel-washing facilities, stacking bays and car parking, details of storage and any skips, oil and chemical storage, membership of the Considerate Contractors Scheme, delivery locations and the proposed control measures and monitoring for noise, vibration, lighting, restriction of hours of work and all associated activities audible beyond the site boundary to 0800-1800hrs Mondays to Fridays and 0800-1300hrs on Saturdays, advance notification to neighbours and other interested parties of proposed works and public display of contact details including accessible phone contact to persons responsible for the site works for the duration of the works. The details shall include for each phase of works the use of on -road Ultra Low Emission Zone compliant Vehicles e.g. Euro 6 and Euro VI; provisions within the site to ensure that all vehicles associated with the construction works are properly washed and cleaned to prevent the passage of mud and dirt onto the highway. The works shall be carried out in accordance with the relevant approved CMP unless otherwise agreed in writing with the Local Planning Authority. Approved details 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 2016, Policies DC1, DC12, CC6, CC7, CC10, CC11 and CC12 of the Local Plan 2018 and Key Principles of the Planning Guidance SPD (2018).

- 8) Prior to commencement of the development hereby permitted (excluding demolition works), a Construction Logistics Plan (CLP) in accordance with the Transport for London Guidance on Construction Logistics Plans shall be submitted to and approved in writing by the Local Planning Authority. Each CLP must seek to minimise the impact of construction traffic on nearby roads and restrict construction trips to off peak hours only and shall include the following minimum requirements:

- Site logistics and operations;
- Construction vehicle routing;
- Details of the estimated number, size and routes of construction vehicles per day/week;
- Details of the use of Ultra Low Emission Zone (ULEZ) compliant Vehicles e.g. Euro 6 and Euro VI;
- Details of the access and egress arrangements;
- Delivery locations on the site;
- Details of any vehicle holding areas; and other matters relating to traffic management to be agreed as required;
- Efficiency and sustainability measures to be undertaken for the works; and
- Membership of the Considerate Contractors Scheme.

The works shall be carried out in accordance with the relevant approved CLP. Approved details for each relevant phase, or part thereof shall be implemented throughout the project period.

To ensure that no unacceptable adverse effect on the amenity of surrounding occupiers in accordance with Policies 6.11 and 6.12 of the London Plan 2016 and T1, T6 and T7 of the Local Plan 2018.

- 9) a) No demolition works shall commence until full details of the protection measures for the safeguarding of the existing boundary wall along the boundary of the site with the rear gardens of properties fronting Cambridge Grove is submitted and approved in writing by the Local Planning Authority.

b) Following site clearance and demolition works, no development works shall commence until full details in plan, section and elevation (at a scale of not less than 1:20) of the existing wall along the boundary of the site with the rear gardens of properties fronting Cambridge Grove is submitted and approved in writing by the Local Planning Authority. The retention of the existing boundary wall shall include details of protecting measures during construction works, making good and retention at its present height. No part of the development shall be used or occupied prior to the completion of that part of the development in accordance with the approved details.

To ensure a satisfactory external appearance and prevent harm to the amenities of surrounding residential occupiers, in accordance with Policies DC1, DC2, DC4 and DC8 of the Local Plan 2018.

- 10) No development shall commence until a preliminary risk assessment report 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. 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. This condition is required to ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works, in accordance with Policy 5.21 of the London Plan 2016, Policies CC9 and CC13 of the Local Plan 2018 and SPD Key Principles LC1 to LC7 (2018).

- 11) No development (excluding site clearance and demolition works ) shall commence until a site investigation scheme 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. 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. This condition is required to ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works, in accordance with Policy 5.21 of the London Plan 2016, Policies CC9 and CC13 of the Local Plan 2018 and SPD Key Principles LC1 to LC7 (2018).

- 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 (following a site investigation undertaken in compliance with the approved site investigation scheme) a quantitative risk assessment report is submitted to and approved in writing by the 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 preliminary risk assessment based on the information gathered through the site investigation to confirm the existence of any remaining pollutant linkages and determine the risks posed by any contamination to human health, controlled waters and the wider environment. All works must be carried out in compliance with 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. This condition is required to ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works, in accordance with Policy 5.21 of the London Plan 2016, Policies CC9 and CC13 of the Local Plan 2018 and SPD Key Principles LC1 to LC7 (2018).

- 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 a remediation method statement, if required, 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. 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. This condition is required to ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works, in accordance with Policy 5.21 of the London Plan 2016, Policies CC9 and CC13 of the Local Plan 2018 and SPD Key Principles LC1 to LC7 (2018).

- 14) 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, 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 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. This condition is required to ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works, in accordance with Policy 5.21 of the London Plan 2016, Policies CC9 and CC13 of the Local Plan 2018 and SPD Key Principles LC1 to LC7 (2018).

- 15) 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 where further monitoring is required past the completion of development works 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. This condition is required to ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works, in accordance with Policy 5.21 of the London Plan 2016, Policies CC9 and CC13 of the Local Plan 2018 and SPD Key Principles LC1 to LC7 (2018).

- 16) Prior to commencement of development hereby permitted (excluding site clearance and demolition, works), a Written Scheme of Investigation (WSI) shall be submitted to and approved in writing by the Local Planning Authority. For land that is included within the WSI, no 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.

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 2016, Policies DC1, DC8 of the Local Plan 2018 and key principles within the Planning Guidance Supplementary Planning Document (2018).

- 17) No impact piling shall take place until a piling method statement (detailing the type of piling to be undertaken and the methodology by which such piling will be carried out within the development (where relevant), 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 2016, Policies CC3 CC5 of the Local Plan 2018 and Key Principles of the Planning Guidance SPD 2018. The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the details of the piling method statement.

- 18) Prior to commencement of above ground works in the development hereby permitted, (excluding site clearance and demolition works) a Ventilation Strategy report for Buildings A & D (B1 use class) in order to mitigate existing poor air quality shall be submitted to and approved in writing by the Local Planning Authority. The Ventilation Strategy report should include the following information:

a) Details and locations of the air intake locations at rear roof level on the northern elevations

b) Details of non-openable windows on southern and eastern elevations

c) Details and locations of air ventilation extract location to demonstrate that they are located a minimum of 2 metres away from the fresh air intakes. Chimney/boiler flues and ventilation extracts shall be positioned a suitable distance away from ventilation intakes, openable windows, balconies, roof gardens, terraces, and receptors

The whole system shall be designed to prevent summer overheating and minimise energy usage. The maintenance and cleaning of the systems shall be undertaken

regularly in accordance with manufacturer specifications and shall be the responsibility of the primary owner of the property. Approved details shall be fully implemented prior to the occupation/use of the development and thereafter permanently retained and maintained.

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

- 19) Prior to occupation of the development, details of a post installation report of the approved ventilation strategy as required by condition 18 to mitigate the impact of existing poor air quality 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 7.14a-c of the London Plan 2016 and Policy CC10 of the Local Plan 2018.

- 20) Prior to occupation of the development hereby permitted, details of the installation of the Zero Emission Air Source Heat Pumps, and Electric Boilers to mitigate the impact of existing poor air quality 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 7.14a-c of the London Plan 2016, and Policy CC10 of the Local Plan 2018.

- 21) Prior to occupation of the development hereby permitted a Ultra Low Emission Strategy (ULES) for the operational phase of the development in order to mitigate the impact of existing poor air quality shall be submitted to and approved in writing by the Local Planning Authority. The Ultra Low Emission Strategy must detail the remedial action and mitigation measures that will be implemented to protect receptors (e.g. design solutions). This Strategy must make a commitment to implement the mitigation measures that are required to reduce the exposure of poor air quality and to help mitigate the development's air pollution impacts, in particular the emissions of NOx 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, Hydrogen, LPG, (4) Hybrid (Electric/Petrol) (5) Diesel/Petrol Euro 6 (AIR Index Urban NOx rating A) and Euro VI. A monitoring report of the implementation of the ULES shall be submitted on annual basis to the LPA. 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 7.14a-c of the London Plan 2016, and Policy CC10 of the Local Plan 2018.

- 22) The demolition and construction phases of the development hereby permitted shall be carried out and completed only in accordance with the Air Quality Dust Management Plan: 104 King Street & 20 Dimes Place, Revision E by Thackery Estates dated 12th August 2020. Approved details shall be fully implemented and

permanently retained and maintained during the demolition and construction phases of the development.

