

Planning and Development Control Committee

Agenda

Tuesday 20 March 2018

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 Wesley Harcourt Councillor Natalia Perez	Councillor Jacqueline Borland Councillor Lucy Ivimy Councillor Alex Karmel Councillor Viya Nsumbu

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

Public Notice

Members of the press and public are welcome to attend this and all other Council meetings. Should exempt information need to be discussed the committee will pass a resolution requiring members of the press and public to leave.

For details on how to register to speak at the meeting, please see overleaf.

Deadline to register to speak is 4pm on Thursday 15 March 2018

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

The open part of this agenda is available for public inspection at the Town Hall and may be viewed on the Council's website www.lbhf.gov.uk/committees

A loop system for hearing impairment is provided, along with disabled access to the building.

Rights of access to meetings are subject to the provisions of the Local Government Act 1972 and the Local Government (Access to Information) Act 1985.

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.

Planning and Development Control Committee Agenda

20 March 2018

<u>Item</u>	<u>Pages</u>
1. APOLOGIES FOR ABSENCE	
2. DECLARATION OF INTERESTS	
<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>	
3. PLANNING APPLICATIONS	1 - 300
4. MINUTES	301 - 311

To approve as an accurate record, and the Chair to sign, the minutes of the meeting of the Committee held on 6 March 2018.

London Borough Of Hammersmith & Fulham

Planning Applications Committee

Agenda for 20th March 2018

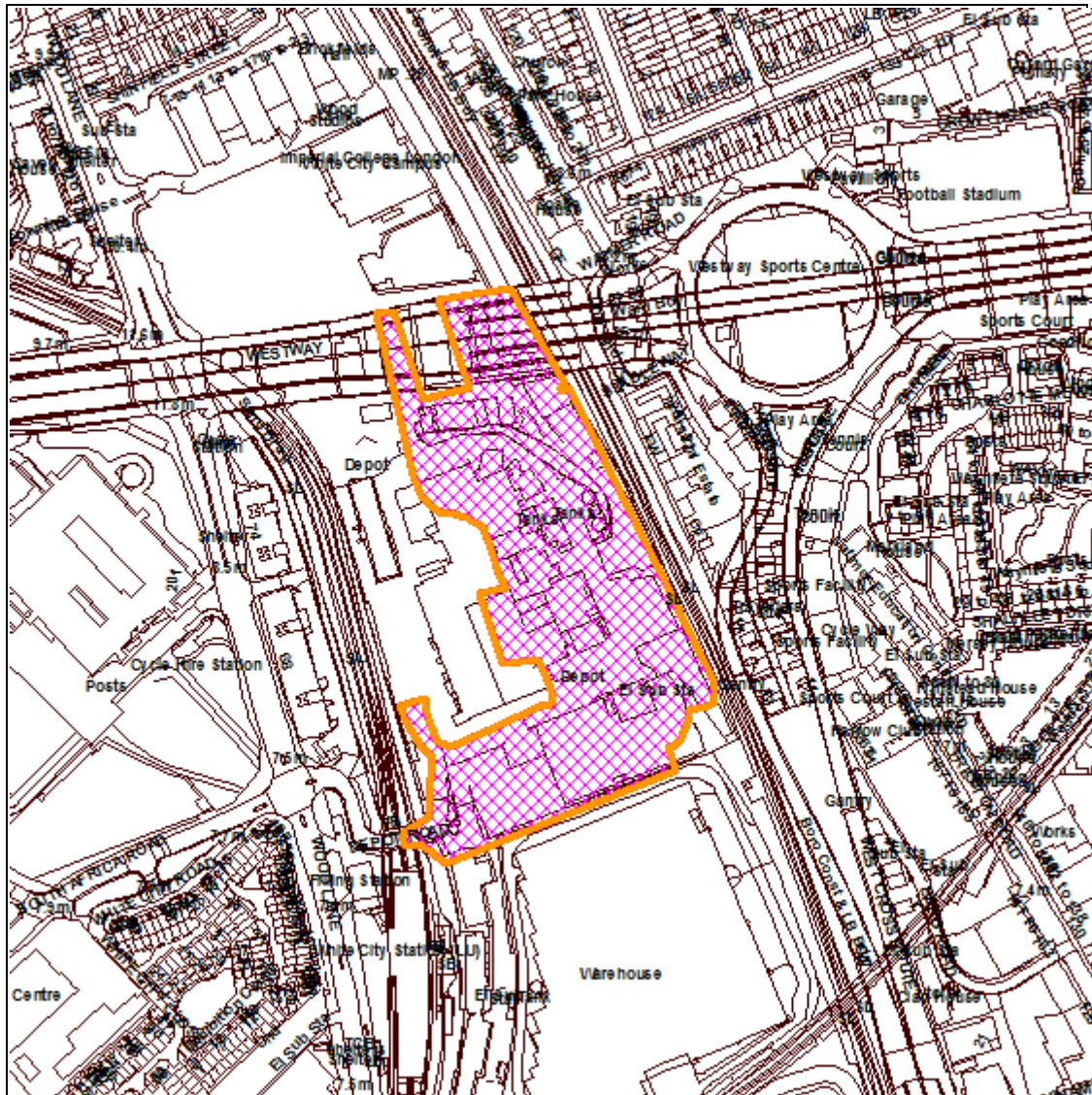
Index of Applications, Enforcement Actions, Advertisements etc.

WARD: REG NO:	SITE ADDRESS:	PAGE:
College Park And Old Oak 2017/04276/FUL	Land Bounded By 58 Wood Lane And Westway. London W12 7RZ	2
College Park And Old Oak 2017/04567/RES	M&S White City Site 54 Wood Lane London W12 7RQ	50
Ravenscourt Park 2017/03835/FUL	101 And 105 - 107 Stamford Brook Arches Ravenscourt Place London W6 0UQ	95
Palace Riverside 2017/03156/FUL	57 Ellerby Street London SW6 6EU	120
Munster 2017/04441/FUL	223 - 229 Dawes Road London SW6 7RD	133
Munster 2018/00136/FUL	Fulham Cross School Munster Road London SW6 6BP	150
Palace Riverside 2017/04662/FUL	Fulham Football Club Stevenage Road London SW6 6HH	182

Ward: College Park And Old Oak

Site Address:

Land Bounded By 58 Wood Lane And Westway. London W12 7RZ



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

Reg. No:
2017/04276/FUL

Case Officer:
Katrine Dean

Date Valid:
03.11.2017

Conservation Area:
Wood Lane Conservation Area - Number 42

Committee Date:
20.03.2018

Applicant:

Mr John Anderson
C/O Agent

Description:

Erection of three 4-storey buildings to provide 25,486sqm (GEA) of flexible office space (Use Class B1), including up to 300sqm (GEA) of commercial space at ground floor (Use Classes A1-A5) for a temporary period of 10 years, together with temporary access, landscaping and associated works.

Drg Nos: As listed in Condition 2 below

Application Type:

Full Detailed Planning Application

Officer Recommendation:

- 1) Subject to there being no contrary direction from the Mayor for London, that the Committee resolve that the Director for Planning & Development be authorised to determine the application and grant permission upon the completion of a satisfactory legal agreement and subject to the conditions listed below;**
- 2) To authorise the Director for Regeneration, Planning & Housing Services in consultation with the Director of Law and the Chair of the Planning and Development Control Committee to make any minor changes to the proposed conditions or heads of terms of the legal agreement. Any such changes shall be within their discretion.**

1) TEMPORARY CONSENT

The proposed development is permitted for a limited period of ten years from the date of occupation. All buildings and structures associated with the modular development shall be removed from the site on the expiration of 10 years from the date of occupation and details of their disassembly and disposal shall be submitted for the written approval of the Planning Authority and thereafter carried out in the approved manner.

Reason: To comply with the wider phasing strategy for the site and to allow the Council to assess the impact of the operation of the use on the amenities of surrounding occupiers in accordance with Policy DC1 of the LBHF Local Plan 2018 and Policy 5.3 of the London Plan 2016.

2) APPROVED PLANS AND DOCUMENTS

The development shall not be constructed unless it is in accordance with the following approved drawings and documents:
Approved Plans and Documents; Site Location Plan (00) _001; Proposed Ground Floor Plan (20) _100; Proposed First Floor Plan (20) _101; Proposed Second Floor Plan (20) _102; Proposed Third Floor Plan (20) _103; Proposed Roof Plan

(20) _104; Proposed Ground Floor Plan (20) _120; Proposed 1st Floor Plan (20) _121; Proposed 2nd Floor Plan (20) _122; Proposed 3rd Floor Plan (20) _123; Proposed 4th Floor Plan (20) _124; Proposed West and North Elevations (20) _200; Proposed East and South Elevations (20) _201; Proposed West and North Elevations (20) _202; Proposed East and South Elevations (20) _203; Proposed Sections AA & BB (20) _300; Proposed Sections CC & DD (20) _301; Bay Sections 01 & 02 (20) _310; Bay Sections 03 & 04 (20) _311; Access Road Typical Sections B-B and C-C (70036154-SK-18 Rev A); Access Road Typical Sections A-A (70036154-SK-19 Rev A); Proposed Road Levels (70036154-SK-22 Rev A); Proposed Access Road Long Section (70036154-SK-23 Rev A); Proposed Planning Application, Access Road, and Car Park Layout (70036154-SK-25 Rev A); Existing Site Layout and Topography (70036154-SK-26 Rev D); Indicative Construction Phasing Drawing (020) _1000; Meanwhile Landscape GA (981116-MW-P-10-100 Rev B); Meanwhile Landscape Sections and Visuals (981116-MW-P-10-101 Rev B); Meanwhile Landscape Sections and Visuals-2 (981116-MW-P-10-102 Rev B); Meanwhile Landscape Context Plan (981116-MW-P-10-103 Rev B); Air Quality Assessment, Imperial College Thinkspace, Imperial College London Meanwhile Space (WSP, 70036154-003, November 2017); Sustainability, The Meanwhile Space, BREEAM 2014 Pre-Assessment Office (Hoare Lea, 31.10.2017 Revision 03); Sustainability, The Meanwhile Space, Energy Strategy (Hoare Lea, 02.11.17 Revision 02); Design and Access Statement, The Meanwhile Space Imperial College (Carey Jones Chapman Tolcher, 27th October 2017); Flood Risk Assessment, Imperial College Thinkspace, Meanwhile Space (ARUP job number 230826, Issue 4, 3 November 2017); Ground Conditions Statement, Meanwhile Space White City (WSP, Report No 70036154-GCS, October 2017); Planning Statement, White City Campus South, Meanwhile Space (JLL, October 2017); Sustainability Statement, Imperial College Thinkspace, The Meanwhile Space (ARUP job number 230826, Issue 02, November 2017); Transport Statement, Meanwhile Space - White City Campus (Curtains, 65272 Final Revision, 31 October 2017); Framework Travel Plan, Meanwhile Space - White City Campus (Curtains, 65272 Final Revision, 31 October 2017); Utilities Statement, Imperial College Thinkspace, Meanwhile Space (ARUP job number 230826, Issue 4, 3 November 2017); and Meanwhile Development Planning Note - Commissioning Innovative Carbon Solutions (Imperial, White City, JLL, February 2018).

Reason: To ensure full compliance and prevent harm arising through deviations from the approved plans, in accordance with policies 7.1, 7.2, 7.3, 7.4, 7.5, 7.6, 7.7, 7.8, 7.9 and 7.21 of the London Plan (2016) and LBHF Local Plan 2018 policies DC1 and DC2.

3) AIR QUALITY - MECHANICAL VENTILATION

Prior to installation of mechanical ventilation, a report including detailed information on the proposed mechanical ventilation system with NO_x filtration shall be submitted to and approved in writing by the Council. This report shall specify air intake and air extract locations at roof level and the design details and locations of windows on all floors for Class B1 Office use to demonstrate that they avoid areas of NO₂ or PM₁₀ exceedance e.g. Wood Lane (A219), Westway (A40), West Cross Route (A3220). The whole system shall be designed to prevent summer overheating and minimise energy usage. Chimney/boiler flues and ventilation

extracts shall be positioned a suitable distance away from ventilation intakes, openable windows, balconies, roof gardens, terraces, and receptors. The maintenance and cleaning of the systems shall be undertaken regularly in accordance with manufacturer specifications, and shall be the responsibility of the primary owner of the property. Approved details shall be fully implemented for each phase prior to the occupation/use of that phase and thereafter permanently retained and maintained for the life of the development.

Reason: In the interests of air quality and to comply with London Plan (2016) Policy 7.14 and LBHF Local Plan (February 2018) Policy CC10 Air Quality.

4) AIR QUALITY - DUST MANAGEMENT PLAN

Prior to the commencement of development an Air Quality Dust Management Plan (AQDMP) is submitted to and approved in writing by the Council. The AQDMP must be site specific and include an Air Quality Dust Risk Assessment (AQDRA) that considers sensitive receptors off-site of the development and is undertaken in compliance with the methodology contained within Chapter 4 of the Mayor of London 'The Control of Dust and Emissions during Construction and Demolition', SPG, July 2014 and the identified measures recommended for inclusion into the AQDMP. The AQDMP submitted must comply with the Mayors SPG and should include an Inventory and Timetable of dust generating activities during construction; Dust and Emission control measures including on-road and off-road construction traffic, Ultra Low Emission Vehicle Strategy (ULEVS) e.g. use of Ultra Low Emission Vehicles such as Electric, Hybrid (Electric-Petrol); Non-Road Mobile Machinery (NRMM). Details of all the NRMM that will be used on the development site will be required and the NRMM should meet as minimum the Stage IIIB emission criteria of Directive 97/68/EC and its subsequent amendments. This will apply to both variable and constant speed engines for both NO_x and PM₁₀. An inventory of all NRMM must be registered on the NRMM register <https://nrmm.london/user-nrmm/register>. Air quality monitoring of PM₁₀ should be undertaken where appropriate and used to prevent levels exceeding predetermined Air Quality threshold trigger levels. Developers must ensure that on-site contractors follow best practicable means to minimise dust and emissions at all times. Approved details shall be fully implemented and permanently retained and maintained during the construction phases of the development.

Reason: In the interests of air quality and to comply with London Plan (2016) Policy 7.14 and LBHF Local Plan (February 2018) Policy CC10: Air Quality.

5) AIR QUALITY - LOW EMISSIONS STRATEGY

Prior to the commencement of the development (excluding site clearance and demolition) a Low Emission Strategy shall be submitted to and approved in writing by the Local Planning Authority. The Low Emission Strategy must detail the remedial action and mitigation measures that will be implemented to protect receptors (e.g. abatement technology for energy plant, design solutions). This Strategy must make a commitment to implement the mitigation measures (including NO_x emissions standards for the chosen energy plant) that are required to reduce the exposure of future occupiers to poor air quality and to help mitigate the development's air pollution impacts, in particular the emissions of NO_x and particulates from on-site and off-site transport during Construction and Operational

phases e.g. use of Ultra Low Emission Vehicles such as Electric, Hybrid (Electric-Petrol), and energy generation sources. Approved details shall be fully implemented prior to the occupation/use of the development and thereafter permanently retained and maintained.

Reason: In the interests of air quality and to comply with London Plan (2016) Policy 7.14 and LBHF Local Plan (February 2018) Policy CC10 Air Quality.

6) WATER SUPPLY AND WASTE WATER INFRASTRUCTURE

Development shall not be occupied until details of Waste Water Infrastructure, including any on and/or off-site drainage works and details of connections into the public sewer network 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 have been completed.

Reason: To comply with policies 5.14 and 5.15 of the London Plan 2016 and LBHF (February 2018) Policy CC4. The development may lead to sewage flooding; to ensure that sufficient capacity is made available to cope with the new development; and to avoid adverse environmental impact upon the community.

7) DRAINAGE STRATEGY IMPLEMENTATION

The development shall be carried out in full accordance with the Sustainable Drainage measures set out in the approved Flood Risk Assessment (and any addendum information). The measures outlined therein shall be implemented, retained, and maintained on site for the duration of the development.

No discharge of surface water from the site shall be permitted or accepted into the public sewer system until the drainage works referred to in the FRA and associated reports have been completed in accordance with the approved details.

Reason: To ensure that sufficient attenuation of surface water flows is achieved by the new development and to minimise flood risks in accordance with Local Plan (2018) Policy CC4 Minimising Surface Water Run-off with Sustainable Drainage Systems and Policy CC3 Minimising Flood Risk and Reducing Water Use.

