London Borough of Hammersmith & Fulham

Planning and Development Control Committee

Agenda

Wednesday 14 September 2016
7.00 pm
COMMITTEE ROOM 1 - HAMMERSMITH TOWN HALL

MEMBERSHIP

Administration:	Opposition
Councillor Adam Connell (Chair) Councillor Iain Cassidy (Vice-Chair) Councillor Colin Aherne Councillor Michael Cartwright Councillor Natalia Perez Councillor Wesley Harcourt	Councillor Lucy Ivimy Councillor Alex Karmel Councillor Robert Largan Councillor Viya Nsumbu

CONTACT OFFICER: Charles Francis
Committee Co-ordinator
Governance and Scrutiny
Tel 020 8753 2062
E-mail: charles.francis@lbhf.gov.uk

Reports on the open agenda are available on the Council's website:
http://www.lbhf.gov.uk/Directory/Council_and_Democracy

Members of the public are welcome to attend. A loop system for hearing impairment is provided, along with disabled access to the building.

For details on how to register to speak at the meeting, please see overleaf.
Deadline to register to speak is 4pm on Friday 9 September 2016

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

Date Issued: 06/09/16

PUBLIC SPEAKING AT PLANNING AND DEVELOPMENT CONTROL COMMITTEE (PROTOCOL)

Members of the public are welcome to attend the Planning and Development Control Committee meeting.

Who can speak?
Only the applicant or their agent and people who have commented on the application as part of the planning department consultation process in support or against will be permitted to speak at the meeting. They must have been registered to speak before addressing the committee. Ward Councillors may sometimes wish to speak at meetings even though they are not part of the committee. They can represent the views of their constituents. The Chair will not normally allow comments to be made by other people attending the meeting or for substitutes to be made at the meeting.

Do I need to register to speak?
All speakers except Ward Councillor must register at least two working days before the meeting. For example, if the committee is on Wednesday, requests to speak must be made by 4pm on the preceding Friday. Requests received after this time will not be allowed. Registration will be by email only. Requests are to be sent to speakingatplanning@lbhf.gov.uk with your name, address and telephone number and the application you wish to speak to as well as the capacity in which you are attending.

How long is provided for speakers?
Those speaking in support or against an application will be allowed three minutes each. Where more than one person wishes to speak for or against an application, a total of five minutes will be allocated to those speaking for and those speaking against. The speakers will need to decide whether to appoint a spokesperson or split the time between them. The Chair will say when the speaking time is almost finished to allow time to round up. The speakers cannot question councillors, officers or other speakers and must limit their comments to planning related issues.

At the Meeting - please arrive 15 minutes before the meeting starts and make yourself known to the Committee Co-ordinator who will explain the procedure.

What materials can be presented to committee?
To enable speakers to best use the time allocated to them in presenting the key issues they want the committee to consider, no new materials or letters or computer presentations will be permitted to be presented to the committee.

What happens to my petition or deputation?
Written petitions made on a planning application are incorporated into the officer report to the Committee. Petitioners, as members of the public, are welcome to attend meetings but are not permitted to speak unless registered as a supporter or objector to an application. Deputation requests are not accepted on applications for planning permission.

London Borough of Hammersmith & Fulham

Planning and Development Control Committee

Agenda

14 September 2016

Item		Pages
1.	**MINUTES**	1 - 6

To approve as an accurate record, and the Chair to sign, the minutes of the meeting of the Committee held on 27 July 2016.

2. APOLOGIES FOR ABSENCE

3. DECLARATION OF INTERESTS

If a Councillor has a disclosable pecuniary interest in a particular item, whether or not it is entered in the Authority's register of interests, or any other significant interest which they consider should be declared in the public interest, they should declare the existence and, unless it is a sensitive interest as defined in the Member Code of Conduct, the nature of the interest at the commencement of the consideration of that item or as soon as it becomes apparent.

At meetings where members of the public are allowed to be in attendance and speak, any Councillor with a disclosable pecuniary interest or other significant interest may also make representations, give evidence or answer questions about the matter. The Councillor must then withdraw immediately from the meeting before the matter is discussed and any vote taken.

Where Members of the public are not allowed to be in attendance and speak, then the Councillor with a disclosable pecuniary interest should withdraw from the meeting whilst the matter is under consideration. Councillors who have declared other significant interests should also withdraw from the meeting if they consider their continued participation in the matter would not be reasonable in the circumstances and may give rise to a perception of a conflict of interest.

Councillors are not obliged to withdraw from the meeting where a dispensation to that effect has been obtained from the Audit, Pensions and Standards Committee.

4.	**PLANNING APPLICATIONS**	7 - 141

London Borough of Hammersmith & Fulham

Planning and Development Control Committee

Minutes

Wednesday 27 July 2016

PRESENT

Committee members: Councillors Iain Cassidy (Vice-Chair), Colin Aherne, Michael Cartwright, Lucy Ivimy, Robert Largan, Viya Nsumbu and Wesley Harcourt

Other Councillors: Councillor Sue Fennimore

6. MINUTES

RESOLVED THAT:

The minutes of the meeting of the Planning and Development Control Committee held on 8 June 2016 be confirmed and signed as an accurate record of the proceedings.

7. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors Adam Connell (Chair), Natalia Perez and Alex Karmel.

8. DECLARATION OF INTERESTS

There were no declarations of interest.

9. PLANNING APPLICATIONS

9.1 Hazel House, Myrtle House, Holme House, Holkham House, Burnham House, Royston House, Suffolk House And Norfolk House, Sulgrave Road, London W6, Addison 2015/05734/FUL

At the start of the meeting, the Vice-Chair explained Mr Slaughter MP was registered to speak and he had used his discretion to allow Mr Slaughter to address the Committee first as he needed to attend a different meeting.

Mr Slaughter MP made a representation against the application. He listed a number of concerns including: lack of consultation by the developer with local residents, building regulations and access to the proposed properties, over development and density of accommodation in the area, lack of affordable housing contribution by the developer and the proposal marginally meeting the minimum standards of acceptable development standards.

The Committee heard a representation in support of the application by the Architect on behalf of the applicant stating that this new application had complied with all of the requests made by the Local Authority. The size and scale of the original scheme had been reduced, two daylight and sunlight studies had been conducted to address right to light concerns, noise concerns would be addressed through the construction.

The Committee heard representations against the application from three residents. They listed a number of concerns including: overdevelopment, saturation of flats in the area, noise and disturbance, right to light, inadequate refuse and cycle storage. Further concerns included: access and how the proposed stairways would be integrated into the scheme, lack of consultation by the developer and not being compliant with the London Plan.

The Committee heard representations against the application from Councillor Sue Fennimore, Ward Councillor for Addison.

The Committee voted on planning application 2015/05734/FUL and the results were as follows:

For: 0
Against: 7
Not Voting: 0

The Committee therefore decided not to agree the Officer's recommendation to approve the application. It was then proposed by Councillor Cassidy and duly seconded that the proposal be refused on the following grounds:

(i) Density would be too high
(ii) Inadequate refuse, recycling and cycle storage would be provided
(iii) Impact on the existing stairway access
(iv) Design would not preserve or enhance the conservation area
(v) Noise nuisance to neighbours from the proposed roof terraces
(vi) Impact on drainage, and lack of sustainable drainage provision

The Committee decided unanimously to agree these reasons for refusal.

RESOLVED THAT:

Planning Application 2015/05734/FUL be refused on the following grounds:

(i) Density would be too high
(ii) Inadequate refuse, recycling and cycle storage would be provided
(iii) Impact on the existing stairway access

(iv) Design would not preserve or enhance the conservation area
(v) Noise nuisance to neighbours from the proposed roof terraces
(vi) Impact on drainage, and lack of sustainable drainage provision

9.2 91- 93 King Street, London W6 9XB, Hammersmith Broadway 2016/00573/FUL

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

The Committee heard representations in support of the application from the agent. Some of the points he raised included the high quality of the design, improved A2 space, the provision of seven new dwellings and good public transport connectivity.

The Committee voted on planning application 2016/00573/FUL and the results were as follows:
For: 7
Against: 0
Not Voting: 0

RESOLVED THAT:

The application 2016/00573/FUL be approved subject to the conditions set out in the report and Addendum.

9.3 Site At Junction Of Western Avenue And Old Oak Road,London, Wormholt And White City 2016/02387/FUL

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

The Committee heard representations from the Chairman of the Hammersmith Society. Some of the points he raised included the design incorporated some art deco elements evoking the buildings past, the design and materials were suitable for its location and the welcomed use of angled windows on the north elevation to Westway. He added that occupants should be granted access to the garden.

The Committee heard representations in support of the application from the Architect. Some of the points he raised included the high quality of the design, the close dialogue with the Local Authority throughout the Planning process, the reduction in scale and height of the proposal, the ground floor had been raised as requested.

The Committee voted on planning application 2016/02387/FUL and the results were as follows:
For: 7
Against: 0
Not Voting: 0

The Committee therefore decided to agree the Officer's recommendation to approve the application.

RESOLVED THAT:

That application 2016/02387/FUL be approved subject to the conditions set out in the report an Addendum and subject to completion of a Section 106 agreement.

Meeting started: 7.00 pm
Meeting ended: 9.25 pm

Chair .....

Contact officer: Charles Francis
Committee Co-ordinator
Governance and Scrutiny
Tel 020 8753 2062
E-mail: charles.francis@lbhf.gov.uk

PLANNING AND DEVELOPMENT CONTROL COMMITTEE
Addendum 27.07.2016

Reg ref:	Address	Ward	Page
2015/05734/FUL	**Hazel House, Myrtle House, Holme House, Burnham House, Royston House, Suffolk House, and Norfolk House, Sulgrave Road, W6**	**Addison**	**9**
Page 12	Condition 11., line 2: After 'of the proposed' add '1.7 m high'		
Page 13	Reason for condition 13. After 'development site' add 'adjoining premises'		
Page 16	Add letter from: flat 6, Holme House, Sulgrave Road, W6 A further objection and commentary have been received from a resident at 2 Eric House – no new planning issues have been raised that have not already been addressed in the officers' report.		
Page 16	Para 1.1, line 1: replace 'east' with 'west'		
Page 23	Para 3.23, line 8; after 'Percy House' add 'Irene House'		
2016/00573/FUL	**91 - 93 King Street W6 9XB**	**Hammersmith Broadway**	**32**
Page 33	Drg Nos.: Replace 011 (Rev.D) with (Rev.E); 013 (Rev.D) with (Rev.E); 014 (Rev.C) with (Rev.D); 030 (Rev.C) with (Rev.D); 031 (Rev.C) with (Rev.D); 030 (Rev.E) with (Rev.F); 040 (Rev.G) with (Rev.H); 041 (Rev.F) with (Rev.G) and 042 (Rev.F) with (Rev.G). Condition 2 – change drawing numbers to be the same as in Drg Nos.		
Page 38	Condition 24, line 1: After 'until a' add 'sustainable'		
Page 43	Consultation Comments – Delete 'Hammersmith & Fulham Historic Buildings Group **'**		
Page 55	Para 3.51, line 4: Delete 'close proximity to'		
Page 60	Para 3.79, lines 1 and 2: Delete 'planning application' and replace with 'application property'; delete 'in an' and replace with 'adjacent to'		
2016/02387/FUL	**Site at Junction of Western Avenue and Old Oak Road**	**Wormholt and White City**	**63**
Page 64	Drwg nos. and condition 2: replace 200B to 207B inclusive with 200C to 207C inclusive.		
Page 64	Add an additional condition (no.40) as follows**:**		

	'Details of the methods proposed to identify any television interference caused by the proposed development, including during the construction process, and the measures proposed to ensure that television interference that might be identified is remediated in a satisfactory manner shall be submitted to and approved in writing by the council prior to the commencement of the development hereby permitted. The approved remediation measures shall be implemented immediately that any television interference is identified. To ensure that television interference caused by the development is remediated, in accordance with Policy 7.7 of The London Plan 2016, Policy BE1 CC4 of the Core Strategy 2011 and Policies DM G1 and DM G2 of the Development Management Local Plan 2013'.
Page 81	An objection has been received from 147 Braybrook Street. Access matters raised have been addressed in the report. The impact of the proposal on pedestrian crossing routes at the A40 is critical is a matter for TfL, who have not raised this as an issue.
Page 82	Ealing Civic Society have commented by letter dated July 22nd. They say that a number of amendments have been made to the proposal which largely address their concerns about mass and bulk in earlier applications for this landmark site. They say that in the light of this, they have no comments to make on the application.
Page 83	Add the following to the end of para 2.11. 'HAFAD have recently met with the developers to discuss accessibility arrangements for the scheme. Following minor revisions to the proposed floorplans to incorporate refuges for people who use wheelchairs, HAFAD have no objection to the proposed development.'
Page 91	Delete para 3.38 and replace it with the following para: ' The Hammersmith & Fulham Disability Forum have considered the proposed development and, following minor revisions to the floorplans, have no objections to the proposed development. '
Page 103	Para 3.99 Heads of Terms. Add an additional head of terms as follows: **'**The applicant to enter discussions with TfL to secure the adoption of the strip of land at the north of the site, for use as part of the cycle super highway network'.

London Borough Of Hammersmith & Fulham

Planning Applications Committee

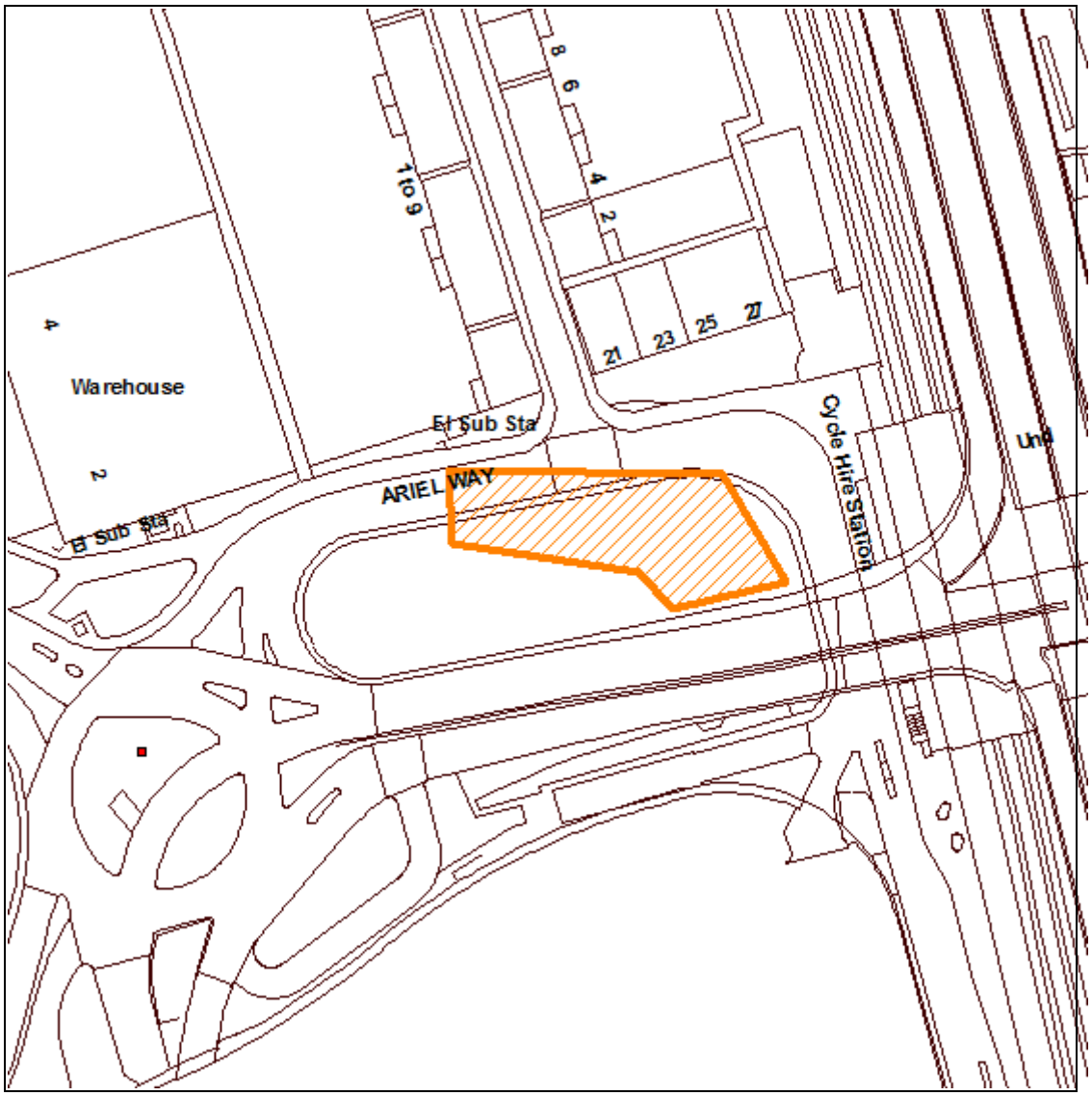
Agenda for 14th September 2016

Index of Applications, Enforcement Actions, Advertisements etc.

Ward: Shepherd's Bush Green

Site Address:

Land North Of Westfield Shopping Centre Ariel Way London



For identification purposes only - do not scale.

Reg. No:
2016/02642/RES

Case Officer:
Sally Shepherd

Date Valid:
14.06.2016

Conservation Area:

Committee Date:
14.09.2016

Applicant:
Westfield Europe Limited
C/o Agent

Description:

Submission of reserved matters relating to layout, scale, appearance, access and landscaping for Plot K comprising the erection of a part 8, part 14 storey building to provide 74 residential units (30 x 1 bed, 35 x 2 bed, 9 x 3 bed) pursuant to condition 1 of outline planning permission 2015/02565/VAR dated 13th October 2015.

Drg. Nos:
W2 SRA R1 00 DR A 08001; W2 SRA R1 00 DR A 08002;
W2 SRA R1 20 DR A 08003; W2 SRA R110 DR A 08010;
W2 SRA R1 20 DR A 08020; W2 SRA R1 40 DR A 08040;
W2 SRA R1 41 DR A 08041; W2 SRA R1 42 DR A 08042;
W2 SRA R1 43 DR A 08043; W2 SRA R1 44 DR A 08044;
W2 SRA R1 45 DR A 08045; W2 SRA R1 46 DR A 08046;
W2 SRA R1 47 DR A 08047; W2 SRA R1 48 DR A 08048;
W2 SRA R1 49 DR A 08049; W2 SRA R1 50 DR A 08050;
W2 SRA R1 51 DR A 08051; W2 SRA R1 52 DR A 08052;
W2 SRA R1 53 DR A 08053; W2 SRA R1 54 DR A 08054;
W2 SRA R1 55 DR A 08055; W2 SRA R1 00 DR A 08100;
W2 SR R1 EN DR A 08056; W2 SRA R1 ES DR A 08057;
W2 SR R1 EZ DR A 08058; W2 SRA R1 EZ DR A 08060;
W2 SRA R1 SZ DR A 08062; W2 SRA R1 EZ DR A 08063;
W2 SRA R1 EZ DR A 08064; W2 SRA R1 EZ DR A 08061;
W2 SRA R1 SZ DR A 08065; W2 SRA R1 SZ DR A 08066;
W2 SRA R1 SZ DR A 08067; W2 SRA R1 SZ DR A 08068;
W2 SRA R1 00 DR A 08069; W2 SRA R1 EZ DR A 08080;
W2 SRA R1 EZ DR A 08081; W2 SRA R1 00 DR A 08070;
W2 SRA R1 00 DR A 08071; W2 SRA R1 00 DR A 08072;
W2 SRA R1 00 DR A 08073.

Planning and Compliance Statement prepared by Montagu Evans dated June 2016;
Design and Access Statement prepared by Sheppard Robson dated 6th June (Ref. W2 SRA R1 00 RP A 00004);
Letter of EIA compliance prepared by Ramboll Environ dated 22nd June 2016 (Ref. LUK11 22852_3_Block K);
Daylight assessment prepared by JLL dated 21st June 2016;
Stage 3 Acoustic Report prepared by RBA Acoustics dated 17th June 2016 (Ref. 7270/ARK Rev 3);
Air Quality and Low Emission Strategy prepared by Ramboll Environ dated 03/06/2016 (Ref. UK11 22852);
Wind Microclimate Assessment prepared by Ramboll Environ dated June 2016 (Ref. UK11 22852);
Transport Statement prepared by Vectos dated May 2016;
Disabled Parking Provision Note prepared by Vectos dated 16th August 2016 (Ref. TN03-IS-162182-Parking Strategy-01);
Service Management Plan prepared by Vectos dated 31st August (Ref. TN05-IS-162182-Additional Information-01;

Vectos Road Safety Audit R01 -AP-162182 Designer Response prepared by Buro Happold dated 31st August;
Waste Management Strategy prepared by WSP dated June 2016 (Ref. 70021724);
Floorspace schedule of accommodated prepared by Sheppard Robson (NIA W2 SRA R1 00 SH A 01300; GIA W2 SRA R1 00 SH A 01301; GEA W2 SRA R1 00 SH A 01302).

Application type:
Submission of Reserved Matters

Officer Recommendation:
That Committee resolve that the Lead Director of Planning and Development be authorised to determine the application and grant planning permission subject to the Deed of Variation to the S106 legal agreement and to the condition(s) set out below:

1. APPROVED DRAWINGS

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

W2 SRA R1 00 DR A 08001; W2 SRA R1 00 DR A 08002;
W2 SRA R1 20 DR A 08003; W2 SRA R110 DR A 08010;
W2 SRA R1 20 DR A 08020; W2 SRA R1 40 DR A 08040;
W2 SRA R1 41 DR A 08041; W2 SRA R1 42 DR A 08042;
W2 SRA R1 43 DR A 08043; W2 SRA R1 44 DR A 08044;
W2 SRA R1 45 DR A 08045; W2 SRA R1 46 DR A 08046;
W2 SRA R1 47 DR A 08047; W2 SRA R1 48 DR A 08048;
W2 SRA R1 49 DR A 08049; W2 SRA R1 50 DR A 08050;
W2 SRA R1 51 DR A 08051; W2 SRA R1 52 DR A 08052;
W2 SRA R1 53 DR A 08053; W2 SRA R1 54 DR A 08054;
W2 SRA R1 55 DR A 08055; W2 SRA R1 00 DR A 08100;
W2 SR R1 EN DR A 08056; W2 SRA R1 ES DR A 08057;
W2 SR R1 EZ DR A 08058; W2 SRA R1 EZ DR A 08060;
W2 SRA R1 SZ DR A 08062; W2 SRA R1 EZ DR A 08063;
W2 SRA R1 EZ DR A 08064; W2 SRA R1 EZ DR A 08061;
W2 SRA R1 SZ DR A 08065; W2 SRA R1 SZ DR A 08066;
W2 SRA R1 SZ DR A 08067; W2 SRA R1 SZ DR A 08068;
W2 SRA R1 00 DR A 08069; W2 SRA R1 EZ DR A 08080;
W2 SRA R1 EZ DR A 08081; W2 SRA R1 00 DR A 08070;
W2 SRA R1 00 DR A 08071; W2 SRA R1 00 DR A 08072;
W2 SRA R1 00 DR A 08073.

Planning and Compliance Statement prepared by Montagu Evans dated June 2016;
Design and Access Statement prepared by Sheppard Robson dated 6th June (Ref. W2 SRA R1 00 RP A 00004);
Letter of EIA compliance prepared by Ramboll Environ dated 22nd June 2016 (Ref. LUK11 22852_3_Block K);
Daylight assessment prepared by JLL dated 21st June 2016;
Stage 3 Acoustic Report prepared by RBA Acoustics dated 17th June 2016 (Ref. 7270/ARK Rev 3);

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Transport Statement prepared by Vectos dated May 2016;
Disabled Parking Provision Note prepared by Vectos dated 16th August 2016 (Ref. TN03-IS-162182-Parking Strategy-01);
Service Management Plan prepared by Vectos dated 31st August (Ref. TN05-IS-162182-Additional Information-01;
Vectos Road Safety Audit R01 -AP-162182 Designer Response prepared by Buro Happold dated 31st August;
Waste Management Strategy prepared by WSP dated June 2016 (Ref. 70021724);
Floorspace schedule of accommodated prepared by Sheppard Robson (NIA W2 SRA R1 00 SH A 01300; GIA W2 SRA R1 00 SH A 01301; GEA W2 SRA R1 00 SH A 01302).

Reason: In order to ensure full compliance with the application hereby approved and to prevent harm arising through deviations from the approved plans, in accordance with Policy BE1 of the London Borough of Hammersmith and Fulham Core Strategy (2011) and Policies DM G1 and DM G7, of the Development Management Local Plan (2013).

2. CCTV

Prior to the commencement of the relevant part of the development hereby approved, details (including size, height and design) and locations of all CCTV cameras shall been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the CCTV cameras have been installed in accordance with the approved details. The CCTV cameras shall be permanently retained thereafter.

Reason: To ensure a safe and secure environment, in accordance with policy 7.3 of the London Plan (2015), policy BE1 of the Core Strategy (2011) and policy DM G1 of the Development Management Local Plan (2013).

3. LIFT IN DUPLEX UNIT - K.40.01

Notwithstanding the information in the approved plan W2-SRA-R1-40-DR-A-08040, an inclusive and accessible lift, associated equipment and fittings shall be installed in the adaptable duplex unit K.40.01 to facilitate the vertical movement of a wheelchair occupier from level 40 to 41. The lift must be installed prior to the occupation of the unit and may be removed if the occupier does not require it. No part of the development shall be occupied prior to the completion of the fully inclusive and accessible lift.

Reason: In order to ensure the development provides ease of access for all users, in accordance with Policies 3.1 and 7.2 of the London Plan (2015), policy BE1 of the Core Strategy (2011) and policies DM A4 and DM G1 of the Development Management Local Plan (2013).

4. RAMP TO DUPLEX UNIT – K.40.01

Notwithstanding the information in the approved plan W2-SRA-R1-40-DR-A-08040, prior to the commencement of development above podium level, detailed drawings in plan, section and elevation at a scale of 1:50 showing an accessible ramp which shall provide access from Ariel Walk to the garden of the duplex unit K.40.01 shall be submitted to and approved in writing by the Local Planning Authority. The details shall include the gradient and width of the ramp and the provision of boundary treatment and railings. No part of the development shall be used or occupied prior to the completion of the relevant part of the development in accordance with the approved details.

Reason: In order to ensure the development provides ease of access for all users, in accordance with Policies 3.1 and 7.2 of the London Plan (2015), policy BE1 of the Core Strategy (2011) and policies DM A4 and DM G1 of the Development Management Local Plan (2013).

5. DETAILS AND SAMPLES OF MATERIALS

Notwithstanding the details shown on the approved drawings, details and samples of the materials to be used on all external faces including size of terracotta panels, size of glazing panels to southern walkway, ratio of clear to opaque glass in glazing panels to southern walkway, railings, balcony soffits and roofs of the buildings hereby approved shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of any part of the development hereby approved. A sample panel of the materials shall also be built on site for inspection and approval of the Local Planning Authority's Urban Design and Conservation Officer prior to the commencement of development. The development shall be implemented in accordance with the approved details.

Reason: To ensure a satisfactory external appearance and to prevent harm to the visual amenity of the street scene and public realm, in accordance with policies 7.1 and 7.5 of the London Plan (2015), policy BE1 of the Core Strategy (2011) and policies DM G1, DM G2, and DM G7 of the Development Management Local Plan (2013).

6. DETAILS OF FENESTRATION

Notwithstanding the details shown on the approved drawings, the development shall not commence until detailed drawings at a scale of not less than 1:20 in plan, section and elevation of typical fenestration details including method of opening have been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details.

Reason: To ensure a satisfactory external appearance and to prevent harm to the visual amenity of the street scene and public realm, in accordance with policies 7.1 and 7.5 of the London Plan (2015), policy BE1 of the Core Strategy (2011) and policies DM G1, DM G2 and DM G7 of the Development Management Local Plan (2013).

7. FAÇADE ACCESS AND MAINTENANCE STRATEGY

Prior to the commencement of any part of the development to be constructed above level 20 hereby approved, a façade access and maintenance strategy including details of any building maintenance units shall be submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the details included within the maintenance strategy and any maintenance units have been implemented in accordance with the approved details.

Reason: To ensure a satisfactory external appearance and to prevent harm to the visual amenity of the street scene and public realm, in accordance with policies 7.1 and 7.5 of the London Plan (2015), policy BE1 of the Core Strategy (2011) and policies DM G1, DM G2 and DM G7 of the Development Management Local Plan (2013).

8. PLOT K SERVICING AND DELIVERY ARRANGEMENTS

Notwithstanding the details provided within the Service Management Plan prepared by Vectos dated 31st August (Ref. TN05-IS-162182-Additional Information-01) full details of the servicing and delivery arrangements for Plot K shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the development. These details shall include:

- Details of how service and delivery vehicles obtain access to the service lane (including how the vehicles enter through the barrier);
- Provision of entry phone system at L20;
- Details of instructions to delivery drivers including the provision of displays/signage;
- Postal arrangements including details of where the post van would park and how post would be taken up to the podium level.

The development shall be implemented in accordance with the approved details prior to the occupation of the development.

Reason: To ensure that adequate servicing and delivery provision is provided for future occupiers in accordance with policy DM J1 of the Development Management Local Plan (2013) and SPD Transport Policy 43 of the Supplementary Planning Guidance (2013) and in the interest of highway safety in accordance with policy T1 of the Core Strategy (2011) and policy DM J6 of the Development Management Local Plan (2013).

9. TAXI DROP-OFF AND DROP-OFF FACILITIES FOR OCCUPIERS/VISITORS TO THE WHEELCHAIR USER DWELLINGS

Notwithstanding the information within the Service Management Plan and Transport Assessment, details of taxi drop-off and drop-off facilities for occupiers of the wheelchair user dwellings shall be submitted and approved in writing by the Local Planning Authority prior to the occupation of the development. The

development shall be implemented in accordance with the approved details and permanently retained thereafter.

Reason: To ensure that the development is accessible and inclusive and responds to the needs of people with disabilities, in accordance with policy 3.8 of the London Plan (2015), policy H4 of the Core Strategy (2011), policy DM G1 of the Development Management Local Plan (2013) and the Council's Planning Guidance Supplementary Planning Document (2013).

10. TELECOMMUNICATIONS

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (Amendment) (No.2) (England) Order 2015 (or any Order revoking or re-enacting that Order with or without modification), no aerials, antennae, satellite dishes or related telecommunications equipment shall be erected on any part of the development hereby permitted, without planning permission first being granted.

Reason: In order to ensure that the Council can fully consider the effect of telecommunications equipment upon the appearance of the building, in accordance with Policies G1 and G7 of the Development Management Local Plan (2013) and Policy BE1 of the Core Strategy 2011.

11. EXTERNAL ALTERATIONS TO THE BUILDING

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

Reason: To ensure a satisfactory external appearance and to prevent harm to the amenities of the occupiers of neighbouring residential properties, in accordance with Policy BE1 of the Core Strategy (2011) and Policies DM G1 and G7 of the Development Management Local Plan (2013).

12. FIXTURES TO THE BUILDING

No plumbing, extract flues or pipes, other than rainwater pipes shall be fixed on the external elevations of the development hereby approved, unless otherwise agreed in writing by the Council.

To ensure a satisfactory external appearance and to prevent harm to the street scene and the conservation area, in accordance with Policy BE1 of the Core Strategy (2011) and policies G1 and G7 of the Development Management Local Plan (2013) and

13. NO PLANT OR WATER TANKS

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 building hereby permitted.

To ensure a satisfactory external appearance, in accordance with Policies G1 and G7 of the Development Management Local Plan (2013) and policy BE1 of the Core Strategy 2011.

14. ADVERTISEMENTS

No advertisements shall be displayed on or within any elevation of the building itself, without details of the advertisements having first been submitted to and agreed in writing by the Local Planning Authority. The display of any advertisements shall be carried out in accordance with the approved details.

Reason: In order that any advertisements displayed on the building are assessed in the context of an overall strategy, so as to ensure a satisfactory external appearance and to preserve that integrity of the design of the building, in accordance with policy BE1 of the Core Strategy (2011) and policy DM G8 of the Development Management Local Plan (2013).

Justification for approving application:

1. Land Use:
The principle of a residential led development has been established by the outline planning permission 2015/02565/VAR granted 13th October 2015 and this reserved matters application is compliant with this aspect of the outline permission. The overall quantum of development would accord with the policy requirement to optimise the use of the site and the dwelling mix and affordable housing provision would accord with policy guidance and the outline application permission. The proposed development therefore accords with the NPPF (2012), London Plan policy 3.3, Core Strategy policies WCOA, WCOA1, H1, H2, H3, H4, policies DM A1 and DM A3 of the Councils Development Management Local Plan (2013) and the WCOAPF (2013).

2. Design:
The proposed development constitutes a high quality design which would make a positive contribution to the urban environment in this part of the Borough and considered suitable in relation to the sites location and context within an Opportunity Area/Regeneration Area. The development would therefore be acceptable in accordance with the NPPF (2012), London Plan Policies 7.1, 7.2, 7.3, 7.4, 7.5, 7.6 and 7.7, Core Strategy Policy BE1and Policies G1, G2, and G6 of the Development Management Local Plan (2013) which seek a high quality in design and architecture, requiring new developments to have regard to the pattern and grain of existing development.

3. Residential Amenity:
The internal design and layout of the new residential units including provision of amenity space is considered to be satisfactory having regard to Mayors Housing SPG (2016), London Plan Policies 3.4, 3.5 and 3.8, Core Strategy Policies H2, H3 andH4 and Policy DM A9 of the Development Management Local Plan (2013).

4. Impact on Neighbouring Properties:
It is anticipated that the development would not result in significant adverse environmental impacts, it terms of noise, overlooking, loss of sunlight or daylight or outlook. As such the development would not cause undue detriment to the amenities of neighbours within adjacent residential or commercial properties. The impact of the proposed development upon adjoining occupiers is considered acceptable and in this regard, the development would respect the principles of good neighbourliness. The development would therefore be acceptable in accordance with Policies DM G1, DM H9, DM H10 and DM H11of the Development Management Local Plan (2013).

5. Safety and Access:
The development would provide a safe and secure environment for all users in accordance with London Plan Policy 7.3 and Policy G1 of the Development Management Local Plan (2013). Subject to conditions attached to the outline planning permission and conditions recommended as part of this reserved matters application, the proposal would provide inclusive access for all people, including disabled people, in accordance with London Plan Policy 3.8, the Mayors Housing SPG (2016), Core Strategy Policy H4 and Policy A4 of the Development Management Local Plan (2013).

6. Transport:
Subject to conditions recommended in this reserved matters application, and the conditions and s106 obligations attached to the outline planning permission, the development of Plot K would not result in any significant adverse impacts on traffic generation or congestion of the road network. Satisfactory provision would be made for car and cycle parking, and subject to appropriate details being secured as conditions on the reserved matters application, adequate servicing facilities and provision for storage and collection of refuse and recyclables would also be provided for the Plot K development.. The development would therefore be acceptable in accordance with the NPPF (2012), London Plan (2015) Policies 6.3, 6.9, 6.10, 6.11, 6.13, Core Strategy Policy T1 and CC3, and Policies H5, J1, J2, J3 and J5 of the Development Management Local Plan (2013).

7. Sustainability:
Sustainability measures for sustainable design and construction have been incorporated into Plot K and it is anticipated that the development would have a Code for Sustainable Homes rating of 4 based on its current design. In addition, measures have been secured by conditions pursuant to the outline permission 2015/02565/VAR to reduce CO2 emissions. The development would therefore be acceptable in accordance with London Plan Policies 5.1,5.2, 5.3, 5,6, 5.7, 5.8 and 5.9, Core Strategy Polices CC1, CC2 and H3 and Policies H1, H2 and H3 of the Development Management Local Plan (2013).

8. Contamination:
Conditions secured by the outline permission 2015/02565/VAR granted 13th October 2015 will ensure that the site would be remediated to an appropriate level for the sensitive residential uses throughout the wider application site. The proposed development therefore accords with policy 5.21 of the London Plan, policy CC4 of the Core Strategy and Policy H7 of the Development Management Local Plan (2013).

9. Archaeology:
Conditions secured by the outline permission 2015/02565/VAR granted 13th October 2015 will ensure that archaeological watching briefs are carried out throughout the wider application site throughout relevant construction times. The proposed development therefore accords with policy 7.8 of the London Plan (2011), Policy BE1 of the Core Strategy and Policy G7 of the Development Management Local Plan (2013).

10. Planning Obligations:
A comprehensive package of planning obligations including financial contributions have been secured though a S106 legal agreement pursuant to the outline permission 2015/02565/VAR granted 13th October 2015. Subject to a Deed of Variation of the S106 agreement, which includes a number of minor amendments to the affordable housing provisions and securing the delivery of the Plot K public realm before it is occupied, the proposed development would therefore mitigate external impacts as a consequence of the development, and would accord with London Plan Policy 8.2, Core Strategy Policy CF1and Policy E1 of the Development Management Local Plan (2013).

That the applicant be informed as follows:

1. COMPLIANCE WITH OUTLINE PERMISSION

The applicant is reminded of the need to comply with all the requirements of the conditions and the S106 agreement of the outline planning permission dated 13th October 2015 (Ref: 2015/02565/VAR) relevant to Plot K.

2. NPPF

In determining this application, the local planning authority has worked in a pro-active and positive manner with the applicant to foster the delivery of sustainable development, in accordance with the requirements of paragraphs 186 and 187 of the National Planning Policy Framework

Officer Report

LOCAL GOVERNMENT ACT 2000
LIST OF BACKGROUND PAPERS

All Background Papers held by case officer named above:

Application form received: 08/06/2016
Drawing Nos: see above

Policy Documents: National Planning Policy Framework (2012)
The London Plan (2015)
Core Strategy (2011)
The Development Management Local Plan (2013)
Planning Guidance Supplementary Planning Document (2013)

Consultation Comments:

Comments from:	**Dated:**
The Hammersmith Society	28.07.16
Environment Agency - Planning Liaison	07.07.16

Neighbour Comments:

Letters from:	**Dated:**

1.0 SITE DESCRIPTION

Application Site

1.1 The reserved matters application site is located within the administrative area of the London Borough of Hammersmith and Fulham and comprises an area of approximately 1,193sqm. The reserved matters application relates to Plot K which forms part of the outline planning permission Ref: 2015/02565/VAR that will be implemented in phases. The original outline planning application site comprises approximately 7.64 hectares and is situated the north of the Westfield London Shopping Centre in Shepherd's Bush. The reserved matters application comprises the whole of Plot K (above the podium/plinth level) and part of Plot P (below Plot K under the podium) as defined by the approved parameters plan WLD 005 and WLD 006 which were approved under the outline permission.

1.2 Plot K occupies the south east corner of the outline masterplan known as 'Phase 2'. Two of the three edges of the linear block are formed by the new street pattern of the consented outline masterplan, known as 'Ariel Walk' and 'Ariel Square'. The site is in close proximity to the A3220 (West Cross Route) that runs north/south along the eastern boundary of the overall Westfield London estate. The site will be bound by the Westfield retail extension (Plot A) to the west and the helical vehicle ramp up to the retail extension car park directly to the south.