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

- 23) Prior to commencement of above ground works in the development hereby permitted, (excluding site clearance and demolition works), details of particulars and samples (where appropriate) of all the materials to be used in all external faces of the buildings; including details of the colour, composition and texture of the metal work; details of all surface windows; roof top plant and general plant screening; glazing styles including rooflights and all external hard surfaces including paving, and fencing shall be submitted and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the details as approved and thereafter permanently retained in this form.

To ensure a satisfactory external appearance and to prevent harm to the street scene and public realm, in accordance with Policies 7.1 and 7.6 of the London Plan 2016 and Policies DC1, DC2 and DC8 of the Local Plan 2018.

- 24) Prior to commencement of above ground works in the development hereby permitted, (excluding site clearance and demolition works), detailed drawings of each building at a scale not less than 1:20 (in plan, section, and elevation), of typical bays of each elevation 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 and thereafter permanently retained in this form.

To ensure a satisfactory external appearance and to prevent harm to the street scene and public realm, in accordance with Policies 7.1 and 7.6 of the London Plan 2016 and Policies DC1, DC2 and DC8 of the Local Plan 2018.

- 25) The development hereby permitted shall not commence prior to the submission and approval in writing by the Council of details and samples of all materials to be used on the external faces of the new buildings and all surface treatments, including 1:20 plans (section, plan and elevation) of boundary walls, railings, gates and fences and no part of the development shall be used or occupied prior to the completion of the development in accordance with the approved details.

To ensure a satisfactory external appearance and to prevent harm to the street scene and public realm, in accordance with Policies 7.1 and 7.6 of the London Plan 2016 and Policies DC1, DC2 and DC8 of the Local Plan 2018

- 26) The development hereby permitted shall not commence (excluding site clearance and demolition works) until a statement of how 'Secure by Design' requirements are to be adequately achieved has been submitted to and approved in writing by the Local Planning Authority. Such details shall include, but not be limited to: site wide public realm CCTV and feasibility study relating to linking CCTV with the Council's borough wide CCTV system, access controls, basement security measures and means to secure the site throughout construction in accordance with BS8300:2009. No part of the development shall be used or occupied until these measures have been implemented in accordance with the approved details, and the measures shall thereafter be permanently retained in this form.

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, in accordance with Policy 7.3 of the London Plan 2016, and Policies DC1 and DC8 of the Local Plan 2018.

- 27) Prior to the commencement of the development (excluding site clearance and demolition works) details of the proposed soft and hard landscaping shall be submitted to and approved in writing by the Local Planning Authority. The details shall include: planting schedules and details of the species, height and maturity, including sections through the planting areas; containers and shrub beds; details relating to the access of each building, including pedestrian surfaces, materials, kerb details, external steps and seating that ensure a safe and convenient environment for blind and partially sighted people. The landscaping works shall be carried out in accordance with the approved details and shall thereafter be permanently retained in this form.

To ensure a satisfactory external appearance of the development and relationship with its surroundings, and the needs of the visually impaired are catered for in accordance with the Equality Act 2010, Policies 3.1, 7.1 and 7.6 of the London Plan 2016, and Policies DC1, DC8, OS2 and OS5 of the Local Plan 2018.

- 28) Prior to the commencement of any above ground development (excluding site clearance and demolition works) details shall be submitted and approved in writing by the Local Planning Authority of the green roofs, including planting and maintenance plan. The development shall not be occupied until the scheme has been carried out in accordance with the approved details and shall thereafter be permanently retained in this form.

To ensure the provision of green roofs in the interests of sustainable urban drainage and habitat provision, in accordance with Policies 5.11, 5.13 and 7.19 of the London Plan 2016 and OS1, OS4, OS5 and CC4 of the Local Plan 2018.

- 29) Any shrubs or planting including works associated with green roofs or wall boundary planting pursuant to the approved soft landscape details being removed, or seriously damaged, dying or diseased within five years of the date of planting shall be replaced in the next planting season with a similar size and species to that originally required to be planted.

To ensure a satisfactory external appearance in terms of the provision of tree and shrub planting, in accordance with Policies 7.1 and 7.6 of the London Plan 2016, and Policies DC1, DC8, OS2 and OS5 of the Local Plan 2018.

- 30) The development hereby permitted shall not commence until all the trees in the proximity of the development that are to be retained, have been protected from damage in accordance with BS5837:2012 during both the demolition and construction works.

To ensure that trees on site are retained and to prevent harm during the course of construction, in accordance with Policies DC1, DC8, OS2 and OS5 of the Local Plan 2018.

- 31) Prior to the installation of any external artificial lighting, details of any proposed external artificial 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 and appearance of the lights, together with data concerning the levels of illumination and light spillage and the specific measures, having regard to the recommendations of the Institution of Lighting Engineers in the `Guidance Notes for The Reduction of Light Pollution 2011 (or relevant guidance) to ensure that any lighting proposed does not harm the existing amenities of the occupiers of neighbouring properties. No part of the development shall be used or occupied until any external lighting provided has been installed in accordance with the approved details and shall thereafter be permanently retained in this form.

To ensure that the amenity of occupiers of the surrounding is not adversely affected by lighting, and to ensure a satisfactory external appearance and to prevent harm to the street scene and public realm, in accordance with Policies 5.11, 7.1, 7.3, 7.6 and 7.13 of the London Plan 2016, and Policies DC1, DC8, and CC12 of the Local Plan 2018.

- 32) Prior to first occupation of the development hereby permitted, a scheme for the control and operation of the proposed lighting within the office buildings, during periods of limited or non-occupation, shall be submitted to and approved in writing by the Local Planning Authority. Details shall be implemented prior to the occupation and be operated only in accordance with the approved details.

To ensure that the building does not cause excessive light pollution and to conserve energy when they are not occupied, in accordance with Policy CC12 of the Local Plan 2018.

- 33) Prior to the first occupation of the development, the provision of the cycle storage arrangements, including the 50 cycle parking spaces, as indicated on the approved drawings and set out within the submitted Transport Statement, to serve the development shall be fully provided and made available to visitors and staff and such storage facilities shall be permanently retained thereafter in accordance with the approved details.

To ensure the suitable provision of cycle parking within the Development to meet the needs of future site occupiers and users and in the interest of the appearance of the development, in accordance with Policies 6.9 and 6.13 of the London Plan 2016 and Policy T3 of the Local Plan 2018.

- 34) No part of the development shall be used or occupied prior to the provision of the refuse storage enclosures, as indicated on the approved drawings and shall include provision for the storage of recyclable materials. All the refuse/recycling generated by the development hereby approved shall be stored within the approved areas and shall be permanently retained thereafter in accordance with the approved details.

To protect the environment and to ensure that satisfactory provision is made for refuse/recycling storage and collection, in accordance with policy 5.17 of the

London Plan 2016 and Policies CC6 and CC7 of the Local Plan 2018 and SPD Key Principle WM1 (2018).

- 35) No part of the development shall be used or occupied until a Waste Management Strategy has been submitted and approved in writing by the Local Planning Authority. Details shall include full details of refuse storage (and provision for the storage of recyclable materials) facilities, show how recycling will be maximised and be incorporated into the facilities of the development. All refuse/recycling generated by the development hereby approved shall be stored within the agreed areas. These areas shall be permanently retained for this use. Refuse and recyclables shall be stored only within the curtilage of the application site except on collection days. The approved details shall be implemented prior to the occupation of the development and shall thereafter be permanently retained.

To protect the environment and to ensure that satisfactory provision is made for refuse/recycling storage and collection, in accordance with policy 5.17 of the London Plan 2016 and Policies CC6 and CC7 of the Local Plan 2018 and SPD Key Principles WM1 to WM11 (2018).

- 36) No part of the development shall be used or occupied until a Delivery and Servicing Plan is submitted to and approved in writing by the Local Planning Authority. Details shall include freight consolidation, vehicle tracking, management of deliveries (times and frequency of deliveries and collections), use of Ultra Low Emission Zone (ULEZ) compliant vehicles, silent reversing methods, and quiet loading/unloading measures. The measures/scheme shall be implemented in accordance with the approved details prior to occupation of the development hereby permitted, and thereafter be permanently retained in this form.