8) PILING METHOD STATEMENT

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

Reason: To prevent pollution of the water environment and sewerage utility infrastructure, in accordance with policies 5.11, 5.13, 5.14 and 5.15 of the London Plan 2016 and CC3 of LBHF Local Plan 2018. The proposed works would be in close proximity to underground water utility infrastructure and because piling has

the potential to impact on local underground water utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.

9) CONTAMINATED LAND - SITE INVESTIGATION

Unless the Council agree in writing that a set extent of development must commence to enable compliance with this condition, no development shall commence until, following a site investigation undertaken in compliance with the site investigation scheme: White City Campus Proposed Development - Unigate Demolition - Site Investigation Scheme White City Campus Proposed Development. WSP Ref: 70036154 V670036154 V6.2, December 2017 proposing additional investigation works following the recommendations of the Report: White City Campus Imperial College, London: Preliminary Risk Assessment Land Quality, WSP ref: 70028118 V2.3 November 2017 a quantitative risk assessment report is submitted to and approved in writing by the Council.

This report shall: assess the degree and nature of any contamination identified on the site following the site investigation specified above; include a revised conceptual site model from the preliminary risk assessment based on the information gathered through the site investigation to confirm the existence of any remaining pollutant linkages and determine the risks posed by any contamination to human health, controlled waters, and the wider environment. All works must be carried out in compliance with and by a competent person who conforms to CLR 11: Model Procedures for the Management of Land Contamination (Defra 2004) or the current UK requirements for sampling and testing.

Reason: Potentially contaminative land uses (past or present) are understood to occur at, or near to, this site. The conditions are required to ensure that no unacceptable risks are caused to humans, controlled waters, or the wider environment during and following the development works, in accordance with Policy CC9 (Contaminated Land) of the LBHF Local Plan 2018 and Policy 5.21 of the London Plan 2016.

10) CONTAMINATED LAND - REMEDIATION METHOD STATEMENT

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.

Reason: Potentially contaminative land uses (past or present) are understood to occur at, or near to, this site. The conditions are required to ensure that no unacceptable risks are caused to humans, controlled waters, or the wider environment during and following the development works, in accordance with Policy CC9 (Contaminated Land) of the LBHF Local Plan 2018 and Policy 5.21 of the London Plan 2016.

11) CONTAMINATED LAND - REMEDIATION VERIFICATION REPORT

The development shall not be occupied 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.

Reason: Potentially contaminative land uses (past or present) are understood to occur at, or near to, this site. The conditions are 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 CC9 (Contaminated Land) of the LBHF Local Plan 2018 and Policy 5.21 of the London Plan 2016.

12) CONTAMINATED LAND - LONG TERM MONITORING

The development shall not be occupied 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.

Reason: Potentially contaminative land uses (past or present) are understood to occur at, or near to, this site. The conditions are required to ensure that no unacceptable risks are caused to humans, controlled waters, or the wider environment during and following the development works, in accordance with Policy CC9 (Contaminated Land) of the LBHF Local Plan 2018 and Policy 5.21 of the London Plan 2016.

13) EXTERNAL NOISE FROM MACHINERY, EXTRACT/VENTILATION

Prior to the installation of any building plant, 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 existing background sound level by at least 10dBA to prevent any adverse impact. The assessment shall be made in accordance with BS4142:2014 at the nearest and/or most affected noise sensitive premises, with all machinery operating together at maximum capacity. A post installation noise assessment shall be carried out where required to confirm compliance with the sound criteria and additional steps to mitigate noise shall be taken, as necessary. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained for the life of the development.

Reason: 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 Policy CC11 Noise of the LBHF Local Plan 2018.

14) LIGHTING

Details of the proposed lighting arrangements, including illuminated signs and advertisement, external security, and flood lighting, shall be submitted prior to the occupations of the development for the written approval of the Planning Authority and thereafter implemented on-site in the approved manner and maintained for the duration of the consent.

Reason: To minimise light pollution, because these details have not been submitted and to comply with LBHF Local Plan 2018 Policy CC12.

15) EXTERNAL VENTILATION

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

Reason: To ensure a satisfactory external appearance, prevent harm to the street scene, and to safeguard the amenities of neighbouring occupiers, in accordance with policies CC13 of the LBHF Local Plan 2018.

16) SUSTAINABLE WASTE MANAGEMENT PLAN

Prior to first occupation of any of the temporary office buildings hereby approved, a Sustainable Waste Management Plan for refuse storage and collection arrangements for each building, including how recycling shall be maximised and incorporated into the facilities shall be submitted to and approved in writing by the Council. The plan shall include measures to minimise waste. Each of the temporary office buildings shall not be occupied until the sustainable refuse

facilities identified in the plan are in place for that building and all approved refuse storage arrangements shall be maintained for the duration of the development.

Reason: These details have not been submitted, to protect the environment and ensure that satisfactory provision is made for refuse and recycling storage and collection, in accordance with Policy 5.3 of the London Plan and policies CC6 and CC7 of LBHF Local Plan 2018.

17) CERS

A Cycling Environment Review System (CERS) assessment shall be carried out prior to the development becoming operational, assessing the quality of the cycling environment at the site and providing an objective comparison of the environment along the different routes.

Reason: To identify the impact of the development on the cycle environment, identify any issues and/or substandard areas in accordance with LBHF Local Plan (2018) Transport Policy T1 and T3.

18) PERS

A Pedestrian Environmental Review System (PERS) shall be carried out prior to the development becoming operational assessing the quality of the pedestrian environment at the site and providing an objective comparison of the environment along the different routes.

Reason: To identify the impact of the development on the pedestrian environment, identify any issues and/or substandard areas in accordance with LBHF Local Plan (2018) Transport Policy T1 and T3.

19) TRAVEL PLAN

A Travel Plan for the commercial users of the site shall be submitted within six months of occupation for the written approval of the Planning Authority, how alternative methods of transport to and from the development, other than by car, are encouraged and promoted. The Travel Plan shall follow the principles set out within the Framework Travel Plan hereby approved and shall be implemented as approved in writing by the Highways Authority and thereafter reviewed at years 1, 3 and 5 after occupation.

Reason: To ensure that the development does not generate an excessive number of car trips which would be contrary to development plan policies of car restraint set out within LBHF Local Plan 2018 Policy T2.

20) DELIVERY AND SERVICING PLAN

Prior to occupation a Servicing Management Plan shall be submitted to and approved in writing by the Council. Details shall include times of deliveries and collections. The Delivery and Servicing Plan shall be implemented on site in the approved manner for the duration of the development.

Reason: To ensure that the amenity of occupiers of the development is not adversely affected by noise, in accordance with Policy CC11 of the LBHF Local Plan 2018.

21) CYCLE PARKING/SHOWER/LOCKER/CHANGING FACILITIES

No part of the development hereby approved shall be occupied until the provision for cycle parking for that part (up to the total of 282 long stay and 22 short stay cycle parking spaces for the development as a whole), and associated shower, locker, and changing facilities within each of the building blocks (A, B, and C) have been installed. The facilities shall be maintained in usable order for the duration of the development.

Reason: To encourage and facilitate sustainable modes of transport in accordance with Policy 6.9 of the London Plan 2016 and LBHF Local Plan 2018 policies T1 and T3.

22) CONSTRUCTION LOGISTICS PLAN

Prior to commencement of the development hereby approved, a Construction Logistics 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 - 1300 hrs on Saturdays, advance notification to neighbours and other interested parties of proposed works and public display of contact details including accessible phone contact to persons responsible for the site works for the duration of the works. Approved details shall be implemented throughout the project period.

Reason: To ensure 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 T7 Construction and Demolition Logistics, CC10 Air Quality, CC11 Noise, and CC13 Control of Potentially Polluting Uses of the LBHF Local Plan 2018.

23) PARKING RESTRICTIONS AND REQUIREMENTS

Car parking provision shall: not exceed 24 private parking spaces; 25% of the spaces shall have active and 25% passive Electric Vehicle Charging Points; and 6 blue badge holder parking spaces shall be provided at locations identified on the Proposed Ground Floor Plan (20) 100 Rev P01).

Reason: To avoid creating unacceptable traffic congestion on the surrounding road network and to ensure that adequate parking for the development has been provided in accordance with policies T1, T4, and T5 of the LBHF Local Plan 2018.

24) SECURE BY DESIGN

The development shall not be occupied until details of how the development within that Phase(s) accords with the Metropolitan Police "Secure by Design" requirements have been submitted to and approved in writing by the Council. Such a statement shall include, but not be limited to, CCTV coverage, security

lighting, access controls, and means to secure the site throughout construction in accordance with BS8300:2009. The approved details shall be carried out as approved and maintained for the duration of the consent.

Reason: To ensure that the development incorporates suitable design measures to minimise opportunities for, and the perception of crime, in accordance with Policies 7.3 and 7.13 of the London Plan (2016) and policies DC1 and DC2 of the LBHF Local Plan 2018.

25) MATERIAL SAMPLES

Prior to commencement of works to the relevant part of the buildings hereby approved, details and samples of materials of all external faces of those buildings, shall be submitted to and approved in writing by the Council. The development shall be carried out in accordance with the approved materials.

Reason: To assess the suitability of proposed materials and ensure satisfactory external appearance in the interests of visual amenity and to prevent harm to the street scene and public realm, in accordance with policies 7.1, 7.6 and 7.9 of the London Plan (2016), and policies DC1 and DC2 of the LBHF Local Plan 2018.

26) SIGNAGE STRATEGY

Prior to occupation of the development hereby approved, a Signage Strategy shall be prepared and submitted for the written approval of the Planning and Highways Authority and thereafter implemented on-site in the approved manner and maintained for the duration of the development.

Reason: To enable wayfinding and in the interests of visual amenity and road safety, in accordance with policies DC1 and DC2 of the LBHF Local Plan 2018.

27) LANDSCAPE MANAGEMENT PLAN

The development shall not be occupied until a Landscape Management Plan, including management responsibilities and maintenance schedules for the landscaped areas, has been submitted to and approved in writing by the Council. The Landscape Management Plan shall be carried out in accordance with the approved details.

Reason: To ensure that the development provides an attractive natural and visual environment and contributes to biodiversity, in accordance with policies 7.1, 7.6 and 7.21 of the London Plan (2016) and policies OS1, OS2, and OS4 of the LBHF Local Plan (2018).

28) HOURS OF OPERATION

Class A1 - A5 uses hereby permitted which are implemented pursuant to this planning permission shall not be open to customers other than between 07:00 and 23:00 hours on any day.

Reason: To safeguard the amenities of the neighbourhood and local residents, by reason of noise and disturbance in accordance with Policy CC11 of the London

Borough of Hammersmith and Fulham Local Plan (2018) and SPD 2018 Key Principle NN2 - Noise Generating Development.

29) TABLES AND CHAIRS

Tables and chairs associated with the Use Classes A1 - A5 hereby permitted shall only be placed within designated areas of the public realm unless otherwise agreed in writing by the Council.

Reason: To ensure the free, safe, and secure passage of pedestrians and to safeguard the amenity of surrounding residential properties from noise and disturbance in accordance with Policy CC11 of the London Borough of Hammersmith and Fulham Local Plan 2018 and SPD 2018 and Key Principle NN2 - Noise Generating Development.

30) INCLUSIVE ACCESS MANAGEMENT PLAN

Prior to the occupation of each phase, an Inclusive Access Management Plan (IAMP) shall be submitted to the Council setting out a strategy for ongoing consultation with specific interest groups, the H&F Disability Planning Forum, with regards to accessibility of the relevant part of the site. On-going consultation must then be carried out in accordance with the approved IAMP. The Strategy shall be approved in writing by the Planning Authority, in consultation with H&F Disability Forum, and thereafter implemented on site in the approved manner and maintained for the duration of the development.

Reason: To ensure that the development provides for the needs of people with disabilities, in accordance with Policy 3.8 and 7.2 of the London Plan (2016) and Policy T1 of the LBHF Local Plan 2018.

31) AREA 22 DETAILS

Details of structures and uses to be located at Area 22, as identified on Meanwhile Landscape GA (981116-MW-P-10-100 Rev B) and Meanwhile Landscape Context Plan (981116-MW-P-10-103 Rev B), shall be submitted for the written approval of the Planning Authority prior to occupation of the first phase of the development and thereafter implemented on site in the approved manner and maintained for the duration of the consent.

Reason: To create a high quality urban environment, in the interests of safeguarding visual amenity and the amenity of site occupiers and to ensure appropriate development of Area 22 in this prominent location in accordance with Local Plan 2018 policies DC1, DC2 and DC8.

32) PEDESTRIAN & CYCLE SAFETY

Prior to the commencement of development on site, a detailed scheme showing how pedestrian and cyclist safety will be maintained for vulnerable road users on entering and existing the hereby approved development at the junction of Depot Road and Wood Lane and passing over Depot Road Bridge, shall be submitted for the written approval of the Planning Authority and thereafter implemented on site in the approved manner prior to the development being occupied.

Reason: In the interests of pedestrian and cyclist safety and amenity, in accordance with London Plan 2016 policies 6.9 and 6.10 and LBHF Local Plan 2018 T1 and T3.

33) SUSTAINABILITY - BREEAM

Notwithstanding the hereby approved Sustainability Statement - Sustainability, the Meanwhile Space, BREEAM 2014 Pre-Assessment Office (Hoare Lea, 31.10.2017 Revision 03), no office or Class A1-A5 floor space shall be occupied until a BREEAM (2014) completion certificate has been submitted to and approved in writing by the Council to confirm that the relevant unit has achieved a 'Very Good' BREEAM rating.

Reason: In the interests of energy conservation, reduction of CO2 emissions and wider sustainability, in accordance policies 5.1, 5.2, 5.3, 5.6 and 5.7 of the London Plan (2016) and LBHF Local Plan Policy CC2.

34) SUSTAINABLE URBAN DRAINAGE SYSTEMS

The sustainable drainage measures outlined in the hereby approved Flood Risk Assessment, Imperial College Thinkspace, Meanwhile Space (ARUP job number 230826, Issue 4, 3 November 2017 shall be implemented and maintained on site in the approved manner for the duration of the consented development and details of their planned maintenance must be provided to the council.

Reason: To comply with Policy CC4 of the Local Plan 2018 and Policy 5.13 of the London Plan 2016.

Justification for Approving the Application:

1) Reasons for Approval:

1) - The Principle, Land-Use and Phasing of the development hereby approved is acceptable and in compliance with national, regional, and local strategic policy context set out within the NPPF 2012, London Plan 2016 policies 11, 21 and 2.13 and LBHF Local Plan 2018 strategic policies WCRA and WCRA1.

2) - The development would have a positive impact on the local economy and create additional employment, which complies with the economy and employment context set out within NPPF 2012 chapter 1 'building a strong, competitive economy', London Plan 2016 policies 4.1, 4.2 and 4.4 and LBHF Local Plan 2018 policies E1, E2 and E4.

3) - The development would be adequately designed and would preserve and enhance the Wood Lane Conservation Area Design, in compliance with NPPF 2012 chapter 7 'requiring good design' and chapter 12 'conserving and enhancing

the historic environment', London Plan 2016 policies 7.6 and 7.8 and LBHF Local Plan 2018 DC1 and DC2.

4) - No material harm to the amenity of existing or future occupiers would be caused by the development, in compliance with policies CC11 of the LBHF Local Plan 2018 and 7.15 of the London Plan 2016.

5) - Temporary landscaping would be provided by the development, enhancing biodiversity, which complies with the relevant planning policy context set out in the London Plan 2016 policies 7.5, 7.19, 7.21 and Local Plan 2018 policies OS1, OS2, OS4, and OS5 addressing Landscaping and Biodiversity considerations.

6) - The proposed development is compliant with the Transport and Access policy context which is set out in chapter 4 of the NPPF 2012 'promoting sustainable transport', London Plan 2016 policies 6.1, 6.3, 6.9, 6.10, 6.12 and 6.13, as well as LBHF Local Plan 2018 policies T1, T2, T3, T4, T5 and T7.

7) - Energy and Sustainability requirements have been adequately addressed by the proposed development, in compliance with national, regional, and local policy context set out in the NPPF 2012 chapter 10 'meeting the challenge of climate change', London Plan 2016 policies 5.1, 5.2, 5.3, 5.4A, 5.6, 5.7, 5.8, 5.9, 5.10 and 5.11 and LBHF Local Plan 2018 policies CC1 and CC2.