1.3 The applicant seeks approval in regards to access, appearance, landscaping, layout and scale in respect of Plot K. The applicant has already obtained approval for the access, appearance, layout and scale of the retail extension (Plot A) (Ref. 2015/05217/RES) with the exception of the 24 hour route and the landscaping which are due to come forward as separate reserved matters application. Permission has also been obtained for the basement below Plot K (level 10) which comprises the car park to the retail extension (Ref. 2015/01447/RES).

1.4 The north and north-western boundary of the outline site is formed by the Hammersmith and City railway line and viaduct, while the London Overground

railway line and the West Cross Route (A3220) form the eastern boundary. To the west of the site is Wood Lane (the A219) and to the south is the existing Westfield London shopping centre. The Public Transport Accessibility Level (PTAL) rating of the outline site ranges between 5 (very good) and 6 (excellent).

1.5 The outline site was formerly occupied by the White City Industrial Estate which comprised a number of single storey industrial buildings used for a range of industrial and warehouse uses falling within Use Classes B1, B2 and B8. The industrial buildings on site have since been demolished and construction of the retail extension and the anchor store has commenced. Vehicular access to the industrial estate used to be provided via Silver Road and Relay Road from Ariel Way. Network House is a seven storey office block which is currently still occupied. It is located to the west of the site facing onto but set back from Wood Lane.

1.6 Planning permission was granted in March 1996 for the original Westfield London shopping centre. In March 2012, outline permission was granted for redevelopment of the land to the north of the existing shopping centre including residential, retail, restaurant, office, leisure and community floorspace. This permission was subsequently varied in September 2014 for an alternative scheme to increase the level of retail, leisure, restaurant/café and office floorspace. In October 2015, planning permission was granted for further amendments to the outline scheme which included the removal of office (B1) floorspace.

1.7 Planning permission was granted for various enabling works pursuant to the comprehensive redevelopment of the site in July 2014 (see planning history below). The enabling works included the demolition of the existing buildings and structures, highway works and the construction of a tunnel to connect to the existing Westfield London Shopping Centre basement, utilities diversions and other associated works. Various works have been undertaken since the enabling works were approved.

1.8 Immediately to the north of Westfield London are the various vehicular access roads which serve the visitors car park and servicing areas of Westfield London. Access would normally be from both via Ariel Way from the West Cross Route to the east and Wood Lane to the west although the junction between Ariel Way and Wood Lane is currently closed to through traffic and work is under way to construct a new re-aligned road to replace Ariel Way from Wood Lane to the West Cross Route. LBHF planning committee resolved to granted planning permission, subject to a s106 for the re-aligned road in April 2016.

1.9 Immediately to the east of Wood Lane are the Grade II listed DIMCO Buildings which house a bus layover and substation which serve London Underground. LBHF planning committee resolved to grant planning permission, subject to a s106 legal agreement in in April 2016 for a new bus layover. The new bus layover will located beneath the residential plot C and will be relocated from the eastern DIMCO. The outline planning permission site excludes the White City Bus Station and the DIMCO buildings from the redevelopment site.

The Surrounding Area

1.10 The Site falls within a large parcel of land sandwiched between Wood Lane (A219) to the west, the Westway (A40) to the north, the West Cross Route (A3220) and railway lines to the east and Shepherds Bush Green to the south. This area is generally occupied by large footprint buildings, including the existing Westfield Shopping Centre, warehouses and office buildings. There are also some smaller scale residential buildings to the south between Westfield London and Shepherds Bush Green.

1.11 The West Cross Route (A3220) is a dual carriageway connecting the Westway (A40) and Holland Park roundabout. It is set at an elevated level for much of its length, therefore acting as a major physical barrier between the areas either side of it.

1.12 The area immediately to the east of the West Cross Route is largely occupied by office buildings. Directly opposite the site across from the West Cross Route are three large scale office buildings: The Yellow Building occupied by Monsoon Accessorize Ltd headquarters; the White Building occupied by Talk-Talk headquarters and the Studio Building. These buildings are connected via the existing H-junction and define the urban context of the immediate area, which is of particular relevance to the application site.

1.13 To the west of the site, Wood Lane (A219) links the Westway to the north and Uxbridge Road to the south, varying in character and scale along its length. There is a mix of commercial and residential buildings including the Grade II listed former BBC Television Centre which is currently being redeveloped into a residential-led mixed-use development. Wood Lane Conservation Area lies directly to the north and west of the site.

1.14 In terms of local transport links, Wood Lane Underground Station is directly to the north-west corner of the site and is served by the Hammersmith and City Line.

1.15 White City Underground Station is located approximately 280m to the north of the site and served by the Central Line. Shepherds Bush Underground Station is located approximately 455m to the south of the Site and is also served by the Central Line.

2.0 PLANNING HISTORY

White City Industrial Estate

2.1 The planning records for the White City Industrial Estate, which forms the bulk of the site, show various approvals since the early 1980s for minor operations and alterations, including the replacement of doors and windows, installation of ventilation ducts and air conditioning units, installation of signage, alterations to elevations, and small scale change of use. These applications are not considered to be of relevance to this proposal.

2.2 On 8th May 1997, planning permission was granted for the “Use of the estate for Class B1, B2 and B8 purposes” (ref. 97/00131). Conditions attached to the planning permission prevent the use of the buildings for Class B1a Offices.

Westfield London Shopping Centre

2.3 On 29th March 1996, planning permission (ref. 1993/01830/OUT) was granted for the creation of what is now the Westfield London Shopping Centre. This included the land to the south of Ariel Way to provide the access and servicing roads to the shopping centre.

2.4 On 23rd December 2002, a further outline planning permission (ref. 2000/01642/OUT) was granted for the southwest corner retail extension which delivered additional retail floorspace, community facilities and an art gallery.

2.5 On 29th March 2012, outline planning consent (ref. 2011/02940/OUT) was granted for the redevelopment of land to the north of Ariel Way to allow a mixed use scheme consisting of new additions and alterations to the existing Westfield London shopping centre. The permitted scheme comprises up to 50,855 sqm Class A1 (Retail), up to 5,070 sqm Classes A3, A4 and A5 (Restaurants, Cafes, Bars, Hot-food Take-away use), up to 540 sqm Class B1 (Offices), up to 1,520 sqm Class D1 (Community use) and up to 1,758 sqm Class D2 (Leisure use) floorspace, as well as up to 1,522 residential units.

2.6 On 29th May 2013, full planning permission (ref. 2013/01074/FUL) was granted for the extension of the existing shopping centre at roof level to comprise 3,092 sqm (Gross Internal Area (GIA)) retail floorspace (A1 Use Class) and 7,249 sqm (GIA) leisure floorspace (D2 Use Class), (spilt over a full floor and mezzanine level) to be occupied by a Children's Education and Entertainment use ("the CEE Attraction") (known as Kidzania), located above the new M&S floor. The application also included identification of external signage zones, relocation of existing plant and addition of new plant and other associated works.

2.7 On 31st July 2013, full planning permission (ref. 2013/01768/FUL) was granted for the extension of the existing shopping centre at roof level comprising additional office floorspace (1490.34sqm) (Class B1), relocation of existing plant and addition of new plant and other associated works.

2.8 On 5th September 2014, a second outline planning permission (ref. 2013/05115/OUT) was granted for the comprehensive redevelopment of the site to the north of the existing Westfield Shopping Centre including construction of new buildings (ranging from 2 - 23 storeys) and structures (including podium) up to 87.975m (AOD) to provide up to 61,840sqm (GEA) retail use (A1) including an anchor department store; up to 8,170sqm (GEA) restaurant and café use (A3 - A5); up to 2065sqm (GEA) office use (B1); up to 1,600sqm (GEA) community/health/cultural use (D1); up to 3500sqm (GEA) leisure use (D2) and up to 1,347 residential units.

2.9 On 15th July, an associated enabling works consent (ref. 2013/05350/FUL) connected to the outline application (ref. 2013/05115/OUT) was granted including demolition of existing buildings and associated structures, the closure and temporary diversion of highways, construction of temporary highways, excavation

and construction of a tunnel and support structures to connect to the existing Westfield London basement, utilities diversions and other associated works.

2.10 On 13th October 2015, a Section 73 application (ref. 2015/02565/VAR) was granted to vary conditions 2, 3, 5 and 49 of the outline planning permission (ref. 2013/05115/OUT). The amendments included alterations to: site levels; the public realm; increase in massing affecting building footprint and building height; a 107sqm (GEA) overall reduction in total floorspace and changes to its apportionment to approved land uses including deletion of 2,065 sqm (GEA) B1 Office floorspace; reduction in non-residential car parking spaces. The current application relates to detailed pursuant to this permission.

2.11 On 2nd December 2015, applications 2015/05684/FUL and 2015/05685/FUL were submitted for the re-alignment of Ariel Way and the erection of a new bus layover. Both applications were heard at planning committee on 6th April 2016 and members resolved to grant both applications subject to conditions and a s106. The s106 is yet to be signed and so both applications are currently pending determination.

2.12 Following the determination of the applications listed above, a number of reserved matters, non-material amendment and details applications have been submitted, as summarised below.

Applications pursuant to outline planning permission 2013/05515/OUT and as amended by outline planning permission 2015/02565/VAR

2.13 On 1st July 2015, reserved matters application (2015/01447/RES) was granted to discharge access, scale and layout pursuant to condition 1 of the outline planning permission (ref. 2013/05515/OUT) for Phase A (engineering and construction operations comprising the formation of the basement and facilitating the future layout of the basement only) of the Westfield London development.

2.14 On 7th October 2015, planning permission was granted for a non-material amendment application (ref. 2015/01569/NMAT) to the outline permission 2013/05115/OUT comprising amendments to the wording of the following conditions; 9 - Details of Typical Bays, 10 - Details of Hard and Soft Landscaping, 24 - Noise Assessment, 26 - Enhanced Sound Insulation Scheme, 66 - Bus Priority Measures, 67 - Vehicle Entry to Anchor Store, 69 - Wind / Microclimate, 77 - Business Relocation Plan, to require approval of details prior to commencement of the relevant phase of development, or part thereof.

2.15 The following details were discharged/partially discharged for conditions attached to the outline permission 2013/05115/OUT: 4 (Phasing) – Partial discharge; 13 (TV interference); 19 (Construction environmental management plan); 34 (Ecological management plan); 36 (Water infrastructure impact study); 75 (Implementation of enabling works); 70 (Construction logistics management plan) – Partial discharge.

2.16 On 29th April 2014, reserved matters application (2015/05217/RES) was granted for the submission of reserved matters relating to appearance, scale, access and layout for Phases B and C (Plot A structure and envelope) of the outline permission 2015/02565/VAR comprising 75,019 sqm of A1 floorspace, 4,285sqm

of A3-A5 floorspace; 2,456 sqm of D2 leisure floorspace and 518 non-residential car parking spaces at level 60 and 63 pursuant to outline planning permission dated 13th October 2015 (ref. 2015/02565/VAR).

2.17 On 5th August, a non-material amendment application (Ref. 2016/03604/NMAT) was submitted for Amendment to Planning Permission 2011/00416/FUL granted 1st April 2011 amendments sought relocation of the energy centre flue stack from Plot C to Plot K, a reduction in the height of the flue stack, and amendments to the building line to allow the construction of the flue stack. The application is currently pending determination but it is likely that it will be approved before the current application goes to planning committee on 14th September.

2.18 Details have been discharged for the following conditions attached to 2015/02565/VAR outline permission: 6 (D1 and D2 uses); 30 (Temporary fencing) –partial discharge and 15 (Shopmobility).

2.19 Details have been submitted for the discharge of the following conditions attached to 2015/02565/VAR: 6 (D1 and D2 uses); 30 (Temporary fencing); 39 (SUDs); 40 (Surface water drainage); 41 (Drainage strategy); 58, 59, 60 (contaminated land); 66 (bus priority measures); 72 (Public room) and 76 (SUDs strategy) and are all pending determination.

Applications pursuant to enabling works permission 2013/05350/FUL

2.20 On 25th February 2015, planning permission was granted for a non-material amendment application (ref. 2014/06123/NMAT) to alter the wording of condition 19 (pedestrian & cycle access).

2.21 On 4th March 2015, planning permission was granted for a non-material amendment application (ref. 2014/05859/NMAT) comprising the omission of a temporary diversion to Ariel Way for part of the works period.

2.22 On 16th March 2015, planning permission was granted for a non-material amendment application (ref. 2015/00405/NMAT) to vary condition 2 (in accordance with approved plans and documents), to amend details of the approved underground tunnel, which forms part of the northern vehicular exit from the basement of the existing Westfield development.

2.23 On 8th October 2015, planning permission was granted for a non-material amendment application (ref. 2015/04001/NMAT) comprising minor variations to the layout of the road.

2.24 Details have been discharged for the following conditions attached to the enabling works application: 3 (Phasing); 5 (Site investigation scheme); 11 (Construction environmental management plan); 12 (TV interference); 13 (Arboricultural method statement);19 (Pedestrian and cycle access); 20 (Temporary fencing); 21 (Demolition method statement); 23 (Construction logistics management plan); 24 (Drainage strategy); 25 (Schedule of works).

2.25 Details have been partially discharged for the following conditions attached to the enabling works application: 6 (Risk assessment); 7 (Remediation statement); 8

(Verification report); 9 (Long term monitoring); 10 (Programme of archaeological work).

2.26 Details have been submitted for the discharge of the following conditions attached to the enabling works application: 6 (Risk assessment); 7 (Remediation statement); 8 (Verification report); 9 (Long term monitoring); 15 (Works in proximity to LUL); 16 (Works in proximity to H junction) and 17 (changes to existing road layout) and are all pending determination.

3.0 THE CURRENT APPLICATION

3.1 The current reserved matters application seeks reserved matters approval for the access, appearance, landscaping, layout and scale of Plot K pursuant to condition 1 of the outline planning permission 2015/02565/VAR.

3.2 Condition 1 of planning permission 2015/02565/VAR reads:

i) No part of the development hereby permitted by this outline planning permission shall be commenced on Development Plots A, C, D, and K (as identified on drawing number WLD: 006 Development Plots: Plinth 684_07_006 Rev G) unless and until an application or applications for written approval of the matters reserved by this planning permission in respect of the relevant Development Plot have been made to and approved in writing by the Local Planning Authority. The reserved matters applications shall include detailed plans, sections and elevations showing:

Access;
Layout;
Scale;
Appearance; and
Landscaping.

ii) Application(s) for approval of the reserved matters for the relevant Development Plot referred to in paragraph (i) above must be made no later than the expiration of the following from the date of the original permission (from 5th September 2014)

Three years for Development Plot A and associated public realm;
Ten years for Development Plots C and K and associated public realm;
Fifteen years for Development Plot D and associated public realm

iii) Development of Development Plots A, C, D, and K and associated public realm for that plot to which this permission relates must be begun not later than the expiration of TWO YEARS from the final approval of reserved matters of the relevant Development Plot, or, in the case of approval on different dates, the approval of the last such matter to be approved.

Reason: To comply with Article 2 of the Town and Country Planning (Applications) Regulations 1988 as amended by the Planning (Applications for Planning Permission, Listed Buildings and Conservation Areas) (Amendment) (England) Regulations 2006 and Section 92 of the Town and Country Planning Act 1990 (as amended).

3.3 Condition 2 of the extant permission 2015/02565/VAR is also relevant to the current reserved matters application as it requires the outline permission to be built in accordance with the parameters plans, parameters report and schedules therein approved under the outline permission.

3.4 Condition 2 of planning permission 2015/02565/VAR reads:

The planning permission relating to the components of the development hereby permitted (i.e. those parts that are not to be subject to reserved matters) shall not be constructed unless in accordance with the following Parameter Plans, Parameters Report and schedules therein:

Parameter Plans

WLD 001: Existing Site	*684_07_001 Rev A*
WLD 002: Planning Application Area	*684_07_002 Rev A*
WLD 003: Existing Site Levels	*684_07_003 Rev B*
WLD 004: Demolition	*684_07_004 Rev A*
WLD 005: Development Plots: Ground	*684_07_005 Rev G*
WLD 006: Development Plots: Plinth	*684_07_006 Rev G*
WLD 007: Proposed Site Levels	*684_07_007 Rev E*
WLD 008: Building Lines	*684_07_008 Rev F*
WLD 009: Maximum Building Heights	*684_07_009 Rev E*
WLD 010: Minimum Elevational Height	*684_07_010 Rev E*
WLD 011: GF Uses Along Public Realm	*684_07_011 Rev C*
WLD 012: Landscaping	*684_07_012 Rev C*
WLD 013: Basements	*684_07_013 Rev A*
WLD 014: Access	*684_07_014 Rev F*
WLD 015: Green and Brown Roofs	*684_07_015 Rev E*

Parameter Report with the following schedules:

Table 1 - Maximum Quantum of Floorspace by Use (GEA)
Table 2 - Unit Mix by Tenure

There shall be no changes to the amount of retail floorspace demolished, unless details are submitted to and approved in writing by the Local Planning Authority.

Reason: In order to ensure full compliance with the planning application hereby approved and to prevent harm arising through deviations from the approved plans, in accordance with policies 7.1, 7.2, 7.3, 7.4, 7.5, 7.6, 7.7, 7.8, 7.9 and 7.21 of the London Plan (2015) and policies BE1 of the Core Strategy (2011) and policies DMG1, DMG3, DMG6, DMG7, DMG8 of the Development Management Local Plan (2013).

3.5 Condition 3 of the extant permission requires any reserved matters applications to demonstrate compliance with the approved parameters plan, parameters report, the design and access statement and design codes. This reserved matters application will assess compliance with this condition.

3.6 Condition 3 of planning permission 2015/02565/VAR reads:

All reserved matters applications shall include a statement to demonstrate compliance with the principles and parameters set out in the Design and Access Statement prepared by Allies and Morrison (dated May 2015), amended General Design Codes and amended Design Codes for Plots A, C, D and K prepared by Allies and Morrison (dated August 2015), the Design Codes for Courtyards prepared by Townshends Landscape Architects (dated November 2013), the Design Code for the Public Realm prepared by Townshends Landscape Architects (dated November 2013) and the Parameters Report by Montagu Evans (dated May 2015), or other such versions that are subsequently agreed in writing with the Local Planning Authority.
Reason: To ensure that the development is constructed in accordance with the Design Guidelines on which this decision is based and to be consistent with the principles of good masterplanning, in accordance with Policies A, BE1, WCOA and WCOA1 of the Core Strategy (2011), policies 7.1, 7.2, 7.3, 7.4, 7.5, 7.6, 7.7, 7.8, 7.9, 7.18, 7.19 and 7.21 of the London Plan (2015) and policies DMG1, DMG4, DMG6 and DMG7 of the Development Management Local Plan (2013)

Application description

3.7 This Reserved Matters Application seeks approval for layout, scale, appearance, access and landscaping for residential Plot K. The application seeks to provide a total of 74 residential units within the affordable rented tenure, with a mix of one, two and three bedroom units from ground level upwards. The unit mix is set out in the following table:

Table 1: Plot K Reserved Matters Unit Mix

Unit Type	Reserved Matters application mix (74 affordable rent units)
1B 2P	30 (41%)
2B 3P	22 (29%)
2B 4P	13 (18%)
3B 4P	3 (4%)
3B 5P	6 (8%)
3B 6P	0 (0%)
Total	**74**

3.8 The propose building comprises two distinct elements: a lower element that rises to eight storeys (ground plus seven storeys), is linked to Plot A at its western end and forms a long frontage to Ariel Walk (the podium level pedestrian east-west route); and a taller tower element to the east that rises to fourteen storeys (ground plus thirteen storeys) fronting Ariel Square (the publically accessible pocket park).

3.9 The main pedestrian entrance to the apartments will be at podium level at the eastern end at the base of the tower element. The dwelling sizes meet or exceed the GLA minimum space requirements and are to be built to Part M standards

with 10% of dwellings wheelchair adaptable. A total of 6 blue badge holder parking spaces are proposed as well as 140 cycle parking spaces.

3.10 Whilst the application seeks the approval of landscaping, it is only the landscaping which relates to Plot K itself (i.e. the ground floor private gardens fronting Ariel Walk that lie within the Plot K red line) which is included in the proposal. The applicant has provided illustrative/conceptual material of the landscaping within Ariel Walk and Ariel Square. Details of this will come forward via a separate reserved matters application and the timing for the implementation of the scheme (with regards to the public realm adjacent to Plot K) will be secured by way of a S106 agreement.

Application Submission

3.11 In order to demonstrate compliance with conditions 1, 2 and 3 of planning permission 2015/02565/VAR and the relevant approved documents, the applicant has submitted the following information in support of the application:

- Application form for approval of reserved matters following outline approval and certificates, duly signed and dated;
- Covering letter prepared by Montagu Evans dated 6th June 2016 (Ref. SM/PM/PD10576);
- Site Location Plan (W2-SRA-R1-00-DR-A-08001);
- Planning and Compliance Statement prepared by Montagu Evans dated June 2016;
- Design and Access Statement prepared by Sheppard Robson dated 6th June (Ref. W2-SRA-R1-00-RP-A-00004);
- Letter of EIA compliance and Appendices prepared by Ramboll Environ dated 22nd June 2016 (Ref. LUK11-22852_3_Plot K)
- Daylight assessment prepared by JLL dated 21st June 2016;
- Stage 3 Acoustic Report prepared by RBA Acoustics dated 17th June 2016 (Ref. 7270/ARK Rev 3);
- Air Quality and Low Emission Strategy prepared by Ramboll Environ dated 03/06/2016 (Ref. UK11-22852);
- Wind Microclimate Assessment prepared by Ramboll Environ dated June 2016 (Ref. UK11-22852);
- Transport Statement prepared by Vectos dated June 2016;
- Disabled Parking Provision Note prepared by Vectos dated 16th August 2016 (Ref. TN03-IS-162182-Parking Strategy-01);
- Service Management Plan prepared by Vectos dated 31st August (Ref. TN05-IS-162182-Additional Information-01;
- Vectos Road Safety Audit R01 -AP-162182 Designer Response prepared by Buro Happold dated 31st August;
- Draft Enforcement Strategy prepared by Vectos dated 16th August 2016 (Ref. TN04-IS-162182-Parking Strategy-01);
- Waste Management Strategy prepared by WSP dated June 2016 (Ref. 70021724);
- Floorspace schedule of accommodated prepared by Sheppard Robson (NIA - W2-SRA-R1-00-SH-A-01400; GIA - W2-SRA-R1-00-SH-A-01301; GEA - W2-SRA-R1-00-SH-A-01302)
- Application Drawings:

W2-SRA-R1-00-DR-A-08001 Proposed Site Location Plan
W2-SRA-R1-00-DR-A-08002 Proposed Block Location Plan
W2-SRA-R1-20-DR-A-08003 L20 Wider Context General Arrangement Plan
W2-SRA-R1-10-DR-A-08010 L10 Basement General Arrangement Plan
W2-SRA-R1-20-DR-A-08020 L20 Ground General Arrangement Plan
W2-SRA-R1-40-DR-A-08040 L40 Podium General Arrangement Plan
W2-SRA-R1-41-DR-A-08041 L41 General Arrangement Plan
W2-SRA-R1-42-DR-A-08042 L42 General Arrangement Plan
W2-SRA-R1-43-DR-A-08043 L43 General Arrangement Plan
W2-SRA-R1-44-DR-A-08044 L44 General Arrangement Plan
W2-SRA-R1-45-DR-A-08045 L45 General Arrangement Plan
W2-SRA-R1-46-DR-A-08046 L46 General Arrangement Plan
W2-SRA-R1-47-DR-A-08047 L47 General Arrangement Plan
W2-SRA-R1-48-DR-A-08048 L48 General Arrangement Plan
W2-SRA-R1-49-DR-A-08049 L49 General Arrangement Plan
W2-SRA-R1-50-DR-A-08050 L50 General Arrangement Plan
W2-SRA-R1-51-DR-A-08051 L51 General Arrangement Plan
W2-SRA-R1-52-DR-A-08052 L52 General Arrangement Plan
W2-SRA-R1-53-DR-A-08053 L53 General Arrangement Plan
W2-SRA-R1-54-DR-A-08054 L54 Roof General Arrangement Plan
W2-SRA-R1-55-DR-A-08055 L55 Roof General Arrangement Plan
W2-SRA-R1-00-DR-A-08100 Category 3 unit types
W2-SRA-R1-EN-DR-A-08056 North Elevation General Arrangement
W2-SRA-R1-ES-DR-A-08057 South Elevation General Arrangement
W2-SRA-R1-EZ-DR-A-08058 West & East Elevation General Arrangement
W2-SRA-R1-EZ-DR-A-08060 Street views General Arrangement
W2-SRA-R1-SZ-DR-A-08062 South Elevation showing ramp -illustrative
W2-SRA-R1-EZ-DR-A-08063 South elevation orthogonal to tower - illustrative
W2-SRA-R1-EZ-DR-A-08064 East Elevation Showing Main Entrance - illustrative
W2-SRA-R1-EZ-DR-A-08061Cross Section showing wider surroundings
W2-SRA-R1-SZ-DR-A-08065 High Rise East Section General Arrangement
W2-SRA-R1-SZ-DR-A-08066 Low Rise East Section 01 General Arrangement
W2-SRA-R1-SZ-DR-A-08067 Low Rise East Section 02 General Arrangement
W2-SRA-R1-SZ-DR-A-08068 Walkway Section General Arrangement
W2-SRA-R1-00-DR-A-08069 Views of Balconies - illustrative
W2-SRA-R1-EZ-DR-A-08080 Aerial view south east - illustrative
W2-SRA-R1-EZ-DR-A-08081 Aerial view south west - illustrative
W2-SRA-R1-00-DR-A-08070 North Elevation Bay Study
W2-SRA-R1-00-DR-A-08071 East Elevation Bay Study
W2-SRA-R1-00-DR-A-08072 South Elevation Bay Study
W2-SRA-R1-00-DR-A-08073 South East Elevation Bay Study

4.0 PUBLICITY AND CONSULTATION

4.1 The application was advertised as a Major Development which adjoins a Conservation Area and may affect the setting, character or appearance of a Grade II listed building.

4.2 The application was advertised via the following methods:

- Press notice published from 28/06/2015 to 19/07/2016
- Site notices displayed from 28/06/2015 to 19/07/2016
- 55 neighbours were consulted by letter
- 11 statutory consultees were consulted by letter

4.3 The consultation responses are summarised below:

Statutory consultees

4.4 Transport for London: A number of pre-application meetings were held with TfL to discuss the proposal. Concerns were initially raised regarding the number and layout of the disabled parking bays. Following the submission of a parking strategy and road safety audit, TfL agreed that the parking arrangement is satisfactory (01/09/2016).

TfL raised concerns regarding the impact of the proposal on the bus times and requested revisions VISSM model to understand whether the 6 disabled parking bays/service vehicles would have any impact on bus journey times. The transport consultant provided an updated model in response to TfL, however the model was incorrect as it showed buses using the Plot K service lane which is not the case.

Case officer comment: The proposal does not seek to amend the road layout which was approved (subject to a s106) under planning permission 2015/05684/FUL and the service / plot K lane was included in this layout. The principle of a residential scheme in this location has been established in this location under the outline permission. However, officer have asked the Transport Consultants to update the VISSM model to show that the development would not have any impact on the bus times and this will be submitted to TfL in due course. A verbal update on this point will be provided at the planning committee.

4.5 Environment Agency: No objection to the proposals. The applicant should ensure that the proposed changes do not prevent the discharge of condition 40 (surface water drainage) of the outline application.

4.6 Metropolitan Police: Proposal should be built to Secured by Design standards. The development should mitigate any impact upon Police radio systems including under the deck area. CCTV should cover entrance points from the public realm into the building.

Case officer comment: See 'Security' section within planning considerations below.

4.7 London Underground: No comment to make on this planning application for Plot K (04/08/2016)

Community consultees

4.8 The Hammersmith Society: The proposal is unsatisfactory on amenity grounds as the bedrooms are single aspect and north facing. The pedestrian access

walkway presents an unwelcoming pedestrian environment, with minimal positive surveillance by windows above. We consider this is unsatisfactory on design, amenity and security grounds.

Case officer comment: See 'Internal Daylight' and 'Design' sections within the planning considerations below.

4.9 Hammersmith and Fulham Action on Disability:

- Clarify whether the application should comply with Part M4 (2) and Part M4 (3) or Lifetime Homes. *Case officer comment: See 'Wheelchair user dwellings' section within planning considerations below.*
- Is a through lift going to be installed a later date in the duplex housing unit. *Case officer comment: The applicant has provided revised plans which show where the lift will be installed, including turning circles if the adaptable unit is required to be accessible. Condition 3 is recommended to ensure the lift is installed prior to occupation of the development.*
- Clarify whether the windows will have accessible controls and whether the windows can be left open in hot weather and still have security. *Case officer comment: Condition 6 is recommended which requires details of window openings and fenestration.*
- Solution required for the shortfall of blue badge parking bay. *Case officer comment: See 'Blue badge holder parking spaces' section within planning considerations below.*
- Visitor access should be via audio and visual intercom. *Case officer comment: See 'Security' section within planning considerations below.*

Design Review Panel

4.10 The Plot K proposal was presented to members of the Design Review Panel on 27th April 2016 whilst the application was at pre-application stage. The following comments were made on the proposal:

- The Panel was pleased that consideration is being given to the possibility of a communal roof facility. The quality of the core area, communal areas and the gap between Westfield and Plot K should be given special consideration to ensure air quality, noise and heat solutions are found
- The design is obligated to use linear access and the quality of the journey between lift and apartments should be considered further. The use of bridges and voids would make the space potentially interesting, and the experience could be further enhanced by windows in kitchens looking back out onto the route
- The Panel questioned the tension between the residential use at ground floor and the ambition to extend the pedestrian access to the shopping centre along the frontage. The impacts this will have on the residential frontage needs further analysis
- The Panel ask that the architects to explore re-orientating the saw-tooth arrangement to the facades this may afford the lounges a westerly aspect
- In summary, the Panel felt that the team had come up with an extremely interesting and bespoke design for this tough site and encouraged the architects to ensure the quality is delivered through the process.

Internal consultees

4.11 Urban Design and Conservation: Comments within 'Design' section in planning considerations below.

4.12 Highways: Comments within 'Access and Highways' section in planning considerations below.

4.13 Public Protection and Safety: No objection or comments (24/06/2016)

4.14 Environmental Policy: No detailed comments on these matters. Flood risk, SUDs and sustainability are covered by conditions attached to the outline permission (23/06/2016)

4.15 Land Contamination: No comment (17/06/2016)

4.16 Waste and Recycling: No objection following submission of the Waste Management Strategy (25/08/2016).

4.17 Air Quality: No objection (20/07/2016)

Neighbours

4.18 No neighbour responses received.

4.19 All relevant material comments received in relation to appearance, scale, layout and access have been taken into account in the assessment of the scheme and are presented in the relevant sections below. Any new issues of concern received following the completion of this report will be reported by way of addendum.

5.0 OVERALL CONFORMITY WITH OUTLINE CONSENT

5.1 The principle of redeveloping the site has been established by the Outline Planning Permission. This application for Reserved Matters Approval can therefore be assessed in accordance with the parameters and Design Codes set out in the Outline Consent and other policy and material considerations acknowledged through that consent.

5.2 Condition 1 sets out the timescales for the submission of reserved matters applications. For Plot K (and associated public realm), condition 1 states that the submission must be made no later than 10 years from the date of the original permission.

5.3 The application was submitted on 8th June 2016 and therefore complies with the timescale set out in condition 1 as it has been submitted within 10 years of 5th September 2014.

5.4 Condition 3 of the of the outline consent requires all reserved matters applications submitted in respect of each plot to be in accordance with the parameters report (including parameters plans) and design codes approved under the outline

consent. In accordance with the requirements of this condition, the application has been submitted with a Planning and Compliance Statement and a Design Statement to explain how the application broadly conforms to the approved parameters and Design Codes for Plot K.

5.5 A summary of the application proposals and conformity with the parameters is provided below. A detailed assessment on compliance with the Design Codes is provided in the design assessment within the report.

Land use quantums

5.6 Table 1 of the outline parameters report (para. 4.7) sets out the maximum quantum of permissible floorspace allowed under the outline consent. Table 2 below sets out the quantum proposed in this reserved matters application compared with the approved maximum quantum of floorspace and the previous reserved matters application for Plot A.

5.7 Table 2: Permitted floorspace comparison

Use	Maximum quantum (GEA) approved under s73 consent (2015/02565/VAR)	Quantum (GEA) approved in Plot A RM application (Phases B & C)	Quantum proposed in Plot K (GEA)	Remaining Floorspace
Retail (A1)	76,156 sqm	75, 019 sqm	0 sqm	1, 137 sqm
Demolition of Retail (A1)	11,304 sqm	11, 304 sqm	0 sqm	0 sqm
Net increase in Retail (A1)	64,852 sqm	63, 715 sqm	0 sqm	1, 137 sqm
Restaurant/Café (A3)	4,285 sqm	3,000 sqm	0	1,285sqm
Residential (C3)	127,216 sqm/up to 1,347 units	0 sqm/ 0 units	8,242 sqm/ 74 units	118, 974/ 1273 units
Community/ Health/Cultural (D1)	1,600 sqm	0 sqm	0 sqm	1,600sqm
Leisure (D2)	6,331 sqm	2,456 sqm	0 sqm	3, 875 sqm
Car Parking	1,736 space (608 residential, 1,128 non-residential)	518 non-residential spaces	6 residential spaces	1,212 spaces (602 residential/ 610 non-residential)

5.8 Table 2 (above) confirms that the proposed development, in isolation and cumulatively with the approved Plot A reserved matters application, accords with the outline consent as varied. It also demonstrates that there is sufficient permitted floorspace remaining for future residential phases of the development (i.e. Plots C and D) can be delivered.

Existing site and planning application area

5.9 Parameter Plans WLD 001 and WLD 002 set out the existing site plan and the planning application area for the outline permission. The reserved matters site plan sits comfortably within the red line plan for both WLD 001 and WLD 002

Plot Boundaries

5.10 Parameter Plans WLD 005 and WLD 006 show the development plots approved under the outline consent at ground (level 20) and plinth (level 40) and confirm the area extent within which building plots can occupy (+/- 5m). The reserved matters application for Plot K deviates marginally from the approved plot at level 40 on the southern building line. This is due to the relocation of the energy centre flue from Plot C to Plot K as the support structure would be incorporated at this level. The applicant has submitted a concurrent non-material amendment application 2016/03604/NMAT to regularise the deviation which will update this parameter plan. Officers consider this slight deviation and amendment to the parameter plan to be acceptable. Aside from the flue, the plot K building lines are all contained within the development plot boundary parameters (+/- 5m).

Site levels

5.11 Parameter Plan WLD 007 sets the ground levels for the development across the site. The approved site level is +4m AOD (Above Ordnance Datum) with a provision for deviation of ground levels of +/- 5m. The parameters plan does not include any set levels for Plot K as it will be accessed from the podium and not the ground level.

Building lines

5.12 Parameter Plan WLD 008 identifies the building lines at upper levels. Plot K building lines fall within the maximum limits of deviation with the exception of the southern building line of Plot K. This is because it includes the support structure for the energy centre's flue stack. As set out in paragraph 5.10, the deviation is considered to be acceptable and the amendments will be incorporated into the revised parameters which accompany the non-material amendment application to the parameters plans.

Building heights

5.13 Parameter Plan WLD 009 sets out the maximum height for the development plots in metres Above Ordnance Survey Datum Levels (AOD). The heights given are the maximum of the built form tested through the EIA. The approved building heights comprise two distinct elements; a 14 storey tower with an approved maximum parameters height of 62.4m AOD and a lower eight storey block with an approved maximum parameters height of 43.05 AOD. The lower block has a maximum height of approx. 41m AOD and so it complies with the height parameter. The relocated energy centre flue projects slightly above the consented outline height by 1.185m and the non-material amendment application (2016/03604/NMAT) seeks to vary the parameter plan to accommodate the extra height. With the exception of the flue, the block has a maximum height of 61.5m which complies with the approved maximum height of 62.4m.

Minimum Elevational height

5.14 Parameter Plan WLD 010 shows the minimum façade heights above the finished public realm levels along each of the development plot boundaries. For the

northern elevation of Plot K (facing Ariel Walk), the approved minimum façade height is 19.5m above the adjacent finished public realm for 80% of the façade length. For the tower block on the eastern end, the approved minimum face height is 27.5m above the public realm for 80% of the façade. The proposed elevational height of the 8 storey block will be 27m high above the public realm and 48.7m high above the public realm for the 14 storey block which is within the tolerances of the levels of deviation. Both blocks therefore exceed the minimum heights set out in the approved consent and are compliant.

Ground floor uses along the public realm

5.15 Parameter Plan WLD 011 sets out the ground floor uses along the public realm. For Plot K, the parameters plan shows the ground floor as predominantly A/D uses. The reserved matters proposal deviates from the parameters plan as it proposes residential units along the ground floor.

Landscaping

5.16 Parameter Plan WLD 0012 sets out the landscaping for the outline site. Illustrative landscaping details have been submitted for Ariel Walk and Ariel Square. However, the formal landscaping submission will be via a separate reserved matters application. The current submission only seeks approval for the landscaping which relates to Plot K itself (i.e. the ground floor private gardens fronting Ariel Walk that lie within the Plot K red line). Parameters plan WLD 002 states that Ariel Walk should be predominantly hard landscaping and the front gardens comply with this requirement.

Access

5.17 Parameters plan WLD 014 sets out the approved vehicular and cycle access routes into and within the site. The proposals comply with the plan and the Access section of the report assesses the proposal's compliance with this parameters plan.

Accessible, green and brown roofs

5.18 Parameters plan WLD 012 (Landscaping) and WLD 015 (Green and Brown Roofs) set out the locations and areas of green, brown and accessible roofs within the outline site. The roof of Plot K is not earmarked as a green/brown roof but is labelled as an accessible roof. The applicant has advised that the roof would not be accessible to residents as private amenity space has been provided for each dwelling as well as communal space in Ariel Square.

Environmental Impact Assessment

5.19 The extant outline planning permission scheme (Ref: 2015/02565/VAR) was accompanied by an Environmental Statement which assessed all environmental impacts of the development. It was determined that the development would be appropriate in terms of the environmental impacts that would arise subject to a suitable range of mitigation measures secured by planning condition or planning obligations attached to the outline planning permission.

5.20 The application is considered to be a “subsequent application” as defined in Regulation 2 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (as amended in 2015). The applicant therefore submitted a formal screening opinion for the Plot K submission (Ref. 2016/02643/SCREIA) pursuant to Regulation 5 of the Act. Officers considered the submission and concluded that the development was not considered to be EIA Development either alone or with other developments in the vicinity and consequently a new or amended Environmental Impact Assessment was not required in accordance with Part 3, section 8 (2) of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (as amended in 2015).