To ensure satisfactory provision for delivery and servicing and to prevent noise and disturbance to neighbouring residents, in accordance with Policy 6.11 of the London Plan and Policies T2, CC11 and CC13 of the Local Plan 2018 and SPD Key Principle TR28 (2018).

- 37) The ground floor entrance doors to the buildings and integral lift/stair cores shall not be less than 1-metre-wide and the threshold shall be at the same level as the adjoining ground level fronting the entrances to ensure level access.

To ensure the development provides ease of access for all users, in accordance with Policy 3.1 and 7.2 of the London Plan 2016 and Policy DC1 and HO6 of the Local Plan 2018.

- 38) Prior to first occupation of Building A, details of the fire rated lift in the building shall be submitted to and approved in writing by the Local Planning Authority. Details shall include measures to ensure that no wheelchair occupiers are trapped if the lift breaks down. The fire rated lift shall be installed as approved and maintained in full working order for the lifetime of the development.

To ensure that the development provides for the changing circumstances of occupiers and responds to the needs of people with disabilities, in accordance with policies 3.8 and 7.2 of the London Plan 2016, and Policy DC1 and HO6 of the Local Plan 2018.

- 39) Prior to commencement of the development (excluding site clearance and demolition 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 assessment for the development shall be carried out where required to confirm compliance with the sound criteria and additional steps to mitigate noise shall be taken, as necessary. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

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

- 40) Prior to first operational use of the development hereby approved, machinery, plant or equipment, extract/ ventilation system and ducting forming part of the development shall be mounted with proprietary anti-vibration isolators and fan motors shall be vibration isolated from the casing and adequately silenced and maintained as such.

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

- 41) Music or amplified sound emitted from the commercial element of the development within a Development Plot hereby permitted shall not exceed the criteria of BS8233:2014 at neighbouring noise sensitive/ habitable rooms and private external amenity spaces.

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

- 42) The Flood Risk Assessment shall be implemented in accordance with the approved details, and thereafter all approved measures shall be retained and maintained in accordance with the approved details and shall thereafter be permanently retained in this form.

To reduce the impact of flooding to the proposed development and future occupants, in accordance with Policies 5.11, 5.13, 5.14 and 5.15 London Plan 2016, Policies CC3 and CC5 of the Local Plan 2018 and Key Principles of the Planning Guidance SPD (2018).

- 43) The development shall be implemented in line with the Flood Risk Assessment and Drainage Strategy - EW/CS/P15-920/37 Revision E - April 2019 and proforma. All Sustainable Drainage Strategy (SuDS) measures shall be retained and

maintained in accordance with the approved plan 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 2016, and Policy CC3 of the Local Plan 2018.

- 44) Within 6 months of occupation of any use or occupation of the development, a BREEAM (2011) certificate confirming that the buildings achieve an 'Excellent' BREEAM rating shall be submitted to and approved in writing by the Local Planning Authority.

In the interests of energy conservation, reduction of CO2 emissions and wider sustainability, in accordance with Policies 5.1, 5.2, 5.3, 5.6 and 5.7 of the London Plan 2016 and Policies CC1, CC2 of the Local Plan 2018.

- 45) No part of the development shall be used or occupied until the carbon reduction measures and all other details outlined within the Planning Stage Energy Statement - February 2020 have been implemented, and the development shall thereafter be permanently retained in this form.

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.

- 46) Prior to first operational use of the development hereby approved, full details of the proposed photovoltaic (PV's) system on the roofs of building shall be submitted to and approved in writing by the Local Planning Authority at a scale no less than 1:20 in plan, section and elevation. Such details shall be implemented prior to occupation or use of the building and shall be retained thereafter.

To ensure that the development is consistent with the Mayor's sustainable design objectives, to ensure a satisfactory external appearance and to prevent harm to the street scene and public realm, in accordance with policies 5.3 and 5.7 and 7.1 and 7.6 of the London Plan 2016, Policies DC1, DC2, DC3 and DC8 of the Local Plan 2018 and Key Principles of the Planning Guidance SPD (2018).

- 47) No plant, water tanks, water tank enclosures or other structures, that are not shown on the approved plans, shall be erected upon the roofs of the buildings hereby permitted.

To ensure a satisfactory external appearance and to prevent harm to the street scene and public realm, in accordance with Policies 7.1 and 7.6 of the London Plan 2016 and Policies DC1, DC2 and DC8 of the Local Plan 2018.

- 48) No part of the flat roof areas provided by the development hereby approved shall be used as a terrace or other accessible amenity space. No walls, fences, railings or other means of enclosure shall be erected around the roofs, and no alterations shall be carried out to the approved building to form access onto these roofs.

To ensure a satisfactory external appearance and so that the use of the buildings does not harm the amenities of the existing neighbouring residential properties as



a result of overlooking, loss of privacy and noise and disturbance, in accordance with Policies DC1, DC2, DC4, DC8 and HO11 of the Local Plan 2018.

- 49) No alterations shall be carried out to the external appearance of the buildings, including the installation of air-conditioning units, ventilation fans or extraction equipment not shown on the approved drawings.

To ensure a satisfactory external appearance and to prevent harm to the street scene and public realm, in accordance with Policies 7.1 and 7.6 of the London Plan 2016 and Policies DC1, DC2 and DC8 of the Local Plan 2018.

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

To ensure a satisfactory external appearance, in accordance with policies DC1, DC2, DC4 and DC8 of the Local Plan 2018.

- 51) The development shall not be occupied until the no.6 second floor dormer windows to Building A (east and south elevations), as shown on approved drawing WP-0719-GA-102 P1 and no.3 (north elevation) as shown on approved drawing WP-0719-GE-100 P1 are glazed only with obscure or opaque glass. The windows shall be permanently retained and maintained as obscure/opaque glazing only for the lifetime of the building.

To prevent direct overlooking between the development and the adjacent residential occupiers, in accordance with policies DC1 and DC2 of the Local Plan (2018) and SPD Key Principles of the Planning Guidance Supplementary Planning Document (2018).

- 52) The development shall not be occupied until the no.2 first floor windows to Building C (east and west elevations), are glazed only with obscure or opaque glass. The windows shall be permanently retained and maintained as obscure/opaque glazing only for the lifetime of the building.

To prevent direct overlooking between the development and the adjacent residential occupiers, in accordance with policies DC1 and DC2 of the Local Plan (2018) and SPD Key Principles of the Planning Guidance Supplementary Planning Document (2018).

- 53) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or re-enacting that principal Order with or without modification), no aerials, antennae, satellite dishes or related telecommunications equipment shall be erected on any part of the development hereby permitted, without planning permission first being obtained.

To ensure that the visual impact of telecommunication equipment upon the surrounding area can be considered, in accordance within accordance with Policies 7.6 and 7.8 of the London Plan 2016, and Policies DC1 and DC8 of the Local Plan 2018.

- 54) No advertisements shall be displayed on or within any elevation of the buildings or courtyard of the development hereby approved without details of the advertisements having first been submitted to and approved in writing by the Local Planning Authority.

In order that any advertisements displayed on the building are assessed in the context of an overall strategy, so as to ensure a satisfactory external appearance and to 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 and DC8 of the Local Plan 2018.

- 55) Prior to the commencement of the development of "Building C" (the proposed building to the north of the site adjacent to London Underground Rail Line) hereby permitted (and excluding site clearance and demolition works), a detailed design and method statement (in consultation with London Underground) for the foundations, basement and ground floor and first floor structures, or for any other structures below ground level, including piling (temporary and permanent) in respect of Building C shall be submitted to and approved in writing by the Local Planning Authority in consultation with London Underground which:

- provide details on all structures adjacent to London Underground land;
- provide details on the use of tall plant/scaffolding adjacent to London Underground land;
- demonstrate that there will at no time be any potential security risk to the railway, property or structures;
- accommodate the location of the existing London Underground structures and to ensure safety of the railway, sufficient distance should be maintained between the property (Building C) and the viaduct to enable proper maintenance and inspection of TfL assets;
- accommodate ground movement arising from the construction thereof of Building C;
- there shall be no openings windows or balconies (Building C) facing the LU elevation;
- mitigate the effects of noise and vibration arising from the adjoining operations within the structures.

The development of Building C 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 "Building C" hereby permitted is occupied.

To ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with London Plan (2016) Table 6.1, draft London Plan policy T3 and 'Land for Industry and Transport' Supplementary Planning Guidance 2012.

**Justification for Approving the Application:**

- 1) The scheme is the resubmission of the previously approved scheme. The massing and height are the same as the approved scheme 2019/01494/FUL.

The scheme now takes TFL recommendation and there will be a 1.5m clearance for maintenance of the viaduct. As a result of the change, Building C will be set back from the viaduct, from Cambridge Grove.

An additional, Single Storey Glass Reception is added at ground floor to offset the loss of floor area. - this is positioned towards the entrance of the mews and links the office buildings, whilst providing additional security to the mews.

A modest basement is proposed to accommodate back of house facilities such as plant rooms, a cycle store, bin store, showers and incorporates meeting rooms and improved breakout space.

The principle of the use as B1a office floorspace is in full accordance with both national and local planning policy.

The proposal is in accord with the policies of the NPPF and the Development Plan as it will improve the character and appearance of the site as well as providing enhanced job opportunities in Hammersmith town centre and regenerate a brownfield site in need to a new use.

The changes proposed in this scheme do not modify the use, mass, height, design, intensity nor scheme to be built that was approved by planning permission ref: 2019/01494/FUL.

**Land Use:** The proposal would provide small business office accommodation within the town centre and provide local employment opportunities. The development would provide modern and upgraded office floorspace, 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 initiative will be entered into by way of the legal agreement to provide support for businesses. The proposal is therefore supported in land use terms and is considered to be in accordance with the NPPF, Policies 2.1, 3.1, 4.1, 4.2, 4.5 and 4.6 and 4.12 of the London Plan 2016 and Policies HRA, E1, E2, E3, and E4 of the Local Plan 2018 and Key Principles of the Planning Guidance SPD 2018.

**Design and Conservation:** Officers consider that in design terms the proposal is of high quality which would make a positive contribution to the urban environment and would be in keeping with the character of the surrounding area. Furthermore, the proposal would not have any harm the Bradmore Conservation Area or other surrounding conservation areas. The proposal is in line with national guidance in the NPPF, London Plan 2016 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 and Key Principles of the Planning Guidance SPD 2018.

**Transport:** The accessibility level of the site is very good and is well served by public transport. The development would be car free and would have no adverse impact on traffic generation or congestion of the road network. Conditions would secure satisfactory provision of cycle and refuse storage, construction and

demolition logistics and management and Travel Plan. Contribution towards the monitoring of the Travel Plan would be secured by legal agreement. Adequate provision for storage and collection of refuse and recyclables would be provided. The proposed development therefore accords with Policies 6.1, 6.3, 6.9, 6.10, 6.11, 6.13, of the London Plan 2016, Policy T1, CC6, CC7, T2, T3, T4 and T5 of the Local Plan 2018 and Key Principles of the Planning Guidance SPD 2018.

**Impact on Neighbouring Properties:** The impact of the proposed development upon adjoining occupiers is considered acceptable with no significant worsening of noise/disturbance and overlooking, no unacceptable 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, DC8, CC10, CC11, CC12, CC13 and OS5 of the Local Plan 2018 and Key Principles of the Planning Guidance SPD 2018.

**Safety and Access:** A condition would ensure the development would provide a safe and secure environment for all users. Conditions would ensure the proposal would provide ease of access for all persons, including disabled people persons. Satisfactory provision is therefore made for users with mobility needs, in accordance with Policy 7.2 of the London Plan 2016, Policy DC2 of the Local Plan 2018 and Key Principles of the Planning Guidance SPD 2018.

**Sustainability and Energy:** The proposed development has been designed to meet the highest standards of sustainable design and construction. The application proposes a number of measures to reduce CO2 emissions to exceed London Plan targets, a revised Energy Strategy is secured by condition to ensure the highest levels of savings. The proposal would achieve an 'excellent' BREEAM rating and delivering this is secured by condition. The proposal would incorporate green roofs and the SuDs strategy provided is considered to be adequate. 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 2016, Policies DC1, DC2, DC8, CC2, CC1, CC3, CC10, FRA, SFRRA1 and OS5 of the Local Plan 2018 and Key Principles of the Planning Guidance SPD 2018.

**Flood Risk:** Flood Risk: The site is located in Flood Zone 3 (low risk). A Flood Risk Assessment (FRA) has been submitted which advises standard construction practices in order to ensure the risk of flooding at the site remains low, however further assessment is required that is considered acceptable 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. 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.

**Land Contamination:** Conditions will ensure that the site would be remediated to an appropriate level for the sensitive residential and open space uses. The proposed development therefore accords with Policy 5.21 of the London Plan 2016 and Policies CC9 and CC13 of the Local Plan 2018 and Key Principles of the Planning Guidance SPD 2018.

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 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.

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.

---

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

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

Application form received: 3rd March 2020  
Drawing Nos: see above

**Policy documents:** National Planning Policy Framework (NPPF) 2019  
The London Plan 2016  
LBHF - Local Plan 2018  
LBHF – Planning Guidance Supplementary Planning Document  
2018

### **Consultation Comments:**

<b>Comments from:</b>	<b>Dated:</b>
Historic England London Region	29.04.20
Environment Agency - Planning Liaison	19.03.20
Historic England London Region	18.03.20
Transport For London - Land Use Planning Team	16.03.20

### **Neighbour Comments:**

<b>Letters from:</b>	<b>Dated:</b>
23b Cambridge Grove Hammersmith London W6 0LA	07.03.20

## Site and Surroundings

1.1 The application site comprises a narrow and irregular shaped plot, with an area of approximately 0.24 hectares. The site is located on the northside of King Street between Argyle Place and Cambridge Grove. A gated entrance is provided on Dimes Place, enabling vehicular access into the site. The site comprises a vacant, former timber merchant's yard. Contains a two-storey brick building, formerly used as the sales and back room office, double height open storage timber structures, associated single and two storey workshops, and an open paved area for storage, and loading / unloading. The remainder of the site includes a single storey brick addition, formerly used as part of a recording studio with offices (20 Dimes Place). The site is bounded by a combination of existing low-level brick walls, timber fencing or the existing buildings/structures which adjoin parts of the site. There is a change of levels across the site. The northern end of the timber yard is set lower than the entrance on Dimes Place and the neighbouring properties on Argyle Place and Cambridge Grove.

1.2 The majority of the site is screened from public view and is largely landlocked. Parts of the site are visible from Argyle Place, Cambridge Grove, Dimes Place and King Street. The site is bound to the north by a London Underground Bridge (viaduct) over Cambridge Grove, to the east by nos.1-23 Cambridge Grove, to the west by the rear gardens of the residential terraced properties at nos. 20-38 Argyle Place and to the south by the rear yards serving commercial and residential properties fronting nos. 102-118 King Street. Argyle Place is a cul de sac and borders part of the site to the west/north-west. A Holiday Inn hotel, the Blue Cross Hospital, and residential properties nos. 15-27 Argyle Place look out onto the western part of the site. Surrounding buildings vary in height and scale. Range between two/three storey terraced houses to the east and west, three/four storeys to the south for the existing commercial outlets (ground floor) and residential/office or storage uses on the upper floors fronting onto King Street. The hotel to the west is a four/five storey building.

1.3 None of the existing buildings on the site are statutory or locally listed. Most of the site lies outside a conservation area. Only a small section in the north-east corner of the site falls within the Bradmore Conservation Area. Hammersmith Town Hall Conservation Area (formerly known as the King Street (East) Conservation Area) bounds the site to the south. The site is located within the Hammersmith Regeneration Area (Strategic Policy HRA) and Town Centre, lies within an Archaeological Priority Area, and is within the Environment Agency's Flood Risk Zone 3. The site has a Public Transport Accessibility Level (PTAL) of 6a/6b, using Transport for London (TfL) methodology, which indicates excellent public transport accessibility. The site is within easy walking distance of Hammersmith and Ravenscourt Park stations. Bus routes/stops are located on King Street and Glenthorne Road. There is a Santander Cycle Hire Docking Station on the south side King Street outside the town hall building. The surrounding area, including Argyle Place and Cambridge Grove is controlled by CPZs.