8) - There would be no unacceptable impact in terms of Flooding and Drainage issues have been adequately addressed by the development. This complies with the policy context regarding flood risk and drainage set out in the NPPF 2012 chapter 10 'meeting the challenge of climate change, flooding and coastal change, London Plan 2016 policies 5.13, 5.14 and 5.15 and LBHF Local Plan 2018 policies CC3, CC4 and CC5.

9) - In terms of Contaminated Land considerations, relevant planning conditions have been applied to ensure that the land is appropriately remediated. Therefore, that the development is policy compliant, in accordance with Policy 5.21 of the London Plan 2016 and Policy CC9 of the LBHF Local Plan.

10) - With regards to Air Quality considerations, the Council's Environmental Health Team have reviewed the proposal and consider it to be acceptable and compliant with London Plan Policy 7.14 and LBHF Local Plan Policy CC10.

LOCAL GOVERNMENT ACT 2000 LIST OF BACKGROUND PAPERS

All Background Papers held by Helen Murray (Ext: 3439):

Application form received: 2nd November 2017

Drawing Nos: see above

Policy documents: National Planning Policy Framework (NPPF) 2012

Consultation Comments:

Comments from:	Dated:
Thames Water - Development Control	10.01.18
Natural England	01.02.18
Historic England London Region	29.01.18
Greater London Archaeology Advisory Service	28.02.18
London Underground Limited	12.02.18
Ministry Of Defence	30.01.18

Neighbour Comments:

Letters from:	Dated:
----------------------	---------------

Officer Report

1. APPLICATION SITE AND SURROUNDINGS

1.1. This application relates to the eastern part of the former Dairy Crest site which is located at White City in the north-west of the Borough. The application site sits within the wider Imperial College (applicant) owned land to the north and south of the A40 (Westway). Site location plan (00)_001 illustrates the extent of the applicant's ownership and identifies the application site, which covers an area of 26,726sqm, in red. The wider Dairy Crest site is approximately 4.95 hectares and the northern site around 2.27 hectares.

1.2. Specifically, the application site is located to the east of Wood Lane and to the south of, and partly under, the elevated section of the Westway. Stadium House, a two-storey office building within the applicant's ownership, is located to the west of the wider site and is currently being used by Imperial College for a variety of uses including a clinical facility for the School of Public Health and Invention Rooms.

1.3. The site has good to very good public transport links with a Public Transport Accessibility Level (PTAL) of 5. Two London Underground stations serve the site, including the Central Line and Hammersmith and City and Circle Lines located within walking distance to the south. Furthermore, there are 15 bus routes operating within walking distance and a bus station at Westfield. The only access point into the site from Wood Lane is Depot Road to the south, which provides a bridge over the railway line eastwards and into the site.

1.4. The site is industrial brownfield land and is thus identified as a regeneration area. It is designated as White City Opportunity Area (WCOA) within the London Plan and LBHF Local Plan. The WCOA covers approximately 110 hectares at the eastern edge of the borough and along the boundary with the Royal Borough of Kensington and

Chelsea (RBKC). This is also a designated 'Wood Lane Conservation Area', which contains no listed buildings or buildings of merit. The heritage assets surrounding the site include the Grade II listed BBC Television Centre to the south west of Wood Lane and the locally listed White City underground station. The site is located within Flood Zone 1 and contains a designated green corridor which follows the West London Line along the eastern boundary. Furthermore, a Nature Conservation Area follows the Central Line north of White City Station.

1.5. The former Dairy Crest site (including Meanwhile Space) currently contains a range of low to medium height industrial storage buildings, warehouses, and a variety of temporary structures, portable buildings, and shipping containers. The buildings vary from two to three storeys in height with pitched roofs finished primarily in corrugated iron panelling, metal, concrete, and brick. Vegetation at the site includes scattered shrubs and trees. Dairy Crest had formerly used the main shed as a major processing and distribution facility for the pasteurisation and bottling of milk. The original office functions were carried out within the two storey Forest House building, which is currently being let by Imperial College to business within B1 Use Class. The remainder of the site is vacant and of derelict appearance. The Council has issued Conservation Area consent in December 2017 for the demolition of existing buildings, to prepare the site for forthcoming phases of redevelopment.

1.6. There are topographical changes across the site with ground levels broadly level in the centre, increasing towards the northern part of the site towards and beneath the Westway. The land slopes and ranges from approximately 8.4m at the south up to 10.4m at the north. The highest part of the site is the former railway embankment running alongside the north-eastern boundary where the land is approximately 4m higher than the rest of the site.

1.7. To the north, the application site adjoins the north Imperial College Campus where new developments include postgraduate accommodation, a building for the Department of Chemistry and the 'I-HUB' providing a variety of business space. In addition, two major buildings are under construction, a 35-storey residential tower that is immediately to the north nearing completion and a new 13 storey bio-medical engineering research hub which is due for completion in 2019. Pre-application discussions are on-going and a detailed application is forthcoming for two additional buildings, one of 7 storeys and the other of 11 storeys in height, which would accommodate the School of Public Health.

1.8. To the east, the application site is bounded by a railway embankment which runs alongside the eastern boundary beyond which are areas within RBKC authority. Stable Way is occupied by a traveller site with A3220 running north to south. The traveller site accommodates the nearest residential properties to the application site.

1.9. To the south of the development plot is the former M&S warehouse site which is currently being redeveloped for a housing-led scheme by St James, where planning permission has been granted for 1,465 residential units in buildings extending up to 30 storeys in height. To the south-west of the application site and across the road from Wood Lane station is the Wood Lane Estate, which comprises terraced residential properties of up to four storeys in height.

1.10. To the west, the application site blends into the wider Dairy Crest masterplan, which is occupied by the existing buildings in the process of being demolished. Beyond

this is a railway line for Central Line tracks followed by Imperial's Stadium House. Wood Lane is further west with White City Place and residential properties leading into the White City Estate. Further to the west is Hammersmith Hospital with incorporated Imperial research and further to the north west is the Linford Christie Stadium and the large expanse of Wormwood Scrubs Park.

2. RELEVANT PLANNING HISTORY

2.1. A number of planning permissions are extant at the site including 2012/02454/OUT, which was applied for and issued to the previous site owner - Aviva Investor/Helical Bar. This outline planning permission was granted subject to conditions on the 21st of November 2014 for:

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

2.2. The submission of the following first reserved matters application 2017/02538/RES on the 14th of November 2017 ensured that the above planning permission is alive at the site:

'Submission of reserved matters relating to the details of access pursuant to Outline Planning Permission reference 2012/02454/OUT.'

2.3. The Council have been advised by the applicant that there is no intention to build out the above consent and that the forthcoming development, which is currently under assessment, would supersede the existing extant plans. The following Scoping Opinion 2017/01981/SCOEIA was issued on 30/06/2017 advising that the newly proposed redevelopment of the site is also an EIA development:

'Scoping Opinion under Regulation 13 of The Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (as amended) in respect of a proposed phased masterplan with 8 main development plots to accommodate buildings for up to 210,000 sqm for research & development, laboratories and offices all falling within Use Class B1, up to 350 homes within Use Class C3, a hotel and conference facilities within Use Class C1, and active uses including retail, cafe, restaurant, bar, community and leisure uses falling within Use Classes A1, A2, A3, A4, D1 and D2, together with access, bridge over Central Line, parking, servicing and landscaping.'

2.4. Conservation area consent 2017/02033/CAC relating to the wider former Dairy Crest site was granted subject to conditions on 20/12/2017 for the:

'Demolition of buildings and structures within Conservation Area.'

2.5. The masterplan redevelopment application for the wider Dairy Crest 2018/00267/OUT, which is intended to be built out at the site, is currently under assessment and is referred to throughout the report:

'Outline planning application for a mixed use development delivered as a phased masterplan comprising 7 development zones and accommodating up to 178,102 sqm of research & development, offices and other business uses (Use Class B1) in 6 - 13 storey buildings; up to 373 residential units (Use Class C3) in 18 - 32 storey buildings; a hotel up to 8 storeys and associated facilities (Use Class C1); community and/or leisure uses and retail, cafes, restaurants and bars (Use Classes D1 and/or D2, A1-5) together with access, bridge over the railway (Central Line), parking, servicing and landscaping; and the demolition of Stadium House.'

3. PUBLICITY AND CONSULTATION

3.1. Public consultation has been undertaken in accordance with statute. Neighbouring properties were notified via letter and site notice. No responses have been received from the surrounding occupiers and none of the consulted Residents' Associations have provided comments on the application.

3.2. The application was also publicised in the local press on 17/11/2017.

3.3. Internal and external statutory consultees were consulted with the following summary responses.

3.4. Internal Consultees:

LBHF Highways - no objections subject to conditions and funds being secured through legal agreement for Travel Plan monitoring and review and increased bus capacity.

LBHF Environmental Policy - no objections subject to conditions and legal agreement for investment into new bio-convertor technology.

LBHF Environmental Services - no objections subject to conditions regarding noise from machinery and the requirement for a Construction Management Plan.

LBHF Contaminated Land - no objections subject to conditions relating to site investigation, remediation, and long-term monitoring.

LBHF Air Quality - no objections subject to conditions related to air quality and mechanical ventilation.

MET Police Secure by Design - no response.

LBHF Economic Development - no objections subject, economic planning gain objectives for the Borough being secured through legal agreement.

LBHF Legal Services - no objections, comments issued on the content of the Heads of Terms for the s106 legal agreement.

3.5. External Consultees:

GLA - strongly supportive of the principle of the scheme with comments on processing, urban design, heritage, inclusive design, climate change, flood risk and sustainable drainage, transport and legal considerations outlined in the Mayor's Stage 1 Report. These have been addressed throughout the report.

TfL - no objections to the principle of development, however, reservations regarding detailed processing and phasing matters, which have been discussed and addressed in the Transport and Access Section 12 of the report.

Thames Water - no objections subject to conditions.

Natural England - no response.

DCLG - no response.

Network Rail - no response.

London Underground - no response.

Health and Safety Executive - no response.

3.6. Residents' Associations and Neighbouring Boroughs:

Royal Borough of Kensington and Chelsea - no response.

Wood Lane Residents' Association - no response.

Wood Lane Tenants' Association - no response.

Woodlands Area Residents' Association - no response.

Edward Wood Tenants' and Residents' Association - no response.

H&F Disability Forum - no response.

3.7. Detailed matters raised by consultees have been addressed in the body of the report under the relevant thematic section headings.

4. PROPOSED DEVELOPMENT DETAILS

4.1. The application site is located within the wider site boundary for the outline masterplan application (reference 2018/00267/OUT) for a mixed-use development to create a new research and innovation district at White City. As such, this application has been compiled on the grounds of and directly influenced by the forthcoming masterplan. The proposed Meanwhile Space would sit within Masterplan Development Zone 6, as referred to in the Design and Access Statement, and would be replaced by permanent built form as the masterplan develops into its final phases.

4.2. Full planning permission is sought for a temporary period of 10 years for the redevelopment of the site and the erection of three 4-storey buildings to provide 25,486sqm (GEA) of flexible office (and laboratory) space (Use Class B1), up to 300sqm (GEA) of commercial space at ground floor (Use Classes A1-A5) together with temporary landscaping, access points at north and south, vehicle and cycle parking.

4.3. The proposal comprises the construction of three four storey modular office buildings to house specialist companies associated with research and development, technology, education, and start-ups. The buildings are referred to as blocks A, B, and C. The maximum height of the buildings would be 17.5m at 4 storeys and the blocks would accommodate a total GIA of 22,534sqm. The development would be built out in phases starting from block A at the south of the site, followed by block B at the centre and block C at the north.

4.4. Building A, which is southern-most and the largest of the three buildings would have a GIA of approximately 18,807sqm, split into 75% office and 25% laboratory space on the third floor. The ancillary food and beverage facilities (Use Classes A1 - A5) would also be accommodated within the ground floor of Building A and cover around 275 - 300sqm. These uses would have tables and chairs positioned outside the western side of the building.

4.5. Building B would be in the middle of the development with a GIA of 6,188sqm and Building C at the northern part of the site covering 5,539sqm. Buildings B and C would contain central entrance areas, which would act as communal spaces. Laboratory spaces at buildings B and C would also be located on the third floor.

4.6. The proposed landscaping at the site would be sacrificial, planted on a temporary basis. Tree planting would comprise of birch trees, which would be planted along the verges of the access road at the south of the site and continue along the western perimeter and at the landscaped area at the north west of the site. Evergreen hedging would be planted along the access road to the south and at the entrances of the buildings on the western elevation. Wildflower and native wildflower grass surface would be planted along the western road verge and within the amenity space to the north-west. Street furniture, including benches would be placed around the amenity areas and at the temporary events space at the western part of the site. Signage and wayfinding would be installed at the northern and southern approaches to the development.

4.7. Minimal car parking is proposed in this high PTAL location. A parking area for 24 private vehicles would be formed at the north of the site, with a mini-roundabout to allow cars to enter and exit the site in a forward gear. Blue badge holder parking spaces would be located close to building entrances, 2 spaces at the south (block A) and 4 at north-west of the site (block C). Long and short stay cycle parking (282 long stay and 22 short stay spaces) would be installed at ground floor level between the office blocks and to the north of block C. Visitor cycle parking would be positioned at the north-west and the south-west corners of the buildings. Refuse storage would be housed internally within the eastern part of the buildings and adjacent the service access along the eastern edge.

4.8. Access to the site would be gained from Wood Lane at its junction with Depot Road, which would cross the railway track via the existing rail bridge and would be extended eastwards into the site. The road would essentially loop around the office

buildings along the eastern perimeter and provide the main vehicular link to the north Campus under the Westway. The road along the western perimeter would be shared surface and form a secondary vehicular link, as well as main cycle and pedestrian access.

4.9. Immediately at the arrival to the site an area of existing open space would be left as is. The existing surfaces and levels would be retained at this temporary Area 22, as identified on the Meanwhile Landscape GA (981116-MW-P-10-100 Rev B) and Meanwhile Landscape Context Plan (981116-MW-P-10-103 Rev B).

5. MEANWHILE SPACE AND THE WIDER MASTERPLAN

5.1. The Meanwhile Spaces application forms part of the phased redevelopment of the site. An outline planning application for the wider masterplan redevelopment (2018/00267/OUT) is currently under assessment and both applications are being determined concurrently. The application site boundary of the Meanwhile Space fits into the eastern part of the wider masterplan area. The reason for applying for separate 'full' planning consent for the Meanwhile Space is to activate the site during construction. Allowing the modular built form to be constructed and occupied quickly means that otherwise vacant land would be utilised whilst the main masterplan is being developed. Furthermore, it is intended that workforce from the surrounding neighbouring office buildings (Centre House Estate) would be decanted into the newly constructed office space.

5.2. The vision for the wider Masterplan is to create a new research and innovation district focussed on science, medicine, engineering, and business. The development is led by Imperial College (London) with the ambition to provide a dynamic environment where academics could work alongside corporate, government and community partners to drive discovery, promote entrepreneurship, inspire young people, and develop solutions to today's global challenges. This application for Meanwhile Space forms an integral part of the staging of Imperial's Masterplan and is being specifically created to showcase the future regeneration of the site and perform an important role in exhibiting the collaborative ecosystem being created by the College.

5.3. The application for Meanwhile Space is therefore assessed in parallel with the outline Masterplan application to which it is directly linked. This is to safeguard development and ensure that there are no inconsistencies between the supporting information and the phasing strategy for the development. Although the Meanwhile Space development is subject to its own full planning consent, it forms the 'Initial Phase' of the wider site redevelopment. It is referred to as Zone 6 within the phasing plan, which would be converted into permanent buildings towards the end of the completion phase and before the redevelopment of Zone 7 (existing Stadium House).

5.4. The Meanwhile development itself would also be phased and would be built out in three stages, subject to occupier requirement and the wider decanting strategy adopted by Imperial across the wider masterplan. The idea is that building A would be built out first, followed by B and C.

6. PLANNING POLICY CONTEXT

6.1. The National Planning Policy Framework (NPPF) was published on 27 March 2012. The NPPF sets out Government planning policies for England and how these are expected to be applied in favour of sustainable development. The NPPF replaces Planning Policy Guidance and Planning Policy Statements and is a material consideration in decisions on planning applications.