5.21 The applicant has submitted a statement of compliance prepared by Ramboll Environ which considers the potential environmental effects of the reserved matters application against the environmental parameters set out in the October 2015 consented development. A summary of the assessment is set out below:

- **Socio-Economic effects**: The proposed residential land use is consistent with that previously environmentally assessed for the 2015 Consented Proposed Development. The quantum of residential use draws down from the maximum residential unit number and unit mix assessed at the time. Furthermore sufficient play space would be provided within walking distance of Plot K, with private amenity space provided to each unit.
- **Archaeology and Ground Conditions effects**: The extent of the Plot K RMA’s basement excavation/ground reduction works is consistent with that previously environmentally assessed for the 2015 Consented Proposed Development.
- **Transport and Access effects**: The type of land use and access arrangements of the Block RMA is consistent with that previously environmentally assessed for the 2015 Consented Proposed Development. The quantum of land use draws down from the maximum number of residential units assessed at the time.
- **Air Quality effects**: No significantly different air quality effects are predicted to arise at Plot K over and above those previously reported for the 2015 Consented Proposed Development.
- **Noise and Vibration effects:** No significantly different noise and vibration effects are predicted to arise at Plot K over and above those previously reported for the 2015 Consented Proposed Development.
- **Water Resources and Flood Risk effects**: The drainage strategy and land use of the Plot K RMA are consistent with that previously environmentally assessed for the 2015 Consented Proposed Development.
- **Ecology effects**: The land use of the Plot K RMA is consistent with that previously environmentally assessed for the 2015 Consented Proposed Development. New landscaping proposals are introduced at the plinth level.
- **Daylight, Sunlight and Overshadowing effects:** On the basis of the above, no significantly different daylight, sunlight and overshadowing effects are predicted to arise at Plot K over and above those previously reported for the 2015 Consented Proposed Development.
- **Wind effects**: All receptor locations tested for Plot K would be suitable for their intended use and no additional or new mitigation measures would be required at Plot K to ensure acceptable wind microclimate conditions. Within

the wider 2015 Consented Proposed Development, Plot K would not give rise to significantly different wind effects to those previously reported in 2015.

- **Telecommunication effects**: The building heights and massing of the Plot K RMA are consistent with the maximum height and lines of deviation parameters previously assessed for the 2015 Consented Proposed Development. The Plot K RMA deviates marginally from the approved parameters in terms of the position and height of the energy centre flue stack as well as the southern building line However, these deviations would have no effects in respect of the telecommunication interference.
- **Waste effects**: The quantum and type of land use, as well as waste strategy of the Plot K RMA are consistent with that previously assessed for the 2015 Consented Proposed Development.
- **Townscape, Heritage and Visual effects**: The building heights and massing of the Plot K RMA are consistent with the maximum height and lines of deviation parameters previously assessed for the 2015 Consented Proposed Development. The Plot K RMA deviates marginally from the approved parameters in terms of the position and height of the energy centre flue stack, as well as the southern building line. The overall height of the flue stack would be reduced from +87.975 mAOD to +63.585 mAOD. However, the newly introduced flue stack would increase the maximum building height parameter at Plot K by 1.18 m. This is considered to be a non-material amendment to the outline scheme and would not be significant in the context of townscape character, visual impact or built heritage considerations. The conclusions reached in terms of the significance of effects for the 2015 Consented Proposed Development therefore remain valid.

5.22 Accordingly it can be concluded that the RMA accords with all of the parameters assessed in the 2013 and 2015 EIAs, with exception of: the relocated energy centre flue stack; the reduced height of the flue stack; the marginally increased building height; and the amended southern building line. These deviations will be subject to the simultaneous non-material amendment application.

Equality Act

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

5.24 With regards to this application, all planning policies in the London Plan, Core Strategy, DM Local Plan and National Planning Policy Framework (NPPF) which have been referenced, where relevant, in this report have been considered with regards to equalities impacts through the statutory adoption processes, and in accordance with the Equality Act 2010 and Council's PSED. Therefore, the adopted planning framework which encompasses all planning policies which are relevant in officers assessment of the application are considered to acknowledge protected equality groups, in accordance with the Equality Act 2010 and the

Council's PSED. Given the proposals constitute major development which would be of strategic importance to the Borough, an Equalities Impact Assessment (EqIA) has been previously undertaken in respect of the outline planning permission which identifies the key equalities issues. A summary of the equalities impacts on protected groups is set out in the 'Equalities Impact' section of this report. This draws from the outcomes set out in the EqIA which forms a comprehensive assessment of the equalities impacts of the development.

6.0 PLANNING POLICY FRAMEWORK

6.1 The following policies set the planning policy background which the application has been considered against.

National Guidance

6.2 The National Planning Policy Framework (NPPF) was adopted in 2012. It sets out the Government's approach to planning matters and is a material consideration in the determination of this planning application. A central theme running through the NPPF is a presumption in favour of sustainable development whilst ensuring that heritage assets are conserved.

Statutory Framework

6.3 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the policies of the statutory development plan, unless other material considerations indicate otherwise.

6.4 The statutory development plan for the site comprises:

- The London Plan (2015)
- Hammersmith and Fulham Local Development Framework Core Strategy (2011)
- Hammersmith and Fulham Local Development Framework Development Management Local Plan (2013).

6.5 The Council's regeneration strategy is set out within Chapter 7 of the Core Strategy. The application site forms the southern part of Strategic Site WCOA1 (White City East), designated within the Core Strategy. Strategic Site WCOA1 also comprises the BBC Television Centre, the Dairy Crest Site, M&S Mock Shop and Imperial College.

6.6 LBHF, the GLA and TfL adopted The White City Opportunity Area Planning Framework (WCOAPF) in October 2013. This document builds upon the Core Strategy Regeneration policies and promotes the regeneration of the wider White City area. The WCOAPF encompasses an overarching strategy for urban design, land use, housing, transport, social and environmental and provides policy guidance for developers and landowners in order to ensure a comprehensive approach is taken in the redevelopment of the area.

6.7 Within the Local Development Framework, the Council adopted the Planning Guidance SPD in 2013 which provides supplementary guidance to support the policies in the Core Strategy and the Local Plan.

6.8 The development plan policies form the primary basis against which officers have assessed this application along with other material planning considerations including the Equalities Act (2010) and regional and local relevant supplementary planning guidance.

Planning (Listed Buildings and Conservation Areas) Act 1990

6.9 It is key to the assessment of these applications that the decision making process is based on the understanding of specific duties in relation to listed buildings and Conservation Areas required by the relevant legislation, particularly the Section 66 and Section 72 duties of the Planning (Listed Buildings and Conservation Areas) Act 1990 set out below together with the requirements set out in the NPPF. Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires that: 'In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.' Section 72 of the above Act states in relation to Conservation Areas that: 'In the exercise, with respect to any buildings or other land in a conservation area, of any functions under or by virtue of any of the provisions mentioned in subsection (2), special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.'

6.10 Officers acknowledge that there is a strong statutory presumption under the Planning (Listed Building and Conservation Areas) Act 1990 and as reflected in recent case law against the grant of planning permission for any development which would either (1) fail to preserve the setting or special architectural or historic character of a listed building or (2) fail to preserve the character or appearance of a conservation area. The desirability of preserving the special architectural or historic interest of a listed building or its setting, or the character or appearance of a Conservation Area or its setting are therefore matters to be given considerable importance and weight in the assessment of any development proposals. Officers have considered the proposals for Plot K and whether any part of the proposed development harms the setting of the Wood Lane Conservation Area and/or the DIMCO buildings and former Television Centre which are both Grade II Listed. Officers have concluded that no harm to the setting of heritage assets would be caused by the proposed development. Officers' assessment of the level of harm to the character and appearance of the conservation area and setting of the Grade II Listed Building is a matter of planning judgement and the following sections will address these matters in detail.

7.0 PLANNING CONSIDERATIONS

Principle of residential land use

7.1 Outline planning permission was granted to provide a maximum of 1,347 residential units across the whole site as part of the wider regeneration aspirations for the area.

7.2 At the national level, the NPPF advocates policy that seeks to significantly boost the supply of housing (paragraph 49), and states that: “housing applications should be considered in the context of the presumption in favour of sustainable development”.

7.3 The London Plan (2015) policy 3.3 (Increasing Housing Supply) states that there is a pressing need for more homes in London and that boroughs should seek to exceed the minimum target through the intensification of brownfield land for housing capacity in Opportunity Areas. Policy 3.3B states that an annual average of 42,000 net additional homes should be delivered per annum in London. Within this overall aim, Table 3.1 sets an annual target of 1,031 net additional dwellings for Hammersmith and Fulham (excluding an increment in provision in the Earls Court West Kensington Opportunity Area).

7.4 Policy 3.3D of the London Plan states that boroughs should seek to achieve and exceed the housing targets set out in Table 3.1 of the plan. The site falls within the White City Opportunity Area whereby there is identified capacity for at least 6,000 homes. This regeneration objective is reinforced by the Core Strategy at Policy WCOA which states that new homes built in White City will be expected to provide a local ladder of affordable housing opportunity. Core Strategy Policy H1 “Housing Supply” also confirms the Council’s objective of the delivery of 5000 new homes within the WCOA.

7.5 Core Strategy Policy H1 (Housing Supply) confirms the Council’s objective of the delivery of 5,000 new homes within the WCOA.

7.6 The adopted WCOAPF is consistent with national, regional and local policy in that the WCOAPF Land Use Strategy (Figure 2.1) and promotes mixed use development comprising housing, commercial, creative and academic uses. As such, the principle of the provision of residential development is embedded within national, regional and local policy.

7.7 The use of Plot K is determined by the approved outline Parameter Plans and Plot K Design Code which suggests Class A1 use at podium level and Class C3 to the upper floors. The proposed building deviates from the approved parameters as the use is solely residential from podium level upwards. The applicant has stated that the rationale behind this decision is that a commercial unit would be difficult to rent in this location. The residential units at the ground floor level would have front gardens which are set at a slightly higher level to the public realm. It is considered that the ground floor residential units will activate Ariel Walk and provide passive surveillance and the deviation from the approved parameters is considered to be acceptable in this instance.

7.8 The application proposes 74 affordable residential units and so it is entirely in accordance with the national, regional and local objectives of securing residential development. The site forms part of the comprehensive mixed-use redevelopment of the outline site which was established under the outline planning consent 2015/02565/VAR.

Residential density

7.9 The NPPF (paragraph 47) states that in order to boost significantly the supply of housing, local planning authorities should set out their own approach to housing density to reflect local circumstances.

7.10 London Plan Policy 3.4 (Optimising Housing Potential) seeks to ensure that development optimises housing output for different types of location taking into account local context and character, design principles and public transport capacity.

7.11 The Site benefits from a PTAL rating of 6a, reflecting its proximity to excellent public transport links. In addition, the Site is located immediately adjacent to the Metropolitan Town Centre.

7.12 In accordance with the density matrix contained within the London Plan (Table 3.2), the Site falls within the 'Central' category ('Central' sites are defined in notes to Table 3.2 of the London Plan as 'areas with very dense development, a mix of different uses, large building footprints and typically buildings of four to six storeys, located within 800 metres walking distance of an International, Metropolitan or Major town centre). Table 3.2 identifies that central sites with a PTAL rating of between 4 and 6 would be appropriate for residential development within the density range of 140 to 450 units per hectare, or 650 to 1100 habitable rooms per hectare.

7.13 Importantly, it is expressly stated that Table 3.2 should not be applied mechanistically when assessing proposals for residential development. Building on this, the Mayor's Housing SPG (May 2016) provides further guidance on the issue of housing density. It states at paragraph 1.3.50 that "meeting London's housing requirements will necessitate residential densities to be optimised in appropriate locations with good public transport access. Consequently, the London Plan recognises the particular scope for higher density residential and mixed use development in town centres, opportunity areas and intensification areas, surplus industrial land and other large sites".

7.14 Similarly, at the local level, Core Strategy Policy H3 (Housing Quality and Density) notes that: "The council will expect all housing development to respect the local setting and context, provide a high quality residential environment, be well design and energy efficient in line with the requirements of the Code for Sustainable Homes, meet satisfactory internal and external space standards and (subject to the size of the scheme) provide a good range of housing types and sizes…Acceptable housing density will be dependent primarily on an assessment of these factors, taking account of London Plan policies and subject to public transport and highway impact and capacity". The policy further notes that: "some high density housing with limited car parking may be appropriate in locations with high levels of public transport accessibility (PTAL 4-6)".

7.15 The Development Management Local Plan (2013) Policy DM A2 “Housing Quality and Density” states that: “in assessing the appropriate density of a housing or mixed use scheme that includes housing, the Council will apply the Core Strategy and London Plan policies and guidance relating to residential density”.

7.16 The WCOAPF supports medium and high density housing as part of mixed use development.

7.17 The delivery of Plot K will provide 74 residential units within part of the wider site which occupies approximately 0.119 hectares. Using the standard density calculation method of dividing the total number of units by the total site area, Plot K has a residential density of 622 units per hectare which is above the relevant ‘Central’ density range set out in Table 3.2 of the London Plan. The Mayor’s Housing SPG (May 2016) sets out circumstances where it may be acceptable for a scheme to exceed the ranges in the density matrix which are:

- location of a site in relation to existing and planned public transport connectivity (PTAL), social infrastructure provision and other local amenities and services;
- the need for development to achieve high quality design in terms of liveability, public realm, residential and environmental quality, and, in particular, accord with the housing quality standards set out in Part 2 of this SPG;
- a scheme’s overall contribution to local ‘place making’, including where appropriate the need for ‘place shielding’;
- depending on their particular characteristics, the potential for large sites to define their own setting and accommodate higher densities;
- the residential mix and dwelling types proposed in a scheme, taking into account factors such as children’s play space provision, school capacity and location;
- the need for the appropriate management and design of refuse/food waste/ recycling and cycle parking facilities; and
- whether proposals are in the types of accessible locations the London Plan considers appropriate for higher density development (e.g. town centres, opportunity areas, intensification areas, surplus industrial land, and other large sites).

7.18 The site has an excellent public transport accessibility rating and is located within the White City Opportunity Area. A significant amount of physical change will take place within the WCOA which will result in increased connectivity to the immediate area and surrounding town centres as new routes will be created. The proposal is considered to be of a high quality design which will contribute to the ‘place making’ in the area.

7.19 In conclusion, whilst the proposed density is very high, officers consider it to be acceptable, given the location and good transport accessibility of the site and the resultant acceptable quality of the residential accommodation which will deliver affordable rented homes. Furthermore, the proposals would contribute towards delivering the council’s vision for the Opportunity Area by making improvements to connectivity with the wider area and the provision of new housing. The proposed residential density is considered to be acceptable and would accord

with London Plan policy 3.4 , Core Strategy Policy H3, Local Plan Policy DM A2 and the guidance within the WCOAPF and the Mayors Housing SPG.

Housing Mix

7.20 The NPPF requires new development to deliver sustainable, inclusive and mixed communities in accessible locations. To achieve mixed communities, the NPPF advises that a variety of housing should be provided in terms of size, type, tenure and price and also a mix of different households such as families with children, single-person households, people with disabilities, service families and older people.

7.21 London Plan Policy 3.8 (Housing Choice) requires new development to offer a range of housing sizes and types. This policy is complemented by the Mayor's Housing Strategy (2014), which emphasises the delivery of family sized affordable homes.

7.22 The 2014 London Strategic Housing Market Assessment (SHMA) shows there is considerable need for affordable housing with an annual requirement of around 18,000 new affordable homes a year, most of them social housing.

7.23 Borough Wide Strategic Policy H4 of the Core Strategy (Meeting Housing Needs) states that: "there should be a mix of housing types and sizes in development schemes, especially increasing the proportion of family accommodation. The precise mix in any development will be subject to the suitability of the site for family housing in terms of site characteristics, the local environment and access to services".

7.24 Policy DM A3 of the DM LP (Housing Mix) states that: "all new housing provided as part of new major development should provide a mix housing, including family housing. In respect of the affordable/social rented provisions which are relevant in the case of this RMA submission, developments should aim to meet the following mix subject to viability, locational characteristics and site constraints being considered on a site by site basis as follows:

- Where social rented housing is replacing existing social rented housing the new housing should meet the needs of the relocating tenants;
- For affordable rented approximately: 1 bedroom: 10% of units; 2 bedrooms: 40% of units; 3 bedrooms: 35% of units; 4+ bedrooms 15% of units.

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7.25 The WCOAPF supports the unit-mix identified within the Development Management Local Plan, and qualifies this in terms of the objectives of bringing about estate regeneration, allowing existing residents of estates within White City West to move to a home within any of the new developments. The WOCAPF is explicit, however, that while the framework explores the potential for estate regeneration, it does not set out proposals.

7.26 The reserved matters application seeks to deliver a total of 74 affordable rented units within Plot K. Part A, Schedule 7 of the Section 106 legal agreement

attached to the October 2015 outline consent requires the delivery of 162 base affordable housing units comprising 67 discount market sale and 95 affordable rented.

7.27 The Section 106 legal agreement sets out the required housing mix for the 95 base affordable rented units. The table below compares the base mix of units and the Plot K reserved matters application mix. It also sets out the remaining number of affordable rented units for future phases.

Table 3: Proposed Housing Mix compared with S106 requirement

Unit Type	S106 requirement Mix (95 affordable rent units)	Plot K Reserved Matters Application mix (74 affordable rent units)	Affordable Rent units left for future phases
1B 2P	38 (40%)	30 (41%)	8
2B 3P	19 (20%)	22 (29%)	-3
2B 4P	19 (20%)	13 (18%)	6
3B 4P	7 (7%)	3 (4%)	4
3B 5P	6 (6%)	6 (8%)	0
3B 6P	6 (6%)	0 (0%)	6
Total	**95**	**74**	**21**

7.28 The proposal will provide 78% of the base number of affordable rent units required under the s106. The table shows that the number of 2B 3P exceeds the amount required in the s106 by 3 units. Officers consider this to be acceptable given that there is still a requirement for further 2B 4P to be provided within the outline development and the potential for uplift in the number of base units through future viability appraisal reviews.

7.29 It is acknowledged that no 3B 6P units are proposed within the scheme. However, the block includes 9 x 3B 4 and 5 person units allowing for the provision of affordable family sized dwellings as set out in Policy DM A3 of the DMLP. The proposal provides a range of affordable rent unit sizes which are considered to respond positively to the site characteristics and the wider masterplan. The proposed housing mix is considered to be acceptable and in accordance with the relevant planning policy and approved outline consent.

Affordable Housing

7.30 The London Plan (2015) Policy 3.9 (Mixed and Balanced Communities) states that a more balanced mix of tenures should be sought in all parts of London, particularly in neighbourhoods where social renting predominates and there are concentrations of deprivation.

7.31 Paragraph 3.61 of the London Plan (2015) Policy 3.10 defines affordable housing as: “social rented, affordable rented and intermediate housing (see para 3.61), provided to eligible households whose needs are not met by the market. …”

7.32 The definitions of each associated tenure type are as follows:

- Social Rented Housing – is owned by local authorities or registered providers, for which guideline target rents are determined through the national rent regime. It may also be owned by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Mayor. Social rent is lower than affordable rent.

- Affordable Rented Housing is that which is let by local authorities or registered providers of social housing and is subject to controls requiring a rent of no more than 80% of the local market rent (including service charges where applicable).

- Intermediate Housing - is available for sale or rent at a cost above social rent, but below market levels. These can include shared equity (shared ownership and equity loans), other low cost homes for sale and intermediate rent, but not affordable rent. Households whose annual income is in the range £18,100–£66,000 should be eligible for new intermediate homes. For homes with more than two bedrooms, which are particularly suitable for families, the upper end of this eligibility range will be extended to £80,000. These figures will be updated annually in the London Plan Annual Monitoring Report.

7.33 Policies 3.11 (Affordable Housing Targets) and 3.12 (Negotiating Affordable Housing on Individual Private Residential and Mixed Use Schemes) of the London Plan (2015) set out the approach to negotiating affordable housing. The policy states that the Mayor will, and boroughs and other relevant agencies and partners should, seek to maximise affordable housing provision. Notwithstanding that it is also recognised that regard should be had to a number of factors, including the need to encourage rather than restrain residential development, and that negotiations should take account of individual site circumstances including development viability.

7.34 Part B of Policy 3.12 states that: “Negotiations on sites should take account of their individual circumstances including development viability, the availability of public subsidy, the implications of phased development including provisions for re-appraising the viability of schemes prior to implementation (‘contingent obligations’), and other scheme requirements”.

7.35 Strategic Policy H2 of the Core Strategy (2011) states that 40% of the new housing should be affordable and provide a better overall mix of unit sizes to help alleviate overcrowding in existing accommodation. Policies WCOA and WCOA1 of the Core Strategy are more specific to the site and all development within White City. The policy confirms that development of land in White City East should provide a sufficient mix and quantity of social rented housing (approximately 25% of all new housing units) to enable the opportunity for a proportion of existing estate residents to be re-housed in better accommodation. The policy envisages this will contribute towards the creation of a more mixed and sustainable community across the area within which the existing community can thrive as a result.

7.36 In terms of the split within the affordable housing provision Policy 3.11 of the London Plan seeks that 60% of the affordable housing on offer be for social and affordable rent and 40% be for intermediate rent or sale.

7.37 Part B of Borough Wide Core Strategy Policy H2 (Affordability) is not strictly aligned with this requirement, stating that: "the council would prefer all additional affordable housing to be intermediate and affordable rented housing". Paragraph 30 of the Inspector's Report on the examination into the Core Strategy states that: "the absence of a direct reference to the "split" in the H2 policy wording is not a critical flaw that renders it unsound or of general conformity with the [London Plan]. In practice, such considerations will inevitably form part of the detailed assessment of planning proposals for larger new housing schemes to be resolved on a case by case basis according to site specific circumstances. The clear strategic impetus towards the provision and promotion of mixed and balanced communities, as in policies 3.10 and 3.12 [of the London Plan], will also have to be borne in mind, alongside the local context whereby some areas in the borough have concentrations of particular housing types".

7.38 Core Strategy Policy 'Strategic Site 1 – WCOA – White City East' sets a target of 40% affordable housing, with approximately 25% of housing to be social rented. This requirement is reiterated in the WCOAPF, which sets a target of 40% affordable housing and no loss in overall quantity of social rented housing but a better overall mix of unit sizes. It is specified that development east of Wood Lane will be required to provide approximately 25% social rented housing, 15% intermediate housing.

Affordable housing provisions within Section 106 Agreement (pursuant to the outline scheme)

7.39 The outline scheme included the provision of 162 units (67 discount market sales and 95 affordable rented) as a minimum, representing 12% of the total residential development. 81 affordable housing units (50%) should be completed before the completion of the 550th market dwelling. The remaining affordable housing units (81) should be constructed prior to the completion of the 770th market unit (57% of the total residential units). A Financial Viability Appraisal prepared by Gerald Eve was submitted with the outline application which sought to justify the level of affordable housing proposed in the application.

7.40 The level of affordable housing within the outline scheme was permitted on the basis that three viability reviews would be carried out before the submission of reserved matters applications for the three development areas. The first development area is the first 400 dwellings; the second 401 - 943 dwellings and the third development area is 944 – 1347 dwellings. In respect of Plot K, which comprises part of the first residential phase of development (i.e. - within the first 400 units), the s106 requires LBHF/Westfield to determine whether any additional affordable housing can be provided in the first residential phase subject to approval of the First Viability Review, prior to submission of the first residential reserved matters application.

7.41 Therefore, the proposed application for the reserved matters has been lodged outside of the terms of the s106 agreement which requires that the First Viability Review to have been submitted and agreed between the council and the applicant, prior to the submission of the application. Notwithstanding the above, the proposed Plot K RMA includes 100% affordable homes which frontloads the provision of affordable housing earlier in the development programme. Officers

have therefore given due consideration to whether the reserved matters can be processed without triggering the requirement to carry out the First Viability Review. Officers will set out the advantages of this approach in the below paragraphs.

Early delivery of affordable housing and deferral of first viability review

7.42 Notwithstanding the provisions in the s106 agreement, officers are of the opinion that there are a number of advantages of processing the proposed RMA for Plot K without requiring the First Viability Review to be submitted at this point in the process. The purpose for the s106 obligation (which requires the Viability Reviews) is to determine whether any additional affordable housing can be provided, in the event the development financial viability improves beyond an agreed target threshold. The s106 agreement review mechanism provisions were designed to ensure that the first 400 residential units (including market housing) were considered as part of the review process in order to ascertain whether additional affordable housing could be provided in that phase.

7.43 The proposed development in Plot K comprises 74 affordable rent units which would make a significant early contribution to providing affordable homes on the site, in advance of any market housing. Subject to the timing of the First Viability Review being deferred (prior to the submission of RMA for the remaining part of the first development area (i.e.: units 75-400), officers do not consider that the ability to review the development viability has been unduly restricted. As such, subject to the s106 provisions being amended to require the deferral of the First Review (prior to submission of RMA for residential units 75-400), the council will retain its ability to review the viability of the first development area at a later stage when more information is known about the residential development proposed in later phases.

The applicant's case for submission of Plot K

7.44 The applicant has advised that an early approval of Plot K is necessary in order to build this element of the development out to coincide with the opening of the retail extension. We are advised that there is an opportunity to build out Plot K following a detailed interrogation of the retail construction programme which includes part of the podium structure that will accommodate the raised section of the east-west 24 hour route and part of the public realm. The applicant advises that Plot K needs to be completed prior to the opening of the retail extension (targeted for October 2017). The applicant is therefore looking to secure reserved matters approval for Plot K at the earliest opportunity to ensure construction of this part of the development commences shortly afterwards. The applicant advises that a 12 month construction programme should be allowed to build out Plot K.

Proposed amendments to the affordable housing provisions

7.45 The Plot K housing provision comprises 74 affordable rented units which will be let by a Registered Provider at rent levels that are capped at the Local Housing Allowance Levels. The rental levels would be significantly lower than the London Plan policy cap (80% of Market Rent). Officers have sought to secure an improvement to the affordability levels to ensure that the affordable housing

provisions are accessible to people on the lower end of the household income ranges whom are in rented accommodation. As such, the applicant has offered 10% of the 74 units (7 units) to be provided at social rent level in order to address the need to improve affordability. The amendment to the affordable rent provisions will be secured via a Deed of Variation to the s106 which would also include amending the provisions relating to the timing of the First Viability Review.

7.46 Subject to the above amendments to the s106 agreement, officers consider that deferring the first viability review would not undermine the Council's primary objective which is to deliver the maximum reasonable level of affordable housing units. The first viability review will take place prior to the submission of reserved matters relating to (parts of) Plot C which is likely to be the next phase of residential development.

7.47 In conclusion, the proposed reserved matters application would contribute towards providing much needed affordable housing, in accordance with London Plan policies 3.3B and would help the borough meet its housing targets in accordance with Table 3.1 of the London Plan (2015). Strategic Policy H1 of the Core Strategy (2011) promotes the development of new housing within the Strategic Sites. Within the White City Opportunity Area an indicative housing target of 5,000 homes is proposed across the plan period. The site is also defined within the White City Opportunity Area Planning Framework as an area for residential intensification. In the context of these policies and having regard to the provisions of the s106 agreement requiring development viability to be reviewed at future stages during implementation, the individual circumstances of the site and the planning and regeneration benefits arising it is considered that the proposed provision of affordable housing is acceptable in accordance with the relevant planning policy.

Standard of accommodation

7.48 The London Plan (2015) policy 3.5 requires new residential development to provide a high quality of internal living environment. The Mayor's Housing SPG was adopted in March 2016 and sets out guidance on the implementation of housing policies set out in the 2015 London Plan and the 2016 Minor Alterations to the Plan (MALP). Policy H3 of the Core Strategy and policies DM A2 and DM A9 of the Development Management Local Plan (2013) require new residential development to provide high quality living conditions for future occupiers.

7.49 The application proposes 11 standard apartment types with an alternative Category 3 (adaptable dwellings) arrangement for three of the types. As set out in Table 4 below, all of the proposed apartments meet and exceed the national space standards in the 2016 Minor Alterations to the London Plan and the minimum standards set out in Schedule 7, Part A, paragraph 2.1 of the approved Section 106 legal agreement.

Table 4: Proposed space standards in comparison with the approved s106 space standards and the London Plan minimum standards (GIA)

Type	No. of units per type	Proposed size (sqm)	S106 requirement (sqm)	London Plan standard (sqm)
Type 1 (3B, 5P) *Two storey*	1	**123**	86	93
Type 2 (1B, 2P) *Two storey*	2	**72**	50	58
Type 3 (1B, 2P) *Two storey*	6	**62**	50	58
Type 4 (1B, 2P)	13	**51**	50	39
Type 5 (1B, 2P)	5	**50**	50	39
Type 6 (2B, 4P)	5	**73**	70	70
Type 7 (2B, 4P)	8	**70**	70	70
Type 8 (2B, 3P)	18	**63**	61	61
Type 9 (1B, 2P) *Two storey*	4	**60**	50	58
Type 10 (3B, 4P)	7	**93**	74	74
Type 11 (2B, 3P)	4	**72**	61	61

Outlook/Aspect/Layout to Proposed Residential Units

7.50 All of the apartments will benefit from private amenity space in the form of a balcony or garden. Whilst the south elevation of the low rise parts of the building could potentially receive more daylight, none of the residential apartments have been planned with a south facing aspect. This is because the immediate proximity of the proposed retail car park ramp would leave the apartments being subject to poor air quality levels with a substandard aspect that would be unsuitable for a residential use.

7.51 The block has therefore been designed as north facing with a ‘saw tooth’ to provide north and north-east facing apartments to improve outlook and daylight without compromising privacy. The southern elevation of the low rise block has been designed with an enclosed glazed walkway which will provide access to each flat. The walkway will be translucent allowing light in but will minimise over-heating. A series of voids off the walkway are included through all levels of the low rise block to assist with redirecting ‘borrowed’ light between floors and passive cooling.

7.52 In the low rise block, all bedrooms and living rooms are located at the front/north facing elevation of the building, whilst the bathrooms and store cupboards located towards the south side where the light is compromised. The kitchens are also located away from the windows on the north elevation, however they are open plan to increase daylight levels. In the high rise block, there are a number of different arrangements, although habitable rooms have been designed to face east and south as this block is not compromised by the car park ramp.

7.53 It is considered that each of the habitable rooms within the development would provide adequate outlook and privacy for future occupants. The northern edge will typically provide a more attractive residential outlook, addressing both Ariel Walk and the future Plot C development. The high rise eastern edge will have an unimpeded view across Ariel Square towards Kensington Gardens and central London.

Private amenity space

7.54 In terms of private amenity space, Standard 26 of the Mayor's Housing SPG (2016) requires that a minimum of 5 sqm of private outdoor amenity space should be provided for 1 –2 person dwellings and an extra 1 sqm should be provided for each additional occupant.

7.55 At the local level, Core Strategy (2011) Policy H3 (Housing Quality and Density) requires that all housing provides a high quality residential environment with satisfactory external space. Development Management Local Plan (2013) Policy DM A2 (Housing Quality and Density) states that: "ground level family housing should have access to private gardens/amenity space and family housing on upper floors should have access to a balcony and/or terrace, subject to acceptable amenity and design considerations, or to shared amenity space and to children's playspace".

7.56 Reflecting this, the WCOAPF sets out a requirement for a variety of small parks, squares and gardens, which provide communal, semi-private and private amenity space. Homes must be carefully designed and laid out to have satisfactory access to open space.

7.57 SPD Housing policy 1 advises that every new family dwelling should have access to amenity or garden space of not less than 36sqm. Dwellings with accommodation at ground floor level should have at least one area of private open space with direct access to it from the dwelling. For family dwellings on upper floors this space may be provided either as a balcony or terrace and/or communally within the building's curtilage.

7.58 All of the units above the podium level will have access to private amenity space in the form of a balcony. All of the balconies exceed the minimum space standard with the majority being oversized (8sqm) and all have level access. The triangular shape of the balconies is derived from the need to maximise sunlight/daylight into the apartments and to improve privacy and views from the living spaces as the 'deeper' space has been positioned away from the living areas. The 'narrow' space of the balcony would allow views out and daylight/sunlight to reach into the apartments.

7.59 The balcony balustrade is formed of two materials (i) laminated translucent glazing to the 'narrow' area and (ii) flat profile balusters to the 'deeper' area. The flat profile balusters are rotated, reflecting the orientation of the opposite development Block C in order to reduce views into the private amenity space of Plot K and maximise the views out for the Plot K users. This approach is applicable to all balconies.

7.60 All of the podium level duplex apartments have individual gardens which face Ariel Walk and provide degrees of separation from the public realm. The 3p, 5p adaptable unit would have a 36sqm garden in compliance with SPD housing policy 1. The 1b, 2p units would all have gardens with an area of 17sqm which would comply with the London Plan and LBHF standards. The gardens would be in the form of a courtyard and a 1.5m dividing brick wall will be installed between each garden for privacy between neighbours. There will be level access from all the podium level apartments to the garden and then stepped access down to Ariel Walk for the 1b, 2p dwellings. The 3b, 5P adaptable dwelling would have a ramp instead of steps and details of this ramp and its installation have been requested by condition 4. The ramp will ensure the unit is accessible and inclusive in line with London Plan policy 7.2.

7.61 Illustrative details have been submitted with regards to the layout and design of the gardens and boundary treatments. Condition 10 of the outline permission requires details of all hard and soft landscaping including surface treatments and planting to be submitted to the Council. Condition 8 of the outline permission requires details of boundary treatments.

Wheelchair user dwellings

7.62 The Housing Standards in the London Plan (2015) were amended in March 2016 via the Minor Alterations to the London Plan which adopt national space standards. Policy 3.8 of the London Plan (as amended in 2016) now requires 90% of new housing to meet Building Regulation M4 (2) 'accessible and adaptable dwellings' and 10% to meet Building Regulation M4 (3) 'wheelchair user dwellings'.

7.63 This requirement has replaced the previous London Plan requirement for Lifetime Homes and 10% wheelchair accessible or easily adaptable. LBHF Local Plan (2013) policy DM A4 requires all new housing to be built to Lifetime Homes standards with 10% wheelchair accessible or easily adaptable. However, policy HO6 of the draft Local Plan which is due to be adopted in 2017 is in line with the London Plan and similarly requires 90% of new housing to meet Building Regulation M4 (2) 'accessible and adaptable dwellings' and 10% to meet Building Regulation M4 (3) 'wheelchair user dwellings' otherwise referred to as a Category 3 dwelling.

7.64 The reserved matters application proposes 74 residential units, 8 of which (10.8%) will be wheelchair adaptable units which complies with the Part M (3) requirement. Planning condition 43 of the approved outline permission requires the provision of 10% of the units to be either wheelchair housing standard or easily adaptable to this standard in compliance with the Mayor's Housing SPD and that details are submitted for approval. The applicant has provided plans which show how the 8 units can be adapted to be wheelchair accessible. The units will be converted to the adapted state before occupation if the need has been specified in the nominations process.

7.65 The 8 adaptable units are spread throughout the building at the following levels, offering a variety of layouts:

Level 40: 1 x 3b, 5p unit

Level 42: 2 x 2b, 3p units
Level 43: 2 x 2b, 4p units
Level 46: 1 x 2b, 3p unit
Level 47: 1 x 2b, 3p unit
Level 48: 1 x 3b, 4p unit

7.66 The largest duplex apartment at the Podium level (L40) (3b, 5p) is a Category 3 unit which includes 30sqm of private amenity space. To be compliant with Part M (3) 'wheelchair user dwellings' a step-free approach route should be provided to all private entrances. The plans submitted with the application show a stepped approach to the garden and front door of the duplex unit. As the steps would not comply with this requirements, a condition has been added which requires the applicant to install a ramp instead of the steps prior to occupation and provide details of the ramp to the Council before installation.

7.67 Similarly, as the duplex unit is two storeys, the applicant has submitted plans have been marked up to show there is sufficient space for a lift to be installed with enough room for a wheelchair user to enter and exit the lift. Officers consider that the proposed lift and the associated equipment and fittings should be fitted out prior to completion of the unit, and if necessary removed, if the occupier does not require it. A planning condition will be recommended which ensures this provision is secured.

7.68 The rest of the Category 3 units are single level and are located within the low rise of the building L42, L43, L46, L47 and L48. All apartments are oversized to allow for conversion to accessible units. Based on the 10% adaptable units, it is a requirement to provide the same number of accessible parking spaces. As a result of the constrained site below podium level where the parking bays are located, the design could accommodate only six accessible car spaces. Further assessment on this is discussed in the 'Blue badge holder parking' section below. The residential parking of Plot K sits at Level 20 (existing ground floor level). The access to it from the apartments will be through the main circulation core.

Internal Daylight

7.69 With regards to the potential for daylight within the proposed residential units, a full detailed technical assessment has been carried out. The BRE Guidance 'Site layout for Daylight and Sunlight' sets out three different methods of assessing daylight to or within a room, the Vertical Sky Component (VSC) method; the No-Sky Line Contour (NSC) and the Average Daylight Factor (ADF). The first two assessments are primarily used for the assessment of existing buildings, whilst the ADF test is used for the assessment of new buildings.

7.70 The quality of daylight within the proposed development Plot K has been assessed using the ADF and NSC assessments and the results are listed in the table below.

Table 5: Number of rooms that pass or fail the ADF criteria with 1.5% and 2% ADF target for L/K/D spaces and 1% ADF for bedrooms

Rooms/ADF target	**ADF Target**	**Pass / fail**	**%**
Living / Kitchen / Dining	2%	27 / 70	39%
Bedroom	1%	90 / 132	68%
Total	**-**	**117 / 202**	**58%**
Living / Kitchen / Dining	1.5%	50 / 70	71%
Bedroom	1%	90 / 132	68%
Total	**-**	**140 / 202**	**69%**

7.71 The assessment of daylight within Plot K demonstrates that the majority of habitable rooms (58%) would have what the BRE guidelines consider to be an appropriate level of light. Some rooms would surpass the BRE and British Standard guidance criteria. The standard of 2% for living / kitchen / dining rooms is driven by the 2% requirement for kitchens rather than the other components of their use, which is 1.5%. When the alternate 1.5 % ADF target for living /kitchen / dining is applied, the number of L/K/D meeting the ADF criteria increases to 68%, resulting in a total of 66% of habitable rooms meeting the BRE guidance.

7.72 With the exception of 2 bedrooms, all rooms that fall below the BRE targets are located beneath, behind or adjacent to external balconies. The balconies provide the apartments they serve with external amenity but inhibit the amount of daylight available. The 2 bedrooms which are not located below, behind or adjacent to an external balcony achieve an ADF of 0.9 % which is only marginally below the 1% ADF target. There is therefore a direct trade-off between the amenity provided by the balconies and the lower potential for daylight.

7.73 The BRE guide states in its introduction that developments within dense urban environments, that need to match the height and scale of other surrounding buildings, may have difficulty attaining the prescribed levels of daylight and that a balance needs to be struck between natural light and other design constraints. Plot K has a number of physical constraints such as its close proximity to a major road network, the existing phase 1 shopping centre and the proposed vehicular ramp up to the phase 2 car park. In parallel to the physical constraints of the site, the environmental challenges are clear. Whilst the southern boundary is likely to receive a significant amount of daylight throughout the year, the aspect and air quality are poor. Consequently, the development has been designed as a north/north-east facing plot with balconies overlooking the more attractive part of the site. This orientation and location of the balconies has therefore reduced the level of daylight that each apartment will receive.