## Relevant Planning History

1.4 The site has a long planning history. Most relevant to this proposal is an extant permission for an office development, granted on 10 January 2020, subject to conditions and a legal agreement (ref: 2019/01494/FUL). The approved permission is for: "Redevelopment of the site comprising the demolition and removal of the existing timber shed buildings; retention of the existing office and former recording studio buildings; and the development of part-2, part-3 storey buildings; refurbishment of the existing office building and development of a first floor extension to the recording studio;

all to be used as offices (Use Class B1); comprising 2,876 sqm (GEA) floorspace; associated access works and no. 47 cycle parking spaces". Applications relating to the discharge of conditions (pre-commencement works) associated with planning permission ref: 2019/01494/FUL have been submitted and subsequently approved. These are not listed for the purposes of this report.

1.5 Other recent planning applications for the redevelopment of the site included:

- On 21 December 2018 planning permission was refused for demolition of all the existing buildings and the redevelopment of the site for offices (Class B1), comprising 2 and 3 storey buildings to provide 3,045 sqm (GEA) and associated pedestrian access and cycle parking (ref: 2017/01931/FUL). The application was refused permission on five grounds: outlook and overlooking/privacy issues to neighbouring residential occupiers; inappropriate cycle parking provision and Construction Logistics Plan (CLP) and impact by noise or vibration from proposed plant/mechanical installations.
- Planning permission was granted for a 'residential led' ("8-house scheme") development on 3 occasions (refs: 2013/01017/FUL & 2013/01018/CAC: approved 17/06/2013; ref: 2016/01230/FUL: approved 17/05/2016 and ref: 2019/00370/FUL: approved 18.04.2019).

1.6 A standalone application relating to only the demolition and removal of the existing timber sheds and the concrete frame buildings on the site is currently pending consideration (ref: 2020/01800/FUL).

## 2.0 PROPOSED DEVELOPMENT

2.1 Amendments are sought to the approved office led development (ref: 2019/01494/FUL).

2.2 The approved development involves the demolition and removal of the existing timber shed buildings, the retention of the existing office and former recording studio buildings and the development of part-1, part-2, part-3 storey buildings, plus the refurbishment of the office building and development of a first floor extension to the recording studio; to be used as office (Use Class B1), with associated access works and cycle parking spaces.

2.3 The approved layout is arranged into four buildings (referred to as Buildings A, B, C and D - former recording studio space) and include the retention of former ancillary office building. The proposal offers a variety of office suite sizes, available for small to medium sized business. Buildings B, C, D and the retained office block focus on provision for small tech and creative industries, with space ranging from 35 sqm upwards. Building A would provide more conventional purpose built Grade A office space.

2.4 All the buildings would have pedestrian and cycle access / egress only from Dimes Place. There would be no access from Argyle Place unless in the case of emergencies. An emergency exit point is proposed off Argyle Place (rear of 114 King Street) and Cambridge Grove (required to comply with means of escape in the event of fire). The

development is car free and provides off street cycle spaces (long stay / visitor spaces). All servicing, deliveries and waste collections would be from Dimes Place only.

2.5 Soft and hard landscaping is included. The existing cobbled central courtyard / walkway that runs the length of the site would be retained and repaired. The remainder of the open space on the site would be provided with new paving. Green roofs would be incorporated to parts of Buildings A, B and D. Urban greening in the form of climbing planters would be added to Building A and a green boundary fence to the rear of the Argyle Place properties is also proposed.

2.6 In summary, the four approved buildings and retained office block consist of:

#### Building A:

A predominantly two storey plus mansard (three floors total) building plus basement. Timber framed construction with an external brick façade in London stock brick with contrasting lintels and parapet. Aluminium windows with recessed bays added to the north façade facing Argyle Place. The roof would be a profiled metal mansard design with dormer windows. The building would benefit from directional windows, opaque windows, climbing plant and security features. The air handling plant at roof level would be contained in an acoustic enclosure that would be screened by climbing plants.

#### Buildings (B) and (C):

Building (B) is a long (north to south alignment) two storey 'mews' style building form, set adjacent to the eastern boundary of the site. Proposed massing now includes regular breaks, consistent with the extant residential scheme. Set 200mm off the boundary wall. The buildings would be timber framed structures, with timber slat cladding and profiled pitched metal roofs. Except for the concrete foundations, the proposal would be prefabricated off site and assembled in sections on site. Ground floor windows would be positioned on the western elevation. First floor windows would be on the north and south elevations facing the gaps. The building would also have rooflights on the west roof elevation.

Building (C) is a part single / two-storey office building proposed on land at the north of the site, in between the railway viaduct and the party boundary with No.23 Cambridge Grove.

#### Building D:

A single storey brick addition formerly used as a recording studio. This block would be retained and extended as a standalone office unit. An additional lightweight extension at first floor is proposed, which would be panelised and built in section on site. The design of the extension would match Buildings B & C.

#### Retained Office:

The existing timber yard office is a two-storey brick building, which would be retained and refurbished. This building is located off Dimes Place, opposite Building D and behind the existing houses along Cambridge Grove.

#### Current Proposal

2.7 The current application seeks amendments to permission ref: 2019/01494/FUL. The scheme is almost identical in terms of mass, height, design and appearance.

2.8 The following proposed amendments are summarised in detail below.



- **Building C Alterations:** This building would have abutted the viaduct to the north and boundary with 23 Cambridge Grove. Following the grant of permission for application ref: 2019/01494/FUL, Transport for London (TFL) requested a 1.5m clearance, for maintenance of their viaduct. As a result, Building C is now proposed to be set back from the viaduct and from 23 Cambridge Grove and an additional single storey is added at ground floor to offset the loss of floor area.
- **Building A & B - Addition of a Single Storey Glass Reception:** This addition would be positioned by the entrance off the mews (Dimes Place). Would link the two main entrance office buildings (A and B), providing additional security to the mews, whilst in compliance with fire safety and Building Regulations. The glass would be setback from the existing boundary wall to minimise its visibility from the adjacent property while providing natural light to the proposed basement meeting room in Building A.
- **Building A - Addition of a part basement level (300 sqm GIA):** Applicant states that based on a soil investigation and structural engineer's assessment received, the site currently has poor quality made ground. The applicant advises that the soil would need to be removed from the site for the building foundations of Building A to be constructed. As opposed to importing new fill to ground level, a part basement beneath Building A is now proposed. This space would primarily accommodate back of house facilities, including a plant room, a cycle store (43 cycle spaces), showers and a meeting room(s).
- **Building A Ground Floor Accommodation:** Additional ground floor space added in the form of a small glass extension facing into the courtyard area above back of house facilities to the basement.

2.9 The amendments for each proposed building are summarised in more detail below:

(Block A): Argyle Place Building:

- 300m<sup>2</sup> GIA Basement to accommodate long-stay cycle parking, showers, waste store, plant, LV switch room, comms and meeting rooms.
- Additional ground floor glass extension, facing into the courtyard area.
- Block A&B - A ground floor glass reception link to enhance security.
- Additional skylight to the basement.
- Block A&D - Internal layout amendments.
- Six west elevation windows (GF & FF) are aligned vertically with dormer windows.
- Position of fire escape door from the core altered.
- Glass window at ground floor in place of a pair of louvred doors previously allowed access to the cycle store and bins.
- Two dormer windows added to the south east corner of the second floor that look out over the roof of Block D. These would have frosted glass.
- The roof plant enclosure is the same height and length but is slightly wider. The enclosure now accommodates the plant previously shown on Block D roof, with essentials such as a roof access hatch, a lift overrun and riser space.

(Block C): Railway Mews Building:

- The addition of an entrance door to west elevation.
- Windows added along the northern façade facing the viaduct/railway arches at GF & FF.
- Ground floor extended to the rear to offset loss of area at first floor.
- First floor on the northern façade was cantilevered out. This has been pulled back to align vertically with the floor below to simplify the construction.
- Façade set back from Cambridge Grove, frosted glass window added and landscaped space between the building and Cambridge Grove proposed.
- Façade adjacent to the garden of 23 Cambridge Grove set back.
- Roof simplified into a single pitched roof and skylight positions adapted to suit.

(Block D): Recording Studio Building:

- Two roof lights added to the roof.