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

6.3. The new draft London Plan was published on the 29th of November 2017. The consultation ended on the 2nd of March 2018. An Examination in Public (EiP) is due to be held in autumn of 2018, and publication of the new London Plan is expected in the autumn of 2019. Once adopted it would supersede the current London Plan. As the document is in early stages towards adoption, it is considered that limited weight should be applied to the draft policies in determining this application.

6.4. On 24 January 2018, the Council resolved to adopt the Hammersmith & Fulham Local Plan (2018). The adoption of the new Local Plan took effect on the 28th of February 2018 and the policies within the new Local Plan together with the London Plan 2016 make up the statutory Local Development Framework (LDF) for the Borough.

6.5. The impact of the new Local Plan adoption on local planning policy context relevant in the assessment of this development is that the previously applicable White City Opportunity Area Planning Framework (OAPF) has been superseded by the new LBHF Local Plan 2018 and therefore, whilst still part of the GLA Development Framework, it no longer forms part of LDF for Hammersmith and Fulham. The OAPF Supplementary Planning Document (SPD), adopted on 23/10/2013, was produced by LBHF with the Greater London Authority (GLA) and Transport for London (TfL) to supplement London Plan and LBHF Local Plan policies for the area.

6.6. The following policies are relevant in the assessment of the proposed development:

National Planning Policy Framework (2012)

1. Building a strong, competitive economy
4. Promoting sustainable transport
7. Requiring good design
10. Meeting the challenge of climate change, flooding, and coastal change
12. Conserving and enhancing the historic environment

The London Plan (2016)

Context and Strategy

Policy 1.1: Delivering the Strategic Vision and Objectives for London

London's Places

- Policy 2.1: London and its Global, European and United Kingdom Context
- Policy 2.13: Opportunity Areas and Intensification Areas
- Policy 2.18: Green Infrastructure: The Multi-Functional Network of Green and Open Spaces

London's Economy

- Policy 4.1: Developing London's Economy
- Policy 4.2: Offices
- Policy 4.4: Managing Industrial Land and Premises
- Policy 4.10: New and Emerging Economic Sectors
- Policy 4.12: Improving Opportunities for All

London's Response to Climate Change

- Policy 5.1: Climate Change Mitigation
- Policy 5.2: Minimising Carbon Dioxide Emissions
- Policy 5.3: Sustainable Design and Construction
- Policy 5.4A: Electricity and Gas Supply
- Policy 5.6: Decentralised Energy in Development Proposals
- Policy 5.7: Renewable Energy
- Policy 5.8: Innovative Energy Technologies
- Policy 5.9: Overheating and Cooling
- Policy 5.10: Urban Greening
- Policy 5.11: Green Roofs and Development Site Environs
- Policy 5.12: Flood Risk Management
- Policy 5.13: Sustainable Drainage
- Policy 5.14: Water Quality and Wastewater Infrastructure
- Policy 5.15: Water Use and Supplies
- Policy 5.21: Contaminated Land

London's Transport

- Policy 6.1: Strategic Approach
- Policy 6.3: Assessing effects of development on transport capacity
- Policy 6.9: Cycling
- Policy 6.10: Walking
- Policy 6.12: Road Network Capacity
- Policy 6.13: Parking

London's Living Spaces and Places

- Policy 7.1: Lifetime Neighbourhoods
- Policy 7.2: An Inclusive Environment
- Policy 7.3: Designing Out Crime
- Policy 7.4: Local Character
- Policy 7.5: Public Realm
- Policy 7.6: Architecture
- Policy 7.8: Heritage Assets and Archaeology
- Policy 7.13: Safety, Security, and Resilience to Emergency

Policy 7.14: Improving Air Quality
Policy 7.15: Reducing and managing noise, improving, and enhancing the acoustic environment and promoting appropriate soundscapes
Policy 7.19: Biodiversity and Access to Nature
Policy 7.21: Trees and Woodlands

LBHF Local Plan (February 2018)

Strategic Policy: Regeneration Areas
Strategic Policy WCRA: White City Regeneration Area
Strategic Site Policy WCRA1: White City East

Policy CC1: Reducing Carbon Dioxide Emissions
Policy CC2: Ensuring Sustainable Design and Construction
Policy CC3: Minimising Flood Risk and Reducing Water Use
Policy CC4: Minimising Surface Water Run-off with Sustainable Drainage Systems
Policy CC5: Water Quality
Policy CC6: Strategic Waste Management
Policy CC7: On-site Waste Management
Policy CC9: Contaminated Land
Policy CC10: Air Quality
Policy CC11: Noise
Policy CC12: Light Pollution
Policy CC13: Control of Potentially Polluting Uses

Policy DC1: Built Environment
Policy DC2: Design of New Build
Policy DC8: Heritage and Conservation

Policy E1: Providing a Range of Employment Uses
Policy E2: Land and Premises for Employment Uses
Policy E4: Local Employment, Training, and Skills Development

Policy OS1: Parks and Open Spaces
Policy OS2: Access to Parks and Open Spaces
Policy OS4: Nature Conservation
Policy OS5: Greening the Borough

Policy T1: Transport
Policy T2: Transport Assessments and Travel Plans
Policy T3: Increasing and Promoting Opportunities for Cycling and Walking
Policy T4: Vehicle Parking Standards
Policy T5: Parking for Blue Badge Holders
Policy T7: Construction and Demolition Logistics
Policy INFRA1: Planning Contributions and Infrastructure Planning

LBHF Planning Guidance - Supplementary Planning Document (SPD) February 2018

7. PRINCIPLE, LANDUSE AND PHASING

7.1. Presumption in favour of sustainable development is at the heart of the National Planning Policy Framework, which for decision-taking means approving development proposals that accord with the development plan without delay. The principle of site redevelopment for a mixed-use development, including office space, on a masterplan scale has been established on issuing the extant outline planning permission 2012/02454/OUT. B1 development at White City (East) Opportunity Area is acceptable and strongly supported by LBHF and GLA officers as explained in the following paragraphs of this section.

7.2. London Plan Policy 1.1 'Delivering the Strategic Vision and Objectives for London' sets out strategic directive for growth and change managed to realise the Mayor's Vision for sustainable development. In this regard, the meanwhile development complies with this strategic policy objective because it would utilise land which would otherwise be vacant for the duration of the construction period. This is a sustainable approach to dealing with large scale, phased redevelopment of brownfield sites which complies with national and regional planning policy directive.

7.3. London Plan Policy 2.1 'London and its Global, European and United Kingdom Context', requires the Mayor to ensure that London retains and extends its global role as a sustainable centre for business, innovation, creativity, health, education, and research. This development proposal complies with the strategic directive of Policy 2.1 in that it proposes an innovative and an unconventional way of dealing with carbon dioxide emissions by investing in new technologies which have the potential to be more effective in reducing carbon emissions than the existing accepted ones such as the photovoltaic panels.

7.4. London Plan Policy 2.13 'Opportunity Areas and Intensification Areas' applies as the development site is located within the White City Opportunity Area. Strategic policy directive provides proactive encouragement, support and leadership for partnerships preparing and implementing opportunity area planning frameworks to realise the areas growth potential. Development proposals should support strategic policy directions, seek to optimise non-residential output, contribute towards meeting indicative estimates for employment capacity, realise scope for intensification associated with existing or proposed improvements to public transport accessibility, including cycling and walking and supporting wider regeneration integrating development proposals to the surrounding regeneration areas. The proposal complies with this policy directive because it intends to re-house existing businesses, from office buildings which would be demolished in the area as part of comprehensive redevelopment of the surrounding sites, and accommodate start-up research companies which would then move into the permanent development as the development is built out during the masterplan phases.

7.5. The development would utilise part of the site that would otherwise remain vacant whilst the main masterplan is being developed. The purpose is to fill the buildings with specialist companies associated with research and development, technology, education, and start-up companies. These sectors are identified and directed to this area within the strategic Policy context set out in LBHF Local Plan (February 2018) Regeneration Areas, Strategic Policy WCRA: White City Regeneration Area; and Strategic Site Policy WCRA1: White City East.

7.6. In brief, these policies support major regeneration and growth within the Borough's regeneration areas to provide new exemplary sustainable communities and deliver 29,500 new jobs in the period up to 2035, providing a range of skills. Within White City Regeneration Area, the requirement is to deliver 10,000 new jobs as part of comprehensive regeneration and the creation of a research and innovation district with supporting retail, community facilities and open space. At White City East, development requires to demonstrate how it fits within the context of a detailed masterplan and how it integrates and connects with the surrounding context. Section 3 of the report has provided an explanation of this.

7.7. Furthermore, the development would generate 400 jobs and therefore contribute to the above 'new jobs' target. It would also activate a largescale redevelopment site, which is a practical solution to utilising a vacant site, as discussed above. It is pivotal in supporting the regeneration and growth within the area and therefore complies with strategic policy directive set out in policies WCRA and WCRA1 of the LBHF Local Plan. Therefore, in terms of the proposed land-use the development is acceptable

7.8. The redevelopment of the Dairy Crest site would come forward in phases, with the area to the east being used for temporary office accommodation or 'Meanwhile Space' for ten years as proposed within this planning submission. A condition has been applied to the consent, restricting the operation of the development for longer than ten years and requiring details of how the modular built form would be dismantled and disposed of post the expiration of the planning consent. This addresses GLA officer recommendations set out in the Mayors Stage 1 Report, paragraphs 26 and 27.

7.9. A phasing plan has been submitted by the applicants (Indicative Construction Phasing Drawing (020) _1000), illustrating indicative phasing for the whole development (including the masterplan) spanning over the next 18 years in six phases until 2041.

7.10. The demolition of existing buildings and structures is an imminent phase which would take place this year 2018. Following on from this phase is the 'Initial Stage: 2018 - 2019' involves the construction of the meanwhile space to activate the site along the eastern edge.

7.11. Masterplan Phase 1 would take place from 2019 - 2025, it is supposed that this phase would last 6 years and would involve construction of buildings along the western edge, which would function simultaneously with the Meanwhile Space buildings along the eastern edge. This phase would also incorporate the proposed bridge and landscaping.

7.12. Masterplan Phase 2: 2025 - 2031 would cover the commensurate 6 years and would see the development of the southern part of the site to continue the masterplan regeneration. This would include the residential tower element as well as the industrial/business buildings to the south of the Meanwhile Space.

7.13. Masterplan Phase 3: 2031 - 2039 would cover 8 years and would include the de-construction of the meanwhile space and its replacement with permanent built form along the eastern edge of the development site.

7.14. Masterplan Phase 4: 2039 - 2041. This two-year concluding phase would see the redevelopment of Stadium House to the west of and out with the application site boundary and the development site.

7.15. A detailed Phasing Programme outlining the Meanwhile Space within the context of the wider masterplan shall be secured through s106, with any amendments being first agreed in writing by the Council. The details of the programme shall include the proposed sequence of development across the site, the extent of the development phases and the timing for the completion of the public realm relative to each phase. This would ensure that a comprehensive and sustainable development is carried out within reasonable timescales for the benefit of future occupiers of the area, in accordance with policies WCRA and WCRA1 of the London Borough of Hammersmith and Fulham Local Plan 2018.

8. ECONOMY AND EMPLOYMENT

8.1. This section assesses how the development meets national, regional, and local economic policy requirements.

8.2. The NPPF states that 'the Government is committed to securing economic growth in order to create jobs and prosperity, building on the country's inherent strengths, and to meeting the twin challenges of global competition and of a low carbon future'. Furthermore, that 'significant weight should be placed on the need to support economic growth through the planning system.' And 'to help achieve economic growth, local planning authorities should plan proactively to meet the development needs of business and support an economy fit for the 21st century.' The proposal complies with the NPPF being an important first stage in delivering the vision for the White City Opportunity Area to create a hub for specialist companies associated with research and development, technology, education, and start-up enterprises, whilst the wider Masterplan is built around it to secure the long-term regeneration of the site.

8.3. London Plan Policy 4.1 'Developing London's Economy' outlines strategic Mayoral directive to promote and enable the continued development of a strong, sustainable, and diverse economy ensuring the availability of sufficient and suitable workspaces in terms of type, size, and cost. Emphasise the need for greater recognition of the importance of enterprise and innovation. The development complies with London's strategic economic agenda and Policy 4.1 of the London Plan, in that it would provide additional office accommodation for start-up companies in research and development. Furthermore, there is an opportunity here to provide potential alternative premises for businesses located at Centre House Estate, which is critical in ensuring these collaborative businesses remain in the borough and are not lost to alternative areas. It is an innovative way to utilise a site that would otherwise be vacant during construction, whilst contributing to enterprise and innovation aspirations of the city.

8.4. As a previously industrial site, Policy 4.4 of the London Plan 'Managing Industrial Land and Premises' applies and states that the Mayor will adopt a rigorous approach to industrial land management, to ensure a sufficient stock of land and premises to meet the future needs of different types of industrial and related uses is achieved, including good quality and affordable space.

8.5. Of relevance also is Policy 4.10 of the London Plan 'New and Emerging Economic Sectors' which requires to a) support innovation and research, to promote London as a research location and encourage the application of the products of research in the capital's economic development b) strongly support further education

institutions and their development c) work with developers, businesses and higher education institutions to ensure availability of a range of workspaces such as start-up, co-working and grow-on accommodation e) promote clusters of research and innovation as focal points for research and collaboration between businesses and research and innovation agencies.

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

8.7. The Council's Economic Development Team have been consulted on the development and are working directly with Imperial College (the applicant) on the opportunities the new office space would provide for local start-up businesses. Commitment within a section 106 legal agreement has been secured for the College to enter into a joint venture with a Hammersmith based digital venture builder Blenheim Chalcot, to deliver and run at least half of the proposed floorspace. The company would ensure that small companies are accommodated within the development at affordable rents.

8.8. Furthermore, the legal agreement secures a 'Jobs, Employment, and Business Strategy', which includes an assessment of economic contributions to the borough, comprising apprentice placements during on-site construction; input into manufacturing/construction process on-site for local construction workers - 10% local labour; and procurement - 10% local business in line with Hammersmith and Fulham Local Procurement Code.

8.9. In light of the above, it is considered that the proposed Meanwhile Space development complies with the requirements of policies 4.4, 4.10 and 4.12 of the London Plan 2016 and Policy E4 of the LBHF Local Plan 2018.

8.10. London Plan Policy 4.2 'Offices' sets out Mayor's strategic directive and requires boroughs to support the management and mixed-use development of office provision to improve London's competitiveness. Increases in current stock should be sought where there is authoritative, strategic, and local evidence of sustained demand for office based activities in the context of Opportunity Areas (i.e. White City). The existing business and employment strengths in the borough are outlined within Policy E1 'Providing a Range of Employment Uses' of the LBHF Local Plan, which supports proposals for new employment uses and especially within creative industries, health services, bio-medical and other research based industries at Imperial College. Clearly, the proposal meets these requirements because the flexible floorspace being created is aimed at housing high growth high-tech companies, major businesses and fellow academic bodies, as well Imperial business partners who help turn this work into commercial applications which would benefit society. Meanwhile Space is operated by Imperial Thinkspace and geared towards attracting specialist companies associated with research and development, technology, and education. In this respect the aspirations of Thinkspace are aligned with those of the London and the Local Plan.

8.11. In terms of detail, Policy E1 goes on to say that new employment floor space above 2,500sqm should be directed to the Borough's three town centres, one of which is White City, and that the Council will consider:

- a. the scale, nature and local impact on the surrounding area, and public transport accessibility is acceptable and is assessed in detail in Sections 9 (Design and Heritage), 10 (Amenity), 11 (Landscaping and Biodiversity) and 12 (Transport and Access).
- b. the impact upon small and medium sized businesses that support the local community would be beneficial specifically because the new buildings would have a physical relationship to the North Campus Masterplan in terms of both the built environment and the academic linkages between the research and translational businesses that will be accommodated within Building C and the I-HUB. The aim is to foster the growth of businesses to enable them to expand into larger premises within the ecosystem on the White City Campus, taking space in the I-HUB, (Imperial's translation and innovation hub) or in future phases of the southern Masterplan.
- c. the scale and nature of employment opportunities generated in the new development is therefore highly desirable for the Borough and the city.
- d. there would be no displacement of community facilities or housing associated with the development.
- e. regard has been given to the Hammersmith and Fulham Economic Growth Plan and the council economic strategies as outlined in the following paragraphs of this section.