7.74 Whilst the daylight levels to a number of rooms are lower than the suggested BRE target, the use of an outdoor amenity space is considered to be equally beneficial to the future occupants. The amenity benefits associated with the balconies

combined with the increased levels of acoustic/air quality when compared with the south elevation, are considered to offset the associated reduction in daylight.

7.75 In addition, the BRE guide gives the following statement in its introduction, which is repeated at various points through the document: “The advice given here is not mandatory and the document should not be seen as an instrument of planning policy. Its aim is to help rather than constrain the designer. Although it gives numerical guidelines, these should be interpreted flexibly because natural lighting is only one of many factors in site layout design. In special circumstances the developer or planning authority may wish to use different target values. For example, in a historic city centre a higher degree of obstruction may be unavoidable if new developments are to match the height and proportions of existing buildings”.

7.76 In light of the above, officers consider that the provision of daylight within the proposed units is considered to be acceptable, given the physical and environmental constraints of the site. The anticipated levels of daylight for Plot K were assessed as part of Environmental Impact Assessment which was updated with the 2015 consent development. On the basis of the above, no significantly different daylight, sunlight and overshadowing effects are predicted to arise at Plot K over and above those previously reported for the 2015 Consented Proposed Development.

Acoustics

7.77 London Plan Policy 7.15 (Reducing noise and enhancing soundscapes) seeks to minimise the existing and potential impacts of noise on, from, within or in the vicinity of, development proposals.

7.78 DM policy H9 sets out the general considerations for developments within the borough where development may generate or be adversely affected by noise, in accordance with the London Plan and the National Planning Policy Framework. Planning Guidance Supplementary Planning Document Amenity Policies 18-24 request relevant noise and/or vibration and air quality reports to be submitted in support of the proposals.

7.79 Updated noise monitoring has been undertaken and the measured noise levels have been used together with the up-to-date traffic flow data for the 2015 Consented Proposed Development to inform the glazing requirements for Plot K to ensure suitable internal noise levels are achieved by reference to BS 8233, WHO and Planning Condition 24 requirements.

7.80 The updated noise levels confirm good correlation with the noise levels relied upon in the 2015 ES and the internal noise levels correspond with those targeted in 2013 and 2015. Recommendations have been made in respect of internal building fabric elements to ensure that Plot K is compliant with Building Regulations (2010) Approved Document E (2003) and to ensure that Plot K is compliant with the standards required under Planning Conditions 25 and 26.

7.81 Recommendations for atmospheric noise emissions and vibration mitigation from the future plant installations have been provided based on noise monitoring data, to comply with Planning Conditions 28 and 29.

7.82 The applicant has confirmed that details will be submitted in due course to discharge the noise conditions 25, 26, 28 and 29 of the outline consent in relation to Plot K.

7.83 Landscaping, communal space and children's play space

Landscaping

7.84 The application seeks to discharge landscaping in relation to Plot K (and part of Plot P) reserved by condition 1 of the extant outline permission. However, no public realm landscaping is proposed as part of this application as this will be submitted under a separate reserved matters application. The timing for the implementation of the scheme which includes the provision of Ariel Walk and Ariel Square to the north east of Plot K will be secured by way of a Deed of Variation attached to the S106 agreement to ensure it is implemented at the same time as Plot K.

7.85 The applicant has provided illustrative material of the landscaping and public realm surrounding the development. The general strategy for the Public Realm has been established by the Outline Consent and the overall character and identity is defined by the approved Design Codes. The treatment of Ariel Walk and Ariel Square will include planting and street trees, seating areas, play facilities and accessible paved areas. Cycle racks and lighting are proposed to match with the site furniture range and the planting selection will be considered as part of an overall site development as well as providing shade and structure in the 'street'.

7.86 The Plot K landscape relies heavily on the proximity to Ariel Walk and Ariel Square, providing a built edge and definition of the public realm and the major pedestrian link into the site from the adjoining eastern residential and commercial precincts beyond the West Cross Route (A3220), and the connection to Shepherds Bush rail and bus interchange at the lower level.

Communal space

7.87 Parameters plan WLD 015 shows that the roof of Plot K should be accessible. The reserved matters application does not include any publically accessible space at the roof level. The applicant has advised that this decision was made following discussions with Registered Providers that the maintenance of the roof garden would lead to a high service charge, resulting in the units not being affordable.

7.88 Whilst additional communal space would have been beneficial for the residents, officers are mindful that the service charge costs will be need to be kept low in order to offer the units at suitable rent levels closer to target rents. Each apartment has at least 5sqm of private amenity space and Ariel Square is located adjacent to the development which will provide play space and communal open space. In addition, there will be a number of other new areas of public open space that will be provided within the site, each with their own character, including White City Green on the south side of the Hammersmith and City Line viaduct, Relay Square, Marathon Way and Silver Street. On balance, the communal space provisions for the development are considered to be acceptable.

Children's play space

7.89 Policy 3.6 of the London Plan (Children and Young People's Play and Informal Recreation Facilities) states that housing developments should make provision for play and informal recreation space based upon the expected child population to be generated by the scheme.

7.90 Supplementary Planning Guidance 'Shaping Neighbourhoods: Play and Informal Recreation' was published by the GLA in September 2012. The guidance provides a series of criterion and standards, linked to child yield, to inform the level and type of play provision required to support new development. The benchmark standard advised by the guidance amounts to a minimum of 10 sq m of playspace provision per child. Playspace provision for children under 5 is to be provided on site, within 400m for those aged 5-11 and within 800m for those aged 12 and over.

7.91 Core Strategy Policy OS1 seeks children's play provision in new developments. Development Management Local Plan Policy DM E2 (Playspace for Children and Young People) requires new residential development that provides family accommodation, to provide accessible and inclusive communal playspace will normally be required on site that is well designed and located and caters for the different needs of all children, including children in younger age groups, older children and disabled children. The scale of provision and associated play equipment will be in proportion to the scale and nature of the proposed development.

7.92 The WCOAPF notes that open spaces and play areas must be useable, well related to buildings and users, be safe, secure and capable of being well maintained.

7.93 The applicant has submitted an EIA compliance letter from Ramboll Environ which assesses the development proposals against the parameters of the 2015 consented proposed development to ensure compliance. The proposals for Plot K give rise to a child yield of 59 and a playspace requirement of 590 sqm, of which 340 sqm is required as doorstep play space for children aged five and under. Consistent with the socio-economic assessment within the 2013 ES, appropriate playspace would be provided across the wider Site to ensure compliance with the London Plan Play Space requirements.

7.94 The applicant has advised that playspace for Plot K will be delivered in Ariel Square which is located in the south-east corner of the site next to Plot K. Illustrative details of the play space have been submitted as part of this application which are in line with the Outline Landscape Strategy. Ariel Square falls outside the red line of this reserved matters application. However, the applicant has advised that details of the playspace and the public realm around Plot K will be come forward via a separate reserved matters application and the timing for the implementation of the scheme (with regards to the public realm adjacent to Plot K) will be secured by way of a Deed of Variation attached to the S106 agreement. The amendment to the s106 agreement will require that Ariel Square and Ariel Walk shall be completed, prior to occupation of Plot K.

Security and Lighting

Security

7.95 S17 of The Crime and Disorder Act 1998 imposes an obligation on the Local Planning Authority to consider crime and disorder reduction in the assessment of planning applications. London Plan Policy 7.3 advises that development should reduce the opportunities for criminal behaviour and contribute to a sense of security without being overbearing or intimidating. Policy DM G1 of the Development Management Local Plan (2013) requires new development to respect the principles of Secured by Design.

7.96 The applicant has confirmed that they have had regular meetings with the Secured by Design officer and that the building will be built to Secured by Design standards. Condition 42 of the outline permission requires details to be submitted to ensure each building within the outline scheme is SBD compliant.

7.97 With regard to Shared Circulation, Standard 13 of the Mayor's Housing SPD (2016) requires that an access core serving 4 or more dwellings should provide an access control system with entry phones in all dwellings linked to a main front door with electronic lock release. Resident access to Plot K will be from a secure entrance at podium level (L40). A secure lobby is proposed to prevent 'tailgating' and entrance door access control will be achieved through use of keypads or card entry proximity cards. Visitors access will be by means of an audio door entry system enabling two-way communications between the entrance panel and each apartment.

7.98 The applicant has confirmed that CCTV cameras will be installed and that CCTV coverage will be provided within the surrounding public realm and below-podium to monitor and provide real-time feedback to the on-site estate security team. It is expected that CCTV will be located in the secure external corridors and lift lobbies serving the apartments, however as the details have not yet been confirmed, condition 2 is recommended which requires details of the CCTV cameras on the building elevations.

Lighting

7.99 Core Strategy Policy CC4 advocates for the protection and enhancement of environmental quality. With regard to lighting it states the council will take measures to 'minimise the impact of light pollution'. Policy DM H10 of the Development Management Plan (2013) states that where proposals include external lighting, this should be designed in order to provide the minimum amount of lighting necessary to achieve its purpose and to avoid glare and light spillage from the site.

7.100 No formal details of external lighting on and around Plot K have been provided with the submission. However, condition 37 (lighting) of the outline scheme requires all lighting details to be submitted and approved by the LPA.

Daylight, Sunlight and Overshadowing effects to nearby buildings

7.101 Policy 7.6 of the London Plan (2015) states that buildings and structures should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy, overshadowing, wind and microclimate. There are no specific policies with regard to daylight, sunlight or overshadowing either within the Local Management Plan or Core Strategy. Policy DM G1 does however refer to impact generally and the principles of 'good neighbourliness'. Housing Policy 8 in the SPD requires amenity of neighbouring occupiers to be protected.

7.102 The outline application was accompanied by an Environmental Statement which included a comprehensive sunlight, daylight and overshadowing assessment (in line with BRE Guidelines) to consider the potential impacts of the proposed development upon adjacent residential properties and whether the effect of the proposed development would cause harm to the amenity of occupiers. The development was assessed against the very worst case scenario, where the permission would be implemented to its maximum parameters and the impacts or likely effects on residential amenity were not considered to constitute any material harm.

7.103 The building heights and massing of the Plot K RMA are consistent with the maximum height and lines of deviation parameters of the 2015 consented outline permission. The Plot K RMA deviates marginally from the approved parameters in terms of the position and height of the energy centre flue stack and the southern building line. However, both deviations are minimal and have been tested by the Environmental consultants who have advised that the amendments would have no impact daylight, sunlight and overshadowing to neighbouring buildings. The applicant has submitted a concurrent non-material amendment application (Ref. 2016/03604/NMAT) to incorporate the deviations.

Design

7.104 The NPPF states that good design is a key aspect of sustainable development, and should contribute positively to making places better for people. Part 7 of the NPPF outlines the requirement for good design and sets out that development should:

- Function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- Establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;
- Optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public space as part of developments) and support local facilities and transport networks;
- Respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation;
- Create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and

- Are visually attractive as a result of good architecture and appropriate landscaping.

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

7.106 Policies 7.4 (Local character), 7.5 (Public realm) and 7.6 (Architecture) of the London Plan (2015) promote the high quality design of buildings and streets. Policy 7.4 states that 'development should have regard to the form, function, and structure of an area, place or street and the scale, mass and orientation of surrounding buildings' whilst policy 7.6 (Architecture) states that 'buildings and structures should not cause unacceptable harm to the amenity of surrounding land and buildings'. Policy 7.8 (Heritage assets and archaeology) states that 'development affecting heritage assets and their setting should conserve their significance by being sympathetic to their form, scale, materials and architectural detail'.

7.107 The Core Strategy (2011) strategic Policy BE1 (Built environment) states that all development within the borough should create a high quality urban environment that respects and enhances its townscape context and heritage assets. The Core Strategy policy WCOA also states that the WCOA will be a 'model of high quality urban design, sustainable architecture and construction situated within a first class permeable, accessible and inclusive public realm'.

7.108 Chapter G (Design and Conservation) of the Development Management Local Plan (2013) sets out to preserve and enhance the quality, character and identity of the borough's natural and built environment. Policy DM G1 (Design of a new build) states that 'new build development will be permitted if it is of a high standard of design and compatible with the scale and character of existing development and its setting'. Policy DM G7 seeks to protect, restore or enhance the quality, character, appearance and setting of the borough's heritage assets.

7.109 The WCOAPF (2013) provides guidance on development within the White City Opportunity Area, relevant to the Westfield Site which reinforces the aspirations set out in the Core Strategy and London Plan. It sets outs the Urban Design Strategy for the area and sets out the following three principal design objectives: creating areas of new public realm and open space; maximising connectivity; and quality urban design that responds to context.

7.110 The NPPF also notes (paragraph 59) that local authorities should consider the use of design codes to help deliver high quality outcomes. The outline application was supported by six Design Codes which set out the design principles relevant to each of the plots and the public realm within the development. An assessment

of the Plot K proposal against the relevant design codes is included within the assessment below.

Layout

7.111 The application seeks to discharge the layout of Plot K (and part of Plot P) reserved by condition 1 of the extant outline permission. Section G3 of the approved Design Codes sets out the principles for the general layout of the outline development and Section K3 sets out the principles of the layout of Plot K.

7.112 In accordance with the outline consent, Plot K consists of one block which addresses Ariel Walk to the north and provides a 'visual marker' within the wider Phase 2 neighbourhood to the east whilst maintaining the masterplan's townscape relationship with the adjacent Plot C high rise (in its indicative proposed form).

7.113 Design Code K3.2 states that the northern Building Line should be straight in plan and should be a continuation of the northern Building Line of Block A1. The proposal deviates slightly from this design code as the residential apartments are rotated twenty degrees to the street edge, exposing the corner of the living space to provide dual aspect units as well as creating a distinct 'sawtooth' appearance on the northern façade. This revised approach maximises daylight to living spaces and bedrooms, provides dual aspects and ensures all habitable rooms are located away from the southern boundary which comprises the vehicular ramp running up to the rooftop car parking. The building layout, geometry and form has been evolved to provide a more site responsive building that is suitable for residents in line with design code K3.5 which acknowledges that the site constraints for residential development in this location.

7.114 Duplexes are located at the podium level (L40) and single level apartments above. The main entrance for all the apartments is located at the corner of Ariel Walk and Ariel Square on the eastern elevation of the high rise tower consistent with design code K3.4. Entrances to the ground floor duplexes are also proposed on the northern elevation overlooking Ariel Walk. The proposal presents an 'active' façade to the north and a communal walkway to the south facing the road network and the Phase 1 retail.

7.115 At ground floor level, a secure cycle and mobility scooter store (connected to the entrance lobby internally) is to be provided, while below podium and entrance level, car parking, servicing and plant is to be accommodated.

7.116 All habitable rooms overlook the public realm and the private landscaped gardens (dedicated to each duplex apartment) provide a distinct residential character at Podium Level. There are opportunities for 'garden gates' providing residents of the duplex apartments with potential access directly onto Ariel Walk encouraging a sense of 'Front Doors' facing the street. The gates coupled with ground floor entry into the flats will naturally increase passive surveillance. This will encourage pedestrians to moderate their behaviour as it is clear they are walking through a residential neighbourhood.

7.117 The building comprises two distinct elements: (i) the high rise with a central lobby and (ii) the low rise with a communal walkway. There is a maximum of 8 apartments per floor and the apartments are configured to be as wide and as shallow as possible in order to maximise the extent of facade facing the landscaped pedestrian street and square. This also maximises the amount of daylight within and views from the living rooms. Given the poor quality of the southern boundary, the building is organised to ensure all apartments have dual aspect from living rooms (albeit north-east and north-west). Windows are proposed on the southern edge of the apartments (facing onto the communal walkway) to provide secondary source for daylight to kitchen areas and to provide passing cooling of the walkway.

7.118 The high rise is a compact plan form with a maximum of three apartments per floor arranged around a central lobby. All apartments have a dual aspect from the living rooms. The northern balconies are a similar triangular shape to the low rise element, whilst the eastern and southern-facing balconies are designed to provide shading to the living spaces and reduce solar gain. The southern balconies are shaped to shade the living spaces and present the functional space at the optimum location for views.

Scale

7.119 The application seeks to discharge the scale of Plot K (and part of Plot P) as it is reserved by condition 1 of the extant outline permission. Section G4 of the approved Design Codes sets out the principles for the scale of the development and Section K4 refers specifically to the scale of Plot A.

7.120 The maximum height, width and length of Plot K is set out in the approved parameters plans WLD 008, WLD 009 and WLD 010. The proposal complies with the maximum parameters and has been designed to acknowledge the scale and height of the surrounding buildings and special characteristics of the site.

7.121 The building complies with the general design code for scale which states that all buildings should have a clearly distinguishable base. The ground floor duplex apartments and gardens on the main northern elevation provide activity as well as the main entrance doors to the apartments and cycle storage on the eastern elevation. The building has a vertical composition in line with design code G4.5 and no upper parts of the elevation project beyond the lower levels in accordance with design code G4.6. At the roof level, the lift and stair overrun project above the main building line on the high rise block. However, they are set in from the parapet so they would not be visible from the street level. No plant is proposed at the roof level and condition 10 is recommended reminding the applicant that any plant/machinery installations at roof level will require planning permission.

7.122 There is only one design code which specifically relates to the scale of Plot K and it states that 'the parapet to the northern elevation should align with the parapet of the middle part of the northern elevation of block A1' (K4.1). The proposal deviates slightly from this design code as the northern parapet of Plot K is approximately 5m higher than the Plot A parapet. The applicant has justified this minor deviation by explaining that the layout, geometry and form of Plot K has evolved to provide a more site responsive building that is more suitable for residents which has resulted in a higher quality of residential amenity. Design

officers are comfortable with this departure as it is considered that there is scope for the Plot K parapet to be higher than the neighbouring retail building in order to define its separate character.

Appearance

7.123 Section G6 of the approved Design Codes sets out the principles for the appearance of the development and Section K6 refers specifically to the appearance of Plot K. The Design Codes combined with the approved parameters plans and parameters report address the proposed appearance.

7.124 It is important to note that whilst the proposed materials are described in the assessment, all materials at this stage are illustrative only. Officers recommend condition 4 which requires details, samples and mock up panels of each external material to be used in the proposal to be submitted to and approved by the Council.

7.125 The indicative facade design proposes three materials, which articulate the response to the adjacent context, whilst defining the order and proportion of the building holistically. The indicative materials included in the proposal are:

- Material 1 - Principal facade cladding - lightweight ceramic (masonry character)
- Material 2 - Walkway facade cladding - translucent glazed panels
- Material 3 - Accent panel and floor band detail - aluminium.

7.126 It is recognised that the building occupies a significant position within the emerging Phase 2 of the wider development, and as such the quality of the materials must be commensurate with the adjacent residential neighbourhood and retail development.

North elevation

7.127 The building's appearance when viewed obliquely within the street will possess a predominantly vertical proportion due to its 'saw-tooth' form. This form will ensure a visual relief to the street, defining the transition into the residential neighbourhood. The interface of the Plot K with the neighbouring retail extension is addressed through the reorientation of the building provided by the 'saw-tooth' facade. The rotation at the western edge recesses back from street edge and presents a definitive corner with the retail extension. This set-back creates a natural break rather than an artificial 'joint' or transition between buildings of different uses, form and facade character.

7.128 The building has a distinct secondary horizontal character due to the balcony and floor band detail. This secondary horizontal character is carried across all three facades of the building providing an over-arching continuity and consistency to all facades, whilst allowing each facade to respond visually to the different environmental demands of each boundary.

7.129 Windows within the apartments are floor-to-ceiling. The larger window panes are fixed to maximise views and daylight with a full-height opening to the side. This opening will be screened externally with external louvres/solar shading. The glazed corners of the living rooms are of a size that will allow residents to stand

within the frame of the window and look eastwards towards Ariel Square, providing multidirectional views.

7.130 The triangular cantilevered balconies reinforce the horizontal planes of the building, whilst directing the eye to the principal glazed corner of each apartment's living space. The balconies are light in tone to maximise reflection and daylight within the north facing environment. In contrast, the window reveals are a darker tone to articulate the fenestration.

7.131 At street level the private gardens, which are elevated from Ariel Walk are protected by a landscaped defensible space within Ariel Walk. This will provide a 'green edge' to the base of the building and provide privacy to the residents.

East elevation

7.132 Within the setting of the proposed landscaped Ariel Square, the high rise will be the most visible component of the building. Its scale, form, cladding and fenestration will emphasise the verticality of the building in this location to provide a direct relationship with the proposed neighbouring Plot C high rise.

7.133 The same elements from the north facade wrap the east façade of Plot K. Fenestration is generally aligned and the windows are recessed from the outer face of the shaped and textured ceramic cladding. The window reveals are lined with an aluminium frame. The recess provides some solar shading and the choice of darker tone contrasts with the lighter primary cladding. Condition 5 is recommended which requires detailed drawings of the windows at 1:20 and opening method.

7.134 The corner of Ariel Walk and Ariel Square is highlighted clearly with the building, through the use of the deeply recessed private balconies which sit above the entrance to the building. The proportions of the recess are single-height above Podium Level for six floors, and, once above this height, the recess becomes double-height in proportion. Care is taken within the recessed balcony area to limit overlooking between the balcony and the proposed neighbouring Plot C buildings.

7.135 The base of the south-eastern corner presents a conflicting urban character. It is highly visible, yet is positioned immediately adjacent to the major vehicle entrance to the overall site. This is considered to constitute a more aggressive environment and is considered to be unsuitable for apartments to have an aspect in this location given the exposure of noise, lower air quality and a poor quality outlook. As such, the cycle parking store for Plot K is located in this location which is considered to be an appropriate response. The facade cladding in this location will perform a decorative function with integrated lighting. Details of lighting will be submitted pursuant to outline condition 37of the outline permission.

7.136 The entrance to the cycle parking on Ariel Square will be integrated into the cladding and over-clad with profiled panels and louvres used above. This is to maintain continuity and limit negative visual appearance onto a major public space.

South elevation

7.137 The southern facade is comprised of both the high rise and low rise components. The high rise façade accommodates apartments whilst the low rise element accommodates the rear communal walkway which is the entrance corridor to each apartment and is located adjacent to the proposed helical ramp.

7.138 The high rise residential facade continues the character and proportion of the Ariel Square facade. The cantilevered balconies in this instance are reshaped and re-orientated in contrast to the Ariel Walk facade to provide shading. The balconies' functional space is positioned to the south-east corners to capture the most of the eastwards views to central London. The walkway facade's primary function is to mediate between a harsh urban vehicular-dominated environment to the south and residents' primary communal route to their homes.

7.139 The facade itself is highly visible to all car-based visitors to the wider estate. However, the western half of the facade will be significantly screened by the dominant helical car ramp, which provides access to the retail car parking (1000s of cars) on the roof of the retail centre. The proposed façade comprises a floor-to-ceiling sealed glazed facade. This will be ventilated at the head of the walkway to provide passive ventilation and cooling (air supplied to base of walkway from northern facade). The walkway is treated as an external unheated space which is weather-protected by a sealed facade (where adjacent to the car ramp).

7.140 The objective of the glazed facade is to maximise daylight whilst limiting solar gain. Where the façade is not adjacent to the vehicle ramp, outlook from the could be provided which would reduce the sense of enclosure for residents. Floor to floor glazed panels are proposed which would match the size and proportion of the other cladding. The applicant has confirmed that there may be opportunities for 'clear' glazed panels in the instances where the walkway is not adjacent to the ramp, however the ratio of clear glass / translucent glass has not been confirmed. Officers therefore recommend Condition 4 which requires details of the glazing to the walkway including the size of the panels and the ratio of clear to opaque glass.

Transport and Highways

7.141 Section 4 of the NPPF sets out the Government's policy in terms of Transport. Paragraph 29 notes that: "transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives".

7.142 Paragraph 32 requires that: "all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment". Furthermore, paragraph 36 states that developments which will generate a significant amount of movement should provide a Travel Plan.

7.143 Paragraph 34 states that: "plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised".

7.144 Chapter 6 of the London Plan provides the regional guidance for transport. Policy 6.1 (Strategic Approach) outlines the general objectives of transport policy and seeks a closer integration of transport and development. Policy 6.2 (Providing Public Transport Capacity and Safeguarding Land for Transport) focuses on public transport and seeks to: “improve the integration, reliability, quality, accessibility, frequency, attractiveness and environmental performance of the public transport system”.

7.145 The requirement for a transport assessment is outlined within Policy 6.3 of the London Plan (Assessing Effects of Development on Transport Capacity), while Policy 6.4 (Enhancing London’s Transport Connectivity) states the need to support sustainable development through transport developments. Policy 6.5 of the London Plan (Funding Crossrail and Other Strategically Important Transport Infrastructure) sets out the negotiation of planning obligations, while Policy (Better Streets and Surface Transport) seeks to improve the quality of bus, bus transit and tram services. Policy 6.9 (Cycling) outlines the Mayor’s strategy to increase cycling within the capital.

7.146 The identified target is for cycling to account for at least 5% of modal share by 2026. The policy outlines that development should contribute to the increase of cycling through the provision of cycle parking facilities and on site changing facilities. Policy 6.10 (Walking) aims to bring about a significant increase in walking, by improving the quality of the pedestrian and street environment.

7.147 Policy 6.11 expresses the Mayor’s wish to take a coordinated approach to smoothing traffic flow and tackling congestion. Policy 6.12 (Road Network Capacity) states the Mayor’s support for limited improvements to London’s road network, with the priority on seeking improvements to conditions for pedestrians, cyclists, public transport users, freight and local residents.

7.148 The Mayor’s Transport Strategy was published in May 2010 and sets out the transport vision for London as follows: “London’s transport system should excel among those of world cities, providing access to opportunities for all its people and enterprises, achieving the highest environmental standards and leading the world in its approach to tackling urban transport challenges of the 21st century”.

7.149 Policy T1 of the Core Strategy refers to Transport and states that the Council will seek to ensure that the intensity of development is related to public transport accessibility and highway capacity. The policy sets out a need to improve transportation provision and accessibility in the borough by (inter alia) increasing opportunities for walking, seeking localised improvements to the highway network, securing access improvements for all and ensuring appropriate parking provision.

7.150 With regard to Transport considerations, Strategic Policy WCOA (White City Opportunity Area) states that: “The overall quantity of development and its expected trip generation must be related to the capacity of the public transport and highway networks, taking account of firm improvements that could be made, to prevent unacceptable levels of congestion and improve the flow of essential traffic on Wood Lane, in particular. Where individual sites come forward, the transport and traffic impact must be considered in relation to the expected transport and physical infrastructure capacity. Development must be permeable

and well connected both within and outside the area, especially for pedestrians and to overcome the barrier effect of the West London Line/A3220 and A40".

7.151 DM LP Policy J1 (Transport Assessments and Travel Plans) reiterates the requirement for a Transport Assessment and states that all development proposals will be assessed for their contribution to traffic generation and their impact on congestion, particularly on bus routes and the primary route network, and against the existing and potential availability of public transport, and its capacity to meet increased demand.

7.152 DM LP Policy DM J5 (Increasing the opportunities for cycling and walking) states that the Council will encourage increased bicycle use by seeking the provision of convenient and safe cycle parking and changing and showering facilities, in new developments in accordance with the cycle parking standards.

7.153 Transport issues are considered within Chapter 4 of the WCOAPF, which sets a number of key principles for transport including (inter alia):

- Building on the area's good network of strategic and local connections, including committed transport infrastructure improvements
- Maximise the number of trips by walking and cycling
- Ensuring excellent access to, and increased capacity on, public transport Minimise vehicular travel to mitigate traffic impacts and congestion on the road network
- Ensure timely and phased interventions are put in place to accommodate increased travel demand from development and that these interventions to not adversely impact on the transport network
- Reduce the impact of existing barriers to movement, such as the Westway, the West Cross Route, the West London Line, the Central line and the Hammersmith and City/Circle lines
- Encourage a shift towards walking, cycling and public transport and deliver a high quality public realm
- Improve access and circulation on key development sites within White City East.

Access

7.154 The application seeks to discharge the Access to and from Plot K as it is reserved by condition 1 of the extant outline permission. Parameter plan WLD 014 sets out the approved vehicular, and cycle routes through the site including the existing routes which are to be maintained.

7.155 The applicant has submitted a Transport Statement prepared by Vectos to support the submission of reserved matters for Plot K.

Public Transport Access

7.156 The wider development site (including the part which Plot K is located) has a Public Transport Accessibility Rating (PTAL) rating of 6a (excellent) and is very well served by public transport.

Underground

- Wood Lane station is the closest station to the site and is located to the north west of the site. Wood Lane is on the Circle and Hammersmith & City lines, and is fully accessible. Approximately 10 underground services per hour run from the station.
- White City station is also near the site, just to the north of Wood Lane Station. White City station is on the Central Line and it has been recently upgraded to improve access although completely step free access to the trains is not yet possible. Approximately 10 underground services per hour run from White City.
- Shepherd's Bush underground station is on the Central line, and is located to the south-east of the Phase 1 Westfield Development and is fully accessible. Approximately 10 underground services per hour run from the station.
- Shepherd's Bush Market underground station is located in close proximity to the site on Uxbridge Road, to the west of Wood Lane. It does not currently have step free access. It is served by the Circle and Hammersmith & City lines and has approximately 10 underground service per hour.

Overground

- Shepherd's Bush Overground Station connects to Clapham Junction mainline station and is approximately 0.5km from Plot K and is fully accessible with step free access between the trains, street and Plot K. Approximately 10 overground services per hour run from the station.

Bus

- Fourteen (14) bus routes currently serve the White City bus station at the nearby Dimco Building, adjacent to the existing Phase 1 Westfield shopping centre. All of the bus routes are accessible, but suitable setting-down points and accessible car parking spaces are provided for people who are not able to use the bus service.
- Seventeen (17) bus routes currently serve the Southern Interchange bus station.

Vehicular Access

7.157 A total of 6 disabled car parking spaces are proposed at ground floor level (level 20) directly below Plot K and below the podium level. The rest of the block is car free.

7.158 Access to the car parking spaces will be via the Service Vehicle Lane which is part of the new Ariel Way re-alignment which LBHF planning committee resolved to granted planning permission for (subject to a s106 legal agreement) in April 2016. Access would be from the east, primarily from the West Cross Route and the H-junction. An alternative access route from the west, which utilises the roundabout at the southern end of Eastern Access Road, will also be available. Traffic data from Westfield London indicates that approximately 70% of all arrivals are from the West Cross Route which reflects the convenience of this route. However, to provide flexibility for residents, and a contingency, residents will also be able to access their spaces from Wood Lane via the roundabout on the Eastern Access Road

7.159 Egress will be to the west via the Service Vehicle Access Lane and Ariel Way. The vehicles then either have a choice to continue straight, heading west along Ariel Way to exit onto Wood Lane or to turn left off Ariel Way just before the bus lane starts to exit back up onto the H-junction to the West Cross Route.

7.160 It is proposed that the access lane would mainly be used by the 6 residents with access to the blue badge spaces and service/delivery vehicles. The owners of the vehicles registered to park in Plot K will be issued with a permit to use the lane. Access to the Service Vehicle Lane will be clearly signed.

7.161 The transport consultant has confirmed that there is space in front of the disabled parking spaces for vehicles to park temporarily and this has been confirmed by the swept path analysis for an ambulance submitted with the Transport Statement. This would enable visitors to the wheelchair user dwellings to drop-off wheelchair occupants close to the circulation providing accessible and inclusive access in line with London Plan policy 7.2. It is likely that the wheelchair user's companion would be issued with a blue badge to be used as part of the operation of transporting the disabled person. However, as the arrangements are not shown or illustrated in the submission drawings, a condition has been recommended which requires details of this arrangement.

7.162 Non-disabled residents using taxis would be required to use the drop-off lay-by which is located to the north of Ariel Way, close to the proposed new retail entrance. Residents would then walk through Relay Square and then on to the 24 hour public east-west route and up to Ariel Walk to access their apartment in Plot K.

7.163 The Service Vehicle Lane will primarily be utilised by service and delivery vehicles who will be servicing Plot K and also those servicing service yards B and C of the Retail Extension. It is a proposed that a drop-arm barrier will be installed in the service lane to check all vehicles for security purposes and to make sure they are registered to use the service lane. ANPR will be deployed at this location to confirm that the vehicle is booked to deliver to the service yard and an emergency use intercom would be installed to manage this.

7.164 The applicant has submitted a draft plot K and site wide service management strategy with the application. The applicant has also submitted a draft traffic enforcement strategy which covers the whole road network in the masterplan site, which includes the service land adjacent to Plot K, in order to respond to LBHF Highways and TfL. LBHF Highways officers have considered the draft service management strategy for Plot K as part of the current application and advise that it is broadly acceptable, in principle. The requirement to agree a site-wide enforcement strategy which covers misuse of the service lane adjacent to Plot K is covered as part of the Ariel Way realignment application, which has been approved subject to completion of a section 106 legal agreement.

7.165 As the service lane (and other roads in the masterplan site) are covered in the road application, which has been fully assessed by TfL and LBHF, it is not necessary for this document to be approved or conditioned as part of the Plot K reserved matters application. However, as the service lane is a private road which is managed by the Council (the Highways Authority), further details on how

the service lane will be used and enforced need to be agreed with the Council and submitted pursuant to the road re-alignment s106 which is pending. Officers consider that there is sufficient information provided as part of the Plot K application to assess the vehicular access details, and the site-wide enforcement strategy will be agreed, subject to the road realignment application.

Pedestrian Access

7.166 The proposal has one main entrance for residents situated on the eastern elevation. The entrance to all the apartments is at the podium level which is level 40. Coming from the west, the main pedestrian routes to Plot K are through the covered east-west 24 hour route which links Relay Square and Ariel Walk or via White City Green and then up and along Silver Street, both provide step-free access. From the south residents would walk up the eastern access road from Shepherds Bush and then use the existing lift to get up to the podium level and then cross the H-junction to enter from Ariel Square. Details of the pedestrian crossing on the H-junction have not been provided at this stage but the details have been requested to be included as part of the public realm reserved matters application.

Cyclist Access

7.167 The entrance to the cycle parking is at the podium level (level 40) on the eastern elevation of the high rise element of the block. The approved parameters plan WLD 014 shows that a cycle route is proposed along Relay Square, White City Green and Marathon Way. Cyclists would access Plot K from the west by cycling along White City Green and then up Silver Street (via the lift) where they would join Ariel Walk to continue along to the cycle parking entrance on the eastern elevation. From the south, cyclists would use the existing lift on the eastern access road and cross the H-junction to access the site from Ariel Square.

Car Parking

7.168 The Core Strategy states that some high density housing with limited car parking may be appropriate in locations with high levels of public transport accessibility (PTAL 4-6), although it does not specify any exact parking standards. The Core Strategy does however state that sufficient car parking will be needed to meet the essential needs of development, with suitable access for disabled people also ensured.

7.169 The London Plan policy in relation to disabled parking provision is set out in Policy 6.13. Policy 6.13 Parking says “provide parking for disabled people in line with Table 6.2”. Table 6.2 says “Adequate parking spaces for disabled people must be provided preferably on-site”.

7.170 The appropriate footnote to Table 6.2 references ‘Mayor of London. Housing Supplementary Planning Guidance. GLA, 2012. Mayor of London’ and ‘Accessible London. Supplementary Planning Guidance. GLA, 2014’. It is the latter that specifies what ‘adequate’ means by referencing the Wheelchair Housing Design Guide 2nd Edition. In this instance ‘adequate’ means one designated space per wheelchair accessible unit.

7.171 Policy DM J2 of the DM LP sets out vehicle parking standards and confirms that the Council has adopted the car parking standards of the London Plan. DM LP Policy D4 J4 outlines the requirement to ensure provision for disabled people and states that development must facilitate ease of access and parking by providing 'blue badge' parking bays.

7.172 LBHF's standards for disabled parking provision are set out in the Supplementary Planning Document (SPD) 'Planning Guidance, 2013'. The standard for residential development is 10% provision (on the basis that 10% of all dwellings should be wheelchair accessible).

7.173 As the site is highly accessible and well connected to public transport, a car-free development is proposed with the exception of 6 designated Blue Badge holder car parking spaces. Officers consider that 6 is the maximum number of car parking spaces which can be provided in the space available under Plot K and as all spaces are designed to wheelchair accessible standards, that the proposed provisions are acceptable.

Blue badge holder parking spaces

7.174 Under the requirements of SPD Transport Policy 10, 7 blue badge spaces should be provided (10%) with 1 space for visitors. The development proposes 6 spaces which are located at level 20. Officers acknowledge that the number of spaces is below the guidance set out in the London Plan. However, due to the constraints of the site and its high PTAL rating, officers are comfortable that the number of spaces is sufficient for the development and that all spaces are inclusive and accessible for disabled persons. The applicant has provided information within the Transport Statement to justify the provision of blue badge parking stating that census data for LBHF demonstrates that of those residents registered as disabled, only 40% own a car (compared to 52% of the usual population). Therefore, providing parking for 85% of disabled residents (6 spaces) exceeds the proportion of disabled residents expected to own a car.

7.175 In addition to this, within the overall scheme there are 137 wheelchair accessible flats with 61 blue badge holder parking spaces (as specified in schedule 8, paragraph 1.7 of the approved outline s106 legal agreement). Given the potential shortfall of accessible/blue badge holder car parking spaces, Appendix 6 of the Section 106 agreement (pursuant to the outline application) states that the residential car parking management plan will include a review mechanism so that if a future wheelchair occupier were to request a car parking space, that provisions should be made to provide this as close to the site as possible.

7.176 With regards to the design of the spaces themselves, each parking has a dedicated (non-shared) transfer space of 1200mm. The parking spaces are located at Level 20 directly below the demise (outline) of Building K and adjacent to the main circulation core of the building. The Approved Document Part M standard requires car parking bays to be within 50m 'horizontal' distance of the relevant residential entrance or lift core. The furthest car parking space is located approximately 35m from the lift entrance and complies with this requirement.

7.177 A road safety audit has been submitted with the application on request of LBHF transport officers due to concerns raised regarding the access to and egress

from the parking bays. Revised drawings were submitted in response to the RSA which included visibility splays and sign locations. The revised information was reviewed by LBHF Highways engineers as well as TfL who have advised that they have no objection to the layout of the car parking spaces subject to the development being carried out in accordance with the detailed drawings and the approved conditions and s106 obligations attached to the outline permission which ensure the car parking is subject to appropriate management.

Cycle parking

7.178 Under the London Plan (2015) standards, 120 cycle spaces are required for the scheme (22 spaces for 1 bedroom units; 96 spaces for 2 bedroom or more units and 2 visitor spaces). The scheme proposes 140 cycle parking spaces in total and so exceeds the requirement set out in the London Plan. 128 of the cycle spaces will be provided at level 40 within a secure cycle storage area and 12 at level 41 which would include the two visitor parking spaces. There will also be room for 2 cycles each within the storage area of each of the duplex flats.