2.10 The floor area of the proposed development (GIA and GEA) has been revised to:

- Basement: 319 sqm (GIA) 370 sqm (GEA)
- Ground Floor: 1121 sqm (GIA) 1269 sqm (GEA)
- First Floor: 977 sqm (GIA) 1111 sqm (GEA)
- Second Floor: 409 sqm (GIA) 443 sqm (GEA)

Total 2,826 sqm (GIA) 3,192 sqm (GEA).

2.11 This would result in an increase of 268 sqm (GIA) 316 sqm (GEA) compared to the extant permission ref: 2019/01494/FUL.

2.12 The following documents accompany the latest application:

- Revised Drawing pack
- Design & Access Statement
- Noise Assessment
- Bream Report
- Energy Assessment
- Air Quality Assessment
- Flood Risk Assessment
- Contamination Impact Assessment
- Transport Statement
- Travel Plan
- Construction Logistic Plan
- Loading Bay Assessment
- Delivery and Servicing Plan
- Sunlight & Daylight Assessment
- Economic Statement
- Construction Approach Pack
- Community Engagement
- Basement Impact Assessment
- Fires Strategy

### 3.0 PUBLICITY AND CONSULTATION

3.1 As with the approved scheme, the current application has been advertised by means of press and site notice, and individual notification letters have been sent to 437 neighbouring occupiers in Argyle Street, Cambridge Grove, and King Street. The Cambridge Grove, Leamore Street, and Argyle Place Residents' Association have also been notified.

3.2 One objection received (resident in Cambridge Grove). In summary the objection refers to a lack of communication by the developer in respect to explaining the latest proposals and the impact of the latest scheme. (Officer comment: The developer states they have attempted to contact the resident direct and addressed their issues).

3.3 Environment Agency: No objection. To improve flood resilience, recommend finished floor levels are set above 2100 breach flood level 4.816m AOD.

3.4 TFL: No objection subject to a condition being added.

3.5 Greater London Archaeological Advisory Service (GLAAS): No objection, subject to condition being added as per the approved application.

#### 4.0 RELEVANT PLANNING POLICIES

4.1 The development plan for the borough consists of the London Plan (2016) and the Hammersmith and Fulham Local Plan (2018). The National Planning Policy Framework (revised 2018) and the Council's Planning Guidance - Supplementary Planning Document (2018) are also material considerations. The Examination in Public (EiP) of the new London Plan was held between 15 January and 22 May 2019. The Panel of Inspectors appointed by the Secretary of State issued their report and recommendations to the Mayor on 8 October 2019. The Mayor considered the Inspector's recommendations and on 9 December, issued to the Secretary of State his intention to publish the London Plan with the Intend to Publish London Plan. The Secretary of State responded on 13 March 2020 directing that the new London Plan could not be published until his Directions had been incorporated. This application is not referable to the Mayor of London.

4.2 Together with the relevant London Plan policies summarised in Section 5 of the report, the key local plan policies are listed below:

##### HAMMERSMITH & FULHAM LOCAL PLAN (2018)

HRA - Hammersmith Regeneration Area

E1 - Providing for a range of employment uses

E2 - Land and premises for employment use

E4 - Local employment, training, and skill development initiatives

DC1 - Built environment

DC2 - Design of new build

DC4 - Alterations and extensions

DC8 - Heritage and conservation

CC1 - Reducing carbon dioxide emissions

CC2 - Ensuring sustainable design and construction

CC3 - Minimising flood risk and reducing water use

CC4 - Surface water drainage systems

CC7 - On-site waste management

CC9 - Contaminated land  
CC10 - Air quality  
CC11 - Noise  
CC12 - Light pollution  
OS5 - Greening the borough  
T1 - Transport  
T2 - Transport assessments and travel plans  
T3 - Promoting opportunities for cycling and walking  
T4 - Vehicle parking standards  
T7 - Construction and demolition logistics

## 5.0 PLANNING CONSIDERATIONS

5.1 The principal issues to be assessed in relation to the proposed revised amendments to the approved scheme are as follows:

- The impact of the changes to elevations of the proposed buildings in terms of design and visual amenity.
- Any additional impact on amenities of adjoining properties, particularly in terms of outlook, light and privacy.
- Provision of on-site cycle parking.
- Highways and traffic matters.
- Noise.
- Flood risk, contaminated land and energy / sustainability issues.

5.2 The acceptability of an office development in land use terms was considered satisfactory with the previous application, in compliance with national, regional (London) and local planning policies, which encourages office developments in the borough's town centres. The current development would result in 2,826 sqm (GIA) office floorspace (previously 2558 sqm), a small increase of 268 sqm.

5.3 The site would create circa 196 employment opportunities, an estimated increase of 6 people in comparison with the approved scheme. An employment / skills and local supply contributions and a local procurement initiative contribution were secured under the approved scheme via a S106 agreement, in line with Local Plan policy E4. A pro rata calculation based on the increase in floorspace has been carried out for this proposed development, to add to this contribution. This has been sought for the revised scheme and agreed by the applicant. Due to the small size of the development no affordable workspace has been sought. An employment strategy is however requested to demonstrate how some of the workspace could benefit local businesses and work with the Council's local business initiatives, with the aim to providing flexible/affordable/discounted workspace or membership for local SME and micro start-up businesses. It is considered that this accords with Policy E4 of the Local Plan. On balance officers consider that a B1 use in this location would respond well to the local context and setting, is adequately served by public transport, and has an acceptable level of services, facilities, and infrastructure. It is therefore considered to comply with the above strategic policies.

### Design and Amenity Considerations

5.4 London Plan policies 7.1, 7.2, 7.3, 7.4, 7.5, 7.6 to 7.8 are relevant in the assessment of the development. Local Plan Policy DC1, DC2, DC4 and DC8 are also considered relevant. As with the approved scheme, the current proposal would seek to retain two brick-built buildings and remove the dilapidated timber framed buildings on

the site. The retention of the brick buildings would reduce the length of construction and reduce disturbance during construction phase.

5.5 The layout, form and function of the development remains unchanged and would not alter the relationship of the proposed buildings with adjacent residential properties nor significantly alter the impact of the scheme on residential amenities. The majority of the approved buildings would remain as originally agreed, in terms of the siting, height, scale and design and associated landscaping. Building B and D remain mostly unaltered. These elements are therefore not addressed in this report.

5.6 Instead the report focusses on the proposed changes to the approved scheme. The proposed amendments relate primarily to Building C, the inclusion of a single storey glazed link at the entrance linking Buildings A&B and formation of a part basement level in Building A. Overall, officers consider the changes do not impact on the design and appearance of the proposed development, on surrounding conservation areas and on the relationship to the existing neighbouring buildings. Overall, the amended scheme's form and massing still achieve an acceptable integration into its townscape context. These changes are considered in more detail below.

#### Building A:

5.7 The footprint of Building A is identical to the approved scheme, save for the addition of a small glazed reception between Building A and B that would improve the security of the site and a glazed single storey extension off the courtyard to allow some natural light into the proposed basement area. The addition of a basement area would be provided for back of house facilities including plant room, cycle store, bin store, showers, comms room and a meeting room. Finally, two frosted glazed dormer windows are added to the south east elevation and a slight change is proposed to the width of the roof top plant area.

5.8 In terms of the glazed link between A&B and single storey addition to Building A, overall it is considered that these links would provide visual interest and a visual focal point in views in Dimes Place from King Street to the site.

5.9 Changes are proposed the internal layout of Building A, with the inclusion of a basement area (300 sqm GIA) beneath part of the footprint of the approved building. In response to the advice received by the applicant for the need to excavate existing made ground on the site, the made up ground would need to be removed as part of the construction works associated with Building A. The new part basement would avoid the need to import new fill to make up the required levels of the extant scheme. In support, the applicant states this would have given rise to in an increase in the vehicle movements associated with the development and importation of fill that had not been anticipated prior to the consideration of the original draft-CLP for the approved application. In addition, the soil investigation assessment has identified the presence of Kempton Park Gravel sub soil material beneath the made ground. The ground material could be used as hardcore for making up the under the ground floor slab level, where a basement is not being created. The applicant states that the basement would result in a net reduction in construction vehicle movements, as it would avoid the need for the fill material to be brought onto site and allow the reuse of the Kempton Park Gravel as hardcore. It is anticipated that the inclusion of the basement would increase the development construction period by only 3 weeks, taking into account of the excavation period.