8.12. To this end, the development complies with Policy E1.

8.13. LBHF Local Plan (2018) Policy E2 'Land and Premises for Employment Uses' is also relevant, and it is considered that the development complies with Policy E2, which requires land to be retained for providing continued accommodation for employment, because it would intensify the employment use by increasing the volume and floorspace of employment space in the three proposed buildings.

9. DESIGN AND HERITAGE

9.1. The NPPF states that the 'Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.' LBHF Design and Conservation Team have reviewed and input into the design process of the development since pre-application stages and consider that the proposals represent good design in the context of the regeneration area and as a temporary development, thus complying with the NPPF.

9.2. London Plan Policy 7.6 'Architecture' requires buildings and structures to a) be of the highest architectural quality, b) be of a proportion, composition, scale and orientation that enhances, activates and appropriately defines the public realm, c) comprise details and materials that complement, not necessarily replicate, the local architectural character, d) not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy, overshadowing, wind, e) incorporate best practice in resource management and climate change mitigation and adaptation, f) provide high quality indoor and outdoor spaces and integrate well with the surrounding streets and open spaces, g) be adaptable to different activities and land uses, particularly at ground level, h) meet the principles of inclusive design and i) optimise the potential of sites.

9.3. The proposed development is of modular construction reaching four storeys in height. In terms of scale and massing, the buildings would constitute moderate and appropriately sized development in the context of the surrounding much higher (in terms of shoulder height) built form. The elevational treatment would include four shades of metallic grey to define each building element and differentiate between the inward and outward facing facades. There would be a gold metal mesh finish to the plant areas throughout the building to disguise otherwise unsightly plant areas and create features within buildings. The use of metal cladding and perforated framework enhances articulation, adds vibrancy, and presents an element of informality, which is associated with modern start-up businesses, such as those developed in other parts of the city, particularly in east London. To this end, the development, in terms of design meets the requirements of Policy 7.6 of the London Plan.

9.4. The application site is designated as a Conservation Area and therefore Policy 7.8 of the London Plan also applies, which requires development to identify, value, conserve and incorporate heritage assets where possible. Development affecting heritage assets and their setting should conserve their significance by being sympathetic in form, scale, materials, and architectural detail. It is considered that the proposed re-development is a better solution visually for the Conservation Area than the existing building yard, which appears derelict in comparison. The site has no existing heritage assets and therefore the Meanwhile Space would be an improvement to the visual amenity of the Conservation Area, which would preserve and enhance the Conservation Area and the setting of the Grade II Listed BBC television centre in compliance with Policy 7.8.

9.5. LBHF Local Plan 2018 Policy DC1 Built Environment requires all development within the borough to create a high quality urban environment that respects and enhances its townscape context and heritage assets. 'An approach to accessible and inclusive urban design that demonstrates how good design, quality public realm, landscaping, heritage assets and land use can be integrated to help regenerate places' is also required. The development has been through rigorous pre-application process on matters of design whereby the Council's Design and Conservation Team have made recommendations and comments on design development which have been incorporated into the amended drawings during the assessment of the current application. A temporary Landscaping Strategy has been agreed, detailing public realm enhancements (Section 11) and the impact of the proposed development on the nearest heritage asset, which is the Grade II listed BBC building is favourable. It is therefore considered that the development, in its current and revised design versions, complies with Policy DC1.

9.6. Policy DC2 'Design of New Build' requires new build development to be designed to high standards and be compatible with the scale and the character of existing development and its setting. All proposals must be designed to respect:

- 'a. the historical context and townscape setting of the site, and its sense of place;
- b. the scale, mass, form, and grain of surrounding development and connections to it;
- c. the relationship of the proposed development to the existing townscape, including the local street pattern, local landmarks, and the skyline;
- d. the local design context, including the prevailing rhythm and articulation of frontages, local building materials and colour, and locally distinctive architectural detailing, and thereby promote and reinforce local distinctiveness;

- e. the principles of residential amenity;
- f. the local landscape context and where appropriate should provide high quality landscaping and public realm with good permeability;
- g. sustainability objectives; including adaptation to, and mitigation of, the effects of climate change;
- h. the principles of accessible and inclusive design; and
- i. principles of Secured by Design.'

9.7. Amendments to the originally submitted proposals, with regards to detailing and articulation of built form, typical bay and fenestrations have been requested and secured. It is considered that the specific requirements outlined in a) - e) have been met and that the development therefore complies with Policy DC2 of the LBHF Local Plan 2018. The development is designed to a) be appropriate in its historic context, achieving a sense of a 'place of work' through the provision of necessary uses A1 - A5 providing necessary conveniences for the workforce, together with break out areas, landscaping and sustainable access facilities b) is of appropriate form and mass at 4 storeys and well connected to north and south for vehicles, pedestrians and cyclists c) its relationship to the existing townscape is therefore harmonious d) the frontages of the buildings would be adequately articulated with mesh detailing disguising plant and the use of gold colour e) there would be no unacceptable impact on the levels of residential amenity of the surrounding residents because these areas are located a significant distance away from the application site f) enhancements to the originally proposed landscaping drawings have also been secured to achieve adequate quality for the proposed temporary use with good levels of planting and permeability g) the scheme sufficiently adapts to the effect of climate change and this is assessed in detail in Section 13 h) principles of accessible design are requested by condition requiring an Inclusive Access Management Plan (IAMP) i) the Council's MET Police Liaison officer has been consulted on the application, however, comments have not been received. A standard planning condition has therefore been applied to address policy requirements, requesting details setting out how the development shall be made secure during each phase.

9.8. In order to improve wayfinding and to link the development with Imperial College north campus, as well as to inform the general public that redevelopment of the site is under construction, a Signage Strategy has been requested by condition. This would highlight the commencement of redevelopment works in anticipation of and preparation for the eventual 'think district' and the masterplan which is being created.

10. AMENITY

10.1. The impact of the proposed development on the residential amenity of the surrounding properties is not an immediate concern of this development due to the proximity of the residential properties to the application site and because the proposed B1 office use would have a lesser impact, in terms of noise, vibration, traffic, smell, and other nuisance than the previously operational industrial site.

10.2. Residential properties at Wood Lane Estate would be located a significant distance of approximately 200m away from the proposed office buildings and around 60m from the application site boundary. There would therefore be no adverse impact on their residential amenity, in terms of outlook, privacy, daylight or overshadowing. The traveller site which is located to the east of the application site within the RBKC

authority accommodates residential occupiers, albeit on an informal basis, is screened by a raised railway embankment. Although, in terms of distance the residents would be within around 60m, the impact on their residential amenity would be minimal due to the separation provided by the railway embankment. The development would not cause an adverse impact on the existing levels of residential amenity.

10.3. The impact on the amenity of future residential occupiers of the site would be addressed in detail with the masterplan application, which is currently under assessment. The amenity of the residential properties which would be permitted under the neighbouring St James scheme would be further assessed with the masterplan consent because this would consider the permanent, rather than the temporary, during construction use.

10.4. Development specific amenity issues in this instance relate to the impact of noise and vibration emitted from machinery and ventilation on the future occupiers of the development. A condition to secure details of noise levels and measures to mitigate these has been applied, on the request of the Council's Environmental Services Officer, in compliance with Policy CC11 of the LBHF Local Plan and London Plan Policy 7.15.

10.5. Conditions have also been applied to restrict external tables and chairs associated with the A1 - A5 uses to designated external areas within the development in order to ensure free, secure and safe passage of pedestrians and safeguard the amenity of surrounding user groups from noise and disturbance. Hours of operation of these uses have also been restricted by condition to 07:00 - 23:00 on any day to protect the amenities of other users.

10.6. A lighting strategy setting out the proposed lighting arrangements, including illuminated signs and advertisement, external security, and flood lighting has been requested by planning condition in order to minimise light pollution at the site, in compliance with Policy CC12 of the LBHF Local Plan 2018.

11. LANDSCAPING AND BIODIVERSITY

11.1. The Landscaping Strategy during the temporary occupation of the Meanwhile Space would be different to that for the wider masterplan. The proposed arrangements are sacrificial and would be replaced by a new landscaping and public realm strategy which would be implemented during the masterplan phases. This approach is considered to be acceptable by the Council's planning, design, conservation and arboriculture specialists because it would maximise visual amenity levels during construction, enhance the amenity of the office occupiers and improve local site conditions and habitat biodiversity.

11.2. Avenue planted birch trees (*Betula pubescens*) would line the approach road edges and provide a buffer for the meanwhile development from the construction site to the west and the Westway to the north. Beneath the trees and along the road edges wildflower grass would add further visual amenity, providing an increased species diversity to the sites flora and areas of foraging and nesting for wildlife. The north-west corner of the site would have the main amenity area which would be grassed and contain tree planting. To the immediate west of the meanwhile space a shared surface formed of resin bonded gravel would provide a further spill out space for activities. This would be further extended to form a small square above the attenuation tanks for

temporary activities such as lunchtime food vans. A set of street furniture, including light columns and sculptural benches would provide visual interest and continuity of design with the future masterplan and at northern campus. The landscaping scheme would contribute to creating a sense of place on a temporary basis and this complies with London and Local Plan policies as follows.

11.3. London Plan Policy 7.5 'Public Realm' requires landscape treatment, street furniture and infrastructure to be of the highest quality, have a clear purpose, maintain uncluttered spaces, and contribute to easy movement of people through the space. Opportunities for greening should be maximised and connections between public spaces reinforced.

11.4. London Plan Policy 7.19 'Biodiversity and Access to Nature' requires development proposals to make a positive contribution to the protection, enhancement, creation, and management of biodiversity.

11.5. Policy 7.21 of the London Plan 2016 'Trees and Woodlands' requires trees and woodlands to be protected, maintained, and enhanced. Existing trees require to be retained and replaced and where possible the planting of additional trees should be included in new developments.

11.6. Policies OS1 'Parks and Open Spaces', OS2 'Access to Parks and Open Spaces', Policy OS4 'Nature Conservation', and Policy OS5 'Greening the Borough' of the LBHF Local Plan 2018 are relevant in assessing the impact of the proposed Meanwhile development and replicate the greening and bio-diversity requirements set out in London Plan policies 7.5, 7.19 and 7.21.

11.7. Policy OS1 states that the Council will increase the provision of parks, open spaces, and biodiversity in the borough by requiring a mix of new public and private open space at White City Regeneration Area and in any new major development. The proposed Meanwhile Spaces development would contain planted and grassed areas of open space in the north-west corner and the western edge of the site, which would have tree planting, hedging, and external seating to provide amenity for the office occupiers. Wildflower grass surfaces beneath the trees and native flower seed mix would be planted contributing to the area's biodiversity. It is considered that landscaping proposals satisfy the requirements of Policy OS1 of the Local Plan and Policy 7.5 of the London Plan.

11.8. Policy OS2 requires the Council to reduce open space deficiency and improve the quality of and access to the existing open spaces by requiring accessible and inclusive open space in new major development. The proposed open space areas are of a gradient that would allow level access. Furthermore, north - south links from the existing college campus to the north and towards the Wood Lane underground station to the south would be made available, forming an additional green pedestrian and cycle link through the Meanwhile Space site. This is welcomed as it contributes to the formation and continuity of Green Routes, enhancing sustainable modes of transport, as well as facilitating access to open space in compliance with Policy OS2 of the Local Plan and Policy 7.5 of the London Plan.

11.9. The development also complies with policies: OS4, which requires proposals to enhance the nature conservation interest through initiatives such as new green infrastructure and habitat, tree planting; OS5, which states that the Council will seek to

enhance bio-diversity and green infrastructure in the borough by seeking to provide new trees on development sites and adding to the greening of streets and the public realm; and OS5, by providing planting along the western edge of the development site.

12. TRANSPORT AND ACCESS

12.1. The following national, regional, and local policies set out the transport context and governing policies. NPPF Section 4. Promoting sustainable transport and London Plan policies 6.1 'Strategic Approach'; 6.3 'Assessing effects of development on transport capacity'; 6.9 'Cycling'; 6.10 'Walking'; 6.12 'Road Network Capacity'; and 6.13 'Parking' are relevant in the context of this scheme.

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

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

12.4. The development complies with Policy T1 because a minimal amount private car parking would be formed, 24 spaces with 25% active and 25% passive electric vehicle charging points, and maximum amount of disabled car parking, 6 spaces exceeding policy requirements. Furthermore, 282 long stay and 22 short stay cycle parking spaces, and associated shower, locker, and changing facilities would be installed within each of the building blocks (A, B, and C). The Council's Highways Department have been consulted on the development and are satisfied that it is policy compliant.

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

12.6. Policy T3 encourages and supports the increasing use of bicycles by requiring new developments to provide convenient, accessible, safe, and secure cycle parking within the boundary of the site; provide suitable changing and showering facilities; and secure developer contributions for improvements to cycling infrastructure. Furthermore, Policy T3 requires walking to be facilitated by requiring larger developments to provide

accessible, inclusive, and safe pedestrian routes within and through the site. The development's cycle provision is satisfactory, as discussed above. With regards to walking and cycling routes, the development would be permeable because a north - south link would be formed, connecting the north and south College campus sites. The requirements of T3 have therefore been satisfied.

12.7. Policy T4 states that the Council will require development to conform with car parking standards and car parking permit free measures on all new development. Policy T5 requires new developments to include provision for accessible, off-street car parking for Blue Badge holders. As discussed in paragraph 12.4, vehicle parking, including blue badge, is acceptable to the Council. Amendments to the originally proposed scheme have been secured, whereby the disabled parking has been increased from 4 to 6 spaces, which have been moved closer to the building entrances.

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

12.9. Transport for London (TfL) have been consulted on the application and although have no 'in principle' objections to the development have made the following comments, which have been addressed in turn as follows.

12.10. The proposal represents a substantial trip generation increase and should be supported by the necessary connections to the wider area. Assurance is required that the current proposals would trigger and benefit from access improvements (two-way bridge link over the central line tracks) intended for the masterplan scheme. Clarification is required of the status of the cycle and pedestrian link under the Westway. TfL recommend for this development to be car free with 4 Blue Badge spaces provided in compliance with Policy T6.5 of the draft London Plan. Furthermore, there are safety and maintenance constraints on locating parking and manoeuvring vehicles at the restricted area underneath the Westway.

12.11. Highways officers at LBHF consider that the proposed minimal amount of private car parking, to satisfy end-user requirements, complies with the standards set out in the adopted London Plan 2016, is acceptable in this location. As explained in section 6.3, limited weighting is attached to the draft London Plan policies. To this end, it is considered that TfL's requirements, although desirable are not strictly necessary in ensuring that the development is acceptable and compliant with the local development framework. Furthermore, it is not considered necessary to carry out the bridge-link improvements, and construct the new railway bridge over the central line tracks at this stage. The new bridge link would be formed during the first phases of the masterplan. For clarity, a phasing programme would be secured via legal agreement which would outline the trigger for the new bridge link. Maintenance constraints of the underpass are not a material planning consideration.

12.12. Clarification has been requested, by TfL, that the proposed permanent (and visitor cycle) parking spaces would be secure and sheltered, designed to London Cycle Design standards. TfL recommend increasing proposed cycle parking levels to comply with Mayoral aims to increase cycling modal share London-wide. Shower, locker, and changing facilities should also be provided and illustrated on plans.

12.13. This has been secured and a compliance condition has been applied.

12.14. The proposal does not outline when the access improvements would be delivered. To be policy compliant, these should be triggered by the Meanwhile development. A PERS (Pedestrian Environment Review System) analysis and a Stage 1 Road Safety Audit are recommended to be carried out. The conclusions of simplified analysis of walking and cycling conditions are criticised for being overly positive and Depot Road is deemed unsuitable for vulnerable road users without improvements.

12.15. CERS and PERS assessments have been conditioned on TfL's request, despite LBHF Highways being, conversely, satisfied with the conclusions of the applicant's submitted analysis. A Road 1 Stage Safety Audit is not deemed necessary for this development. To address TfL's concerns regarding the safety of vulnerable road users, a Grampian condition has been applied requesting that a scheme outlining how safety measures for pedestrians and cyclists would be maintained on crossing the existing bridge at Depot Road and into the site. The wording of the condition has been agreed with GLA officers during the processing of the application.