7.179 The cycle storage area is located in the south-east corner of Plot K by Ariel Square and has its own separate entrance through to a lobby. The entrance to the store will be appropriately lit. A level threshold is provided and the access door will be secure (via fob or code) using a Secure by Design compliant method of operation. It would include a double stacking system and a vertical hanging system, although no details on the dimensions and design have been provided. Condition 56 was added to the outline permission which requires details of secure cycle storage for each phase to be submitted prior to commencement of the phase and so details will be submitted in due course to fulfil the requirements of this condition in relation to Plot K.

<u>Servicing and Deliveries</u>

7.180 Servicing and delivery vehicles for larger items would use the layby located off the Service Vehicle Lane. The lay by is 26 metres long. However, the effective length where it is possible to park a service vehicle is 9 metres, which is sufficient space to accommodate one box van at a time. The layby would have a drop-kerb to aid ease of access for the operatives

7.181 The Transport Assessment submitted with the application included a TRICS/TRAVL assessment which analysed the potential service vehicle trip rates. The assessment indicated that Plot K is expected to attract approximately 1-2 service vehicles per day. However, TfL raised concerns about the estimate due to the age of the data used which does not reflect how people live now with increased on-demand services.

7.182 Therefore, a first principles assessment of potential service vehicle demand was undertaken based on the following:

74 units
75% receive an online grocery shop each week = 56 vehicles per week
75% receive one other delivery each week = 56 vehicles per week
refuse collection and other services = 8 vehicles per week

7.183 Applying the principles above, equates to a total of 120 service vehicles per week, which over the course of 7 day week equates to approximately 17 - 18 service vehicles per day. On the basis that most deliveries occur between 08:00 – 18:00 – a 10 hour window, this equates to between 1 – 2 service vehicles per hour.

7.184 A wait time for each service vehicle of 5- 10 minutes has been applied, and on the basis of this wait time, the chances of two vehicles arriving at the same time is low.

7.185 The VISSIM Model submitted with the outline application did not include service vehicle movements specific to Plot K, due to the small number of movements forecasts. However, the VISSIM Model of the proposed layout did assess a total of 20 service vehicles per hour utilising the service vehicle lane (on a give-way basis) which is considered to be a robust assessment of future use given the actual forecasts for the number of service vehicles per hour using this route is approximately 5.

7.186 In light of the above assessments, it is considered that the capacity of the proposed service yard is sufficient to accommodate the service trips associated with the Plot K development. A site wide servicing and delivery strategy which will include all details for Plot K as well as servicing for the rest of the site will be submitted pursuant to the approved s106 legal agreement.

7.187 Delivery vehicles will use the layby to drop of deliveries for residents and post will be delivered via trolley facility to the first floor. The Service management statement submitted with the application states that residents will be required to arrange a time to meet the delivery vehicle at below-podium outside of the refuse store double doors. Whilst the service management plan offers some information on how the arrangements will work, officers consider that further information is required to ensure the arrangements can be improved above the details included in the service management plan, particularly for residents with impaired mobility. Condition 8 has therefore been recommended which requires details of delivery and postal arrangements.

Refuse and Recycling

7.188 London Plan (2015) Policy 5.17 (Waste Capacity), CC1 of the Core Strategy (2011), and Policy DM H5 (Sustainable Waste Management) requires that all development should minimise waste and provide convenient facilities with adequate capacity to enable the occupiers to separate, store and recycle their waste.

7.189 The applicant has submitted a Waste Management Strategy for Plot K with the application. Residents will be required to transport their waste from their individual apartments directly to the waste storage area which is located at level 20 and then segregate their waste into the appropriate labelled Eurobins. Due to the layout of Plot K, the residential service core which includes the passenger lifts is located at the eastern end of the development which results in some of residential units having walking distances in excess of 30m, which exceeds the distance set out in the BS5906:2005 – Waste management in buildings Code of practice. LBHF Waste and Recycling team have been consulted on the application and they have advised that the distance is acceptable as the waste

storage area is located immediately adjacent to the passenger lifts which all residents will have to use to exit the building.

7.190 It has been agreed with the LBHF Waste and Recycling team that the refuse will be collected twice weekly and the store size is based on this and provides 8 bins in line with this. On nominated collection days, the LBHF waste collection contractor will park their Refuse Collection Vehicle (RCV) in the layby adjacent to the proposed waste storage area (the same layby that the service vehicles would use). The distance from the rear of the RCV when parked in the layby, to the waste storage area is between 10m (to the nearest Eurobin) and 15.5m (to the furthest Eurobin) which exceed the walking distances stipulated by the Guidance. However, Due to the constraints of the site and the configuration of the adjacent roadways it is not possible to reduce this distance further without compromising the structure and layout of Plot K. The distances have been discussed with LBHF Waste and Recycling colleagues who have advised that the layout is acceptable in this instance.

7.191 Each residential unit within Plot K will be provided with a segregated waste bin, which will be fixed into an appropriate kitchen unit. This Waste Management Strategy has taken into account the need to lessen the overall impact of waste generation through prevention, minimisation, reuse and recycling of materials from the operational phase of the Proposed Development. The proposals set out in this Strategy are considered to generally meet the requirements of relevant waste policy and follow applicable guidance in line with London Plan (2015) Policy 5.17 (Waste Capacity), CC1 of the Core Strategy (2011), and Policy DM H5 (Sustainable Waste Management).

Emergency Access

7.192 A fire tender vehicle will be provided, with access to the Plot K secure blue badge parking area in the event of an incident. The security barrier for the parking area will be opened during an incident to allow the fire tender to be positioned adjacent to the primary circulation core of Building K and the dry riser within the lift lobby. It is recognised that the fire tender will not require a designated space as solely required in an emergency incident. A protected stair provides a direct access route to the external podium level outside of the main building entrance.

Air Quality

7.193 In terms of planning policy, the NPPF and PPG require the planning system to prevent development from contributing to, or bring unacceptable risk from elevated levels of air pollution. The London Plan (2015) policy 7.14 “Improving Air Quality” states that development proposals should “minimise increased exposure to existing poor air quality and make provision to address local problems of air quality (particularly in the Air Quality Management Areas (AQMAs). Development should also promote sustainable design and construction to reduce emissions from demolition and construction. The Sustainable Design and Construction SPG (2014) introduces an Air Quality Neutral requirement on new developments.

7.194 The Core Strategy (2011) policy CC4 “Protection and Enhancing Environmental Quality” states that “the Council will support measures to protect and enhance

the environmental quality of the borough including harmful emissions to land, air and water and the remediation of contaminated land. Policy DM H8 “Air Quality” of the Development Management Local Plan (2013) supports the Core Strategy policy stating that: “The Council will seek to reduce the potential adverse air quality impacts of new major development by: requiring all major developments to provide air quality assessment; requiring mitigation measures to be implemented to reduce emissions, particularly nitrogen oxides and small particles, where assessments show that developments could cause a significant worsening of local air quality; requiring mitigation measures that reduce exposure to acceptable levels where developments are proposed that could result in the occupants being particularly affected by poor air quality”.

7.195 The Plot K RMA deviates marginally from the approved parameters in terms of the position and height of the energy centre flue stack as well as the southern building line. As noted above, these deviations are to be regularised by a S96A Application 2016/03604/NMAT that has been submitted simultaneously with the Plot K RMA. The height of the energy centre flue stack has been informed by detailed iterative air quality modelling to inform the height of the flue stack, to ensure adequate dispersion of stack emissions and to ensure stack emission data compliance with best practice guidance.

7.196 Condition 20 requires an assessment of the impacts arising from the Energy Centre on residential receptors introduced by Plot K and Condition 21 requires the Applicant to provide details of a Low Emission Strategy to reduce and manage potential emissions generated by the proposals.

7.197 This air quality assessment has been undertaken in relation to Plot K within the context of the 2015 Consented Proposed Development, but has taken account of:

- the relocated energy centre stack at Plot K; and
- the most up-to-date traffic data for the Bus Layover Consent and the Road Alignment Consent.

7.198 The assessment has demonstrated that emissions from the energy centre, which would be emitted from a number of stacks located within the tallest element of Plot K, have the potential to give rise to a slight adverse effect on residential receptors at Plot K. The predicted maximum concentration to annual mean NO2 concentrations arising from the energy centre is 0.9 µg/m3. At plinth level due to emissions from traffic sources, the predicted concentrations with the 2015 Proposed Development fully operational would be either just below or just above the annual mean air quality objective of 40 µg/m3 and therefore an increase of this magnitude is considered to give rise to a moderate adverse impact. At higher locations, above floor two, where the contribution from traffic is lower, the impact reduces to either slight adverse or negligible.

7.199 Air quality is predicted to exceed the NO2 air quality objective with Plot K fully operational at the façade of the residential units at plinth level. Air quality is predicted to meet the PM10 objectives. To protect residents within Plot K, each unit is to be supplied with an MVHR system which would pull air in from vents located within the northern and eastern façades at each level within the building. Where vents are located at plinth level these MVHR units would also be fitted with NOx and particulate filters to reduce pollutant concentrations from the

incoming air and to ensure that each residential unit would have a clean source of make-up air.

7.200 Information on the means to limit and manage emissions of air quality from Plot K has been supplied as a Low Emissions Strategy. Plot K would connect into a site-wide Heating Network which is to provide heating and hot water to the entire 2015 Amended Proposed Development. The site-wide Heating Network is to be operated by Eon and would be served from a central energy centre which consists of gas-fired combined heat and power (CHP) plant supplemented by gas-fired boilers for peak heat demand management and back-up. The energy centre is to be located in Plot K, but the exhaust emissions would be discharged from a number of stacks located within the tallest element of the block.

7.201 The CHP units supplied within the energy centre would comply with the relevant emissions limits set within the Mayor of London's Sustainable Design and Construction Supplementary Planning Guidance. The supplementary boilers would be high efficiency low NOx boilers. Emissions from these energy plant would be discharged through stacks located 5 m above the roof level of Plot K to ensure adequate dispersion of pollutants. Sustainable travel means would be promoted to the residents of Plot K through the provision of Travel Plans and secure on-site cycle parking.

7.202 The Air Quality Assessment and Low Emission strategy has been reviewed by LBHF Environmental Quality team who have advised that they have no objection to the discharge of conditions 20 and 21 which require the reports to be submitted (separate applications will be submitted formally discharge the conditions). The Environmental Quality team have added that reports will similarly need to be submitted for Plot C as, whilst the stack has been moved to Plot K, the energy centre itself will be located in this Plot. In light of the above, the air quality is considered to be compliant with the relevant planning policy.

Sustainability

7.203 The formal design stage CfSH assessment and certification will take place, and can only take place, later in the design process when all evidential documentation has been produced and can be provided. Based on the current design, it is anticipated that the development would score 73.09, a Code for Sustainable Homes Level 4 rating with all mandatory levels met within the assessment. Condition 54 of the approved outline permission requires the submission of a Sustainable Design and Construction Statement to be submitted prior to the occupation of the site.

Equalities Impact

7.204 As set out in earlier paragraphs of the report, the Council's statutory duty under the Equality Act 2010 applies to planning decision making. In the consideration of all planning applications the Council has to have regard to all relevant planning policies available at the time unless material considerations indicate otherwise.

7.205 The protected characteristics to which the Public Sector Equality Duty (PSED) applies now include age as well as the characteristics covered by the previous

equalities legislation applicable to public bodies (i.e. disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, sexual orientation, religion or belief and sex).

7.206 Section 149 of the Equality Act (2010) requires the Council to have due regard to the need to (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act; (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it. This means that the Council must have due regard for the impact on protected groups when exercising its functions, and case law establishes that this must be proportionate and relevant, and does not impose a duty to achieve results.

7.207 The equality assessment undertaken under the outline scheme concluded that the scheme complied with section 149 of the Equality Act as the proposal included extensive areas of public realm, play space (with inclusive play equipment) and an internal shopping environment that would be accessible by all user groups, including those with mobility impairments such as wheelchair users or the visually impaired. Officers consider the proposed residential environment as detailed in the plot K reserved matters application would give due consideration to the specific needs of the various equalities groups. The proposals provide affordable housing (including reducing the rental cap on 10% of the units), which has been designed to be accessible (level entry thresholds), and fully inclusive (subject to conditions) and that contain access to private outdoor amenity spaces. As such, the proposed Plot K development would result in improvements to the residential environment which has favourable impacts on the equality groups from what was considered in the original EqIA carried out with the outline planning application.

7.208 The analysis of equality impacts of the planning application on protected groups as defined by the Act has been taken into account in the assessment of this reserved matters planning application. It is considered that LBHF has complied with section 149 of the Equality Act and has had due regard to provision of the Equality Impact of the proposed development in its consideration of this application.

Legal agreement

7.209 In dealing with planning applications, local planning authorities consider each on its merits and reach a decision based on whether the application accords with the relevant development plan, unless material considerations indicate otherwise. Where applications do not meet these requirements, they may be refused. However, in some instances, it may be possible to make acceptable development proposals which might otherwise be unacceptable, through the use of planning conditions or, where this is not possible, through planning obligations.

7.210 The Community Infrastructure Levy Regulations - CIL Regulations (2010) set out a number of tests to ensure the application of planning obligation is sound. These tests state that planning obligations must be:

(1) necessary to make the development acceptable in planning terms,
(2) directly related to the development,
(3) fairly related in scale and kind to the development

7.211 A Deed of Variation to the outline s106 Legal Agreement is proposed for the development to secure the necessary infrastructure and non-infrastructure to mitigate the needs of the proposed development and ensure the proposal is in accordance with the statutory development plan.

7.212 The applicant has agreed to enter into a Deed of Variation of the s106 legal agreement(s) under Section 106 of the Town and Country Planning Town and Country Planning (Modification and Discharge of Planning Obligations) Regulations 1992.

Heads of Terms

7.213 The proposed legal agreement would incorporate the following heads of terms:

General
- Legal Costs on completion of Agreement

Housing
- 10% of the 74 affordable rented units to be set at social rent levels (Schedule 7, Part A, para 1.2)
- Revise timing of first viability review – submission of first review to be before the reserved matters application is submitted for the first residential phase which includes market housing (Schedule 7, Part B, paras. 6.11 – 11.3)
- Revisions to the affordable housing dwelling sizes

Public Realm
- Not to permit the opening of Plot K until Ariel Square (including playspace) and a minimum width (TBC) of Silver Street and Ariel Walk have been laid out and made available for use by the public (Schedule 3, paras 1.1 – 1.9)

8.0 CONCLUSION

8.1 The reserved matters details for access, appearance, landscaping, layout and scale of Plot K have evolved within the context of the approved outline scheme. The proposal will provide a high quality development which would make a positive contribution to the urban environment in White City and the borough.

8.2 The scheme is considered to be consistent with the parameters, principles and level of detail established and approved at the outline stage. Furthermore, the proposal is considered to comply with the majority of design codes for Plot K. Where deviation from the design codes occurs, this is considered to be justified as it has enhanced the quality of design following careful consideration of the design constraints during the development of the detailed proposals.

8.3 Subject to conditions and a Deed of Variation, the proposal is considered to provide a high quality development which would make a positive contribution to the urban environment in this part of the Borough.

8.4 The overall quantum of development would accord with the policy requirement to optimise the use of the site by increasing the provision of affordable housing which is of an acceptable standard and dwelling mix

8.5 Overall, the scheme is considered to be in accordance with National Planning Policy Framework (2012), the London Plan (2015), the Core Strategy (2011) and the Development Management Local Plan (2013).

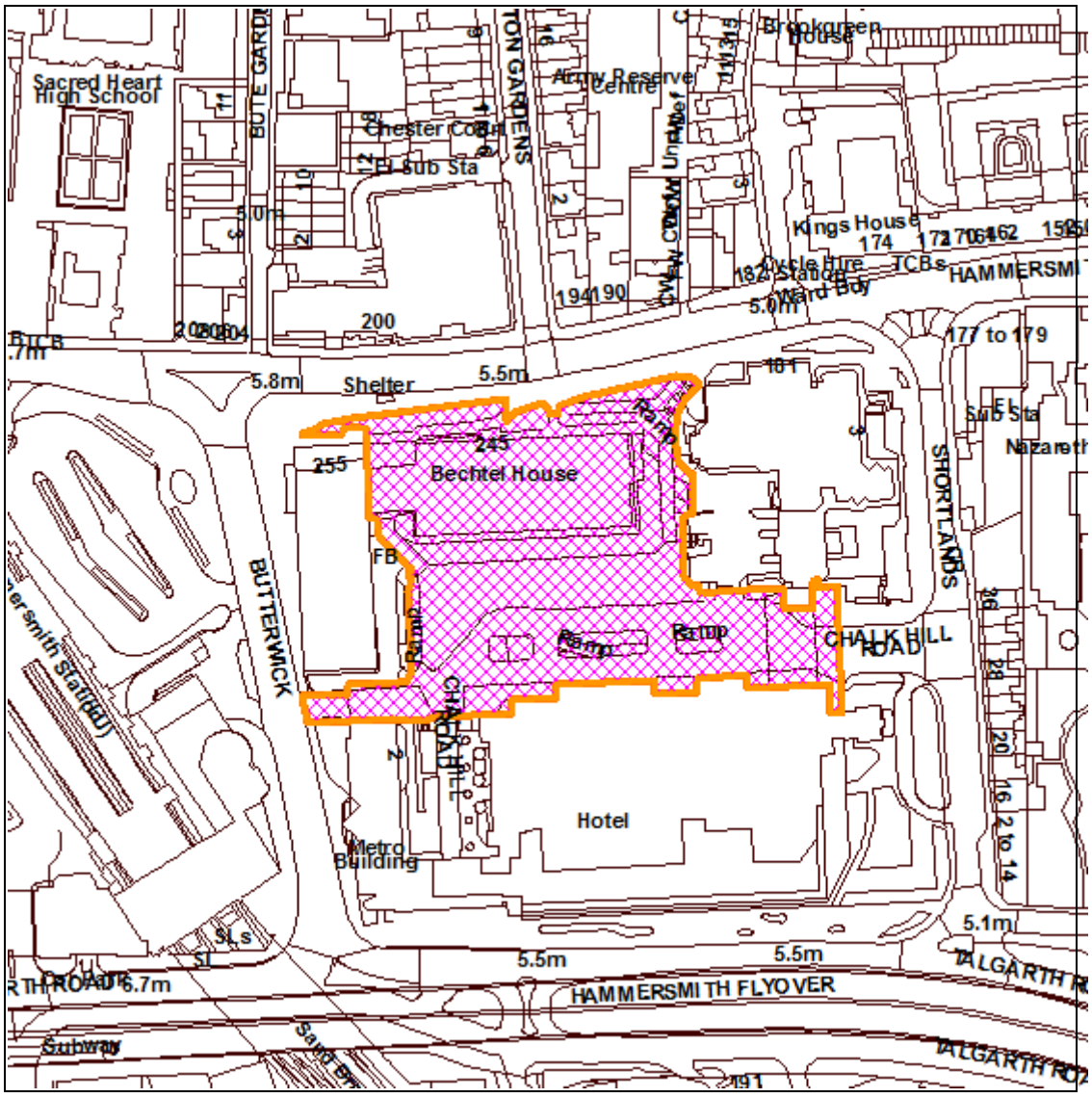
9.0 RECOMMENDATION

Officer recommendation is that the Committee resolve that the Lead Director of Planning and Development be authorised to determine the application and grant planning permission subject to the Deed of Variation to the S106 legal agreement and conditions set out above.

Ward: Hammersmith Broadway

Site Address:

Bechtel House 245 Hammersmith Road London W6 8PW



For identification purposes only - do not scale.

Reg. No:
2016/01289/DET

Case Officer:
Peter Wilson

Date Valid:
07.04.2016

Conservation Area:

Committee Date:
14.09.2016

Applicant:
LEGAL AND GENERAL ASSURANCE (PENSIONS MANAGEMENT) LTD
C/O AGENT

Description:
Submission of details to discharge Condition 11 (Materials) and Condition 12 (1:20 drawings) of planning permission ref. 2016/01288/VAR dated 12th August 2016.
Drg Nos: 245 Hammersmith Road Planning Condition 11Discharge August 2016 - submitted 31st August 2016;Discharge August 2016 - submitted 31st August 2016;245 Hammersmith Road Planning Condition 12

Application Type:
Details to Meet Conditions Full/Outline

Officer Recommendation:

That the application be approved

Justification for Approving the Application:

LOCAL GOVERNMENT ACT 2000
LIST OF BACKGROUND PAPERS

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

Application form received: 18th March 2016
Drawing Nos: see above

Policy documents: National Planning Policy Framework 2012
The London Plan 2015
Core Strategy 2011
The Development Management Local Plan 2013
Planning Guidance Supplementary Planning Document July 2013

Consultation Comments:

Comments from: **Dated:**

Neighbour Comments:

Letters from: **Dated:**

1.0 BACKGROUND

1.1 The application site is known as "Bechtel House". The building consists of a nine storey (plus roof top plant), rectangular shaped office building, fronting the south side of Hammersmith Road. A two storey car park structure, ramp and roadway are located to the rear of Bechtel House, in an under croft arrangement below part of a raised podium deck and also form part of the application site. The site is approximately 0.95 hectares and forms part of a large urban block located in Hammersmith town centre and to the east of Hammersmith Broadway, bounded by the Hammersmith Road to the north Shortlands to the east, Talgarth Road to the south and Butterwick to the east. All the commercial buildings in this block range between 9 and 12 storeys. Bechtel House currently provides approximately 20,073sq.m (gross internal) office (Class B1) floor space and is currently vacant.

1.2 The site is not in a conservation area, although the Brook Green conservation area is located to the north and the Hammersmith Broadway conservation area is to the west. There are several listed and locally listed buildings opposite the site on Hammersmith Road. The site has a PTAL of 6b and Hammersmith Station is located approximately 100m to the west and bus services on Hammersmith Road.

Planning History

1.3 2014/04242/FUL - Full planning permission was granted subject to the prior completion of a legal agreement on 27 August 2015 for the demolition of the existing building and the redevelopment of the site in the form of a new part 10-storey, part 12-storey office building, with some retail and/or restaurant floor space at ground/first floor level; related car and cycle parking; and associated landscaping/public realm works, including a new entrance plaza on Hammersmith Road and the landscaping of the podium deck at the rear.

1.4 2016/01288/VAR – Full planning permission was granted subject to the prior completion of a legal agreement on 12th August 2016 for miner material amendments to application ref. 2014/04242/FUL. The minor material amendments approved consist of the variation of Condition 2 to allow for changes to the approved drawings to accommodate design changes including:

- The omission of the approved two storey free standing 'pod' unit is proposed at the entrance of the new public entrance plaza and provide a restaurant unit .to Hammersmith Road and enlargement of the plaza
- Omission of the eastern elevation terraces from the 2nd to 8th floor
- Reduction in the size of the 11th floor terrace
- Reconfiguration of the plant screen
- Replacement of 11th floor Brise Soleil with aluminium portals
- Reconfiguration of ground floor parking layout, bin stores and motorcycle spaces

- Alterations to internal layout; changes to approved landscaping
- Retention of reconfigured Shortlands building fire escape
- Reduction in Class A1/A3 and café floor space by 242 sq.m
- Reduction in office floor space by 12sq.m

Application Description

1.4 Members requested, when resolving to granting planning permission for application ref. 2014/04242/FUL, that the applications to discharge Conditions 11 and 12, when received, should be determined by the Planning and Development Control Committee.

1.5 This application has been submitted in order to discharge Conditions 11 (materials) and 12 (1:20 drawings) of application ref. 2016/01288/VAR dated 12th August 2016.

1.6 Condition 11 states:

"The development shall not commence (excluding works of site clearance and demolition of existing building on that part of the scheme) until particulars and samples of materials where appropriate of all the materials to be used in all external faces of the buildings and podium; including details of the colour, composition and texture of the metal and stone work; details of all surface windows; balustrades to roof terraces; roof top plant and general plant screening; shop front treatments, including window opening and glazing styles and all external hard surfaces including paving, have been submitted and approved in writing by the Council. The development shall be carried out in accordance with the approved details.

1.7 The reason for this condition is stated as being:

"Reason: 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, policy BE1 of the Hammersmith and Fulham Core Strategy (2011), policies DM G1 and DM G7 of the Development Management Local Plan (July 2013) and SPD Design policy 44 of the Planning Guidance Supplementary Planning Document (July 2013). "

1.8 Condition 12 states:

"The development shall not commence (excluding works of site clearance and demolition of existing building) until detailed drawings at a scale not less than 1:20 (in plan, section and elevation) of typical sections of each of the approved buildings have been submitted and approved in writing by the Council. These shall include details of the proposed cladding, fenestration (including framing and glazing details), balustrades (including roof terraces), shop front and entrances and roof top plant and plant screening. The development shall be carried out in accordance with the approved details."

1.9 The reason for this condition is stated as being:

"Reason: 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, policy BE1 of the Hammersmith and Fulham Core Strategy (2011) and policies DM G1 and DM G7 of the Development Management Local Plan (July 2013)."

2.0 PUBLICITY and CONSULTATION

2.1 No public consultation carried out in this case, in accordance with the Council's normal practice for submissions of this nature.

2.2 Design and Conservation: no objection

3.0 PLANNING CONSIDERATIONS

3.1 London Plan Policy 7.1 requires that all new development is of high quality that responds to the surrounding context and improves access to social and community infrastructure contributes to the provision of high quality living environments and enhances the character, legibility, permeability and accessibility of the surrounding neighbourhood.

3.2 London Plan Policy 7.6 addresses architecture and states that buildings should be of the highest architectural quality which "is often best achieved by ensuring new buildings reference, but not necessarily replicate, the scale, mass and detail of the predominant built form surrounding them, and by using the highest quality materials.

3.3 Policy BE1 of the Core Strategy states that 'Development should create a high quality urban environment that respects and enhances its townscape context and heritage assets. There should be an approach to accessible and inclusive urban design that considers how good design, quality public realm, landscaping and land use can be integrated to help regenerate places. In particular, development throughout the borough should be of the highest standard of design that respects local context and character and should protect and enhance the character, appearance and setting of the borough's conservation areas and its historic environment

3.4 Policy DM G1 of the DMLP seeks to ensure that new build development to be of a high standard of design and compatible with the scale and character of existing development. Policy DM G7 of the DMLP states that the council will 'aim to protect, restore or and enhance the quality, and character, appearance and setting of the borough's conservation areas and its historic environment, including listed buildings, historic parks and gardens, buildings and artefacts of local importance and interest, archaeological priority areas and the scheduled ancient monument'.

3.5 The approved scheme offers the opportunity to significantly improve the appearance of this part of Hammersmith Road which not only suffers from the poor outdated design of the existing building but also an unattractive inactive frontage at ground floor and an unwelcoming stretch of public realm for pedestrians. The approved design sets out to achieve solutions to all of these identified shortcomings.

3.6 The approved building has a long frontage onto Hammersmith Road which requires a building of quality, presence and interest that respects the surrounding buildings. The design of the building did not however need to be of the style and form of the earlier buildings on and around the site. It was considered that the new building required a distinctive style which contributed to the varied character style of the local townscape.

3.7 In summary, the approved design includes a shortened façade to Hammersmith Road and allow for a public space at the eastern end providing access to a refurbished and re-landscaped podium. The composition of the façade is broken down vertically into a base, middle and top. A strong base with deep articulated columns supporting the upper office floors would contain the retail or restaurant uses and other areas of public activities, thereby animating the street frontage and connecting the building back into the town centre. The ground floor frontage would be divided by the pre-cast columns spaced at regular intervals with the façade of the retail units recessed. The proposed shopfront design would consist of fully glazed frontages with the signage confined to an area behind the glass. The design would complement the modern language used in the building overall and provide a clean consistent backdrop to the large supporting columns as they meet the ground.

3.8 The details of the columns have been developed with open joints at the edges to express the four component sides to the column. The design responds to the concept that the columns are an important element of the composition and are free-standing and therefore need to have a consistent appearance from all sides.

3.9 The middle would be divided into vertical bays, each separated by a recessed 3 metres wide vertical glazed strips. Each bay would be articulated further by a consistent series of exposed framed modules with chamfered metal treatment. The metalwork would be an anodised aluminium which would ensure a consistency of tone throughout its lifetime and long term protection from the effects of weathering. The intended colour of the metal work is proposed to compliment the warm tones of the predominantly red brick used on surrounding buildings and white stucco. The glazing line in each of the modules is deeply recessed within generous reveals to create depth and layering to the elevations which will be particularly important in oblique views along the street where the angled forms will benefit from natural light to give a sequence of light and shade as well as variations in tone as light moves across the surface.

3.10 Members of the Committee wished to approve the details of the elevation and the final choice of the metal cladding. Overall it is considered that the proposed elevation treatment introduces the right balance between solid and glazing, the details have been refined whilst retaining the architectural concept and language of the approved design. The choice of material and colour has been mindful of the need of the long-term weathering requirements as well as selecting a colour / tone which harmonises with the predominant tones in the surrounding buildings.

3.11 As such officers have considered the submitted details against the development plan and consider that they would be in accordance with Policies 7.1 and 7.6 of the London Plan, Policy BE1 of the Hammersmith and Fulham Core Strategy (2011), Policies DM G1 and DM G7 of the Development Management Local Plan

(July 2013) and SPD Design policy 44 of the Planning Guidance Supplementary Planning Document (July 2013).

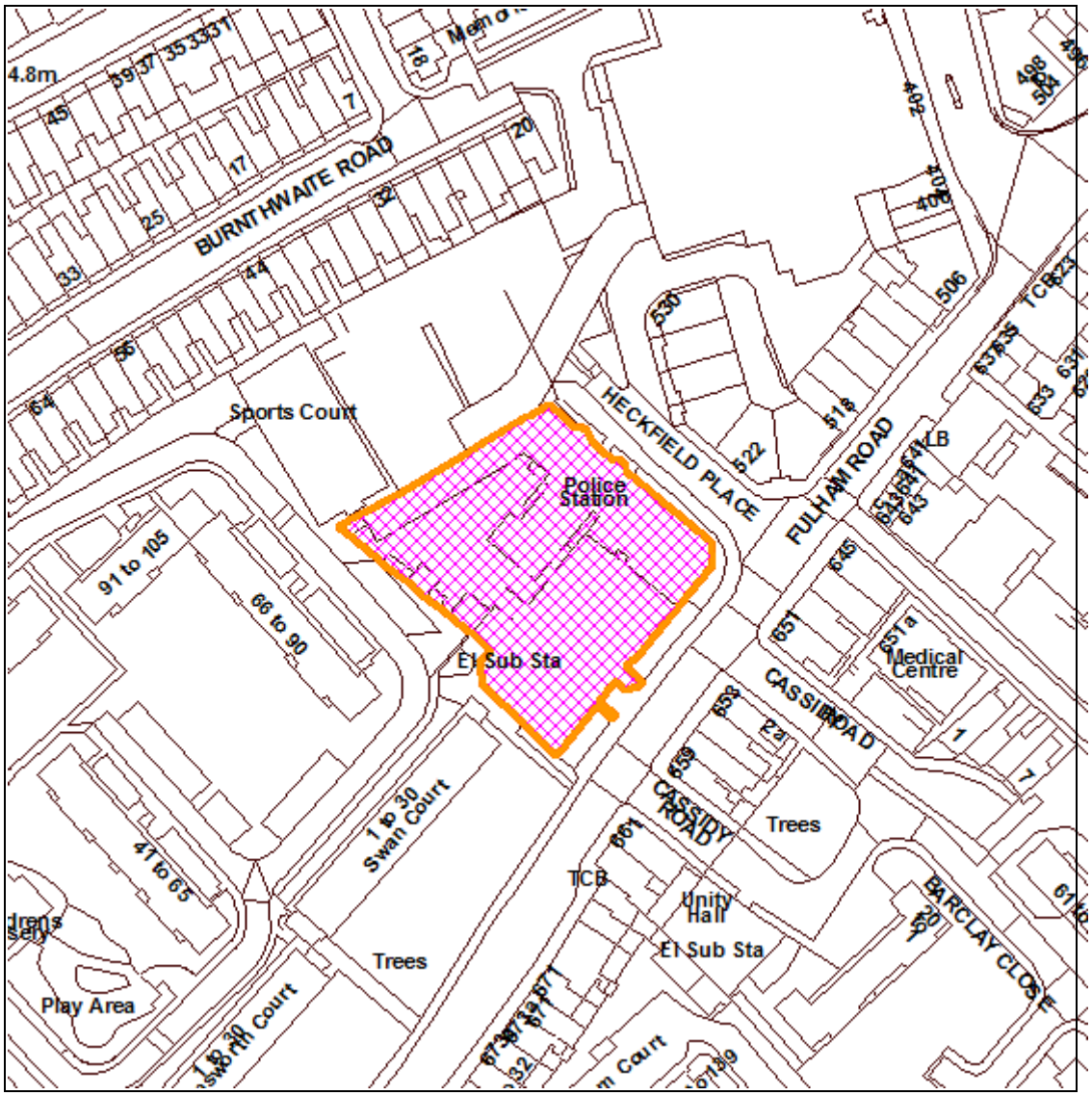
4.0 RECOMMENDATION

4.1 Approve the submitted details, in compliance with Conditions 11 and 12 of planning permission ref. ref. 2016/01288/VAR dated 12th August 2016.

Ward: Town

Site Address:

Fulham Police Station Heckfield Place London SW6 5NL



For identification purposes only - do not scale.

Reg. No:
2016/02774/FUL

Case Officer:
Roy Asagba-Power

Date Valid:
20.06.2016

Conservation Area:

Committee Date:
14.09.2016

Applicant:
Education Funding Agency
c/o agent

Description:
Demolition of existing buildings in connection with redevelopment of the site to provide a new 800 pupil secondary school, a Metropolitan Police Service Front Counter Facility and 9 residential units.
Drg Nos:

Application Type:
Full Detailed Planning Application

Officer Recommendation:

That the Committee resolve that the Lead Director of Planning and Development be authorised to determine the application and grant permission up on the completion of a satisfactory legal agreement and subject to the condition(s) set out below

1) The development hereby permitted shall not commence later than the expiration of 3 years beginning with the date of this planning permission.

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

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

   In order to ensure full compliance with the planning application hereby approved and to prevent harm arising through deviations from the approved plans, in accordance with policy DM G1 and DM G7 of the Development Management Local Plan (2013) and policy BE1 of the Core Strategy (2011).

3) The number of children enrolled and accommodated at the school shall not exceed 800 (full time equivalent) at any one time.

   In order to safeguard the amenities of neighbouring occupiers and the area generally, in accordance with policy DM H11 of the Development Management Local Plan (2013).

4) The secondary school shall be used for no other purpose (including any other purpose in Class D1 of the Schedule to the Town and Country Planning (Use Classes) Order 1987, (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

In granting this permission, the Council has had regard to the special circumstances of the case. Certain other uses within the same use class may be unacceptable due to effect on residential amenity or traffic generation, in accordance with policies DM H11 and DM J2 of the Development Management Local Plan (2013).

5) Pursuant to Article 3(1) and the provision of Article 3(2) of the Town and Country Planning (General Permitted Development) Order 1995, Part 32 of Schedule 2 of the said Order (being development within the curtilage of Schools, Colleges, Universities and Hospitals) (or any Order revoking or re-enacting that Order with or without modification) shall not apply to the school site to which this planning permission relates, and no such development within the curtilage of the school shall take place without planning permission first being obtained.

   To enable the Council to retain control over any future development in view of the overall design and integrated appearance of the scheme and the effect of any such development on the external recreational areas of the school and the amenities of the surrounding properties, in accordance with policy DM G1 and DM D7 of the Development Management Local Plan (2013).

6) Prior to the erection of any buildings hereby approved, details of all materials (including samples where appropriate) to be used in the construction of the external surfaces of the development, shall be submitted to and approved in writing by the Council. The development shall be carried out in accordance with the approved details and thereafter retained as such.

   In order that the Council may be satisfied as to the details of the development in the interests of visual amenity of the area in accordance with policy DM G1 and DM G7 of the Development Management Local Plan (2013) and policy BE1 of the Core Strategy (2011).

7) Prior to the erection of any buildings hereby approved, detailed drawings of a typical bay for each elevation of the new building at a scale of no less than 1:20 shall be submitted to and approved in writing by the council. The development shall be carried out in accordance with such details as have been approved and thereafter permanently retained in this form.

   To ensure a satisfactory external appearance, in accordance with policy DM G1 and DM G7 of the Development Management Local Plan (2013) and policy BE1 of the Core Strategy 2011.

8) Prior to occupation of the development, details of the hard and soft landscaping of all areas external to the building, including replacement tree planting and paving, detailed drawings at a scale of not less than 1:20 of fences, gates and other means of enclosure shall be submitted to and approved in writing by the Council, and the development shall not be occupied or used until such landscaping as is approved has been carried out. Any landscaping removed or severely damaged, dying or becoming seriously diseased within 5 years of planting shall be replaced with a tree or shrub of similar size and species to that originally required to be planted.

To ensure a satisfactory external appearance and satisfactory provision for permeable surfaces in accordance with policy DM G1 and DM G7 of the Development Management Local Plan (2013) and policy BE1 of the Core Strategy 2011.

9) The development shall not commence before details of the construction programme have been submitted to and approved in writing by the Council. The development shall thereafter be carried out in accordance with the details thereby approved before occupation or use of any building or land, unless a revised phasing programme is otherwise agreed.

To ensure that the development is carried out in a satisfactory manner in accordance with policy DM G1 and DM G7 of the Development Management Local Plan (2013) and policy BE1 of the Core Strategy (2011).

10) All trees to be retained on site in proximity of the development shall be protected from damage in accordance with BS5837:2012. No construction shall take place until any such trees are adequately protected as per BS5837:2012.

To ensure that trees on site are retained and to prevent harm during the course of construction, in accordance with policy DM E4 of the Development Management Local Plan (2013) and policy BE1 of the Core Strategy (2011).

11) Any material changes to the external appearance of the building hereby permitted, including the installation of air-handling units, ventilation fans or extraction equipment, must first be submitted and approved in writing by the Council prior to their installation. Any alterations shall be implemented in accordance with the details that are approved.

To ensure a satisfactory external appearance and prevent harm to the street scene, and to safeguard the amenities of neighbouring residential occupiers, in accordance with policies DM G1, DM G7, DM H9 and DM H11 of the Development Management Local Plan (2013).

12) Prior to commencement of the development hereby approved, a detailed Surface Urban Drainage Strategy shall be submitted to and approved in writing by, the Council. The scheme shall be implemented in accordance with these approved details prior to the occupation of the development hereby permitted, and thereafter permanently retained and maintained in working order.

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 CC2 of the Core Strategy (2011), policy DM H3 of the Development Management Local Plan (2013) and policy 5.13 of The London Plan (2011).

13) Prior to occupation of the development, a statement of how 'Secured by Design' requirements are to be adequately achieved shall be submitted to and approved in writing by the Council. The approved details shall be carried out prior to occupation or use of the development hereby approved and permanently maintained thereafter unless otherwise agreed in writing by the Council.

To ensure a safe and secure environment for users of the development, in accordance with policy DM G1 of the Development Management Local Plan (2013).

14) Prior to occupation of the development, full details of a School Management Plan for the extended school have been submitted to, and approved in writing by, the Council. Upon the commencement of the use, the School Management Plan shall be implemented in full compliance with the approved details, and shall thereafter continue to be fully implemented whilst the use remains in operation. Such details shall include information on the school hours of use; the number and times of recreation breaks; and a plan for staff supervision at arrival and leaving times and recreation times including after school and pre-school activities.