#### Building C:

5.10 Since the approval of extant permission ref: 2019/01494/FUL, it has been established that the footprint of Building C is required to be adjusted, due to statutory compliance requirements set by Transport for London for distances away from the viaduct. As a result of the required repositioning of this building, the relationship with the adjacent residential property at 23 Cambridge Grove has also been revised slightly. Building C is amended primarily in terms of its northern elevation (abutting the TFL line). The building would be set back at first floor to line up with the ground floor and the roof form is simplified. The southern elevation is also modified and set in slightly away from the garden of No.23 Cambridge Grove. The eastern elevation is also set back from Cambridge Grove to take account of the reduction at first floor and includes the addition of a ground floor entrance door and window above. The off-set of the loss of floorspace at first floor is changed with the inclusion of a ground floor infill addition to the rear on the west elevation.

5.11 Impact on outlook, sense of enclosure privacy etc. of the neighbouring residential occupiers were an important consideration of the extant permission. Overall it is considered that the scale and massing of Building C would still continue to be subordinate to the terrace along Cambridge Grove and discreet in its set back position with no.23 Cambridge Grove. An existing gap at first floor level to the corner of the garden would be retained. The elevational changes to this block are considered acceptable as overall, they retain the approved design rationale in terms of relationship to 23 Cambridge Grove. It is considered that this part of the development would also preserve and enhance the character of the Bradmore conservation area, in accordance with Policy DC8. On this basis, no objections have been raised to this change. The latest proposals are therefore considered compliant with Policies DC1, DC2, DC4 and DC8, subject to conditions which would ensure the quality of the detailed design and materials.

#### Impact on Neighbour's Living Conditions

5.12 As with the extant permission, the impact to neighbouring residential occupiers in Cambridge Grove, Argyle Place and King Street have been taken into consideration. It is considered that the proposed amendments to the extant development have been carefully thought through and would not have an unacceptable impact on the existing amenities of the neighbouring occupiers in terms of loss of outlook or increased sense of enclosure; overlooking or loss of privacy; undue noise and disturbance and loss of light and is judged to be acceptable in the context of Local Plan policies. Bearing in mind the amendments to Building C and adjustments to the roof plant on Building A, there is no significant change to proposed height and massing of the proposed buildings, and therefore, the proposed development would have a negligible effect on the residential properties neighbouring the development site. Officers are satisfied that the daylight/sunlight analysis demonstrates that the proposed development would have negligible effect on the residential properties neighbouring the development site and is therefore considered to be acceptable in daylight and sunlight terms. Officers are therefore satisfied that the changes are not significant enough to impact upon the sense of enclosure or overbearing to the occupants of neighbouring properties in terms of outlook, overshadowing or daylight/sunlight.

5.13 A noise impact assessment was provided with the approved scheme, and included specifications of the proposed plant. The roof of Buildings A is designed with comfort cooling. Building B, C and D would be naturally ventilated with no air handling units fitted. A revised plant-acoustic enclosure is proposed (as per the former scheme) on the roof of Buildings A. The number of people likely to work on site is relatively consistent

with the approved scheme. The proposed offices are planned for small businesses/start-ups and expected to be operational Monday to Friday, during typical office hours. Owing to the close relationship of the neighbouring residential properties, it is recommended that all the conditions attached to the extant permission be adhered to again, including Construction Management and Logistics Plans and a site management plan in order to reduce any adverse impact during the operation of the development.

## Transport Matters

### Car and Cycle Parking

5.14 The proposed development is car free. As a result of the changes, the proposed scheme would now benefit from 43 internal long stay cycle spaces in the basement level of Building A, with shower and changing room facilities, and 7 short stay (50 cycle spaces in total), an increase of 3 cycle spaces, which accord with the minimum standards set out in the adopted London Plan (2016). A draft travel plan has been submitted with the application. Prior to the occupation of the development, the submission of a full Travel Plan and monitoring for year 1, 3 and 5 is to be secured via S106 agreement.

5.15 The points of access and egress remain as per the extant scheme, so no changes are proposed to the servicing strategy for the office buildings. The only access delivery point and access via Dimes Place. No access is proposed to the site from Argyle Place, except for the emergency exit proposed (required to comply with means of escape in the event of fire). Similarly refuse collection arrangement will remain as the extant permission. Refuse and Recycling facilities would be stored in bins the proposed basement the main storage facility located below Building A, accessible by waste operatives for direct collection from King street via Dimes Place. As per the approved scheme, officers are satisfied with this arrangement.

### Construction Logistics Plan

5.16 As with the extant permission, a detail updated draft Construction Logistics Plan has been provided with the current proposal to take account the inclusion of the basement and a phased approach for this construction. The draft CLP summarises the proposed logistics assessments, including further details of construction vehicles, access arrangements, and traffic routing. Construction access/egress to the site would be from Dimes Place. On site testing of a vehicle accessing Dimes Place was carried out during the assessment of the extant permission and tracking diagrams have been provided demonstrating that appropriately sized vehicle can access and egress the site. As stated above, it is estimated that the basement would result in a net reduction in construction vehicle movements, as it would avoid the need for the fill material to be brought onto site and allow the reuse of the Kempton Park Gravel as hardcore - further reducing vehicle movements. The boundary wall adjacent to the rear gardens on Cambridge Grove would be protected/retained and would therefore reduce disruption. Offices recommend a condition be included to this effect. A phased approach has been developed which would allow the works to be undertaken in a planned manner and within the shortest building programme possible and includes controls to mitigate impacts to adjoining residents.

5.17 The latest proposal provide details of the extent of demolition works and the build out programme. The building programme proposes a timetable of approximately 56 weeks, from the point of demolition to substantial completion of the shell of the buildings (excluding fit out). Five phases of works are summarised (i) site establishment and

hoardings (ii) demolition and site clearance (iii) sub structure works (iv) construction works and (v) construction and fit out works. The retention of both the existing former timber yard office and extension of the one storey 'recording studio' instead of a new build would shorten the build programme. Proposals to use timber framed and prefabricated construction techniques have also been considered by the applicant for Buildings B, C and D and would shorten the construction time. In addition, off site manufacturing methods there is less need for on-site heavy machinery and equipment plus construction vehicles. A condition is attached for the submission of a final detailed CMP and CLP for the demolition/construction works to accord with policy T7 of the Local Plan. In addition, officer recommend that a Business/Community Liaison Group be established for the duration of the proposed works which would be operated in parallel with the CMP and CLP. In conclusion, officers consider that whilst the latest proposal includes a basement excavation beneath part of Building A, the latest construction strategy documents provide clearer details of how the development works would take place and minimise disruption to local residents. Accordingly, the proposal is considered to accord with Policy T7 of the Local Plan.

#### Transport for London (TfL)

5.18 TfL/London Underground have been consulted. Raise no objection in principle to the revised application. However, given the close relationship and potential constraints of Building C to railway infrastructure, a condition is recommended relating to the submission and approval of detailed design and method statements (in consultation with London Underground) for each stage of the development related to demolition, foundations, basement and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent), tall plant and scaffolding. This is considered acceptable.

#### Emergency Access - Fire Access

5.19 The scheme has one amendment, which involves the provision of a glazed reception between Buildings A and B. As with the extant permission a preliminary fire strategy has been prepared which informs the design and confirms that every part of the site would be within 45m of firefighting access, and dry rises would be incorporated into the scheme. Furthermore, the reception would still allow firefighters to access the site. Accordingly, the revised design of the scheme is considered acceptable in principle subject to final approval from Building Control and consultation with the Fire Authority.

5.20 Officers are of the view that the current application require a stopping up of highway. Stopping up orders generally relate to an area of highway which is to be built upon or affected by development in some form. The reasons for stopping up under the Highways Act is that the area in Dimes Place is "unnecessary" for vehicle access. S247 of the Town and Country Planning Act 1990 allows stopping up specifically for development and accordingly the applicant is reminded of this via an informative.

#### Environmental Matters

5.21 The site is in the Environment Agency's Flood Zone 3 which triggers the need to submit a Flood Risk Assessment (FRA) with the application which has been done. The site is protected from flooding from the River Thames by flood defences, however if these were breached or over-topped, the site could be impacted by flood water. The FRA notes the inclusion of the basement space and that occupants of the offices will have a safe dry refuge on upper floors within the buildings at all times and there is secondary access via Cambridge Grove which could be used to leave the site if the King Street/Dimes Place route was blocked.