12.16. Transport Assessment and Trip Generation/Mode Share Modelling - TfL are not supportive of the applicant's trip generation analysis. Bus capacity issues have also been raised by TfL during pre-application meetings for the masterplan redevelopment. BODS passenger information was supplied, however, not employed in the TS, meaning that the bus impact analysis is incomplete. The net trips are forecast as 43 by cycle, 50 on foot and 187 by underground and 49 by train. Without a Road Safety Audit, Depot Road is unsuitable to accommodate increased pedestrian/cycle trips. The applicants are requested to review these matters.

12.17. A bus capacity contribution has been included in the legal agreement and, as stated in paragraph 12.15, further assessments of the Depot Road junction have been requested through planning conditions. As Hammersmith and Fulham are the Highways Authority for this area and are satisfied with the supplied Trip Generation analysis, no further action is necessary in this regard. TfL comments are however noted.

12.18. TfL have also requested that the site owner should be advised to comply with the weight restriction for servicing and construction vehicles using the bridge over the railway at Depot Road and that a Travel Plan should be requested by condition and financed through s106.

12.19. An informative has been added notifying the applicants of a weight restriction on the bridge and funds for Travel Plan monitoring have been secured through a s106 legal agreement.

12.20. In general terms, the proposed access arrangements and the level of vehicular and cycle parking provision is acceptable with regards to the impact of the temporary development on the existing highways network. It is therefore considered that the development is policy compliant and acceptable.

13. ENERGY AND SUSTAINABILITY

13.1. Relevant national and regional planning policies on energy and sustainability are: National Planning Policy Framework (2012) 10. Meeting the challenge of climate change, flooding, and coastal change; London Plan policies 5.1 'Climate Change Mitigation'; 5.2 'Minimising Carbon Dioxide Emissions'; 5.3 'Sustainable Design and Construction'; 5.4A 'Electricity and Gas Supply'; 5.6 'Decentralised Energy in Development Proposals'; 5.7 'Renewable Energy'; 5.8 'Innovative Energy Technologies'; 5.9 'Overheating and Cooling'; 5.10 'Urban Greening'; and 5.11 'Green Roofs and Development Site Environs' are relevant in assessing the proposed development.

13.2. With regards to local planning policy context LBHF Local Plan 2018 policies CC1 'Reducing Carbon Dioxide Emissions' and CC2 'Ensuring Sustainable Design and Construction' are relevant.

13.3. London Plan Policy 5.1 sets out the energy hierarchy, which is expanded upon in the subsequent policies, requiring developments to use less energy with sustainable design and construction (Policy 5.3), supplying energy cleanly, including through decentralised energy networks (Policies 5.5 and 5.6) and using renewable energy (Policy 5.7).
Energy

13.4. The Local Plan Policy CC1 reiterates that of the London Plan and seeks to meet carbon dioxide reduction targets, setting out the energy hierarchy. Policy CC1 requires all major developments to implement energy conservation measures by a) including London Plan (2016) sustainable energy policies and meeting the associated carbon dioxide (CO₂) reduction targets; b) ensuring developments are designed to make the most effective use of passive design measures, and where an assessment such as BREEAM (or equivalent) is used to determine a development's environmental performance, this must be supplemented with a more detailed Energy Assessment to show compliance with the London Plan's CO₂ reduction targets; c) requiring energy assessments for all major developments to demonstrate and quantify how the proposed energy efficiency measures and low/zero carbon technologies will reduce the expected energy demand and CO₂ emissions; d) requiring major developments to demonstrate that their heating and/or cooling systems have been selected to minimise CO₂ emissions. This includes the need to assess the feasibility of connecting to any existing decentralised energy systems or integrating new systems such as Combined (Cooling) Heat and Power units or communal heating systems, including heat networks; and e) using on-site renewable energy generation to further reduce CO₂ emissions from major developments, where feasible 'be accompanied by Energy Strategies assessing how they implement London Plan (2016) sustainable energy policies and meet the associated carbon dioxide (CO₂) reduction targets.

13.5. The proposed Energy Strategy has followed the London Plan's Energy Hierarchy which promotes the use of energy demand reduction measures and low/zero emission energy generating technologies on-site as the method of reducing CO₂ emissions to meet the 35% reduction target. This target applies to all major developments including the proposal for Meanwhile offices. However, given the nature of the use which will be in place for 10 years, far less than the usual lifespan of a new development, the inclusion of some carbon reduction measures is less feasible on this proposal than on a permanent development. Nevertheless, the buildings have

incorporated energy efficiency measures to improve the insulation levels, include heat recovery measures, energy efficient lighting. Efficient gas fired water heaters are proposed to provide the limited amount of hot water required, with space heating and cooling provided via Air Source Heat Pumps, which are a renewable energy technology. The use of solar PV panels and other renewables has been explored however, are not considered to be economically viable.

13.6. These measures would reduce CO₂ emissions by 16%, which is less than the London Plan target of 35% reduction. Policy CC1 states that 'where it is not feasible to make the required CO₂ reductions by implementing these measures on-site or off-site as part of the development, a payment in lieu contribution should be made to the council which will be used to fund CO₂ reduction measures in the borough or elsewhere in London.' In this case the use of solar PV panels and other renewables are considered to be economically non-viable. Imperial College instead propose to contribute the equivalent level of funding into helping to commission the development and testing of a prototype 'Carbon Bio-Converter' panel. This would lever in further funds to a total of over £200,000, to enable the prototype to be designed, constructed, and tested.

13.7. The new work and research termed 'Carbon Bio-Converter' is carried out by Imperial College's alumnae who have formed a company called 'Arborea'. The group have developed equipment using carbon absorbing micro-organisms and have pioneered a membrane, which when incorporated into a system that they have invented, could enable the creation of a 'bionic tree' or 'bionic panels' that would be affixed onto buildings with the aim of absorbing the CO₂ equivalent to hundreds of conventional trees and converting it to oxygen.

13.8. The new technology is at prototype stage and requires investment to create a prototype panel, which would be developed further and constructed within a dedicated laboratory, so that the results achievable could be tested on their potential to work in field.

13.9. Should the prototype succeed, the Bio-Converter panel could have multiple uses and provide the capacity to absorb CO₂ wherever it is deployed. This could be on roofs, building facades, roadside barriers, and walls. It could be ground breaking in the fight against rising CO₂ emissions. In addition to converting CO₂ into oxygen, the technology has the potential to absorb pollutants such as NO_x and PM₁₀, which could make this invaluable in helping to tackle pollution in urban areas.

13.10. The London Plan, as well as containing policies on carbon emission reductions from development proposals, also contains policies that encourage London to be a sustainable centre for business, innovation, creativity, health, education, and research (Policy 2.1). Policy 5.8 supports and encourages the widespread use of innovative energy technologies and states that in strategic terms, the Mayor supports and encourages the widespread use of innovative energy technologies, to reduce the use of fossil fuels and carbon dioxide emissions. A number of suggestions are noted in the Policy, including electric and hydrogen fuel cell vehicles, hydrogen supply and distribution infrastructure and advanced conversion technologies such as anaerobic digestion, gasification and pyrolysis for the treatment of waste.

13.11. Since the whole Borough is an Air Quality Management Area and with the application site being located adjacent to the A40 flyover and West Cross Route, the development is ideally located to trial this new and innovative technology. Originating in

London, and locally at Hammersmith, this has the capacity to showcase the city as a centre for innovation and creativity, in compliance with London Plan Policy 2.1 by achieving strategic policy directive to ensure that the city retains and extends its global role as a sustainable centre for business, innovation, creativity, health, education, and research.

13.12. It is also particularly relevant to test the prototype on an application for temporary development such as this. With it being in situ for just 10 years any PV panels are unlikely to have sufficient time to make an economic return and would furthermore waste considerable resources to build. The maximum alternative in lieu payment for a 10-year development, calculated at £60 per tonne of CO₂ over a 30-year period, would be £39,600. This is not a sufficient amount, which could or would afford a meaningful CO₂ reduction, indeed only a limited CO₂ reduction would be achieved with this amount of investment/funding.

13.13. The Council's Environmental Policy Team have been consulted on this alternative approach and are generally satisfied that it meets policy directive to attract innovative technologies to the borough. A legal agreement is being drawn up to secure the funding from the applicant (Imperial College) to the company commissioned to produce the bio-converter prototype.

13.14. The case has also been referred for consultation to the Greater London Authority (GLA) where case officers have drawn the same conclusions and have agreed that investment into the alternative technology in lieu of requesting a conventional offset payment is an acceptable and innovative approach in determining this application.

13.15. On balance therefore, and in this exceptional case, it considered by LBHF and GLA officers that the shortfall in CO₂ emissions of 19% can be offset in this way and secured via legal agreement, thus complying with policy directive. In terms of Energy the development is therefore deemed to be acceptable.

Sustainability

13.16. Policy CC2 of the LBHF Local Plan requires the implementation of sustainable design and construction in all major developments by: a) implementing the London Plan sustainable design and construction policies to ensure developments incorporate sustainability measures, including: minimising energy use; making the most effective use of resources such as water and aggregates; sourcing building materials sustainably; reducing pollution and waste; promoting recycling and conserving and promoting biodiversity and the natural environment; ensuring developments are comfortable and secure for users and avoiding impacts from natural hazards (including flooding); and b) Requiring Sustainability Statements (or equivalent assessments such as BREEAM) for all major developments to ensure the full range of sustainability issues has been taken into account during the design stage. The integration of sustainable design and construction measures will be encouraged in all other (i.e. non-major) developments, where feasible.

13.17. A Sustainability Statement has been submitted to support the development stating that a BREEAM 2014 'Very Good' rating is aspired to be achieved through the following measures:

1) Land, Site Layout, and Building Design - the development would be situated on land which has previously been developed. The site benefits from good access to public transport and low carbon use of transport would be promoted through provision facilities for pedestrians and cyclists.

2) Conservation of Energy and Water - an energy demand assessment has been undertaken to demonstrate that passive design and energy efficiency measures have been implemented to reduce the regulated CO₂ emissions of the development. As explained above, it is anticipated that the regulated CO₂ emissions will be reduced by 16% over Part L 2013. Water efficient fixtures and fittings are proposed to reduce water consumption rates.

3) Materials and Other Resources - materials used in the development will be responsibly and sustainably sourced and recycled where feasible, and will be chosen with a focus on achieving a low overall environmental impact.

4) Nature and Biodiversity - existing features of Ecological value on the site and adjacent to the site will be protected during the works in line with the advice of an Ecologist. No loss of trees is proposed.

5) Climate Change Adaption - measures have been taken to mitigate against the impact of extreme weather conditions as a result of climate change in the lifetime of the building. At this stage, these are particularly in relation to drainage but consideration of other measures will be made as the design is developed. The GLA's cooling hierarchy has been followed in the development of the buildings' energy strategy.

6) Surface Water, Flood Risk, and Pollution - the site is situated in flood risk zone 1. The risk of flooding from all sources has been assessed and found to be low/moderate. The proposed drainage network will reduce risk of flooding by limiting surface water discharge to a maximum of 30 l/s for storm events up to the 1 in 100-year return period storm with climate change allowance. This rate is equivalent to 3 x greenfield run-off rate for the site. SUDS features will be incorporated into the design of the buildings and landscaping, and the impact of climate change will be considered by increasing rainfall volumes by 40%. This is in accordance with planning guidance contained within the London Plan, the SFRA and other LBHF policy.

7) Construction - the main contractor will be required to demonstrate environmental responsibility via achieving best practice in the Considerate Constructors Scheme, complying with the Control of Dust and Emissions during Construction and Demolition SPG, and producing a site Waste Management Plan prior to any construction works.

13.18. The Sustainability Statement has been reviewed by the Council's Environmental Policy Team, who have noted that the BREEAM 2014 benchmarking assessment indicates that the current anticipated baseline score is 51.5%, which is equivalent to a 'Good' rating. However, that potential credits have been identified which could result in the building achieving a score of 62.30%, which is equivalent to a 'Very Good' rating with a margin of 7.30%. A margin of at least 3% 5% is recommended above the minimum required score at this stage to secure the target rating against design changes and potential constraints identified during the construction stage.

13.19. The normal baseline requirement to show compliance with the London Plan and Local Plan sustainability requirements is a 'Very Good' BREEAM rating. A compliance

planning condition has been applied to the consent to ensure that the development is achieves a 'Very Good' BREEAM rating.

13.20. It is considered that the above measures are acceptable in terms of sustainability and meeting the requirements of Policy CC2 on a temporary basis.

14. FLOOD RISK AND DRAINAGE

14.1. National Planning Policy Framework (2012) 10. Meeting the challenge of climate change, flooding and coastal change and the London Plan (2016) Policy 5.12 'Flood Risk Management', Policy 5.13 'Sustainable Drainage', Policy 5.14 'Water Quality and Wastewater Infrastructure', Policy 5.15 'Water Use and Supplies' set out national and regional policy context for water management within development.

14.2. The local policy context on the matter is set out within the LBHF Local Plan (2018) Policy CC3 'Minimising Flood Risk and Reducing Water Use', Policy CC4 'Minimising Surface Water Run-off with Sustainable Drainage Systems' and Policy CC5 'Water Quality'.

14.3. Policy 5.12 of the London Plan states that development proposals must comply with the flood risk assessment and management requirements set out in the NPPF over the lifetime of the development.

14.4. Policy 5.13 of the London Plan states that Development should utilise sustainable urban drainage systems (SUDS) unless there are practical reasons for not doing so, and should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible in line with the following drainage hierarchy:

- 1 - store rainwater for later use
- 2 - use infiltration techniques, such as porous surfaces in non-clay areas
- 3 - attenuate rainwater in ponds or open water features for gradual release
- 4 - attenuate rainwater by storing in tanks or sealed water features for gradual release
- 5 - discharge rainwater direct to a watercourse
- 6 - discharge rainwater to a surface water sewer/drain
- 7 - discharge rainwater to the combined sewer.

Drainage should be designed and implemented in ways that deliver other policy objectives, including water use efficiency and quality, biodiversity, amenity, and recreation.

14.5. London Plan Policy 5.14 states that development proposals must ensure that adequate wastewater infrastructure capacity is available in tandem with development. It goes on to say that proposals that would benefit water quality should be supported while those with adverse impacts should be refused. Policy 5.15 requires development to minimise the use of mains water by incorporating water saving measures and equipment.

14.6. LBHF Local Plan Policy CC3 sets out measures to reduce the use of water and minimise current and future flood risk in development which include the submission of a Flood Risk Assessment (FRA). Policy CC4 requires all proposals for new development

to manage surface water run-off as close to its source as possible in line with the London Plan drainage hierarchy. Furthermore, all major developments must implement Sustainable Drainage Systems (SUDS) to enable a reduction in peak run-off to greenfield run off rates for storms up to the 1 in 100 year event; be required to provide a sustainable drainage strategy that demonstrates how SUDS will be integrated to reduce peak flow volumes and rates; be designed where possible to help deliver other Local Plan policies such as biodiversity, amenity and recreation, water efficiency and quality and safe environments for pedestrians and cyclists; outdoor car parking areas and other hard standing surfaces shall be rainwater permeable with no run-off directed into the sewer system, unless there are practical reasons for not doing so; flat roofs should be living roofs to help contribute to reducing surface water run-off; and SUDS measures must be retained and maintained for the lifetime of the development and details of their planned maintenance must be provided to the council.

14.7. The Council's Environmental Policy Team have been consulted on the proposed flooding and drainage and are generally satisfied with the proposed SUDS strategy for the meanwhile space development.

14.8. As required by policies CC3 and CC4, a Flood Risk Assessment and Drainage Strategy have been submitted for the Meanwhile Spaces development. These have been assessed in conjunction with the Flood Risk Assessment and the Drainage Strategy for the outline masterplan application 2018/00267/OUT because the drainage strategy for the Meanwhile Space development requires to be compatible with that of the overall masterplan and the phasing requirements of the development.

14.9. The Flood Risk Assessment (FRA) for the meanwhile development identifies the site to be in Environment Agency's Flood Zone 1. This indicates a low risk to flooding from the River Thames. The proposed development does not include any subterranean elements, so sewer and groundwater flood risks are considered to be low. The site is not in a surface water flooding hotspot, however, there will be a need to mitigate surface water run-off. The FRA focuses on this aspect of flood management, although in terms of flood protection, it notes that the inclusion of flood resilience measures will be considered on a building by building basis during the detailed design stage. Given the low flood risks, this approach is accepted and complies with Policy CC3.