To ensure that the use does not result in loss of amenity to neighbouring residents in terms of noise and disturbance, in accordance with policy T1 of the Core Strategy (2011) and policies DM H10, DM H11 and DM J2 of the Development Management Local Plan (2013).

15) The development shall be implemented in accordance with the submitted in accordance with the accessibility statement within the Design and Access Statement and Planning Statements. The approved details shall then be retained thereafter in this form.

To ensure that the proposal provides an inclusive and accessible environment in accordance with policy DM G1 of the Development Management Local Plan (2013) and The London Plan (2011) policy 7.2.

16) Prior to occupation of the development hereby approved, separate Refuse Management Plan for the school and flats shall be submitted to and approved in writing by the Council. Details shall include the weekly numbers and times of deliveries and collections, the size of vehicles to be used and details of off-loading locations and vehicle movements. The use shall thereafter be carried out in accordance with the agreed details.

To ensure that the refuse collection and servicing requirements of the school will not adversely impact on the operation of the public highway and to ensure that the amenity of occupiers of the surrounding premises are not adversely affected by noise, in accordance with policies DM J2, DM J6, DM H9 and DM H11 of the Development Management Local Plan (2013).

17) No part of the development hereby approved shall be occupied prior to the provision of the cycle storage/ parking for the all the proposed uses included in the development and such storage facilities shall be permanently retained thereafter in accordance with the approved details.

In order to promote alternative, sustainable forms of transport, in accordance with Policy DM J5 of the Development Management Local Plan 2013 and Policy 6.9 and Table 6.3 of the London Plan 2011.

18) Prior to commencement of the development hereby approved, aConstruction Logistics Plan and a Construction Management Plan shall be submitted to and approved in writing by the Council. Details shall include control measures for dust,

noise, vibration, lighting, delivery locations, restriction of hours of work and all associated activities audible beyond the site boundary 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 numbers, size and routes of construction vehicles, 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, and other matters relating to traffic management to be agreed. Approved details shall be implemented throughout the project period.

To ensure that construction works do not adversely impact on the operation of the public highway, and that the amenity of occupiers of surrounding premises is not adversely affected by noise, vibration, dust, lighting or other emissions from the building site, in accordance with Policies DM J1, DM J6, DM H9, DM H11 of the Development Management Local Plan 2013.

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

To ensure that the amenity of occupiers of surrounding premises is not adversely affected by noise, in accordance with policies DM H9 and DM H11 of the Development Management Local Plan (2013).

20) Prior to use of the development, details shall be submitted to and approved in writing by the Council, of the external sound level emitted from plant/ machinery/ equipment and mitigation measures as appropriate. The measures shall ensure that the external sound level emitted from plant, machinery/ equipment will be lower than the lowest existing background sound level by at least 10dBA in order to prevent any adverse impact. The assessment shall be made in accordance with BS4142:2014 at the nearest and/or most affected noise sensitive premises, with all machinery operating together at maximum capacity. A post installation sound assessment shall be carried out where required to confirm compliance with the noise criteria and additional steps to mitigate noise shall be taken, as necessary. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

To ensure that the amenity of occupiers of surrounding premises is not adversely affected by noise from plant/mechanical installations/ equipment, in accordance with Policies DM H9 and H11 of the Development Management Local Plan 2013.

21) Prior to commencement of the development, details of external artificial lighting shall be submitted to and approved in writing by the Council. Lighting contours shall be submitted to demonstrate that the vertical illumination of neighbouring premises is in accordance with the recommendations of the Institution of Lighting Professionals in the 'Guidance Notes For The Reduction Of Light Pollution 2011'. Details should also be submitted for approval of measures to minimise use of lighting and prevent glare and sky glow by correctly using, locating, aiming and shielding luminaires. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

To ensure that the amenity of occupiers of surrounding premises is not adversely affected by lighting, in accordance with Policies DM H10 and H11 of the Development Management Local Plan.

22) Neither music nor amplified loud voices emitted from the educational development shall be audible at any residential/ noise sensitive premises.

To ensure that the amenity of occupiers of surrounding premises is not adversely affected by noise, in accordance with Policies DM H9 and H11 of the Development Management Local Plan 2013.

23) The development shall not be occupied until full details of refuse storage, including provision for the storage of recyclable materials, have been submitted to and approved in writing by the Council. The details shall include elevational details of any proposed storage enclosure. Such details as approved shall thereafter be permanently retained/carried out.

In order to ensure the development provides adequate waste storage, in accordance with policy DM H5 of the Development Management Local Plan (2013) and the Planning Guidance Supplementary Planning Document (2013).

24) No alterations shall be carried out to the flat roofs of the development hereby permitted to create a terrace or other amenity space. No railings or other means of enclosure shall be erected around the roofs and no alterations shall be made to form access onto the roofs.

The formation/use of a terrace would be harmful to the existing amenities of the occupiers of neighbouring residential properties as a result of overlooking and loss of privacy and the generation of noise and disturbance, contrary to policy DM H11 of the Development Management Local Plan (2013) and SPD Housing Policy 8 of the Planning Guidance Supplementary Planning Document (2013).

25) Prior to commencement of the development hereby approved, a revised Sustainability Statement, including Energy Statement, detailing sustainable design and construction techniques, including carbon reduction measures, shall be submitted to and approved in writing by the Council. The development shall be carried out in accordance with the approved details in this document .

To ensure that the proposed development promotes sustainable design and construction, in accordance with London Plan policies 5.2 and 5.3, Core Strategy 2011 policies CC1 and CC2 and policies DM H1 to DM H11 of the Development Management Local Plan 2013.

26) Prior to occupation of the development, until details are submitted to, and approved in writing by, the Council of the position, number and noise output of any proposed air source heat pumps, the position and number of solar collectors and natural ventilation stacks, and the final position, number and angle relative to the surface of the roof of the proposed PV panels, to be provided as part of the approved development. The development shall be carried out in accordance with the details as approved and permanently retained in this form.

To ensure a satisfactory standard of external appearance and to prevent noise and disturbance to neighbouring residents, in accordance with policies DM H1, DM H2 and DM H11 of the Development Management Local Plan (2013).

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

Potentially contaminative land uses (past or present) are understood to occur at, or near to, this site. This condition is required to ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works, in accordance with Borough Wide Strategic Policy CC4 of the Core Strategy and policies DM H7 and H11 of the Development Management Local Plan 2013.

28) Unless the Council agree in writing that a set extent of development must commence to enable compliance with this condition, no development shall commence until, following a quantitative risk assessment report is submitted to and approved in writing by the Council. This report shall assess the data provided in the Albury SI report dated February 2014 (reference 13/10045/A/GO). The quantitative risk assessment shall assess the degree and nature of any contamination identified on the site through the site investigation; include a conceptual site model and determine the risks posed by any contamination to human health, controlled waters and the wider environment. All works must be carried out in compliance with and by a competent person who conforms to CLR 11: Model Procedures for the Management of Land Contamination (Defra 2004) or the current UK requirements for sampling and testing.

Potentially contaminative land uses (past or present) are understood to occur at, or near to, this site. This condition is required to ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works, in accordance with Borough Wide Strategic Policy CC4 of the Core Strategy (2011) and policies DM H7 and DM H11 of the Development Management Local Plan (2013).

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

Potentially contaminative land uses (past or present) are understood to occur at, or near to, this site. This condition is required to ensure that no unacceptable risks

are caused to humans, controlled waters or the wider environment during and following the development works, in accordance with Borough Wide Strategic Policy CC4 of the Core Strategy (2011) and policies DM H7 and DM H11 of the Development Management Local Plan (2013).

30) Unless the Council agree in writing that a set extent of development must commence to enable compliance with this condition, no development shall commence until the approved remediation method statement has been carried out in full and a verification report confirming these works has been submitted to, and approved in writing, by the Council. This report shall include: details of the remediation works carried out; results of any verification sampling, testing or monitoring including the analysis of any imported soil; all waste management documentation showing the classification of waste, its treatment, movement and disposal; and the validation of gas membrane placement. If, during development, contamination not previously identified is found to be present at the site, the Council is to be informed immediately and no further development (unless otherwise agreed in writing by the Council) shall be carried out until a report indicating the nature of the contamination and how it is to be dealt with is submitted to, and agreed in writing by, the Council. Any required remediation shall be detailed in an amendment to the remediation statement and verification of these works included in the verification report. All works must be carried out in compliance with and by a competent person who conforms to CLR 11: Model Procedures for the Management of Land Contamination (Defra 2004) or the current UK requirements for sampling and testing.

Potentially contaminative land uses (past or present) are understood to occur at, or near to, this site. This condition is required to ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works, in accordance with Borough Wide Strategic Policy CC4 of the Core Strategy (2011) and policies DM H7 and DM H11 of the Development Management Local Plan (2013).

31) Unless the Council agree in writing that a set extent of development must commence to enable compliance with this condition, no development shall commence until an onward long-term monitoring methodology report is submitted to and approved in writing by the Council where further monitoring is required past the completion of development works to verify the success of the remediation undertaken. A verification report of these monitoring works shall then be submitted to and approved in writing by the Council when it may be demonstrated that no residual adverse risks exist. All works must be carried out in compliance with and by a competent person who conforms to CLR 11: Model Procedures for the Management of Land Contamination (Defra 2004) or the current UK requirements for sampling and testing.

Potentially contaminative land uses (past or present) are understood to occur at, or near to, this site. This condition is required to ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works, in accordance with Borough Wide Strategic Policy CC4 of the Core Strategy (2011) and policies DM H7 and DM H11 of the Development Management Local Plan (2013).

32) The demolition hereby permitted shall not be undertaken before a scheme for temporary fencing and/or enclosure of the site has been submitted to and approved in writing by the Council, and such enclosure has been erected in accordance with the approved details and retained for the duration of the building works.

To ensure that the site remains in a tidy condition and to prevent harm to the street scene, in accordance with policy DM G1 of the Development Management Local Plan (2013).

33) The development shall be implemented in accordance with the recommendations contained in the submitted Ecology Appraisal.

To ensure that the proposals have a sympathetic impact on the ecological environment in accordance with policy 7.19 of The London Plan 2011, policy DM E3 and DM F2 of the Development Management Local Plan 2013 and SPD Sustainability policy 19 of the Planning Guidance Supplementary Planning Document 2013.

34) Prior to commencement, the applicant shall submit to the Council an updated version of the submitted flood risk assessment providing satisfctory details of a subterranean construction method strategy and confirmation of the inclusion of a return valve and once approved in writing the development shall only be carried out in accordance with the approved updated Flood Risk Assessment (FRA.

To reduce the impact of flooding to the proposed development and future occupants, in accordance with and National Planning Policy Framework (2012) and the Technical Guidance to the National Planning Policy Framework (2012), Policies 5.11,5.12, 5.13, 5.14 and 5.15 of the London Plan (2011), Policy CC2 of the Core Strategy (2011), Policy H3 of the Development Management Local Plan (2013).

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

In order to ensure that the Council can fully consider the effect of telecommunications equipment upon the appearance of the building in accordance with Policy BE1 of the Core Strategy (2011), and Policy DM G1 of the Development Management Local Plan (2013).

36) The development hereby permitted shall not commence until details and samples of the 1.8m high obscure glazed screen as measured from the floor level of the terrace to be used in connection with the roof terraces for the proposed 9 residential units , have been submitted to and approved in writing by the Council. The use of these terrace spaces shall not commence, until the obscure glazed screening as approved has been installed and it shall be permanently retained as such thereafter.

In order to ensure that the glazing would not result in overlooking and any subsequent loss of privacy, in accordance with Policy DM G3 of the Development Management Local Plan 2013 and SPD Housing Policy 8 (ii) of Planning Guidance Supplementary Planning Document 2013.

37) The nine dwellings hereby permitted shall not be occupied until the Council has been notified in writing (and has acknowledged such notification) of the full postal address of the dwellings. Such notification shall be to the council's Head of Development Management and shall quote the planning application number specified in this decision letter.

In order that the Council can update its records to ensure that parking permits are not issued to the occupiers of the dwellings hereby approved, and thus ensure that the development does not harm the existing amenities of the occupiers of neighbouring residential properties by adding to the already high level of on-street car parking stress in the area, in accordance with Policy DM A1, A9, J2 and J3 of the Development Management Local Plan 2013 and Policy T1 of the Core Strategy 2011

38) No occupiers of nine dwellings hereby permitted, with the exception of disabled persons who are blue badge holders, shall apply to the Council for a parking permit or retain such a permit, and if such a permit is issued it shall be surrendered to the Council within seven days of written demand.

In order to ensure that the development does not harm the existing amenities of the occupiers of neighbouring residential properties by adding to the already high level of on-street car parking stress in the area, in accordance with Policy DM A1, A9, J2 and J3 of the Development Management Local Plan 2013 and Policy T1 of the Core Strategy 2011.

39) The nine dwellings hereby permitted shall not be occupied until such time as a scheme has been submitted to and approved in writing by the local planning authority to ensure that all occupiers, other than those with disabilities who are blue badge holders, have no entitlement to parking permits from the council and to ensure that occupiers are informed, prior to occupation, of such restriction. The dwellings shall not be occupied otherwise than in accordance with the approved scheme unless prior written agreement is issued by the Council.

In order that the prospective occupiers of the residential units concerned are made aware of the fact that they will not be entitled to an on-street car parking permit, in the interests of the proper management of parking, and to ensure that the development does not harm the existing amenities of the occupiers of neighbouring residential properties by adding to the already high level of on-street car parking stress in the area, in accordance with Policy DM A1, A9, J2 and J3 of the Development Management Local Plan 2013 and Policy T1 of the Core Strategy 2011

40) Prior to the display of any illuminated signs or advertisements, details shall be submitted to and approved in writing by the Council, of artificial lighting levels (candelas/ m2 size of sign/advertisement). Details shall demonstrate that the recommendations of the Institution of Lighting Professionals in the 'Guidance Notes For The Reduction Of Light Pollution 2011' will be met, particularly with

regard to the 'Technical Report No 5, 1991 - Brightness of Illuminated Advertisements'. Approved details shall be implemented prior to use/ display of the sign/ advertisement and thereafter be permanently retained.

To ensure that the amenity of occupiers of surrounding premises is not adversely affected by artificial lighting, in accordance with Policies DM H10 and H11 of the Development Management Local Plan 2013.

41) Prior to commencement of the development, details shall be submitted to and approved in writing by the Council, of the sound insulation of the floor/ ceiling/ walls separating the educational use part(s) of the premises from dwellings. Details shall demonstrate that the sound insulation value DnT,w is enhanced by at least 10dB above the Building Regulations value and, where necessary, additional mitigation measures are implemented to contain commercial noise within the commercial premises and to achieve the criteria of BS8233:2014 within the dwellings/ noise sensitive premises. 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/ adjacent dwellings/ noise sensitive premises is not adversely affected by noise, in accordance with Policies DM H9 and H11 of the Development Management Local Plan

42) Condition: Prior to commencement of the development, details shall be submitted to and approved in writing by the Council, of the sound insulation of the floor/ ceiling/ walls separating any plant rooms from noise sensitive premises. Details shall demonstrate that the sound insulation value DnT,w is enhanced by at least 10dB above the Building Regulations value and, where necessary, additional mitigation measures implemented to contain commercial noise within the commercial premises and to achieve the criteria LAmax,F of BS8233:2014 within the dwellings/ noise sensitive premises. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

Reason: To ensure that the amenity of occupiers of the development site/ adjacent dwellings/ noise sensitive premises is not adversely affected by noise, in accordance with Policies DM H9 and H11 of the Development Management Local Plan 2013

43) Prior to commencement of the development, details shall be submitted to and approved in writing by the Council, of sound insulation of the building envelope and other mitigation measures, as appropriate. Details shall demonstrate that noise from uses and activities is contained within the building/ development site and shall not exceed the criteria of BS8233:2014 at neighbouring noise sensitive/ habitable rooms and private external amenity spaces. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

To ensure that the amenity of occupiers of the development site/ surrounding premises is not adversely affected by noise, in accordance with Policies DM H9 and H11 of the Development Management Local Plan 2013.

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

To ensure that the amenity of occupiers of the development site/ surrounding premises is not adversely affected by vibration, in accordance with Policies DM H9 and H11 of the Development Management Local Plan 2013.

45) The external sports pitch shall not be used other than between the hours of 08:00-18:00 Monday to Friday, and at no time on Saturdays, Sundays and Public/Bank Holidays.

To ensure that the amenity of occupiers in surrounding premises is not adversely affected by noise from activities or people at or leaving the site, in accordance with Policies DM H9 and H11 of the Development Management Local Plan 2013

46) No tannoys or public address systems shall be used unless details have been submitted to and approved in writing by the Council. Approved details shall be implemented prior to use and thereafter be permanently retained.

Reason: To ensure that the amenity of occupiers in surrounding premises is not adversely affected by noise, in accordance with Policies DM H9 and H11 of the Development Management Local Plan 2013

46) Prior to commencement of the development, details shall be submitted to and approved in writing by the Council, of an enclosure/ sound barrier along the external sports pitch adujacent to Lancaster Court. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

To ensure that the amenity of occupiers in surrounding premises are not adversely affected by noise, in accordance with Policies DM H9 and H11 of the Development Management Local Plan 2013.

47) Prior to commencement of the use, details shall be submitted to and approved in writing by the Council, of the installation, operation, and maintenance of the odour abatement equipment and extract system, including the height of the extract duct and vertical discharge outlet, in accordance with the 'Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems' January 2005 by DEFRA. Approved details shall be implemented prior to the commencement of the use and thereafter be permanently retained.

To ensure that the amenity of occupiers of surrounding premises is not adversely affected by cooking odour, in accordance with Policies DM H9 and H11 of the Development Management Local Plan 2013

48) Prior to commencement of the development, a Servicing Management Plan shall be submitted to and approved in writing by the Council. Details shall include times and frequency of deliveries and collections, vehicle movements, silent reversing methods, location of loading bays, quiet loading/unloading measures etc.

To ensure that the amenity of occupiers of the development site/ surrounding premises is not adversely affected by noise, in accordance with Policies DM H9 and H11 of the Development Management Local Plan.

49) No part of the gates or their supports shall be in direct contact with the external walls or other external parts of adjacent buildings while open or closed.

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 DM H9 and H11 of the Development Management Local Plan 2013

50) Prior to use, gate posts shall be installed with proprietary anti-vibration isolators to prevent structural or airborne vibration noise being transmitted and the closing mechanism shall be buffered to adequately silence the operation of the gates.

To ensure that the amenity of occupiers of surrounding premises is not adversely affected by vibration or noise, in accordance with Policies DM H9 and H11 of the Development Management Local Plan 2013

Justification for Approving the Application:

1. Land Use: The proposal would involve a mixed use redevelopment of to provide a new school, 9 residential flats and the provision of a Metropolitan Police Front Counter Facility on an existing site in Sui Generis use. It is considered that this Town Centre site within the Fulham Regeneration Area is an appropriate location for the proposed mix of uses. The new school would enhance the provision of secondary school places within the borough and would have dual use, the new flats would contribute to the boroughs target housing supply and the Metropolitan Police Facility would contribute to maintaining a community use. It is thus considered that the proposal complies with policy DM A1, D1 of the Development Management Local Plan (2013), policy CF1, H1,Strategic Policy FRA and Strategic Policy C of the Core Strategy (2011), and policy 3.18 of the London Plan (2011).

2. Design and Conservation: It is considered that the proposed building would be appropriate in scale, height, mass, proposed materials and design and would preserve the setting of the adjacent listed building. The building would be designed to meet educational needs, whilst also presenting a suitable response to the

context of the surrounding setting. Policy DM G1 and DM G7 of the Development Management Local Plan (2013), policy BE1 of the Core Strategy (2011) and policies 7.4, 7.6 and 7.8 of The London Plan (2011) would therefore be satisfied.

3. Highways matters: There would be no adverse impact on traffic generation and the scheme would not result in congestion of the primary road network; subject to measures to limit car trips to school being secured and implemented within a School Travel Plan. Satisfactory provision would be made for cycle parking. Mitigation will be secured to address the increase in pedestrian trips. Adequate provision for servicing and the storage and collection of refuse and recyclables would be provided. The proposal is thereby in accordance with policy T1 of the Core Strategy 2011, policies DM H5, DM J1, DM J2, DM J4, DM J5 and DM J6 of the of the Development Management Local Plan (2013) and SPD Transport Policy 34 of the Planning Guidance Supplementary Planning Document (2013).

4. Residential Amenity: The impact of the proposed development upon neighbouring occupiers is considered acceptable. Due to the relationship of the proposed building to residential neighbours and its position, height and bulk, it is considered that the proposal would not materially affect the outlook from, and privacy to, neighbouring properties. Residents' light would not be affected to an unacceptable degree. Measures would also be secured by condition to minimise noise and disturbance to nearby occupiers from the operation of the proposed school. In this regard, the development would respect the principles of good neighbourliness, and thereby satisfy policies DM A9, DM G1 and DM H11 of the Development Management Local Plan (2013).

5. Sustainability: The proposal would seek to minimise its environmental impact, including measures that would conserve energy, materials and water, reduce air, noise and water pollution, and promote sustainable waste behaviour.Submission of further details of the sustainable design and construction measures, including those relating to carbon reduction will be conditioned to ensure the development is satisfactory. It is considered that the development would not have an adverse impact on a watercourse, flood plain or flood defences, and the implementation of a sustainable urban drainage strategy would be required by condition to ensure there is no adverse impact on localised flooding. Policies DM H1, DM H2 and DM H3 of the Development Management Local Plan (2013), policies CC1, CC2, CC3, and CC4 of the Core Strategy (2011) and policies 5.2, 5.7 and 5.13 of the London Plan (2011) are thereby satisfied.

6. Access and Crime Prevention: Subject to conditions the development would provide a safe and secure environment, and would be accessible to all users in accordance with policy DM G1 of the Development Management Local Plan (2013), policy TN1 of the Core Strategy (2011) and policies 7.2 and 7.3 of The London Plan (2011).

LOCAL GOVERNMENT ACT 2000
LIST OF BACKGROUND PAPERS

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

Application form received: 15th June 2016
Drawing Nos: see above

Policy documents: National Planning Policy Framework 2012
The London Plan 2015
Core Strategy 2011
The Development Management Local Plan 2013
Planning Guidance Supplementary Planning Document July 2013

Consultation Comments:

Comments from:	**Dated:**
Environment Agency - Planning Liaison	01.08.16
Historic England London Region	19.07.16
Thames Water - Development Control	26.07.16

Neighbour Comments:

Letters from:	**Dated:**
41 Cloncurry Street London sw6 6dt	08.07.16
20 Harbledowm Road London SW6 5TP	08.07.16
FLAT 7, 15 CHEYNE ROW LONDON SW3 5HR	27.07.16
30 Burnthwaite Rd Fulham Sw6 5be	27.07.16
6 Brecon Road London W6 8PU	12.07.16
59 Waldemar Avenue London SW6 5LR	19.07.16
59 Waldemar Avenue London Sw6 5lr	11.07.16
27 Felden Street London SW6 5AE	11.07.16
Flat 6 105 St Georges Square London SW1V 3QP	08.07.16
34 Burnthwaite Road London SW6 5BE	27.07.16
57 Langthorne Street Fulham SW6 6JT	12.07.16
17 St Dunstan's Road London W6 8RD	08.07.16
Broom Cottage The Hurlingham Club Ranelagh Gardens London SW6 3PR	14.07.16
House Of Commons London SW1A 0AA	14.07.16
23 Mary MacArthur house London W6 8HZ	10.07.16
28 Inglethorpe Street London SW6 6NT	20.07.16
40 Burnthwaite Road Londo SW6 5BE	22.07.16
16 Ebner St London SW18 1bt	19.07.16
Basement Flat 35 Humbolt Road London W6 8QH	23.07.16
106 St Olaf's Road London SW6 7DW	11.07.16
42 Burnthwaite Road London SW6 5BE	25.07.16
20 Ryecroft Street Fulham SW6 3TT	12.07.16
10 atwood road Hammersmith london w6 0hx	08.07.16
Broom Cottage Ranelagh Gardens Fulham, London SW6 3PR	12.07.16
57b Fulham high street London Sw6 3jj	08.07.16
97 kenyon street london sw6 6la	08.07.16
NAG	25.07.16

27 Ranelagh Avenue London SW6 3PJ	27.07.16
18 nevinson close London SW18 2TF	09.07.16
17 St Dunstan's Road London W6 8RD	08.07.16
16 Britannia Road London SW6 2HL	08.07.16
657 Fulham Road SW6 5PY London SW6 5PY	27.07.16
657 Fulham Road London SW6 5PY	27.07.16
40 Swanage Road LONDON SW18 2DY	11.07.16
Second Floor Flat 823 Fulham Road London SW6 5HG	08.07.16
Flat 2, Lensbury House William Morris Way London SW6 2UP	11.07.16
50 Niton Street London SW6 6NJ	10.08.16
657 Fulham Road Lonodn London SW6 5PY	08.08.16
657A,Fulham Rd London SW6 5PY	31.07.16
659b fulham road London SW6 5PY	31.07.16
13B Armadale Road tess London SW6 1JL	30.07.16
4 GRIMSTON ROAD FULHAM SW6 3QP	09.08.16
57 Bolingbroke Road West Kensington London W14 0AH	09.08.16
657 Fulham Road London SW6	28.07.16
27 inglethorpe street London Sw66ns	09.08.16
60 Munster Road Fulham London SW6 4EP	07.08.16
29 The Croft Hungerford RG17 0HY	30.07.16
130 Bishops Mansions London SW6 6DY	02.08.16
12 Fernhurst Road London Sw6 7jw	09.08.16
Flat 7, 15 Cheyne Row London SW3 5HR	09.08.16
659a Fulham Road London SW6 5PY	31.07.16
659c Fulham Road London SW6 5PY	31.07.16
30 Turneville Road London W14 9PS	08.08.16
93 Altenburg gardens London SW11 1JQ	09.08.16
105 St Georges Square London SW1V 3QP	10.08.16
23,Swan Court 560,Fulham Road Fulham SW6 5NW	04.08.16
6 Atalanta Street Fulham London SW6 6TR	09.08.16
56 LANGTHORNE ST LONDON SW6 6JY	09.08.16
27 Felden Street London SW6 5AE	28.07.16
6 Atalanta Street Fulham London SW6 6TR	09.08.16
526/8 Fulham Road SW6 5NR	03.08.16
flat 1 sequioa house london sw6 2hg	04.08.16
13B Armadale Road London SW6 1JL	04.08.16
20 Harbledown Road London SW6 5TP	09.08.16
137 Harbord Street London SW6 6PN	09.08.16
45 clonmel road london sw65bl	09.08.16
45 Clonmel road Fulham Sw6 5bl	09.08.16
5 Vanneck Square London SW15 5DX	09.08.16
42 Rostrevor Road London SW6 5AD	09.08.16
48 Greswell Street London SW6 6PP	29.07.16
62 Engadine Street Southfields London SW185DA	09.08.16
46 Stafford cripps house Clem Attlee court London Sw67rx	09.08.16

1.0 SITE DESCRIPTION AND RELEVANT HISTORY

Site and Surrounding Area

1.1 The application site(0.29 ha) is situated at a corner location, on the west side of Heckfield Place and the north side of Fulham Road which is currently in use as a police station (sui generis).

1.2 The site comprises a mixture of single, two and four storey buildings. The main buildings include two connected four storey buildings: the original 1931 red brick Fulham Police Station which fronts Heckfield Place and a four storey 1989 extension to the police station which also fronts Fulham Road. The other buildings include: a two storey wing on the north of the site and single storey structures buildings either side of the Fulham Road vehicular entrance to the site, as well as an electrical sub-station to the south-west of the site (which will be retained). The site also includes a large parking /open area towards the centre of the site.

1.3 None of the buildings on site are statutorily listed or identified as buildings of merit. The main pedestrian access to the site is in Heckfield Place and vehicular access is from a controlled entrance off Fulham Road.

1.4 The surrounding area is characterised by a mixture of land uses. Immediately to the north is the supermarket car park associated with Waitrose and beyond that is the two/ three storey terrace of houses fronting Burnthwaite Road.

1.5 Immediately to the north-west is Lancaster Court, a five storey flatted development and its associated outdoor multi-games sports court which is used by residents of Lancaster Court. To the north east, on the opposite side of Heckfield Place is a four storey office block. To the south, on the opposite side of Fulham Road are three storey mixed use terraces with commercial units at ground floor and residential accommodation above.

1.6 The site has a very good public transport accessibility level (PTAL) of 5 on a scale of 1- 6b with 6b having the highest PTAL. There are several bus stops located within a short distance along Fulham Road and on North End Road with destinations towards South Kensington, Sands End, Wandsworth, Hammersmith, Olympia and Putney Bridge. Fulham Broadway underground station is within a short walk.

1.7 The site lies within the Fulham Town Centre and the Fulham Regeneration Area. The site does not fall within a conservation area but the site is adjacent to Walham Green Conservation Area to the east and Barclay Road Conservation Area to the south-east.

Relevant Planning History

1.8 In 1985, as a statutory consultee the Council raised no objection to the erection of a four storey extension to the existing police station together with the erection of a boundary wall including new vehicular access to Fulham Road (1985/01126/GOV). This development was implemented.

1.9 In 1990, the Council raised no objections to the erection of a 7.5 metre high aerial mast on the roof of the extension to Fulham police station (1990/02241/GOV). This development was implemented.

1.10 In 1991, the Council raised no objections to the erection of a 5 metres high flag pole to the front elevation of Fulham police station (1991/01137/GOV). This has been implemented.

1.11 In 2005, the Council raised no objection to the installation of six pole-mounted antennas attached to three free-standing frames and three associated radio equipment cabinets at roof level together with a meter cabinet at ground floor level (2005/02147/TEL56). This has been implemented.

1.12 In November 2015, the applicants submitted a formal pre-application for the redevelopment of the site to provide a new secondary school, flats and a police station. The main issues considered included: the design in terms of scale and elevational treatment; school travel plan and highways impacts; the need for off-site play provision, contamination, energy and daylight and sunlight impacts.

Current Proposal

1.14 The current proposals involve to the demolition of the existing buildings and the erection of a part four and part 6 storey mixed use building plus basement to provide a replacement and more permanent secondary school (Class D1), a Metropolitan Police Service Counter (Sui Generis) and 9 flats(Class C3).

1.15 The main body of the building would be 4 storeys fronting Fulham Road and the corner of Fulham Road and Heckfield Place. The proposed school would also occupy the basement, the majority of the ground floor as well as levels 1, 2 and 3. The school would provide a state of the art educational facility through the Fulham Boys School Trust. This would include 600 place Secondary School (11-16 years) and a 200 place Sixth Form (16-18 years). It is intended that the school will continue to grow year on year until it reaches full capacity of 800 boys in 2020.

1.16 A ground floor school courtyard would provide the main form of on-site play space and would include a multi-use game area that is designed to be compliant with Sports England requirements. In addition to this, a 3 court sports hall is located at basement level and although predominantly utilised as a sports facility, the space can also be used for full school assemblies and meetings. The basement would also include the main hall/theatre space and multi-purpose drama studio. It is proposed that the basement level facilities will be available to local community groups outside school hours. Off-site play space for school pupils would also continue to be provided as the existing school currently hold contracts with various sites where sport activities take place.

1.17 The school would have two access points: the visitor entrance on Fulham Road and a controlled main entrance on Heckfield Place which will also be used for vehicular access, for servicing and disabled access only. No car parking spaces provided on site with the exception of one school minibus space and one disabled car which would have controlled access via the Heckfield Place entrance. The proposals include 108 covered cycle parking spaces for children plus 12 cycle additional staff cycle.

1.18 The residential units would be situated above the educational floorspace on the northern part of the site along Heckfield Place on levels 4, 5 and 6 and would by a separate single access core. The 9 residential units 3 x 2-bed and 6 x 1-bed) would be completely separate from the school with a dedicated private entrance, off Heckfield Place. A total of 12 cycle parking spaces will be provided for the residential units.

1.19 The proposed Metropolitan Police Service Front Counter Facility would be located on the southern corner of the site at ground floor level fronting Fulham Road and would include a secure lobby, reception, main office, bike store and changing areas for staff.

1.20 If the Committee are minded to grant consent it is anticipated that the school will be open for the academic year starting in September 2018.

2.0 CONSULTATION RESPONSES (INTERNAL AND EXTERNAL)

Pre-application consultation

2.1 The applicants have submitted a Statement of Community Involvement (SCI) which sets out the extent of pre-application discussions with officers and summarises the two phases of public engagement undertaken in advance of the application submission, as well as all additional meetings and correspondence with key stakeholders. All of this has helped to inform the evolution of the submitted scheme.

2.2 The two public exhibitions were held at St John's Church in Fulham, located approximately 300 metres from the application site. The first exhibition was held on the 27 and 30 January 2016. The exhibition was attended 70 people and provided an opportunity for local residents, community groups and stakeholders to express their views on the principles and details of the proposed schemes. The comments received at this session were collated and informed changes to the designs for the site.

2.3 The main changes following the first exhibition included: the removal of the proposed swimming pool; a reduction in the height of the residential element from 7 to 6 storeys; the number of residential units was reduced; the fourth floor roof was redesigned to appear less vertical and more subservient; the internal layout was reconfigured to achieve a more active frontage; the elevations were revised to include a splayed corner at the road junction, altered window proportions with more definition to the building entrances and the proposed roundabout at Heckfield Place was removed.

2.4 These changes were presented at the second public exhibition held on 8 and 9 June 2016 which was attended by 83 people. The design team presented the final proposals for the site to be submitted to planning committee, highlighting how feedback received in January had been addressed through the proposed design.

2.5 In addition to the public exhibition, further engagement was conducted with The Fulham Society, the FBS staff and parents, Lancaster Court Residents' Association, residents and business owners from 653-659 Fulham Road and Waitrose supermarket. Meetings were held with these groups to ensure they were kept informed about the proposals for the site, and had an opportunity to provide their feedback.

Formal Application Consultation

2.6 The application was advertised by site and press notices and individual notification letters were sent to some 320 neighbouring properties.

2.7 168 letters of support have been received and 40 objection letters raising the following matters:

- loss of police station
- residential element should be excluded
- overdevelopment/ scale
- loss of privacy
- daylight and sunlight
- highways/ traffic/ parking
- loss of earnings

2.3 Letter of Support from Greg Hands MP

2.4 English Heritage raises no objections.

2.5 The Environment Agency raises no objections.

3.0 PLANNING CONSIDERATIONS

3.1 The main planning considerations to be considered in light of the London Plan (2011), and the Council's adopted Core Strategy (2011), Development Management Local Plan (DMLP) (2013), and the Planning Guidance Supplementary Planning Document (SPD) (2013) include; the acceptability in land use terms; visual amenity; impact on the amenities of neighbouring residents including any environmental nuisance; highways matters; and other material considerations, including flood risk and contaminated land.

LAND USE

3.2 Paragraph 14 of the NPPF sets out a presumption in favour of sustainable development and refers to this as the "golden thread" running through the new planning system. Paragraph 17 sets out numerous core planning principles designed to assist in achieving sustainable development, the most relevant of which are:

- "proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs;
- encourage the effective use of land by reusing land which has been previously developed (brownfield land), provided that it is not of high environmental value;
- promote mixed use developments
- actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling and focus significant development in location which are or can be made sustainable".

3.3 London Plan Policy 2.15 states that development proposals should sustain and enhance the vitality and viability of existing centres, accommodate economic and/or housing growth through intensification and selective expansion in appropriate locations, be in scale with the centre and finally contribute towards an enhanced environment including links to green infrastructure. The London Plan also seeks to ensure that developments achieve the optimum intensity of uses that remain compatible with the local context and are well served by public transport.

3.4 London Plan Policy 2.15 identifies Fulham Town Centre as a 'Major Town Centre' with the potential for medium growth and in need of regeneration. The policy sets out that development should sustain and enhance the vitality and viability of existing centres where town centres are in decline and accommodate eco In accordance with the National Planning Framework (NPPF) and the London Plan, the Borough is required to promote sustainable economic growth through its comprehensive regeneration plans set out in the Core Strategy.

3.5 The Council's Spatial Vision and Strategic Policy A envisages the physical, social and economic regeneration of 5 key locations across the borough, which are to be the focus of considerable development. The application site lies within Fulham Regeneration Area, which is identified as one of these 5 regeneration areas. There are however different character zones within the Fulham Regeneration Area and the Core Strategy indicates this area has a target of 3,400 additional homes and 5-6,000 new jobs over the plan period 2011-2031.

3.6 The Fulham Regeneration Area includes Fulham Town Centre and The Earls Court and West Kensington Opportunity Area. Under the Core Strategy Policy A the vision for this area is to be a world class, aspirational, environmentally sustainable quarter for people, to live, work and visit. Its aim is to support a mixed and diverse community with quality housing to meet a range of incomes. The residents of the housing estates will have been rehoused in better quality homes in the area. There will be a vibrant mix of cultural, leisure and community activities including attractions of national or international importance, that will build on the Earls Court heritage as a destination, as well meeting local resident's needs. Fulham Town Centre will increase in importance in the locality, partly as a result of the increased local population in the opportunity area.

3.8 Strategic Policy FRA (Fulham Regeneration Area) and Strategic Policy C (Hierarchy of Town and Local Centres) identify Fulham Town Centre as a designated major centre for which the focus is shopping, local services and leisure activities that do not have an adverse impact on surrounding residential areas. The reasoned justification supports aims to maintain its status as a major town centre. The justification also makes it clear that the policy seeks to provide further shopping and leisure uses at an appropriate scale to meet locally generated needs.

3.9 The proposal provides an efficient use of land, including a mix of educational (Use Class D1), housing (Use Class C3), and a Metropolitan Police Service Front Counter Facility (sui generis).The scheme represents an efficient use of brownfield land in line with the NPPF presumption in favour of sustainable development and core planning principles in accordance with the NPPF (paras 14 and17). Furthermore, the site is within a designated regeneration area, characterised by a mix of uses with active frontages including residential use.

3.10 Fulham Town Centre presents a number of locational advantages; not least its excellent public transport accessibility, projected housing growth, existing employment, retail and cultural facilities. The Fulham Police Station is underused due to the strategic relocation of centralised services to the borough's Hammersmith Police Station.

3.11 The application site offers a redevelopment opportunity having established that the existing buildings do not lend themselves to a suitable school conversion due to physical constraints within the buildings. The proposed redevelopment would contribute towards the regeneration of this south eastern part of the Fulham Town Centre and contribute to educational provision.

3.12 The proposed mix of uses would accord with the London Plan and the Core Strategy.

Education Use

3.13 The main use of the building is for educational purposes to provide 800 secondary school places by 2020.

3.14 The NPPF paragraph 72 states that weight should be given to the need to create, expand or alter schools. This is supported by London Plan Policy 3.18 'Education facilities' which states that 'The Mayor will support provision of childcare, primary and secondary school, and further and higher education facilities adequate to meet the demands of a growing and changing population and to enable greater educational choice, including in parts of London with poor educational performance. The Mayor strongly supports the establishment of new schools, including free schools and opportunities to enable local people and communities to do this.'