5.22 The site could also be at risk of surface water flooding although not to the extent that it is a designated flooding hotspot. The FRA sets out a range of flood mitigation measures to minimise the flood risks on the site including the preparation of a flood warning and evacuation plan, subscription to the Environment Agency's free Flood Warning Service and adoption of a flood resilient/resistant approach to the development. In terms of flood protection issues covered by Local Plan Policy CC3, the FRA is considered to be acceptable and implementation of its measures can be conditioned.

5.23 The Drainage Strategy for the new application is similar to the extant permission. Proposes a slighter bigger area of green roofs at 522 sqm (previously 494 sqm), which is welcomed, a small increase in permeable paving (tanked) area, at 209m<sup>2</sup> (previously 208 sqm); rainwater butts and tank to collect and re-use water for irrigation as before; a 80m<sup>3</sup> attenuation tank and 3 l/s final discharge rate. This final discharge rate has been increased compared to the previous application. Further details relating to where permeable paving and water storage including the location of the underground storage tank have been provided. A condition is secured to ensure that the measures as outlined would be incorporated and maintained. An informative has also been attached advising that water efficient appliances should be used throughout the development

5.24 These accord with the previous approved SuDS strategy for the site and is still considered to maintain compliance with requirements of London Plan (2016) Policy 5.13, Policy CC4 of the Local Plan (2018) and Key Principle SuD1 of the Planning Guidance SPD (2018).

5.25 A Sustainability Statement has been submitted which is in the form of a BREEAM Assessment. Some of the existing buildings are to be retained and refurbished resulting in less demolition works and waste off the site. The Statement also shows that the proposed sustainable design and construction measures can achieve the "Excellent" BREEAM rating. This is adequate to meet the requirements of Local Plan policy CC2 and London Plan policy 5.3 on sustainable design and construction. The provision of PV's pm the roofs of Buildings A, B, C and D, reduce use of other resources such as water, make use of building materials with low environmental impacts, minimise waste and promote recycling. Urban greening would be introduced, and the development encourages sustainable means of transport. A condition is attached requiring the implementation of the sustainability measures as outlined in the BREEAM assessments and require submission of a post construction BREEAM assessment to confirm that the measures have been implemented as required.

5.26 In terms of the submitted Energy Strategy, the London Plan Energy Hierarchy has been used to guide the approach to integrating energy efficiency and low/zero carbon measures. Building materials with high insulation performance, use of low energy light fittings, improved air permeability levels and use of heat recovery on the ventilation system will be used. An Air Source Heat Pump (ASHP) system would be used supplemented by solar PV on the roof of the building to help further offset CO<sub>2</sub> emissions. In total, the energy efficiency and low/zero carbon measures are calculated to reduce annual CO<sub>2</sub> emissions by just over 40% which meets the London Plan's minimum target of a 35% improvement on the Building Regulation requirements, in terms of reducing emissions on-site. A condition to ensure the implementation of the outlined measures is secured via the submission of a revised Energy Strategy. Should the full PV not be provided a carbon offset to the council would be required and would

be secured via the S106 agreement. More stringent zero carbon targets are set out in the new London Plan which is expected to be adopted soon. That requires all major schemes to be zero carbon. Applying that requirement would mean that a carbon offset payment should be provided for this scheme.

5.27 Policy 7.14 of the London Plan and Local Plan policy CC10 specifically aim to improve air quality. The development site is within the borough wide Air Quality Management Area (AQMA) and in an area of poor air quality for NO<sub>2</sub> and PM<sub>10</sub> due to the road traffic vehicle emissions from King Street and Glenthorne Road. A detailed air quality assessment has been submitted. The assessment has focused on the potential impact on local air quality from the demolition, construction and operational phases of the development on the site. An air quality neutral assessment has also been undertaken as the proposal is classified a major development.

5.28 The Council's Environmental Quality team have considered the proposal and have recommended conditions to ensure compliance with policy CC10 relating to air quality, namely Air Quality Dust Management Plan, Ventilation Strategy, Zero Emission heating and energy plant compliance, and Ultra Low Emissions Strategy.

5.29 Local Plan Policy CC9 is applicable. Potentially contaminative land uses (past or present) are understood to occur at, or near to, this site. The Council's preliminary review of historical land uses has identified the site as potentially contaminated, as per Part 2A of the Environmental Protection Act 1990 and is prioritised for further inspection under the Council's Contaminated Land Strategy. The site is placed in the third highest category out of eight; however, a timeframe for further investigation has not yet been established. The applicant submitted a Contaminated Land Assessment which has been reviewed by the Council. The report states that the site would not pose a risk to future site occupiers. Officers consider the report insufficient to address contaminated land condition requirements. The preliminary risk assessment needs to be completed and a full main investigation would be required to be undertaken following demolition works and a suitable Investigation Scheme agreed in writing with the Council prior to demolition. Conditions are attached to the consent to ensure that no unacceptable risks are caused to humans, controlled waters, or the wider environment during and following the development works, in accordance with Local Plan Policy CC9.

#### Community Infrastructure Levy and Section 106

5.30 The development would be liable for Mayoral CIL. In terms of the Borough CIL, the site is located within the boundary of 'Central B' and a £0/m<sup>2</sup> (nil) rate is applied. Subject to further details and confirmation, the development is not liable for this payment.

5.31 An Section 106 Agreement was agreed by the applicant with the original planning permission. All of the original clauses will be reinserted within a revised S106 including an increase contributions towards Economic Development. In summary these relate to:

- £23,100 contribution towards the Construction phase;
- £26,400 contribution towards the Operational phase;
- Local Supply contribution of £3,712;
- A business initiative strategy to demonstrate how some of the workspace will benefit local businesses and work with the council's local business initiatives;
- Travel Plan with review at years 1,3 and 5 at £3,000 each;
- Highway Works to Dimes Place/King Street, Argyle Place and Cambridge Grove and

- Environmental improvement works within the vicinity of the site (security cameras / lighting /greenery and fencing).

## 6.0 CONCLUSION

6.1 The proposal is considered to represent a significant improvement over the existing conditions on the site and has regard to the former use as timber merchant, the urban grain and language of the surrounding locality. There are no significant changes to the design of the extant permission.

6.2 The proposal would see the demolition of dilapidated buildings, and revitalisation of a redundant and disused site located within the Hammersmith town centre and a regeneration area. The principle of a Class B1 office use within this location was supported in the extant permission and would contribute to the provision of modern small and medium sized enterprises and employment opportunities within the borough and would further contribute to the vitality of the town centre.

6.3 The proposed development is considered to create a high-quality environment with a design that is sympathetic in nature to the surrounding character and appearance of the area. The massing and height to Buildings (A), (B) (C) and (D) would enhance the character and appearance of the Bradmore Conservation Area and adjacent conservation area, the local area. The proposed changes to this scheme would not alter significantly the outlook or reduce the sense of enclosure for residents of Argyle Place and Cambridge Grove. The proposals would not have a material impact on the amenities of adjacent residents, in terms of actual or perceived overlooking or privacy due to the design changes proposed, daylight and sunlight requirements or noise impacts. The proposal would deliver improved lighting and security surveillance facilities for the immediate area providing safer routes. Sections of the footways in Argyle Place, Cambridge Grove and would also be upgraded with improvement pavements as part of the S278 works. A construction strategy has been prepared which sets out how the development would be constructed and to ensure the works would cause minimum disruption to neighbouring residents.

6.4 The site is in a highly sustainable. The proposal is car free and meets the London Plan targets for provision of cycle parking or generate an undue amount of traffic and there is sufficient capacity on-street via loading bays for servicing the site. The offices would be built to meet a BREEAM 'excellent' rating.

6.5 Officers have made a full assessment of the proposed scheme, including the changes to what was previously approved, and overall, they are considered to be acceptable. The proposal is considered to accord with both the London Plan and Local Plan and other material considerations including NPPF policies achieving a sustainable development.

6.6 The application is therefore recommended for approval, subject to the conditions and the completion of a revised s106 agreement, securing the general heads of terms contained under the previous application ref 2019/01494/FUL.