14.10. The SUDS Strategy for the Meanwhile scheme has been developed showing that the majority of attenuation is provided by an on-site attenuation tank capable of storing rainwater for controlled discharge into the sewer network for all storm events up to 1 in 100-year storm event, with climate change impacts factored in. Some attenuation would also be provided from the landscaped areas around the site where rainfall would infiltrate into the ground. The hard-landscaped area north of Building C would be designed to direct run-off into a landscaped area and where possible some of the roof run-off from Building C would also be directed into the landscaped areas. The main carriageways and footpaths would be drained and discharged to the attenuation tanks. Smaller footpaths, hard standing areas to the north-west and the small square would be drained to the soft-scape. Where possible, surface water would be captured from the hard surfaces and roofs and reused for manual irrigation of the landscape.

14.11. The wider masterplan redevelopment site has been assessed for the suitability of inclusion of a wider range of SUDS measures at a later stage within the masterplan. Measures to be integrated include green and blue roofs, permeable paving, and SUDS tree pits in addition to the storage tank. As the development of the masterplan

progresses there would be scope to assess the wider design and achieve a more comprehensive drainage strategy that would maximise above ground measures. This approach would compensate for and be an improvement to the relatively limited measures proposed for the Meanwhile Uses. In this instance, it is acceptable because the meanwhile space development, including its Landscaping Strategy, is temporary and cannot achieve all the required above ground attenuation measures, whilst the permanent masterplan Landscaping Strategy is being designed fully implementing the sustainable measures outlined in Policy CC4.

14.12. The southern hardstanding zone (Area 22 as referred to in drawings Meanwhile Landscape GA (981116-MW-P-10-100 Rev B and Meanwhile Landscape Context Plan (981116-MW-P-10-103 Rev B) has been designated for ad-hoc use and storage connecting to the attenuation tank. The drainage infrastructure for the hardstanding area will be designed to accommodate a 1 in 30-year storm. This means that in the event of a higher storm intensity, the hardstanding area would locally pond at the low point in the central area within the hardstanding (away from the access/egress). This approach is considered to be acceptable given that no development of this hardstanding area is proposed. However, should the use of this area change to accommodate more permanent uses which would be more vulnerable to flooding, this approach would need to be revisited and additional measures or storage provided as controlled flooding on the surface would unlikely to be acceptable. A condition requesting details of use and structures to be located at Area 22 has been applied.

14.13. Policies within the Local and London plans on water efficiency are covered by the commitment to include sustainability measures and achieve BREEAM Very Good performance, which requires integration of water efficiency measures. Regarding wastewater issues, Thames Water have been consulted on the proposed development and were unable to determine the waste water infrastructure needs of the site. It has been recommended to request, via condition, that details of drainage infrastructure are submitted detailing on and/or off-site drainage works and connection points. A condition to this effect has been applied to the consent and it is considered that the development adequately addresses the requirements of Policy CC4 of the LBHF Local Plan 2018 and Policy 5.13 of the London Plan 2016.

14.14. Furthermore, a condition requiring the implementation of the submitted SUDS Strategy and SUDS measures within the approved Flood Risk Assessment to be retained and maintained for the duration of the development has also been applied. The proposals are thus acceptable and comply with national, regional, and local plan policies set out above.

15. CONTAMINATED LAND AND WASTE MANAGEMENT

15.1. London Plan Policy 5.21 Contaminated Land and LBHF Policy CC9 Contaminated Land set out the policy directive for contaminated land in the area.

15.2. Policy 5.21 of the London Plan requires appropriate measures to be taken to ensure that development on previously contaminated land does not activate or spread contamination. Policy CC9 of the Local Plan requires applicants to carry out site assessment and submit a report of findings on sites where contamination is known to be present, to establish the nature and extent of contamination.

15.3. During the assessment of the application for conservation area consent (2017/02033/CAC) for the demolition of existing buildings on site, applicants were requested by LBHF Contaminated Land Team to carry out Site Investigation and Preliminary Risk Assessment. These documents have been submitted and the methodologies and remediation strategies set out within were approved by the Planning Authority, in consultation with Environmental Health colleagues. It has been agreed and requested by condition on both, Demolition and Meanwhile Space, applications that site investigation would be undertaken in compliance with the approved Site Investigation Scheme 'White City Campus Proposed Development - Unigate Demolition - Site Investigation Scheme White City Campus Proposed Development. WSP Ref: 70036154 V670036154 V6.2, December 2017' proposing additional investigation works following the recommendations of 'White City Campus Imperial College, London: Preliminary Risk Assessment Land Quality, WSP ref: 70028118 V2.3 November 2017' quantitative risk assessment report.

15.4. Therefore, when consulted on this proposal the Council's Contaminated Land Team have advised that they have no objections to the proposed development subject to conditions requiring site investigation, remediation, and monitoring to be carried out as agreed. Thus, the development would be carried out in accordance with the requirements of Local (CC9) and London Plan (5.21) policies on Contaminated Land set out above, and the development is therefore acceptable in this regard.

15.5. LBHF Local Plan 2018 Policies CC6 Strategic Waste Management and CC Policy CC7 On-site Waste Management set out the Council's directive for managing waste. The management of waste has not been considered within the applicant's supporting information and therefore a condition has been applied to the planning consent requesting that a Waste Management Plan is prepared, incorporating sustainable on-site waste management measures in accordance with the above policies.

16. AIR QUALITY

16.1. London Plan Policy 7.14: Improving Air Quality requires development proposals to a) minimise increased exposure to existing poor air quality and make provision to address local problems of air quality (particularly within Air Quality Management Areas (AQMAs) and where development is likely to be used by large numbers of those particularly vulnerable to poor air quality, such as children or older people) such as by design solutions, buffer zones or steps to promote greater use of sustainable transport modes through travel plans (see Policy 6.3) b) promote sustainable design and construction to reduce emissions from the demolition and construction of buildings following the best practice guidance in the GLA and London Councils' 'The control of dust and emissions from construction and demolition' c) be at least 'air quality neutral' and not lead to further deterioration of existing poor air quality (such as areas designated as Air Quality Management Areas (AQMAs) d) ensure that where provision needs to be made to reduce emissions from a development, this is usually made on-site. Where it can be demonstrated that on-site provision is impractical or inappropriate, and that it is possible to put in place measures having clearly demonstrated equivalent air quality benefits, planning obligations or planning conditions should be used as appropriate to ensure this, whether on a scheme by scheme basis or through joint area based approaches e) where the development requires a detailed air quality assessment and biomass boilers are included, the assessment should forecast pollutant

concentrations. Permission should only be granted if no adverse air quality impacts from the biomass boiler are identified.

16.2. LBHF Local Plan Policy CC10: Air Quality states that the Council will seek to reduce the potential adverse air quality impacts of new developments by:

'a. requiring all major developments to provide an air quality assessment that considers the potential impacts of pollution from the development on the site and on neighbouring areas and considers the potential for exposure to pollution levels above the Government's air quality objective concentration targets;

b. requiring mitigation measures to be implemented to reduce emissions, particularly of nitrogen oxides and small particles, where assessments show that developments could cause a significant worsening of local air quality or contribute to the exceedances of the Government's air quality objectives; and

c. 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.'

16.3. The Council's Air Quality Team have been consulted and have reviewed the foregoing proposal. No objections subject to conditions were raised. Furthermore, it is considered that the applicant, Imperial College, are committed to making serious time resource and financial investments into new technologies which could assist to combat carbon emissions and improving air quality on a global scale, as discussed in section 13.

16.4. Officers therefore consider that the development achieves the above policy requirements, thus complying with Policy CC10 of the Local Plan and Policy 7.14 of the London Plan.

17. COMMUNITY INFRASTRUCTURE LEVY AND SECTION 106 LEGAL AGREEMENT

17.1. Mayoral CIL came into effect in April 2012 and is a material consideration to which regard must be had when determining planning applications. LBHF CIL came into effect in September 2015. CIL liable development proposals approved on or after 1st of September 2015 require to pay both borough and mayoral CIL.

17.2. The LBHF CIL Charging Schedule identifies developments within White City East as NIL charged. However, the development is not identified as exempt on the mayoral charging schedule. The additional B1 office 22,534sqm (GIA) floorspace would therefore incur pertinent mayoral CIL charges.

17.3. Policy 8.2 of the London Plan states that - 'when considering planning applications of strategic importance, the Mayor will take into account, among other issues including economic viability of each development concerned, the existence and content of planning obligations. Development proposals should address strategic as well as local priorities in planning obligations'... and that 'importance should also be given to tackling climate change, learning and skills'.

17.4. Local Plan Policy DEL1 (Delivery and Implementation) states that 'the council will implement the policies and proposals of the local plan' having regard to the financial viability of the development will negotiate Section106 Agreements.

17.5. To this end, and in compliance with the above policies, the following Heads of Terms have been agreed with the applicant to be included within the forthcoming legal agreement:

- o Carbon Dioxide off-set - Imperial College London to commit prior to commencement to commission Arborea to develop and procure a Carbon-Bio-Converter prototype panel, to be constructed and tested at White City. A project monitoring report shall be produced and submitted to the Council on the progress of the commissioned technology in terms of prototype panel production and carbon-offsetting.
- o Travel Plan - monitoring and review - £5,000 to be secured per review at years 1, 3, and 5.
- o Bus Capacity - financial contribution recommended to be secured by TfL and LBHF Highways Department for £50,000.
- o Phasing Programme - of the Meanwhile Spaces development within the context of the wider masterplan, shall be submitted to and approved in writing by the Council. The details shall include the proposed sequence of development across the site, the extent of the development phases, the timing for the completion of the public realm relative to each phase and the delivery of the proposed new bridge link from Wood Lane into the site. The development shall be carried out in accordance with the approved phasing.
- o Jobs, Employment, and Business Strategy - shall be secured including an assessment of economic contributions to the Borough such as: two apprentices to be employed during the on-site construction; input into manufacturing/construction process on-site for local construction workers - 10% local labour; and procurement - 10% local business.
- o Workspace - Imperial College London to commit to enter into a joint venture with Hammersmith based digital venture builder Blenheim Chalcot, to deliver and run at least half of the permitted floorspace.

18. SUMMARY, RECOMMENDATION, AND CONCLUSION

18.1. Section 5 of the report describes the Meanwhile Space concept in relation to the wider masterplan and Section 7 provides an assessment of the principle, land use and phasing of the temporary development as a vehicle in activating the site during the construction of the wider masterplan. In terms of phasing, it is explained that the meanwhile development would be built out in three phases, which would form the 'Initial Phase' of the wider masterplan development, to which this application relates. Masterplan phasing has also been considered for the period of 2019 - 2041 and a Phasing Programme for the Meanwhile development in the context of the masterplan secured via legal agreement. The scheme therefore exemplifies sustainable development as required by the NPPF and complies with London and Local Plan strategic policy directive.

18.2. In Section 8, the Economic and Employment issues are assessed and approved as being beneficial for the borough, focusing on research and innovation. The purpose of the space is to amalgamate research expertise in the same area. Planning and economic gain has been secured via a s106 legal agreement, whereby the Council will enter into a Joint Venture agreement with a Hammersmith based venture building company who would manage at least half of the built floorspace. Furthermore, a Jobs, Employment and Business Strategy required by agreement would ensure two apprenticeships in construction, 10% local labour in construction and 10% procurement from local businesses. This section has explained that the proposed Meanwhile Space complies with London and Local Plan economic policies in that it would deliver 25,486sqm of B1 office space within White City Opportunity Area, attracting start-up companies within research based industries, which is strongly supported.

18.3. In terms of the proposed design, it has been agreed in Section 9 that the modular design and 4 storey massing and built form layout are acceptable for a temporary period of ten years. In the longer-term, the gain of the development would be to attract necessary businesses to the area to then occupy the permanent floor space of the forthcoming masterplan and innovation district. Signage and Lighting Strategies have been requested by condition to signify the development.

18.4. The amenity of existing and future residents, users and occupiers of the area is addressed in Section 10 of the report, where it is concluded that the proposed development would be located out-with the immediate vicinity of existing residential properties to have any negative impact in terms of privacy, overlooking, outlook, daylight, overshadowing, noise, or vibration. The impact on future occupiers would be assessed via information required by conditions, which have been applied.

18.5. Landscaping and biodiversity considerations are assessed in Section 11, which has outlined the development's positive contribution to the greening of the borough on a temporary basis. The development would also contribute to enhancements in biodiversity in compliance with relevant policies.

18.6. Section 12 of report deals with access and transport issues, where it is accepted that the existing access off Depot Road would be utilised with relevant assessment to ensure the safety of pedestrians and cyclists required by condition. The development would have minimal private car parking spaces and maximum blue badge parking, together with sufficient cycle parking provision. It complies with planning policy and is appropriate for the proposed temporary use. The Council's Highways Department are satisfied that the additional floorspace would be adequately accommodated within the existing public transport network.

18.7. Section 13 assesses energy and sustainability and outlines the alternative approach taken to carbon dioxide off-set, which proposes investment into new technologies in-lieu of delivering the full 35% saving on-site or securing an off-site payment for established carbon saving measures such as photovoltaic panels. With regards to sustainability, the development is also acceptable would achieve a BREEAM 'Very Good' rating. It is therefore satisfactory and policy compliant.

18.8. Section 14 deals with flooding and drainage issues, whereby it has been accepted that the temporary scheme would be attenuated mainly through below ground attenuation tanks. As the masterplan develops, sustainable measures of attenuation through landscaping and green roofing (appropriate on permanent rather than

temporary structures) would be included. Thames Water and the Council's Environmental Policy Team have been consulted and have no objections subject to conditions to the development.

18.9. Section 15 deals with contaminated land and waste management and explains that it is likely that there are contaminants on this site, due to its industrial history. A suite of contaminated land conditions has been applied to the consent, which require Site Investigation, Remediation, and Verification to be carried out as previously agreed with the applicant, prior to the occupation of the development. A Waste Management Plan is also requested by condition to comply with relevant local policies.

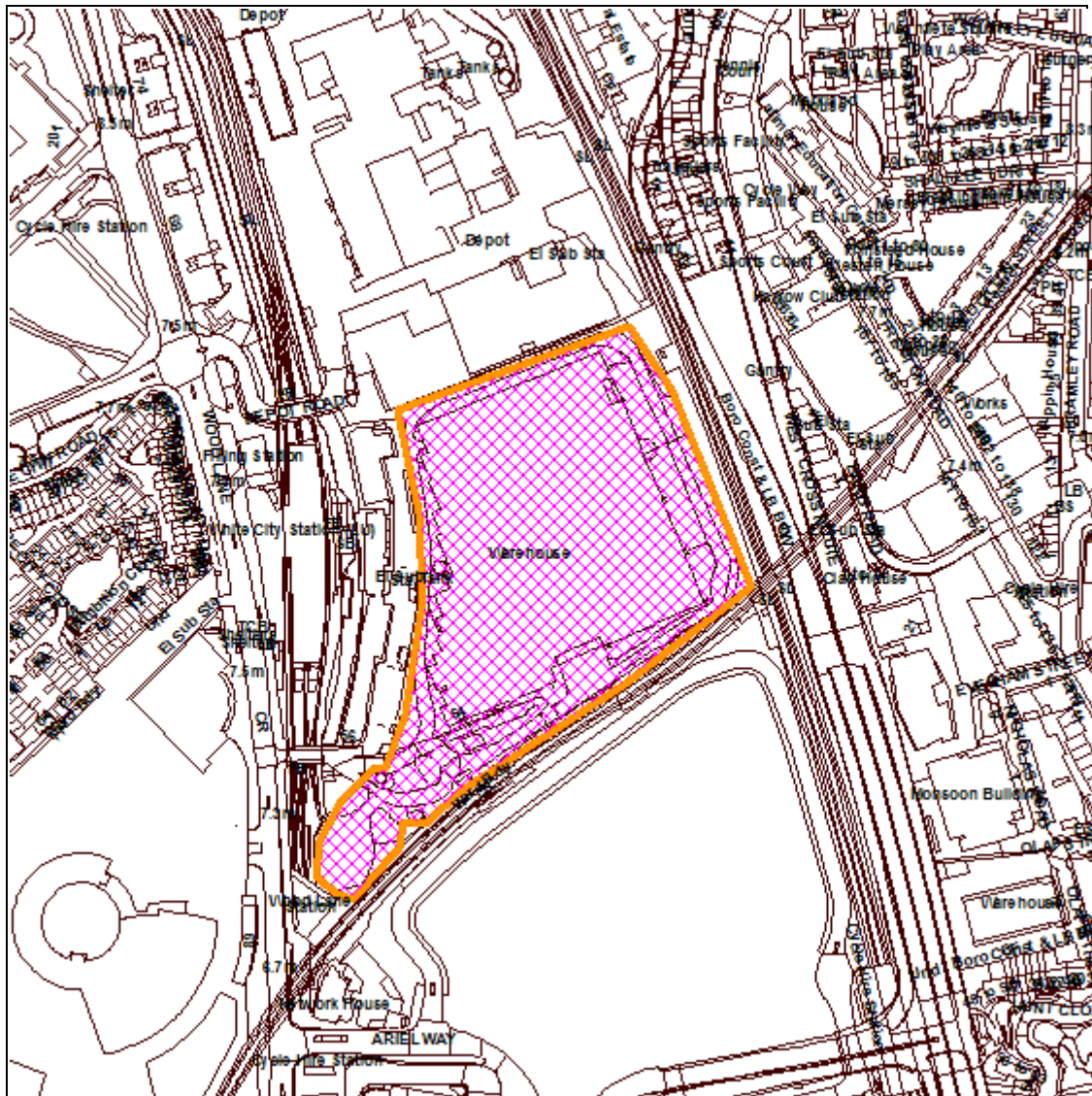
18.10. Section 16 has assessed the impact of the development on air quality, whereby the discourse in Section 13 on the applicant's commitment to invest into new sustainable technologies also applies as it could help alleviate air pollution in the future. The council's Air Quality Team have been consulted and have recommended that conditions are applied to ensure the development complies with relevant LBHF and London Plan policies.