3.15 Under Policy 3.18, paragraph C makes it clear that the development proposals which enhance education and skills provision will be supported, including new build, expansion of existing or change of use to educational purposes. Those which address the current and projected shortage of primary school places and the projected shortage of secondary school places will be particularly encouraged. Proposals which result in the net loss of education facilities should be resisted, unless it can be demonstrated that there is no ongoing or future demand. In particular, paragraph D states that proposals for new schools, including free schools should be given positive consideration and should only be refused where there are demonstrable negative local impacts which substantially outweigh the desirability of establishing a new school and which cannot be addressed through the appropriate use of planning conditions or obligations. Paragraph E states those development proposals which maximize the extended or multiple use of educational facilities for community or recreational use should be encouraged.

3.16 Within this context, the Local authorities' strategic role is to take a proactive, positive and collaborative approach to development that will widen choice in education, promoting a good supply of strong schools and encouraging the development of Academies and Free Schools.

3.17 Core Strategy Policy CF1, 'Supporting Community Facilities and Services' supports the improvement and/or expansion of primary and secondary schools subject to site specific considerations. The supporting text (para 8.51) of policy CF1 states that the borough will aim to make improvements and changes to the local schools and to transform secondary education. Additionally, there will need to be an increase in school

places to meet the increasing child population. It also makes clear that the borough supports the government's Free Schools policy which it considers will improve the educational choices of children in the local community.

3.18 DMLP Policy DM D1 'Enhancement of Community Services' includes schools and states that the proposals for new or expanded community uses should meet local need, be compatible with and minimise impact on the local environment and be accessible to all in the community they serve.

3.19 The supporting text for London Plan Policy 3.18 notes that a shortage of school places is a long term and growing issue. London still has the highest predicted pupil growth and subsequent shortfall in primary places and this is now feeding through to secondary schools. London needs an additional 133,000 school places by 2018 to address future demand, based on a study carried out by 'Do the Maths 2014' in July 2014. The number of secondary school aged children in Hammersmith and Fulham is set to increase by at least 25% by 2018.

3.20 This planning application has been submitted in response to an identified need. In 2014, the existing Fulham Boys School (FBS) opened at its current temporary premises in Gibbs Green, West Kensington. The Fulham Boys School is an all-boys Free School, funded by the Department for Education (DfE). The school was founded by a group of local parents and teachers, responding to community demand for an outstanding, non-selective academic boys' secondary school. Community support was critical to establishing the FBS as a Free School, alongside support and advice from the London Diocesan Board for Schools and the Council.

3.21 Before being given permission to open as a Free school, FBS had to demonstrate both need and demand for the school. FBS was oversubscribed in 2015 and is, again, for 2016. By 2017/18 it is intended that FBS will provide education for some 480 pupils. In partnership with the Governments Education Funding Agency (the EFA), Fulham Boys School Trust have been looking for an alternative permanent 'home' for their school for some 3 years.

3.22 Sports activities are a key component of the school's teaching curriculum. The FBS is dedicated to develop sports to ensure the school produces well balanced, healthy and among other things, outstanding pupils with outstanding sports abilities. As part of its submitted on site and off site sporting strategy, the FBS has identified four core sports: football; cricket; rugby and rowing. The FBS has formed 5-year partnerships with professional sporting organisations to deliver these objectives including:

- Chelsea FC Football (Hurlingham Park);
maximum of 19 weeks per year (mid-September to end March)

- Harlequins Rugby (Hurlingham Park)
For maximum of 19 weeks per year (mid-September to end March)

- Middlesex Cricket (South Park)
for maximum 9 weeks between mid-April to mid-July.

- Fulham Reach Boat Club.

o additional borough and out-of-borough facilities may also include:- tennis at Bishops Park; cross-Country at Wimbledon; swimming at Fulham Pools; and Cricket/Rugby/Football at Barn Elms.

3.23 It is intended that these organisations will provide high quality coaching to the pupils of FBS and will allow them to utilise some of the borough parks on a contractual fee basis as well as the River Thames. All of these facilities are accessed via a short walk from the proposed FBS. The pupils will change at the school and will not use any off-site changing rooms. The FBS admissions policy gives priority to those living within a mile and a half of Fulham Library. Currently, 85% of pupils live within the borough and this is expected to grow year on year. This implication therefore is that the significant majority of the pupils utilising the proposed off-site sport facilities live locally and are current
users of the borough's facilities, thus further enhancing the local use of these sites.

3.24 In its role as an educational authority, the Council has a statutory duty to provide school places within the borough. The proposed secondary school which includes a sixth form with improved facilities would also contribute to an improved supply of spaces within the borough. Furthermore, it is intended that the new school facilities will be available as a community use for the public outside school hours. The school proposals would be accordance with London Plan, Core Strategy Policy CF1 and DMLP Policy DM D1.

Residential Use

3.25 The proposed 9 residential units would significantly contribute to the cost of the school site and provide much needed housing in the area.

3.26 London Plan Policy 3.3 (Increasing Housing Supply) states that "the Mayor recognises the pressing need for more homes in London in order to promote opportunity and provide a real choice for all Londoners in ways that meet their needs at a price they can afford". It seeks to ensure that the identified housing need is met, notably through the provision of at least an annual average of 42,000 net additional homes across London. Within the borough, the specific housing target is 10,312 units over the period 2015 to 2025, equating to 1,031 units per annum. The Core Strategy Policy H1 reiterates the London Plan's previous annual target of 615 net additional dwellings for the borough. This is supported by DM LP Policy DM A1 which states that 'The council will seek to exceed The London Plan housing target by seeking housing on both identified and windfall sites and as a result of change of use'. The provision of nine flats would contribute to these targets. The new residential use would be compatible with other surrounding town centre land uses. As such no objection is raised to the principle of the residential use which would help to fund the implementation of the school.

3.27 The local area has mixed land uses, with a variety of shops and services and residential premises close by. Council's Core Strategy supports applications for residential accommodation as part of mixed use development schemes within the Fulham Regeneration Area includes Fulham Town Centre. This would be a mixed use scheme. However, all residential applications will need to demonstrate satisfactorily that

the proposals meet planning policies with regard to mix, affordability, density and design.

Affordable Housing

3.28 CS Policy H2 seeks sites with the capacity to provide 10 or more self-contained dwellings to provide affordable housing. The scheme includes nine private market housing flats with no affordable housing provision. London Plan: Housing SPG (Nov 2012) Para 4.5.8, states that in parts of London, especially the centre, demand for dwellings which are large in floorspace terms can mean that sites which would yield a larger number of average sized homes actually support fewer than this, taking them below the threshold for application of affordable housing policy. London Plan Policy 3.13 and paragraph 3.78 make clear that in such circumstances affordable housing policy should apply. As such, the Council will need to be satisfied whether the proposal is optimising the site appropriately and why affordable housing is not being provided. Further justification has been provided by the applicants outlining why affordable housing cannot be provided in this instance:

- It is considered that the site does not have the capacity for more residential units given the local townscape. At pre-application stage the applicants were advised to reduce the development from maximum 7 to 6 storeys on townscape grounds to prevent over dominance.

- Given the physical constraints of the site, the first priority for the FBS Trust is to deliver the required accommodation for the secondary school and the Metropolitan Police Service Front Counter Facility. The minimum size standards for these facilities were part of the brief and residential was considered as a possibility towards the rear part of the site.

- The internal size of the new flats is not considered excessive. Nine units is the capacity of the residential accommodation achievable, six of these are 1 bedroom flats and the remainder are 2 bed units and it is not considered the 2 bedroom units have been oversized to avoid the requirement for affordable housing.

- A scheme which sought to provide more 3 bed flats yet falling below The London Plan threshold of 10 flats might be considered appropriate to provide affordable housing on the basis that these larger flats could be split to provide smaller units. This is not the case with this application.

- The costs of providing a new school together with the Metropolitan Police Service Front Counter Facility (circa £30m) far outweigh any sales prices achieved from the 9 small flats.

Officers consider that these are reasonable justifications and agree that the non-family units would be appropriate in this town centre location. In these circumstances, it is not considered necessary to insist on affordable housing, under Policies 3.10-3.13, London Housing Strategy (June 2014) and Core Strategy Policy H2.

Housing Mix and Density

3..29 Core Strategy Policy H4 and Policy DM A3 of the DM LP requires a choice of high quality residential accommodation that meets the local residents needs and aspirations and market demand. In particular there should be a mix of housing types and sizes in development schemes, especially increasing the proportion of family accommodation subject to suitability of the site in terms of characteristics, the local environment and access to services. The supporting text notes that sites without safe access to amenity and play space may be inappropriate for family dwellings.

3.30 In this case, given the site and townscape constraints of this town centre location and the primary objective of providing a new school it is not feasible to provide any family sized units. The proposed mix of 6 x1-bed and 3 x 2-bed is considered acceptable in these circumstances.

3.31 With regard to the proposed density, policy 3.4 of The London Plan and Core Strategy policy H3 are relevant. London Plan policy 3.4 states that boroughs should ensure that development proposals achieve the optimum intensity of use compatible with local context, design principles and with public transport capacity, with consideration for the density ranges set out in Table 3.2 of The London Plan. The site has a PTAL of 5 and the setting for the site is considered to be urban, giving an indicative appropriate density range of 200-700 habitable rooms per hectare (hrph for site with a PTAL of between 4 and 6. In respect of residential density, based on the residential site area of 0.028 ha and a total 21 habitable rooms for the development the proposal would have 750 hr/ha which marginally exceeds the optimum of 700 hrph.

3.32 The proposal is situated in an area of excellent public transport accessibility and would have no on-site residential car parking and would be 'car permit free', which would mean it would be unlikely to result in additional material parking pressure or trip generation to and from the site from residents/visitors.. For these reasons it is considered that the development would optimise the site's potential and the density is a considered acceptable, in accordance with Policy 3.4 of The London Plan and DM LP Policy DM A2.

Quality of accommodation

3.33 Core Strategy policy CS H3 and policy DM A9 of the DMLP require that residential development adhere to minimum space standards as set out in
the London Plan Policy 3.5 which requires the following floorspace:

- 50 sqm for 1 bed 2 person units
- 61 sqm for 2 bed 3 person units
- 70 sqm for 2 bed 4 person units

3.34 The proposed 6 x 1 bed (2 person) units range between 50 sqm and 59 sqm; the proposed 2 x 2 bed (4 person) units measure 74 sqm and 82 sqm and the remaining 2 bed (3 person) unit measures 63sqm. All nine residential units meet the London Plan standard.

3.35 London Plan Policy 3.8 expects local authorities to ensure delivery of a range of housing sizes and types to accommodate a variety of needs. Furthermore all new housing is to be built to Lifetime Homes standards, of which 10% should meet Building Regulations Requirement M4(3) 'wheelchair user dwellings' (designed to be wheelchair accessible, or easily adaptable for residents who are wheelchair users). Local policy DM A4 also requires that all new housing to be built to accessible Lifetime Homes standards. All of the 9 new units will be constructed to Lifetime Homes Standards and Wheelchair Accessibility Requirements. The proposals accord with LP Policy 3.8 and DMLP Policy DM A4.

3.36 Private terraces are proposed for each residential unit measuring between 9 sqm to 17 sqm). Planning Guidance SPD Housing Policy 3 highlights the importance of designing balconies/ terraces so as not to overlook neighbouring properties. The terraces have been designed and positioned to prevent overlooking to classrooms or the school playground areas in accordance with SPD Housing Policy 3.

3.37 SPD Housing Policy 8 (iv) states that `north facing (i.e. where the orientation is less than 50 degrees either side of north should be avoided wherever possible.' All of the units would be dual aspect and none would be exclusively north facing. The proposals therefore accord with SPD Housing Policy 8.

Police Station

3.38 NPPF Paragraph 70 seeks to guard against the "unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day to day needs". CS Strategic Policy CF1 (Supporting community facilities and services) states that LBHF will work with its strategic partners to provide borough wide high quality accessible and inclusive facilities and services for the community through protecting all existing community facilities and services throughout the borough where there is an identified need. DMLP Policy DM D1 (Enhancement of community services) states that existing community uses should be retained or replaced, unless there is clear evidence that there is no longer an identified need for a particular facility.

3.39 The proposed Metropolitan Police Service Front Counter would ensure that a reduced 'police station' is retained on site. The proposed facility would enable the Police Neighbourhood Team that is currently based at Fulham Police Station to continue to serve the Fulham area and other Police services would move to a more centralised borough facility at an improved Hammersmith Police Station.

DESIGN AND EXTERNAL APPEARANCE

3.40 In respect of design, among the core planning principles of the NPPF are that development should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings. Furthermore proposals should conserve heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations. London Plan Policy 7.1 'Building London's Neighbourhoods and Communities' requires that all new development is of high quality that responds to the surrounding context and improves access to social and community infrastructure,

contributes to the provision of high quality living environments and enhances the character, legibility, permeability and accessibility of the surrounding neighbourhood. London Plan Policy 7.4 'Local Character' requires development to 'have regard to the form, function, and structure of an area, place or street and the scale, mass and orientation of surrounding buildings.' London Plan Policy 7.6 'Architecture' relates to architecture and the design of developments. The policy says that 'development should be of a high quality of design, of a scale that is appropriate to its setting, and built using high quality materials. It should complement the surrounding built form and should not cause unacceptable harm to the amenity of surrounding buildings'.

3.41 Core Strategy Policy BE1 `Built Environment' requires all development within the borough, including in the regeneration areas should create a high quality urban environment that respects and enhances its townscape context and heritage assets. There should be an approach to accessible and inclusive urban design that considers how good design, quality public realm, landscaping and land use can be integrated to help regenerate places. DMLP Policy DM G1 'Design of New Build' builds on the abovementioned policies and other design and conservation policies, seeking new build development to be of a high standard of design and compatible with the scale and character of existing development and its setting. DMLP Policy DM G7 'Heritage and Conservation' seeks to protect, restore or enhance the quality, character, appearance and setting of the borough's conservation areas and its historic environment including listed buildings.

3.42 The police station is not a designated heritage asset and is of low historic interest - it is neither listed nor locally listed. The site comprises a mixture of single, two and four storey buildings. The main buildings include two connected four storey buildings: the original 1931 red brick Fulham Police Station which fronts Heckfield Place and a four storey 1989 extension to the police station which also fronts Fulham Road.

3.43 The current building provides no active frontage to Fulham Road, primarily consisting of a 1980s brick wall. Clear views are also afforded to the rear of the police station from the road. These views are considered to detract from the street scene and townscape of the immediate area due their cluttered and incoherent appearance. Heckfield Place also has a run down and unattractive appearance, which, when viewed from Fulham Road, visually terminates with a concrete ramp that provides vehicular access to the Waitrose that fronts onto North End Road.

3.44 The proposals would involve the demolition of all the buildings located on the site and excavation works are proposed across part of the site to provide a 4.3m deep basement to enable the provision of a three court sports hall, studio and main hall/theatre space. The school dining room, kitchen and Learning Resource Centre ('LRC') would be located on the ground floor, providing active frontages on Fulham Road. A chapel would be located on the first floor, on the corner of Fulham Road and Heckfield Place and this retains a level of privacy whilst still maintaining an active frontage on Fulham Road. The school classrooms are located on the upper floors and are also organised by the various 'school' houses that operate within the building.

3.45 In terms of scale the proposed building is predominantly four storeys from ground level and would therefore match the height of the existing police station, the opposing four storey offices in Heckfield Place (to the east) and be no taller than the 5 storey flatted development at Lancaster Court (to the east). The proposed residential element

on the northern part of the Heckfield Place frontage would rise to 6 storeys, be set back from the main frontage at the Fulham Road and Heckfield Place junction and when viewed against the backdrop of the Waitrose car park which includes a vehicular ramp would not be out of keeping with the existing buildings on the northern side of Fulham Road.

3.46 The main mass of the street elevations of the proposed building are faced in three-storey brick with a mansard metal roof cladding system at fourth floor , reflecting the mansard designs in the immediate area. Unlike the existing buildings the proposed mixed use development will contribute the creation of an active building frontage along Fulham Road.

3.47 The proposed elevations are punctuated with perforated bricks, recessed windows in the brick work and the' tall' school entrances are framed to celebrate their presence. The school entrance along Fulham Road would include lettering in the framed brickwork and the ground floor Metropolitan Police Front Counter would be framed akin to a shopfront with signage and a signature blue canopy to highlight its presence. The entrance in Heckfield Place would be used as a controlled pedestrian and vehicular entrance and would contain a roller shutter. The building line at the junction of Heckfield Place has been chamfered to widen pavement and provide more visual definition to the school building from long views looking west from North End Road. The building would be illuminated at night with downlighters.

3.48 Overall the proposed elevational treatment would provide an architectural language with enhanced visual uniformity across the site when compared to the existing mix of original buildings and modern extensions.

3.49 The buildings along the frontage would enclose the landscaped school play space to the centre and rear of the site to be used as a lit games court.

3.50 The school design is based on current Building Bulletin requirements and best design practice as set in the EFA and Department of Education's standard designs. The school has been developed alongside The Fulham Boys School to ensure the proposal meets their educational model and needs. The Metropolitan Police Service Front Counter facility has been designed to meet the their specific criteria and the residential units have been designed to meet and (where possible) exceed the London Plan Housing Design Guidance

3.51 A raised shared surface is proposed along Heckfield Place to improve street safety. A new pedestrian and cycle access is proposed at the north-west corner of site.

3.52 The general appearance of the proposal has been designed to integrate sympathetically with the existing scale and character of the buildings in the locality and the adjoining conservation area whilst having a fresh contemporary appearance to allow the new school to have a building reflecting its own identity. The proposals would accord with Core Strategy Policy BE1, DMLP Policies DM G1 and DM G7.

ACCESSIBILITY

3.53 London Plan Policy 7.2 'An Inclusive Environment', DMLP Policy DM G1 'Design of New Build' and SPD Design Policies 1, 2 and 3 all relate to access to buildings,

requiring that buildings should be accessible and inclusive both internally and externally. The applicants have submitted an accessibility statement which details external access to and internal access within the proposed buildings.

3.54 Access to the new building has been designed to be wheelchair accessible and is achieved by the following:

a. School

o Both entrances are highly visible and accessible from Fulham Road / Heckfield Place.
o Level access from public highway to all ground floor areas including shared surface on Heckfield Place.
o Level access to ground floor lifts and WC's is clearly defined
o Level access to all floors via lift
o People with disabilities enjoy the same access / circulation arrangement as others.
o The Equality Act (EA) compliant lift is in the centre of the teaching building adjacent to the main pupil staircases (i.e. there is no segregation)
o All emergency escape routes allow pupils to safely congregate at an on-site assembly point.

b. Residential
o Level thresholds to external access entrance
o Level access by a lift to each upper floor levels
o Designed in accordance with Lifetime Homes and building regulations Part M, and BRE Wheelchair Accessible Housing Best Practice Guidance.

c. Metropolitan Police Service Front Counter Facility
o Level thresholds to external access entrances
o Single storey (lift access is not required)
o Wheelchair accessible sanitary facility

3.55 The design has been developed with an Approved Inspector to ensure Building Regulation compliance has been fully incorporated. The following principles of inclusive design, as defined by CABE, have influenced the approach to access: inclusive so everyone can use them safely, easily and with dignity; responsive taking account of what people say they need and want; flexible so different people can use them in different ways; convenient so everyone can use them without too much effort or separation; accommodating for all people, regardless of their age, gender, mobility, ethnicity or circumstances; welcoming with no disabling barriers that might exclude some people; realistic offering more than one solution to help balance everyone's needs and recognising that one solution may not work for all.

3.56 The plans submitted indicate a suitable building design in respect to Building Regulations - Approved Document Part M : School :Level thresholds to external access entrances; level access by a lift to each upper floor levels; wheelchair accessible sanitary facility at each floor

3.57 Officers are satisfied that the access arrangements of the proposal are in accordance with London Plan Policy 7.2 'An Inclusive Environment', DMLP Policy DM G1 'Design of New Build' and SPD Design Policies 1, 2 and 3

IMPACT ON RESIDENTIAL AMENITY

3.58 Policy DM G1 of the DM LP states all proposals must be formulated to respect the principles of good neighbourliness. SPD Housing Policies 7 and 8 seek to protect the existing amenities of neighbouring residential properties in terms of light, outlook, privacy and noise and disturbance.

Daylight, sunlight and overshadowing

3.59 The applicants have submitted a daylight and sunlight impact assessment of 410 windows surrounding the site including to 30 Swan Court, 66 to 90 Lancaster Court, Nos 641a-663 Fulham Road, No. 520 Heckfield Place and 28 to 36 Burnthwaite Road. The assessment has been prepared based on the British Research Establishment (BRE) guide 'Site Layout Planning for Daylight and Sunlight, 2011.

3.60 The assessment considers the potential impacts of the proposed development on daylight, sunlight and overshadowing on existing and neighbouring buildings. In urban and city centre areas, BRE Guidelines advise that the guidance be applied flexibly and there are circumstances that will exist where a greater degree of obstruction to light can on occasion, be acceptable.

3.61 The BRE guide recommends that windows and rooms within only residential properties need to be assessed, and does not require any assessment on commercial or business properties. Taking this advice into account, officers do not consider it necessary to assess non-residential buildings within the vicinity of the site, given the typically commercial use of the surrounding uses in this Town Centre location.

Daylight

3.62 The VSC method measures the amount of sky that can be seen from the centre of an existing window and compares it to the amount of sky that would still be capable of being seen from that same position following the erection of a new building. The measurements assess the amount of sky that can be seen converting it into a percentage. An unobstructed window will achieve a maximum level of 40% VSC. The BRE guide advises that a good level of daylight is considered to be 27% VSC. Daylight will be noticeably reduced if after a development the VSC is both less than 27% and less than 80% of its former value.

3.63 Of the 410 windows tested 22 habitable room windows fall short of the daylight recommendation and any other shortfalls appear to relate to non-domestic properties and/or non-habitable rooms where the daylight and sunlight recommendations are not applicable. All main habitable room windows pass the Vertical Sky Component test with the exception of isolated windows at 66 to 90 Lancaster Court and 653 to 659 Fulham Road. However, there are mitigating factors to mention.

3.64 At 66 to90 Lancaster Court, there are 14 habitable room windows at this property that fall short of the VSC recommendations. All of these windows are hampered by balconies. The BRE guide acknowledges that existing windows with balconies above them typically receive less daylight as the balcony cuts out light from the top part of the sky and that even a modest obstruction opposite may result in a large relative impact on the VSC. The BRE guide goes on to explain that an additional calculation may be

carried out assuming that the balconies do not exist. If the windows meet the targets on this basis then this confirms that it is the balcony that prevents the targets from being met as opposed to an unreasonable level of obstruction caused by the development. The windows at 66 to 90 Lancaster Court pass the Vertical Sky Component test without the overhanging balconies in place.

3.65 At No 659 Fulham Road, 2 windows fall short (0.69) of the VSC recommendation of 0.8. Similarly at No.653 Fulham Road, there is 1 window (0.68) which falls short of the target 0.8 ratio. However, this window appears to serve a room that is also served by a number of other windows. In this situation the BRE guide recognises that the mean of the VSC's may be taken. In this situation taking the mean of all of the windows to the room would mean that the windows meet the VSC recommendations.
3.66 Based on the above only 4 windows at Nos. 657 and 655 Fulham Road out of a possible 410 i.e. 1% would experience a noticeable loss of daylight (0.68) below the 0.8 target ratio. It is noted that the properties at 653-659 Fulham Road currently have virtually unrestricted light as they face that part of the application site which includes an open car park.
3.67 Overall, it is not considered that by itself the that the likely level of daylight harm is sufficient to withhold consent given the wider public benefit of a new school.
Sunlight

3.68 The Annual Probable Sunlight Hours (APSH) predicts the sunlight availability during the summer and winter for the main windows of each habitable room that faces 90 degrees of due south. The summer analysis covers the period 21 March to 21 September, the winter analysis 21 September to 21 March. The BRE Guidance states a window may be adversely affected if the APSH received at a point on the window is less than 25% of the annual probable sunlight hours including at least a 5% of the annual probable sunlight hours during the winter months and the percentage reduction of APSH is 20% or more.

3.69 In terms of sunlight, officers concur with the applicant's submissions that all the surrounding habitable room windows comply with the APSH sunlight assessment.

Overshadowing

3.70 The BRE Guidelines recommend that for it to appear adequately sun lit throughout the year at least half of a garden or amenity space should receive at least 2 hours of sunlight on 21 March. If, as a result of new development, an existing garden or amenity area does not meet the above, and the area which can receive 2 hours of sunlight on the 21 March is less than 0.8 times its former value, then the loss of sunlight is likely to be noticeable.

3.71 Officers have considered the applicants BRE analysis and consider that the assessment complies with the target BRE standard.

Privacy

3.73 SPD Housing Policy 8 states that new residential windows should normally be positioned so that the distance to any opposing windows is not less than 18 metres as measured by an arc of 60 degrees from the centre of the new window.

3.74 In respect of the proposed 9 residential units in Heckfield Place, the nearest opposing residential windows are opposing in Heckfield Place (18.5m), Burnthwaite Road (40m), Lancaster Court (49m), Swan Court (40m) Fulham Road (40m) in Harwood Road. The proposed outside terrace areas of the 9 residential would be screened to prevent overlooking. The proposals accord with SPD Housing Policy 8.

Outlook

3.75 Policy DM A9 of the DM LP states that to achieve a high standard of design the protection of existing residential amenities will be taken into account especially in densely built areas. SPD Housing Policy 8 requires that there is no significant loss of outlook to existing residential amenities.

3.76 On the western part of the site, albeit at an oblique angle, at the location of the proposed Metropolitan Police Counter Facility the building line of the proposed four storey structure would project forward of the of existing building line at Swan Court. However there are no habitable room windows in the flank elevation of Swan Court facing the site. Similarly the existing 5 storey fats at Lancaster Court are some 20m away and are also positioned at an oblique angle. The development would not result in opposing residential properties above commercial properties in either Fulham Road or Heckfield Place experiencing any undue loss of outlook.

Noise and disturbance

3.77 Policy DM H9 of the DM LP considers noise levels both inside the dwelling and in external amenity spaces. Policy DM H11 of the DM LP deals with environmental nuisance and requires all developments to ensure that there is no undue detriment to the general amenities at present enjoyed by existing surrounding occupiers of their properties. Whilst SPD Housing Policy 8 (iii) states `planning permission will not be granted for roof terraces or balconies if the use of the terraces or balconies is likely to cause harm to the existing amenities of neighbouring properties by reason of noise and disturbance.

3.78 It is difficult to predict with any accuracy the likely level of noise/disturbance that would be generated by the use of the proposed balcony/terrace areas, however, on balance, having regard to the size of the proposed areas together with the location and the relationship with adjoining properties, it is not considered that the terraces would be likely to harm the existing amenities of adjoining occupiers as a result of additional noise and disturbance.

3.79 The applicants submitted a Noise Impact Report which included surveys of noise at the site to enable an assessment of daytime and night time noise levels. Appropriate external mitigation measures have been recommended for the proposed residential and school uses to ensure that internal and external noise levels will meet the acoustic criteria based on the respective guidelines The environmental protection division have considered the proposals in respect of possible noise impact and raise no objections subject appropriate conditions including: demolition method statement and construction management plan; external lighting; sound insulation; plant; amplified music; hours of use; extract system.

3.80 Overall, officers consider that the proposed development would have an unacceptable adverse impact on residential amenity in terms of daylight, outlook, loss privacy and noise and would thereby accord with Policy DM A9, H1, H9 and H11 of the DM LP and SPD Housing Policy 8,.

SECURE BY DESIGN

3.81 Policy DM G1 seeks to ensure that the principles of secure by design are incorporated into development. The applicants have carried out consultation with the Metropolitan Police Crime Prevention Officer and their comments have been included in the design of the scheme.

3.82 A variety of educational, cultural and sporting activities will be delivered throughout the day, which will 'animate' and bring 'natural surveillance' and vitality to the site. This includes consideration of access and footpath design to ensure a secure boundary is provided to the site. Additionally, design considerations such as planting, lighting and natural surveillance have been incorporated into the proposal to assist in designing out crime.

3.83 The school has two entrances, a 'formal' entrance off Fulham Road and an 'informal' mews-type entrance off Heckfield Place. It is envisaged that most students and staff will enter the site via the larger 'informal' entrance. The informal entrance will be controlled by a sliding gate that is opened at the beginning and end of school day to allow free flow of pupils in and out of the site. At this time of day the school staff and parents monitor pupil safety and control site access. Once all pupils have entered the site the gate will be locked throughout the school day providing a secure boundary to the site. Access can be obtained for refuse vehicles, deliveries or pedestrians, via a video intercom system linked to the main reception. All visitors enter the entrance off Fulham Road into a secure reception lobby where they must sign in and wait for a member of staff to allow them access into the school building.

3.84 The basement sports hall, theatre and studio will be available for community events, therefore the scheme has been designed to allow for community access out of school hours. The sports hall is accessed via the main pedestrian entrance, with community members either using the main stair core or the lift to access these facilities. A secure airlock boundary within the building allows the local community to access the hall whilst keeping the rest of the existing building (teaching classrooms and IT rooms) locked and secure. The main lift will have out-of-hours controls to ensure that access to upper floors is restricted.

3.85 It is proposed that the perimeter of the school building will be lit, as will the secure bicycle parking areas and access routes. Care will be given to ensure that the courtyard space is uniformly lit. The site layout means that both the secure and non-secure site areas are generally visible from the building, promoting natural surveillance. CCTV will also be provided around the school building and site.

3.86 Subject to conditions, officers consider that the proposals are in accordance with secure by design principles contained in policy DM G1.

TRAFFIC AND HIGHWAYS

3.87 The NPPF requires developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised, and development should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people.

3.88 Policies 6.1, 6.3, 6.9, 6.10, 6.11 and 6.13 of The London Plan set out the intention to encourage consideration of transport implications as a fundamental element of sustainable transport, supporting development patterns that reduce the need to travel or that locate development with high trip generation in proximity of public transport services. The policies also provide guidance for the establishment of maximum car parking standards and cycle standards.

3.89 Core Strategy Policy T1 'Transport' supports The London Plan and seeks to improve transportation within the borough, by working with strategic partners and relating the size of development proposals to public transport accessibility and highway capacity. DMLP Policy DM J1 'Transport Assessment and Travel Plans' and SPD Transport Policy 2 states that all development proposals will be assessed for their contribution to traffic generation, and DMLP Policy DM J2 of the Development Management Local Plan set out vehicle parking standards, which brings them in line with London Plan standards and circumstances when they need not be met. DMLP Policy DM J5 'Increasing the Opportunities for Cycling and Walking' and Table 5 and SPD Transport Policy 12 seek to ensure that satisfactory cycle space is provided for all developments.

Existing Transport Conditions

3.90 The application site is within the Controlled Parking Zone F, with on street parking restrictions on Monday to Saturday from 9AM to 8PM. Operating nearby is another CPZ with restrictions on the same days but from 9AM to 5PM. Fulham Road is classified as traffic sensitive road. Heckfield Place in parts is part of the public Highway which follows to become an entrance to the existing Waitrose supermarket. Nearby, there is an access road known as Lancaster Court access, which is also private road therefore it is not maintained by the HA nor is within the CPZ.

3.91 The applicants submitted a Transport Statement planning application is supported with a TA and it includes appendices. The existing vehicular access would have to be removed to enable the development to proceed. Works associated with the re-instatement of the footway and other highways works associated with this proposal to form part of the S278 agreement with the developer.

Proposed Development

3.92 This proposal is for a redevelopment of the Fulham Police Station which involves the relocation of FBS from its current temporary site in Gibbs Green/ Mund Street to a permanent location at the application site. The school at its full capacity will have 800 students supported by a number of staff. In addition the proposal includes a 200sqm Metropolitan Police front counter facility and 9 residential flats.

3.93 Vehicular access is proposed on Heckfield Place, consisting of 4.5m width and 4.5m of height clearance. The proposals involve the formation of a shared surface along Heckfield Place to create safe level crossing points. For students attending the school

the main pedestrian access is proposed from Heckfield Road, which is shared with the vehicular access. There are gates positioned as such, to allow for vehicles to wait off the public Highway and to control the access to the school. To facilitate the increase of pedestrian movements the proposed development is set back, thus allowing pavement widths to be varied and increased, at places up to 5.5m m. The minimum footway width is proposed at 3.8m and considered sufficient to accommodate pedestrian movements.

3.94 The secondary pedestrian access for students arriving out of core times, including visitors, is from Fulham Road. The new police facility the pedestrian access is from Fulham Road and the residential part of this development the pedestrian access is from Heckfield Place.

Trip generation

3.95 The existing schools starts at 8:30 AM, Monday to Thursday and finishes at 5PM, but on Friday the finishing time is earlier at 3PM. It was indicated that some of the students will attend school clubs therefore; part of the impact will be spread outside the usual school peak times.

3.96 Upon the full occupation the predicted AM peak(7:30-8:30), staff arrival is indicated at 33 and 609 students whereas during the PM peak (16:30-17:30), staff departures are 22 and 441 students.

3.97 With regards to the mode split, student/staff numbers are:
- AM peak: 101 walk,32 cycle,380 bus,69 underground 25 over ground, 3 motorcycle, 3 passenger drop-off; 17 other modes of transport.
- PM peak: 75 walk,26 cycle,273 bus,49 underground 18 over ground, 3 motorcycle, 3 passenger drop-off; 13 other modes of transport.

3.99 For the residential part of this proposal the trip rates were derived using the TRICS database and are:
- AM peak rates are: 0.25 arrive and 0.808 depart,
- PM peak rates are: 0.596 arrive and 0.442 depart.
This equates to 2 trips arriving and 7 departing on the morning peak, and 5 arriving and 4 departing during the evening peak.

3.100 For the Metropolitan Police front counter facility no data was included but because this is established use this is considered acceptable.

3.101 The school has taken a responsibility in ensuring that its staff/students, including the community events organised on their premises, use the sustainable modes of transport, to get to and from the school. No drop-offs/ pickups will be allowed, with the exception of disabled persons. To school will have a travel plan which will include surveying the travel to/from school, continuously monitor the situation and introduce new measures as agreed with the LBHF school travel plan advisor This will be secured by conditions.

Car parking

3.102 There are few existing car parking spaces enclosed within the development site. This proposal includes one parking space for the school minibus and one disabled car parking space for school use, located within the school courtyard these will be

secured by condition. No car parking is proposed for the other parts of this mixed use development. The residential element is car permit free and will be secured by conditions.

Cycle parking

3.103 London Plan Policy 6.9 on Cycling, includes minimum standards, for land use D1 which are split into two categories: long stay and short stay. For long stay, minimum requirements are: 1 cycle parking space per 8 staff or students, whereas for short stay a minimum of 1 cycle parking space is required per 100 students. To be compatible with this policy a minimum of 100 long stay spaces and 8 short stay spaces are required. This proposal includes 108 cycle parking spaces for students thus compatible with the policy. In addition, 12 cycle spaces are proposed for school staff and located in the bike store school courtyard. For the residential part of this development, a total of 12 cycle parking spaces are included and the proposals include the provision of 14 spaces for the Metropolitan police service front counter facility. This will be secured by conditions.

Refuse/recycling

3.104 The applicant is required to submit further details on refuse and recycling collections for each proposed land use. The applicant states that refuse vehicles will enter the school site and able to undertake a 3 point turn. These details will need to be secured by a condition.

Delivery/Servicing

3.105 It is proposed that this will be managed by school's facilities manager, with collections done outside the core school hours and with prior arrangements in place. Service and delivery arrangements will be secured by conditions.

School Travel Plan

3.106 A draft school travel plan was submitted together with the application. The school travel plan will need to be approved by the Council prior to occupation. The action plan initiatives will need to be agreed and implemented in order to achieve the 'zero car' school policy, for students and staff and when hosting community events. The school will need to ensure that there will be no drop-offs for students/staff or visitors attending the community events. Monitoring of smart targets will need to be carried out annually and a report forwarded to the Council as part of an on-going review. Additional measures may be introduced to support the 'zero car' policy, thereafter. These details will be secured by a s106 legal agreement.

Construction Logistic Plan (CLP)

3.107 A condition should be attached to any permission to ensure that satisfactory details are submitted. This will require that 3 months prior to start of works associated with this proposal the applicant will submit the CLP. The document to include the demolition and the construction phase either separate or in phases of construction.

3.108 Overall in terms of highways and transport implications, subject to the following: a 'Car Free Agreement' for parents; school travel plan; s278 for the proposed shared pavement, removal of vehicular access and reinstatement works; contribution to

investigate and if needed implement improved pedestrian facilities; refuse and servicing delivery plans; submission of a satisfactory Construction Logistics Plan the proposal is judged to comply with DMLP Policies DM J1, J6, H5, H8, H9, H10 and H11, SPD Amenity Policy 19 and 26, SPD Transport Policy 28, and London Plan Policy 6.3.

ENVIRONMENTAL CONSIDERATIONS

Flood Risk:

3.109 The NPPF states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere.

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

3.111 Borough Wide Strategic Policy CC2 'Water and Flooding' and DMLP Policy DM H3 'Reducing Water and the Risk of Flooding' requires development proposals to reduce the use of water and minimise existing and future flood risk and the adverse effects of flooding on people by implementing a range of measures such as Sustainable Drainage Systems (SUDS) (where feasible) and also the use of water efficient appliances. These policies are supported by SPD Sustainability Policy 1, which requires the submission of information relating to flood risk.

3.112 As required, a Flood Risk Assessment (FRA) has been submitted with the application. The site is in the Environment Agency's Flood Zone 2. This indicates a medium risk to flooding from the Thames, although this rating does not take into account the presence of flood defences such as the Thames Barrier and river walls which provide a high level of protection from flooding. If these failed or were breached, the site would not be at risk of rapid inundation by flood waters, although it could be impacted if flooding continued for several hours. The FRA recommends that an emergency/evacuation plan is in place to ensure that contingency measures are in place for this scenario, including different exit routes on opposite sides of the building. It is also recommended that the school, residents and Metropolitan Police Service front counter facility sign up to the Environment Agency's free Flood Warning Service.

3.113 The proposals include a basement level, which means that groundwater and sewer flooding needs to be considered and mitigated. There could be ponding of water on the surface in some parts of the site during an intense storm, although the site is not considered to be a flooding hotspot. The surface water flooding issue appears to relate to current site use where there are areas of lower elevations. The new building will extend beyond these areas which will design out the modelled risk of surface water flooding at these locations.

3.114 The FRA also recommends that external openings down to basement levels are avoided in the new development and that existing threshold levels for entrances along Heckfield Place are retained. This will help mitigate the risk of surface water flooding due to the potential ponding of surface water. The plans show that toilets and showers will be provided at basement level. Therefore non-return valves should be included to help protect against the risk of sewer surcharge flooding at the site. The

FRA refers to tanking of the basement section of the site to prevent groundwater ingress. The Subterranean Construction Method Statement (SCMS) also refers to the assumed use of gravity drain membrane and sump/pump system to help manage groundwater flood risk at the site.

3.115 Overall, the recommended mitigation measures outlined in the FRA are acceptable and their implementation would be conditioned.

SUDS

3.116 A more detailed Sustainable Drainage Strategy is required to show how surface water will be managed on site in line with the requirements of London Plan policy 5.13 and Local Plan policy DM H3 and associated guidance which require peak surface water runoff to be attenuated by as much as possible, or by a minimum of 50% compared to the current situation on site. Water efficient fittings/appliances should also be specified for the new building when it is fitted out to help minimise water use and reduce foul water flows. Details of how the planned SuDS measures will be maintained would also be required and secured by condition.

3.118 Subject to conditions, the proposals accord with relevant flood risk and surface water drainage policies 5.12 and 5.13 of the London Plan 2011, the Core Strategy policy CC2 and DM Local Plan policy DM H3.

Contamination

3.119 Policy 5.21 of the London Plan, Core Strategy Policy CC4 'Protecting and Enhancing Environmental Quality' and DMLP Policies DM H7 'Contaminated Land' and H11 'Control of Potentially Polluting Uses' states that the Council will support the remediation of contaminated land and that it will take measures to minimise the potential harm of contaminated sites and ensure that mitigation measures are put in place.

3.120 The applicant has submitted a preliminary risk assessment, which comprises a desktop study that identifies that potentially contaminative land uses, past or present, are understood to occur at, or near to, this site. In consultation with the Councils Environmental Quality Officer a site investigation scheme has also been produced based upon, and which targets, the risks identified in the approved preliminary risk assessment. In order to ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works conditions will be attached covering the assessment and if necessary remediation of contaminated land.

Energy / Sustainability

3.121 A Sustainability Statement and Energy Strategy have been provided with the application. A BREEAM New Construction Assessment has been carried out of the proposed new development. This provides an environmental performance standard against which new, nondomestic buildings in the UK can be assessed and achieve a BREEAM New Construction rating.

3.122 The Assessment shows that the development can achieve the "Very Good" rating by integrating arrange of sustainability measures e.g. that reduce energy and

water use, minimise waste and promote recycling, use sustainable construction materials, improve the open space and ecology and minimise pollution impacts. the measures outlined in the BREEAM Assessment are adequate to meet the requirements of the Local Plan and London Plan in terms of sustainable design and construction. These details of the integration of the measures as outlined and the submission of a Post-Construction Assessment to confirm that this has been done will be secured by condition.

3.123 In terms of energy use and CO2 reduction, the Energy Strategy shows that the planned energy efficiency and low/zero carbon measures are calculated to reduce emissions by 35% compared to the minimum requirements of the Building Regulations 2013. If built to meet the Building Regulations, the annual CO2 emissions for the site are calculated to be 16.3kgCO2/m2 for regulated energy use. Energy efficiency measures such as improved insulation, use of energy efficient lighting and other plant and equipment reduces emissions to 13.6kgCO2/m2 a year. Low/zero carbon technologies are planned in the form of Air Source Heat Pumps and solar PV panels. These are calculated to further reduce annual emissions to 10kgCO2/m2. Overall, the planned carbon reduction measures are acceptable and are adequate to meet the required London Plan target. These details will be secured by condition.

3.124 These details are in accordance with London Plan policy 5.3 and associated; Core Strategy policy CC1; DM Local Plan policy DM H2. Further guidance is also included in the council's Planning Guidance SPD.

Ecology

3.125 The applicants have submitted an Ecology Walkover Report which considers the ecological impact of the proposals on the immediate and adjacent habitat. There were no sites with statutory designation and five SINCs located within 1 km of the site. The closest, Eel Brook Common, is over 300 m from the site. Due to the highly developed character of the site and the area immediately adjacent to it, it is not expected that any proposed redevelopment at the site would impact these designated sites. With the exception of bats and nesting birds, the site was considered to have negligible potential to support any other protected or notable species Habitat enhancements such as the inclusion of green spaces should be included in the design of the site and would significantly enhance the potential of the site for biodiversity.

3.126 Officers have considered the ecological report which sets out the status of protected species relevant to the proposal and concur with the conclusion that with the exception of birds likely to nest within the vegetated boundaries, there is no evidence of protected species being adversely affected by the development .

3.127 The proposals are considered satisfactory in respect of their ecological impact and would accord with policy 7.19 of The London Plan 2011, policy DM E3 and DM F2 of the Development Management Local Plan 2013 and SPD Sustainability policy 19 of the Planning Guidance Supplementary Planning Document 2013.

4.0 PLANNING OBLIGATIONS

CIL

4.1 Mayoral CIL came into effect in April 2012 and is a material consideration to which regard must be had when determining this planning application. In this case, the application proposes a mixed use scheme for educational, Met Police and residential use for which the CIL levy is exempt for the education and Met Police use. So in effect, the applicant is liable for the 9 residential units and will need to pay £XXX Mayoral CIL.

4.2 Hammersmith & Fulham's local CIL came into effect in September 2015 and is a material consideration to which regard must be had when determining this planning application. In this case, the application proposes a mix used redevelopment and the for educational use and Met Police uses have a local CIL levy set at £0 per square metre whereas the residential use is liable and the applicant will need to pay £XXX to local CIL.

5.0 LEGAL MATTERS

5.1 The council is obliged to assess planning proposals against the policies and standards contained within the Development Plans for the area and to consider any other material planning considerations. In some instances, it may be possible to make acceptable development proposals which might otherwise be unacceptable, through the use of planning conditions or, where this is not possible, through planning obligations.

5.2 The applicant has agreed to enter into a legal agreement with the council with respect to the following heads of terms:

(i) contractual financial contribution for use of borough parks in connection with the implementation of the school sports strategy
(ii) A school travel plan

6.0 CONCLUSIONS and RECOMMENDATION

6.1 Officers consider that the proposed development would be appropriate in terms of land use, design and scale, would preserve the setting of the conservation area would not cause significant harm to the amenities of neighbouring residents.

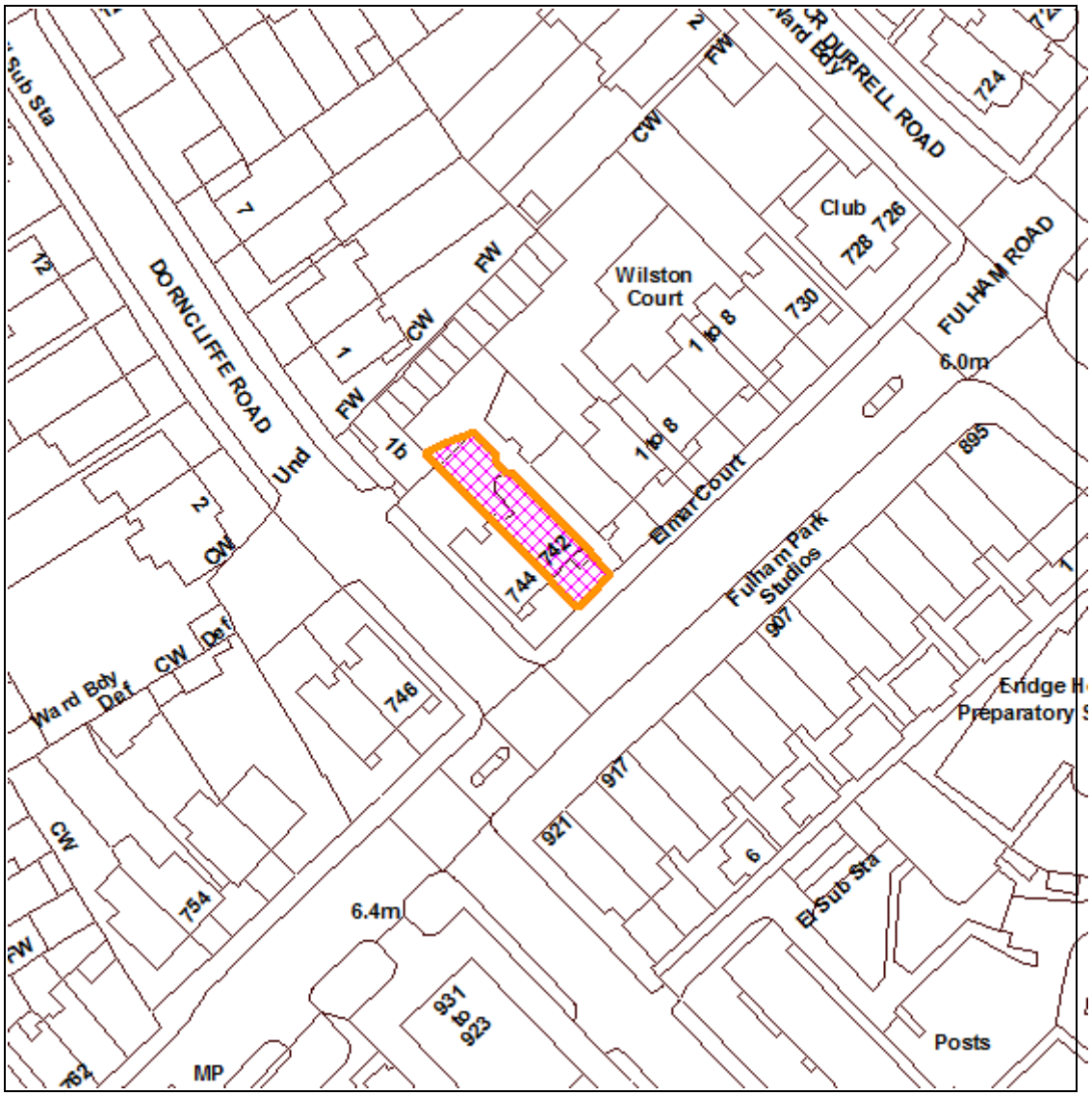
6.2 Subject to the submission of further details which can be secured by condition or legal agreement, the proposals are generally supported. The proposals would meet a corporate objective for providing additional secondary school places and new residential dwellings in the south of the borough as well as introducing a Metropolitan Police Front Counter Facility to replace an existing police station that is being wound down. Officers consider that these wider public benefits outweigh the concerns about the moderate loss of daylight.

6.3 It is recommended that the application is approved subject to conditions and the completion of a legal agreement under Section 106 of the 1990 Act.

Ward: Town

Site Address:

742 Fulham Road London SW6 5SF



For identification purposes only - do not scale.

Reg. No:
2016/00391/FUL

Case Officer:
Leanne Richardson

Date Valid:
29.01.2016

Conservation Area:
Central Fulham Conservation Area - Number 29

Committee Date:
14.09.2016

Applicant:

c/o Lancer Property Asset Management Limited, 36 Berkeley Square London
W1J 5AE
United Kingdom

Description:
Erection of rear extensions at lower ground, upper ground, first and second floor level; replacement of existing dormer window with a new dormer window in the rear roofslope; replacement of existing windows with new windows at upper ground, first and second floor level, replacement of 1no window with new doors and the formation of a roof terrace at first floor level, installation of a new door to the rear of bedroom 2 at lower ground floor level to the rear elevation; replacement of 1no window with a new door to existing front bay, installation of a new window to replace the existing door to the side of front courtyard elevation, installation of 2no windows and a new entrance door to replace the 2no existing windows to the side elevation at lower ground floor level; conversion of the existing building (comprising 3no. self-contained flats (2no. one bedroom flats and 1no. four bedroom maisonette) into 2 x two bedroom and 2 x one bedroom self-contained flats.
Drg Nos: 211; 212; 213; 214.

Application Type:
Full Detailed Planning Application

Officer Recommendation:

That the application be approved subject to the condition(s) set out below:

1) The development hereby permitted shall not commence later than the expiration of 3 years beginning with the date of this planning permission.

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

2) The development shall not be erected otherwise than in accordance with the following approved drawings: 0211; 212; 213; 214.

   In order to ensure full compliance with the planning application hereby approved and to prevent harm arising through deviations from the approved plans, in accordance with Policy BE1 of the Core Strategy 2011 and Policy DM G3 and DM G7 of the Development Management Local Plan 2013.

3) Any alterations to the elevations of the existing building shall be carried out in the same materials as the existing elevation to which the alterations relate.

   To ensure a satisfactory external appearance, in accordance with Policy BE1 of the Core Strategy 2011 and Policy DM G3 and DM G7 of the Development Management Local Plan 2013.

4) All new openings hereby approved shall be of timber frame construction.

To ensure a satisfactory external appearance and to prevent harm to the street scene, in accordance with Policy BE1 of the Core Strategy (2011) and Policy DM G3 and DM G7 of the Development Management Local Plan (2013) and the Council's SPD Guidelines for Lightwells of the Planning Guidance Supplementary Planning Document (2013).

5) Where openings are to be formed in the external faces of the extensions/existing building the parts of the structure above such openings shall be supported by brick arches, brick faced lintels, or such other means as may be agreed in writing by the Council prior to construction.

To ensure a satisfactory external appearance, in accordance with Policy BE1 of the Core Strategy 2011 and Policy DM G3 and DM G7 of the Development Management Local Plan 2013.

6) All new openings facing the street elevation hereby approved shall be of timber frame construction

To ensure a satisfactory external appearance, in accordance with Policy BE1 of the Core Strategy 2011 and Policy DM G3 and DM G7 of the Development Management Local Plan 2013.

7) The party walls of the rear extension at second floor level hereby approved shall not project more than 250 millimetres above or beyond the external faces of the main roof structures.

To ensure a satisfactory external appearance and to prevent harm to the street scene, in accordance with Policy BE1 of the Core Strategy 2011 and Policy DM G3 and DM G7 of the Development Management Local Plan 2013.

8) The roof slopes of the rear extension at second floor level hereby approved shall be clad in slates or artificial slates.

To ensure a satisfactory external appearance, in accordance with Policy BE1 of the Core Strategy 2011 and Policy DM G3 and DM G7 of the Development Management Local Plan 2013.

9) The new residential unit at second floor level hereby permitted shall not be occupied until details of 4 secure cycle parking spaces to be provided in connection with the proposed residential dwellings have been submitted to and approved in writing by the Council, and such details as are approved shall be implemented prior to the occupation or use of the flats and permanently retained thereafter for such use.

In order to promote alternative, sustainable forms of transport, in accordance with Policy J5 of the Development Management Local Plan 2013 and SPD Transport Policy 12 Planning Guidance Supplementary Planning Document 2013.

10) Any refuse/recycling generated by the new residential unit hereby approved shall be stored in the refuse store forming part of the details approved and shall not be stored on the pavement or street.

To ensure that the use does not give rise to smell nuisance and to prevent harm to the street scene arising from the appearance of accumulated rubbish, in accordance with Policy DM H5 of the Development Management Local Plan 2013.

11) The new residential unit at second floor level hereby permitted shall not be occupied until the Council has been notified in writing (and has acknowledged such notification) of the full postal address of the dwelling. Such notification shall be to the council's Head of Development Management and shall quote the planning application number specified in this decision letter.

In order that the Council can update its records to ensure that parking permits are not issued to the occupiers of the new flats hereby approved, and thus ensure that the development does not harm the existing amenities of the occupiers of neighbouring residential properties by adding to the already high level of on-street car parking stress in the area, in accordance with Policy DM A1, A9, J2 and J3 of the Development Management Local Plan 2013 and Policy T1 of the Core Strategy 2011.

12) No occupier of the new residential unit at second floor level hereby permitted, with the exception of disabled persons who are blue badge holders, shall apply to the Council for a parking permit or retain such a permit, and if such a permit is issued it shall be surrendered to the Council within seven days of written demand.

In order to ensure that the development does not harm the existing amenities of the occupiers of neighbouring residential properties by adding to the already high level of on-street car parking stress in the area, in accordance with Policy DM A1, A9, J2 and J3 of the Development Management Local Plan 2013 and Policy T1 of the Core Strategy 2011.

13) The new residential unit at second floor level hereby permitted shall not be occupied until such time as a scheme has been submitted to and approved in writing by the local planning authority to ensure that all occupiers, other than those with disabilities who are blue badge holders, have no entitlement to parking permits from the council and to ensure that occupiers are informed, prior to occupation, of such restriction. The dwelling shall not be occupied otherwise than in accordance with the approved scheme unless prior written agreement is issued by the Council.

In order that the prospective occupiers of the residential unit concerned are made aware of the fact that they will not be entitled to an on-street car parking permit, in the interests of the proper management of parking, and to ensure that the development does not harm the existing amenities of the occupiers of neighbouring residential properties by adding to the already high level of on-street car parking stress in the area, in accordance with Policy DM A1, A9, J2 and J3 of the Development Management Local Plan 2013 and Policy T1 of the Core Strategy 2011.

14) No plumbing, extract flues or pipes, other than rainwater pipes, may be fixed on the front elevation of the building.

To ensure a satisfactory external appearance and to prevent harm to the street scene in accordance with Policy BE1 of the Core Strategy 2011 and Policy DM G3 and DM G7 of the Development Management Local Plan 2013.

15) The development shall be implemented in accordance with the submitted Flood Risk Assessment unless otherwise agreed in writing by the local planning authority.

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 2011, Policy CC1 and CC2 of the Core Strategy 2011, National Planning Policy Framework (2012) and the Technical Guidance to the National Planning Policy Framework (2012) and Policy DM H3 of the Development Management Local Plan (2013).

16) The development hereby permitted shall not commence until details of installing water efficient appliances to help minimise water use and foulwater flows in the new unit have been submitted to and approved in writing by the council. The approved measures shall be implemented in accordance with the approved details prior to occupation of the development hereby permitted, and thereafter permanently retained and maintained in line with the agreed plan.

To reduce the impact of flooding to the proposed development and future occupants, and to ensure that surface water run-off is managed in a sustainable manner, in accordance with Policy CC2 of the Core Strategy (2011) and Policy H3 of the Development Management Local Plan 2013.

17) Prior to commencement of the development, details shall be submitted to and approved in writing by the Council, of an enhanced sound insulation value DnT,w and L'nT,w of at least 5dB above the Building Regulations value, for the floor/ceiling /wall structures separating different types of rooms/ uses in adjoining dwellings. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

In order to ensure that the amenity of occupiers of the development site is not adversely affected by noise, in accordance with Policies DM H9 and H11 of the Development Management Local Plan.

18) The conversion hereby approved shall only be used as a residential unit falling within Class C3 of the Town & Country Planning (Use Classes) Order 1987 (as amended). The resulting converted property shall not be used as housing in multiple occupation falling within Class C4 of the Town & Country Planning (Use Classes) Order 1987 (as amended).

The use of the property as a house in multiple occupation rather than as single residential units, would raise materially different planning considerations that the Council would wish to consider at that time, in accordance with Policy BE1 of the

Core Strategy (2011) and Policy DM A1, DM A3, DM A9 of the Development Management Local Plan (2013).

19) The height of the rear extension adjoining the party boundary with No. 744 Fulham Road shall not exceed 2 metres in height as measured from the ground floor level of the adjoining property, as indicated on approved drawing 214.

To ensure that the extension is built in accordance with the approved plans and does not result in an unacceptable sense of enclosure to the adjoining residential property, and in accordance with Policy DM G3, DM G7 and DM A9 of the Development Management Local Plan (2013), and SPD Housing Policy 7 (iv) of the Planning Guidance Supplementary Planning Document (2013).

20) The development hereby permitted shall not commence until details and a sample of the 1.7m high obscure glazed screen as measured from the floor level of the terrace to be used in connection with the roof terrace have been submitted to and approved in writing by the Council. The use of the roof as a terrace shall not commence until the glazing, as approved has been installed and it shall be permanently retained as such thereafter.

In order to ensure that the glazing would not result in overlooking and any subsequent loss of privacy, in accordance with Policy DM G3, DM G7 and DM A9 of the Development Management Local Plan (2013) and SPD Housing Policy 8 (ii) of Planning Guidance Supplementary Planning Document (2013).

21) The extent of the terrace on top of the existing back addition shall not exceed that indicated on the approved drawing 211 and the roof terrace shall not be subsequently enlarged prior to the submission and approval in writing of a further planning application. The roof of the remainder of the back addition hereby approved shall not be used as a terrace or other amenity space. No railings or other means of enclosure shall be erected on or around the roof, and no alterations shall be carried out to the rear elevation of the application property to form access onto the roof.

The increase in size of the roof terrace would increase the likelihood of harm to the existing residential amenities of the occupiers of neighbouring properties as a result of noise and disturbance and loss of privacy, contrary to Policy DM G3, DM G7, DM A9 and DM H9 of the Development Management Local Plan (2013) and SPD Housing Policy 8 of Planning Guidance Supplementary Planning Document (2013).

22) The remaining roof of the back addition, shall not be used as a terrace or other amenity space. No railings or other means of enclosure shall be erected around the roofs and no alterations shall be carried out to the rear elevation of the application property to form an access onto the roof.

Such a use would be detrimental to the amenities of neighbouring properties by reason of overlooking and loss of privacy, in accordance with policies DM A9 and G3 of the Development Management Local Plan (2013) and Housing Policy 8 (criteria ii) of the Planning Guidance Supplementary Planning (2013).

Justification for Approving the Application:

1. Land Use: The development of the site for residential is considered acceptable, in accordance with the NPPF (2012), London Plan (2011) Policy 3.3, Core Strategy (2011) H3, Policy DM A1, DM A2 and DM A3 of the Development Management Local Plan (2013). The density, housing mix, internal design and layout of the new residential units are considered satisfactory having regard to London Plan Policies 3.4, 3.5 and 3.8, Core Strategy Policies H2, H3 and H4, Policy DM A2, DM A3 and DM A9 of the Development Management Local Plan (2013), and the amenity provision is considered satisfactory, having regard to the physical constraints of the site, judged against Policy DM A2 of the Development Management Local Plan (2013) and SPD Housing Policy 1 and 3 of the Planning Guidance SPD (2013).

2. Design: The proposed development would be a high quality development which would make a positive contribution to the urban environment in this part of the Borough The proposed development would be compatible with the scale and character of existing development and its setting. The proposal would preserve and enhance the character and appearance of the adjacent conservation area and the conservation of which it forms a part of. The development would therefore be acceptable in accordance with the NPPF (2012), Core Strategy Policy BE1 and Policy DM G1 and DM G7 of the Development Management Local Plan (2013) and SPD Design Policies Design Policies 31, 32 and 34.

3. Residential Amenity and Impact on Neighbouring Properties: The impact of the proposed development upon adjoining occupiers is considered acceptable with no significant worsening of noise, overlooking, 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 development would therefore be acceptable in accordance with Policies DM G3, H9, H11 and A9 of the Development Management Local Plan (2013) and SPD Housing Policy 8 of the Planning Guidance SPD (2013).

4. Transport: There would be no adverse impact on traffic generation and the scheme would not result in congestion of the road network. Conditions will secure satisfactory car permit free dwellings, provision of cycle and refuse storage. The development would therefore be acceptable in accordance with the NPPF (2012), Core Strategy Policy T1 (2011), Policies DM J1, DM J2, DM J3, DM J5 and DM A9 of the Development Management Local Plan (2013), and SPD Transport Policies 4 and 12 and SPD Sustainability Policies 1, 3, 4 and 6 of the Planning Guidance SPD (2013).

6. Flood Risk: A Flood Risk Assessment (FRA) has been submitted and has considered risks of flooding to the site and adequate preventative measures have been identified. Further necessary details have been secured by condition. Details of SUDS will be secured by a condition. In this respect the proposal is therefore in accordance with the NPPF (2012), London Plan (2011) Policies 5.12, 5.13, 5.14 and 5.15, Core Strategy Policies CC1 and CC2 (2011), Policy DM H3 of the DM

LP (2013) and SPD Sustainability Policies 1 and 2 of the Planning Guidance SPD (2013).

7. Land Contamination: Conditions will ensure that the site would be remediated to an appropriate level for the sensitive residential and open space uses. The proposed development therefore accords with Policy 5.21 of the London Plan (2011), Policy CC4 of the Core Strategy (2011), Policies DM H7 and H11 of the Development Management Local Plan (2013), and SPD Amenity Policies 2, 3, 4, 5, 7, 8, 12, 13, 14, 15, 16 and 17 of the Planning Guidance SPD (2013).

LOCAL GOVERNMENT ACT 2000
LIST OF BACKGROUND PAPERS

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

Application form received: 28th January 2016
Drawing Nos: see above

Policy documents: National Planning Policy Framework 2012
The London Plan 2015
Core Strategy 2011
The Development Management Local Plan 2013
Planning Guidance Supplementary Planning Document July 2013

Consultation Comments:

Comments from:	**Dated:**
Thames Water - Development Control	02.02.16

Neighbour Comments:

Letters from:	**Dated:**
Garden Flat 744 Fulham Road London SW6 5SF	22.02.16
740 Fulham Road London SW6 5SF	25.02.16
Garden Flat 744 Fulham Road SW6 5SF	01.03.16
Garden Flat 744 Fulham Road London SW6 5SF	25.02.16
Garden Flat 744 Fulham Road London SW6 5SF	25.02.16
Amber Properties Limited 1B Ceylon Road London W140 0PZ	24.02.16

OFFICER'S REPORT

1.0 BACKGROUND

1.1 This application site is located on the north western side of Fulham Road. The site comprises a four storey building separated into three flats. Flat 1 comprises a 1 x bedroomed flat and is located on the lower ground floor; Flat 2 comprises a 1 x bedroomed flat occupying the ground floor level; Flat 3 occupies the upper floors and comprises a 4 bedroomed maisonette. The site lies within the Central Fulham Conservation Area.

RELEVANT PLANNING HISTORY

1.2 2015/03604/FUL: Conversion from 3no. self-contained flats (2no. one bedroom flats and 1no. four bedroom maisonette) into 4no. self-contained flats (2no. one bedroom flats and 2no. two bedroom flats); erection of a part two, part four storey rear extension at lower ground, ground, first and second floor levels, following the demolition of the existing two storey rear extension; replacement and re-siting of dormer window on rear roof extension; erection of a 1700mm high louvred screen around flat roof at first floor level of proposed two storey rear extension, in connection with use as a roof terrace; installation of French doors on rear elevation at first floor level to provide access to this roof terrace; installation of an obscured glazed window on the south west side elevation at upper ground floor level; and installation of a door and 2no. windows on the north east side elevation at lower ground floor level. Withdrawn.

1.3 The current application is for the erection of rear extensions at lower ground, upper ground, first and second floor level; replacement of existing dormer window with a new dormer window in the rear roofslope; replacement of existing windows with new windows at upper ground, first and second floor level, replacement of 1no window with new doors and the formation of a roof terrace at first floor level, installation of a new door to the rear of bedroom 2 at lower ground floor level to the rear elevation; replacement of 1no window with a new door to existing front bay, installation of a new window to replace the existing door to the side of front courtyard elevation, installation of 2no windows and a new entrance door to replace the 2no existing windows to the side elevation at lower ground floor level; conversion of the existing building (comprising 3no. self-contained flats (2no. one bedroom flats and 1no. four bedroom maisonette) into 2 x two bedroom and 2 x one bedroom self-contained flats.

2.0 PUBLICITY AND CONSULTATION

2.1 Individual notification letters were sent to the occupiers of neighbouring properties. Three neighbouring representations were received (two from the same household) objecting to the proposal on the following grounds:

- The insertion of a door to the front elevation is unacceptable, it will impact the character of the Conservation Area. (Officer response: Refer to paragraphs 4.8 - 4.13).

- The development will overlook my garden and would adversely affect the light to the adjoining garden flat and would result in lack of privacy and increased sense of enclosure. The proposal would have an overbearing and domineering effect and would result in overlooking. (Officer response: Refer to paragraphs 4.19 - 4.25).

- The plumbing for 742 and 744 has always been on the outside and not the internal party wall. (Officer response: This is not a material planning consideration which can be taken into consideration during the assessment of this planning application.)

- There is no car parking space down the passageway, just a right of way, we object to the opening of any doors or windows to the cycle store and the location of the cycle storage and refuse areas would be unacceptable. (Officer response: Refer to paragraphs 4.26 - 4.28).

- The proposal would result in the loss of existing amenity space. The internal layout would be harmful to prospective purchasers. (Officer response: Refer to comments under paragraphs 4.5 - 4.7).

- The roof terrace would result in increased levels of noise. Will the proposed privacy screen be 1.7m high? (Officer response: Refer to comments under paragraphs 4.14 - 4.18).

- The internal layout will cause noise and disturbance from washing machines etc. (Officer response:. This is not a material planning consideration which can be taken into consideration during the assessment of this planning application. In any event, an element of household noise is to be expected in built up residential areas).

2.2 Thames Water and the Environment Agency raise no objections to the proposal.

3.0 PLANNING CONSIDERATIONS

3.1 The main planning considerations in light of the London Plan and the Council's adopted Core Strategy, Development Management Local Plan 2013 and the Planning Guidance Supplementary Planning Document 2013 are the acceptability of the conversion, the quality of the living environment for future occupiers, impact of the proposal on the character of existing building and surrounding neighbourhood, the potential impact on the existing amenities enjoyed by neighbouring residents, and the impact on highways.

HOUSING SUPPLY

3.2 Policy DM A1 of the DM LP states the council will seek to exceed the London Plan housing target by seeking housing on both identified and windfall sites and as a result of change of use. Core Strategy Policy H4 and Policy DM A3 of the DM LP requires a choice of high quality residential accommodation that meets the local residents needs and aspirations and market demand.

3.3 The new unit would contribute to housing targets and therefore would accord with the above policies.

QUALITY OF ACCOMMODATION

Size and aspect

3.4 Core Strategy Policy H3 seeks to ensure that all housing development is provided to a satisfactory quality, has an appropriate mix of types and sizes, with a particular emphasis on family accommodation.

3.5 This approach is supported by Policy DM A2 and DM A9 of the DM Local Plan. SPD Housing Policy 4 states that converted flats should have at least 32.5sqm where a separate bedroom is provided, whilst SPD Housing Policy 5 stipulates the internal space provision in residential conversions. SPD Housing Policy 8 (iv) states that north facing properties should be avoided where possible. SPD Housing Policy 2 relates to amenity space for family units and advises that where family dwellings are proposed in a residential conversion scheme, they should be located at a level which gives direct and normally exclusive access to the garden. In this case the resulting residential flats are not family units. The ground floor flat (Flat A) would have direct access to the rear garden. Flat C would have direct access to a terrace to the rear at first floor level.

Schedule of accommodation:

Lower Ground Floor - 2 bed flat with rear garden - 91sqm
Ground Floor - 2 bed flat - 65sqm
First Floor - 1 bed flat with rear terrace - 59sqm
Second Floor - 1 bed flat - 59sqm

3.6 As detailed above, all four units would meet the minimum space standards for one and two bedroom dwellings as outlined in the DM Local Plan and Housing Supplementary Planning Guidance. Internally all of the units offer appropriately sized rooms which meet the minimum standards as set out in SPD Housing Policy 5, as such it is deemed that the new flats would provide sufficient floorspace for future occupiers. In addition the flats would provide good levels of daylight and sunlight to all rooms.

DESIGN AND CONSERVATION

3.7 Policy BE1 of the Core Strategy and DM G3 of the DM Local Plan require a high standard of design in all extensions and alterations to existing buildings. These should be compatible with the scale and character of existing development, its neighbours and its setting. Policy DM G7 seeks to protect, restore or enhance the quality, character, appearance and setting of the borough's conservation areas and its historic environment. Policy DM A9 of the DM LP states 'the council will ensure that the design and quality of all new housing, including new build, conversions and change of use, is of a high standard and that developments provide housing that will meet the needs of future occupants and respect the principles of good neighbourliness.'

3.8 The replacement dormer window to the rear would be of a design to match the neighbouring property. This aspect of the proposal is considered to be compatible with the character of the host building and will not harm the character of the conservation area.

3.9 The proposed second floor rear extension would project to no more than half of the depth of the back addition, and would be of a mansard design, clad in slates with 70

degree side slopes. In this form, the scale and design of the proposed extension is considered to be in keeping with the application property, and it would not harm the existing character or appearance of the area.

3.10 The replacement extension at first floor level to the rear would be no deeper or wider than the existing building it would replace. Therefore it is not considered that it would harm the existing character or appearance of the area.

3.11 At ground floor level it is proposed to replace an existing single storey extension which would extend the full width of the building. The extension would be modest in scale, sympathetically designed and in keeping with the pattern of development of the area. The proposed extension at lower ground level would not project more than 3.5m beyond the rear building line of the original building, nor would it extend to within 4 metres of the rear boundary. Officers are satisfied that the openness of the site would be maintained, compliant with SPD Housing Policy 6. Further, the proposed extension would not extend above a height of 2 metres on the boundary with No 744 Fulham Road, compliant with SPD Housing Policy 7 (iv).

3.12 The proposed extensions are deemed as being subservient to the original building and compatible with its neighbours and setting. It is therefore considered to be visually acceptable within the context of the application terrace and Conservation Area.

3.13 A roof terrace is proposed at first floor level. The terrace, measuring 8sqm, would be screened by a 1.7m high obscurely glazed privacy screen which is considered to be acceptable.

Noise and Insulation

3.14 Local Plan Policies DM A9 and DM H9 are aimed at ensuring that residents of future housing are not unduly affected by noise and disturbance from adjoining sites or the wider setting.

3.15 Officers have reviewed the proposal and are satisfied that the proposed development would provide appropriate sound insulation measures to prevent any potential for noise pollution between the different floors of the units. This would be secured by way of a condition. (Condition 17).

3.16 It is difficult to predict with any accuracy the likely level of noise that may emanate from the terrace at first floor level. However, given its modest size, Officers consider the potential for noise and disturbance would be negligible. The proposal would comply with DM LP Policy H9 and SPD Housing Policy 8 (iii).

3.17 The proposal therefore complies with Core Strategy Policy H3, Local Plan Policy A2, A9 and H9, and SPD Housing Policies 4 and 5..

RESIDENTIAL AMENITY

3.18 Policy DM A9 require all proposals to be formulated to respect the principles of good neighbourliness. SPD Housing Policy 7 and 8 seek to protect the existing amenities of neighbouring residential properties in terms of outlook, light, and privacy. It is important that the residential amenity of properties surrounding the application

property, in terms of loss of light, outlook, privacy and increased sense of enclosure is not compromised as a result of the proposed development.

Overbearing/Sense of Enclosure

3.19 SPD Housing Policy 7 (i) stipulates that extensions should not result infringe an angle of 45 degrees to the rear boundary at a height of 2m. SPD Housing Policy 8 (i) stipulates that where the neighbouring garden is less than 9m in depth the extensions should not result in infringing an angle of 45 degrees to the rear boundary at ground floor level.

3.20 The proposal complies with SPD Housing Policy 7 (i) and SPD Housing Policy 8 (i). Given the extensions are of a modest size and set several metres back from the rear building line, in this instance the proposal would not result in an overbearing development which would result in an increased sense of enclosure to surrounding occupiers.

3.21 SPD Housing Policy 7 (iii) states that outlook from any rear window from a neighbouring building should not be significantly worsened as a result of any proposed extension built at a level higher than the level of the floor containing the affected window. Visibility to the window should not be reduced by more than 15%. Where no rear addition currently exists at the level of the extension then on-site judgement will be a determining factor in assessing the effect which the extension will have on the existing amenities of the neighbouring properties. No windows are proposed to the side elevations of the proposed extensions therefore preserving the privacy and residential amenity of neighbouring occupiers. As such, this aspect of the proposal would be in accordance to DMLP Policy DMA9 and SPD Housing Policy 8.

3.22 With regards to the proposed terrace at first floor level, given the lightweight structure and modest projection of the screening to the terrace it is not considered that the terrace would result in any harm to the occupiers in terms of loss of light/outlook.

3.23 The proposals comply.

Overlooking and loss of privacy

3.24 SPD Housing Policy 8(ii) states that new windows should normally be positioned so that they are a minimum of 18 metres away from existing residential windows as measured by an arc of 60 degrees taken from the centre of the proposed window. Based on the existing situation, there would be a distance in excess of 20m between the new window openings and the side elevation of No . 1 Dorncliffe Road, which is considered to be acceptable and compliant with policy. Generally a roof terrace/balcony is considered to be unacceptable if it would result in an additional opportunity or significantly greater degree of overlooking. In this case, the proposed terrace would be enclosed by a 1.7m high obscurely glazed privacy screen. As such Officers consider that there would be no additional opportunity for overlooking or loss of privacy.

3.25 The proposal is deemed to comply with DM Local Plan Policy DM A9 and SPD Housing Policy 8.

HIGHWAYS MATTERS

Car parking

3.26 This property has a PTAL of 4 indicating a good level of public transport accessibility. According to DMLP Policy DM J2, all dwellings with good PTAL ratings should have less than 1 car parking space per unit. The additional units will need to be car permit free to avoid an unacceptable impact to the on-street parking stress levels within the vicinity. This is secured by condition. (Condition 11).

Cycle Parking

3.27 DM LP Policy DM J5 relates to increasing the opportunities for cycling and walking and states that the Council will encourage increased bicycle use by seeking the provision of convenient and safe cycle parking, in accordance with Table 5 - for one space per 1-2 bed dwelling. This is reiterated in SPD Transport Policy 12. The site would require 4 cycle parking spaces for which there is available space. These need to be safe, secure, situated in a suitable location and conditioned for the life of the development. These details would be secured by condition.

Refuse and servicing

3.28 Borough Wide Strategic Policy CC3 relates to Waste management and indicates that developments should provide suitable waste and recycling storage facilities. DM LP Policy DM H5 requires developments to provide waste storage facilities and SPD Sustainability Policy 3 relates to Residential Waste Storage and sets out that adequate waste and recycling storage should be provided in all residential developments in the borough in order to increase the opportunities for the recycling and composting of waste. The supportive text states that residential developments serviced by a kerbside refuse and recycling collection should be built with adequate storage for both refuse and recycling both inside and outside the dwelling. This is supported by SPD Sustainability Policy 6.

3.29 Refuse and recycling would be provided within the rear garden for all four flats accessed via the existing arched entrance which is considered to be acceptable and compliant with policy.

FLOOD RISK/SUDS

3.30 The NPPF states that 'Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere'.

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

3.32 Policy CC1 of the Core Strategy requires that new development is designed to take account of increasing risks of flooding. Policy CC2 states that 'New development will be expected to minimise current and future flood risk and that sustainable urban drainage will be expected to be incorporated into new development to reduce the risk of

flooding from surface water and foul water'. This is supported by Policy DM H3 of the Development Management Local Plan 2013. Local Plan Policy DM H3 requires developments to reduce surface water run-off and to promote the use of water efficient fittings and appliances.

3.33 This site is in the Environment Agency's Flood Zone 2. This indicates a medium risk to flooding although this does not take account of the presence of flood defences such as the Thames Barrier and local river walls which provide a high level of flood protection. If these defences failed or were breached, the site would not be at risk of rapid inundation by flood waters. As required, a Flood Risk Assessment has been submitted with the application which provides flood mitigation measures and details including: lower ground floor windows to provide water tight seals to mitigate against potential surface water, all plumbing insulation to be of closed-cell design, raised wiring and power outlets and the occupants will be advised to subscribe to the Environment Agency flood warning service.

3.34 Thames Water have requested that development shall not commence until a drainage strategy detailing any on and/or off site drainage works, has been submitted to and approved by, the local planning authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed. These works shall be secured by way of a condition.

4.0 RECOMMENDATION

4.1 Approve planning permission subject to conditions.