18.11. Overall, the development is supported by LBHF and GLA officers because it complies with the statutory planning policy framework, as has been discussed in relevant sections of the report. It is therefore recommended that full planning permission is granted subject to conditions and the terms negotiated within the s106 legal agreement.

Ward: College Park And Old Oak

Site Address:

M&S White City Site 54 Wood Lane London W12 7RQ



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

Reg. No:
2017/04567/RES

Case Officer:
Mr Neil Button

Date Valid:
27.11.2017

Conservation Area:
Wood Lane Conservation Area - Number 42

Committee Date:
20.03.2018

Applicant:

St James Group
C/O Agent

Description:

Submission of reserved matters application dealing with all reserved matters including access, appearance, landscaping, layout and scale in respect of Development Plot B1 (erection of 13-27 storey building with basement level providing 416 affordable homes (including 80 x Extra Care Units) and 952 sqm (GEA) commercial floorspace with associated external amenity space, public realm, car and cycle parking and other works) pursuant to planning application 2017/04377/VAR (for the comprehensive residential led mixed use redevelopment of the former M&S Warehouse Site in White City)

Drg Nos: See Condition no. 1

Application Type:

Submission of Reserved Matters

Officer Recommendation:

That the application be approved, subject to the conditions set out below:

Further Recommendation:

Subject to approval of the main recommendation, Committee resolve that the main reasons and considerations on which its decision is based are all the material considerations contained in the officer's report and raised in the course of debate at Committee, including the environmental information contained in the applicant's Environmental Statement, pursuant to the Town and Country Planning (Environmental Impact Assessment)(England and Wales) Regulations 1999.

- 1) The development, as set out in this reserved matters application in respect of scale, appearance, layout, access and landscaping shall not be constructed unless in accordance with the approved drawings marked:

425-PT-B4-PL-LB1-0002 PL2
425-PT-B4-PL-L00L01-0001 PL2
425-PT-B4-PL-L02L03-0001 PL1
425-PT-B4-PL-L04L05-0001 PL2
425-PT-B4-PL-L06L07-0001 PL1
425-PT-B4-PL-L08L09-0001 PL2
425-PT-B4-PL-L10L11-0001 PL2
425-PT-B4-PL-L12L13-0001 PL2
425-PT-B4-PL-L14L15-0001 PL2
425-PT-B4-PL-L16L17-0001 PL1
425-PT-B4-PL-L18L19-0001 PL1
425-PT-B4-PL-L20L21-0001 PL1
425-PT-B4-PL-L22L23-0001 PL1
425-PT-B4-PL-L24L25-0001 PL1
425-PT-B4-PL-L18L19-0001 PL1
425-PT-B4-PL-L26RF-0001 PL1
425-PT-B4-PL-ELE-0001 PL1

425-PT-B4-PL-ELE-0002 PL1
425-PT-B4-PL-ELE-0003 PL2
425-PT-B4-PL-ELE-0004 PL1
425-PT-B4-PL-ELE-0005 PL2
425-PT-B4-PL-ELE-0006 PL1
1486/055A
425-PT-B4-SCH-003
425-PT-B4-SCH-008

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 (2016) and policies DC1, DC2, DC3, DC5 and DC8 of the Local Plan (2018) and White City Opportunity Area Planning Framework (2013).

- 2) In accordance with condition 2(i) of the extant planning permission (Ref: 2017/04377/VAR), the Development, hereby approved as set out in the reserved matters submission shall commence on Development Plot B1 within 2 years from the approval date of this reserved matters application.

Reason: To comply with section 92 of the Town and Country Planning Act 1990 (as amended). Extended time periods for which the planning permission can be implemented is given in light of the exceptional circumstances relevant to the ownership of the site and to the development.

- 3) Prior to commencement of any above ground development, detailed plans and specifications of the M4(3) Wheelchair User Dwellings (for all housing tenures) shall be submitted to the local planning authority for approval showing how the dwellings could be easily adapted to M4(3) (b) standards which would comprise a fully wheelchair accessible unit readily useable by a wheelchair occupier at the point of completion. The detailed plans shall include (but not be limited to) the following information

- 1500x1500 level landing outside entrance door
- kitchen counter layout compliant with Part M para 3.34 , table 3.4 and diagram 3.8
- minimum requirements for sanitary provision relating to each bedspace:
- 1500x1500 dimension and turning circle on balconies
- compliant nibs at doorways

Any unit which is subject to council nominations shall be built out, prior to first occupation in accordance with the M4(3) (b) standard, as required.

Reason: To ensure that the proposal provides an inclusive and accessible environment in accordance with the Policies 3.8 and 7.2 of the London Plan (2016) and policy HO5 of the Local Plan (2018) and the Council's Planning Guidance Supplementary Planning Document.

- 4) Prior to the commencement of phase 2, a detailed Wind Microclimate Report shall be submitted to and approved in writing by the local planning authority. The Report shall comprise of an assessment of the wind microclimate at various receptors within the phase 2 reserved matters site area and will include a detailed

description of the mitigation measures necessary to reduce the wind microclimatic conditions to a level which is appropriate for their intended purpose. No part of the development shall be occupied until the micro climate mitigation measures necessary to provide an appropriate wind environment in this part of the development identified within the Microclimate Report have been implemented in accordance with the report, with regards to the relevant part of the development. The measures shall be permanently retained thereafter.

Reason: To ensure that suitable measures are incorporated to mitigate potential adverse wind environments arising from the development and to ensure an acceptable external environment for the occupiers and visitors in accordance with policies DC1, DC2 and DC3 of the Local Plan (2018) and policies 7.6 and 7.7 of the London Plan (2016).

Justification for Approving the Application:

- 1) Principle of Development: The reserved matters submission is broadly in accordance with the approved outline planning permission for the comprehensive residential led mixed use redevelopment of the site. This part of the development will make an important contribution towards meeting local and strategic housing needs by delivering a significant number of affordable homes and would also create a vibrant and creative place with a stimulating and high quality environment where people will want to live, work, shop and spend their leisure time. The development will provide a high quality external environment in the landscaped courtyard and public realm at the frontages and will provide an active ground floor with the retail and leisure uses. The reserved matters are considered to be acceptable and in accordance with policies 2.13, 2.15, 3.3B, 3.3D and 3.3E of the London Plan (2016) and Policies WCRA, WCRA1, H01, H03, DC1, DC2 and DC3 of the Local Plan (2018) and White City Opportunity Area Planning Framework (2013).
- 2) Housing: The proposals will deliver a significant number, range and mix of affordable homes, at a range of social rent, affordable rent, intermediate (Council Shared Equity), London Living Rent and Extra Care tenures which will make a vital contribution towards the Council's Housing targets, which have been increased within the White City Regeneration Area in the Local Plan (2018). The proposed mix of tenure types and sizes would be in accordance with the approved outline planning permission and would comply with Policies 3.3B, 3.3D and 3.3E of the London Plan (2016), and policies H01, H03, H05 and H07 of the Local Plan (2018) and the Council's Planning Guidance Supplementary Planning Document (2018) and White City Opportunity Area Planning Framework (2013).
- 3) Design: The reserved matters submission is broadly in accordance with the parameter plans and design codes, and condition tolerances as set out in the outline planning permission. Development Plot B1 provides a considered design response to the emerging character of the Regeneration Area and has no adverse

impacts on the surrounding built environment which includes the Wood Lane Conservation Area and Grade II listed Television Centre building. The scale, appearance and layout of Development Plot B1 is considered to meet the policy requirements in delivering buildings with good quality architecture which optimises the residential capacity of the site and provides high quality urban realm. Specifically, the distribution of scale, massing and height of the taller elements has been demonstrated to have minimal townscape, heritage and visual amenity impacts on the local and wider context. Although the proposed development will be visible and will have an impact on views from within LBHF and in the short-medium term from RBKC, it is considered that the impact is not one of significant harm to conservation areas or local townscape and the proposed development would have a neutral impact on the skyline of this part of White City. The proposed development is therefore considered acceptable in accordance with policies 7.1, 7.2, 7.3, 7.4, 7.5, 7.6, 7.7, 7.8 and 7.21 of the London Plan (2016) and policies WCRA, WCRA1, DC1, DC2, DC3 and DC8 of the Local Plan (2018) and the Council's Planning Guidance Supplementary Planning Document (2018) and White City Opportunity Area Planning Framework (2013).

- 4) **Built Heritage:** It is considered that the proposed development would cause less than substantial harm to the character or appearance of the conservation area and setting of the nearby listed buildings. The limited extent of harm that is caused would be outweighed by the significant townscape, urban design and regeneration benefits of the proposals, individually and as part of the comprehensive development which together, form significant public benefits to outweigh the less than substantial harm. The proposed development would be visible from within LBHF and from isolated instances in the Royal Borough of Kensington and Chelsea. The impact of the proposal on the historic significance, visual amenity, character and appearance of these areas, in particular Wood Lane Conservation Area and setting of the Grade II listed buildings in the area, is considered on balance acceptable. The proposed development is therefore considered to be acceptable and would be in accordance with policies 7.4, 7.7 and 7.8 of the London Plan (2016), policies WCRA, WCRA1, DC1, DC2, DC3 and DC8 of the Local Plan (2018) and the Council's Planning Guidance Supplementary Planning Document (2018) and White City Opportunity Area Planning Framework (2013).
- 5) **Residential Amenity:** The proposed development would not result in significant harm to the amenities of adjoining occupiers in terms of daylight/sunlight, overshadowing, and privacy. It is considered that the proposals have been designed so that they do not unduly prejudice the development potential of the adjoining sites to the west and north which have the capacity to contribute towards the comprehensive regeneration of the Opportunity Area, by virtue of the extent of the daylight, sunlight, overshadowing and privacy impacts. Potential impacts (both of the scheme and its cumulative effects) in terms of air quality, light pollution, solar glare, wind tunnelling, noise or TV/radio reception would be acceptable, subject to the various mitigation methods proposed which are secured by conditions in the outline permission. In this regard, the development would respect the principles of good neighbourliness. The proposed development is therefore considered to be acceptable and would be in accordance with policies 3.5, 3.6, 3.8, 7.3, 7.6, 7.7, 7.14 and 7.15 of the London Plan (2016) and policies WCRA, WCRA1, CC10, CC11, CC12, CC13, DC1, DC2, DC3 and DC8 of the Local Plan (2018) and the Council's Planning Guidance Supplementary Planning Document (2018) and White City Opportunity Area Planning Framework (2013).

Access: Subject to conditions, it is considered that the development would provide a safe and secure environment for all users. The development is therefore considered to be acceptable in accordance with Policies 3.8, 6.12 and 7.2 of the London Plan (2016), policy H05, DC1 and DC2 of the Local Plan (2018) and the Council's "Planning Guidance" Supplementary Planning Document (2018).

- 6) Quality of Residential Accommodation: Notwithstanding the instances whereby the residential accommodation falls short of standards set out in the planning guidance (in terms of light levels and privacy), the proposal is considered, on balance to provide an acceptable standard of accommodation for future occupiers of the residential accommodation in respect of the living space, aspect and amenity, for a scheme which is located within a high density urban context that is envisaged to optimise development capacity. The majority of the proposed units would benefit from acceptable levels of daylight/sunlight, outlook and privacy. The development is therefore considered, on balance, to be acceptable in accordance with Policies 3.5 and 3.8 of the London Plan (2016), Policy H04 and H011 of the Local Plan (2018) and the Council's "Planning Guidance" Supplementary Planning Document (2018).
- 7) Highways :Subject to conditions recommended in this reserved matters application, and the conditions and s106 obligations attached to the outline planning permission, Development Plot B1 (Phase 2) 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 in the development. The development would therefore be acceptable in accordance with the NPPF (2012), London Plan (2016) Policies 6.3, 6.9, 6.10, 6.11, 6.13, Policies T2, T3, T4 and T7 of the Local Plan (2018)
- 8) Sustainability: Sustainability measures for sustainable design and construction have been incorporated into Development Plot B1 (Phase 2) and it is anticipated that the development would have a sustainability rating equivalent to the former 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 2017/04377/VAR to reduce CO2 emissions. The development would therefore be acceptable in accordance with London Plan (2016) Policies 5.1,5.2, 5.3, 5.6, 5.7, 5.8 and 5.9 and Local Plan (2018) policies CC1, CC2 and CC4.

LOCAL GOVERNMENT ACT 2000 LIST OF BACKGROUND PAPERS

All Background Papers held by Helen Murray (Ext: 3439):

Application form received: 24th November 2017

Drawing Nos: see above

Policy documents: National Planning Policy Framework (NPPF) 2012
The London Plan 2016
LBHF - Local Plan 2018
LBHF - Supplementary Planning Document 2018

Consultation Comments:

Comments from:
Historic England London Region

Dated:
04.12.17

Neighbour Comments:

Letters from:

Dated:

26 Hunt Close London W11 4JU

23.12.17

Officer's Report

1.0 Background

- 1.1 This planning report relates to an application for the submission of all reserved matters (scale, layout, appearance, landscaping and access) in connection with Development Plot B1 which forms Phase 2 of the wider redevelopment of the former M&S Warehouse Site in White City. The application has been submitted pursuant to the pending planning application 2017/04377/VAR which comprises an amended planning permission that seeks to vary Conditions 1-8 of the extant planning permission (Ref: 2016/03907/VAR dated 23/05/2017) which varied the original planning permission ref: 2014/04726/OUT (dated December 2015). The pending application for the wider site has been submitted under S73 of the Town and Country Planning Act 1990 (as amended) which permits non-fundamental material amendments to the extant scheme permission and benefits from a resolution to grant planning permission subject to completion of a s106 agreement, and any subsequent direction from the Mayor of London.
- 1.2 The recent pending S73 planning application for the wider site facilitates amendments to the former extant scheme which comprise various changes to the planning conditions and approved parameter plans to allow the applicant to optimise the residential quantum across the wider site which results in an additional 337 units across the outline Development Plots (including the introduction of a new Development Plot E3, additional height to Development Plots B1, D1 D2, D3 and E2 and amended horizontal parameter to the southern block). The application also proposes an additional 240 sqm of non-residential floorspace.
- 1.3 The 'new' planning permission would facilitate the consideration of this concurrent Reserved Matters Application (for Development Plot B1 (Ref: 2017/04567/RES)) which has been designed to the amended parameter plans. In considering this RMA application, LBHF Planning Committee have resolved to grant permission for

the S73 application, which amends the parameter plans to facilitate the detailed reserved matters for this development plot.

- 1.4 The M&S application site was previously occupied by a 21,807 square metre warehouse that Marks and Spencer plc (M&S) used as a mock layout store with associated car parking and service yard. The site was purchased by the St James Group in 2014 and the warehouse has recently been demolished.
- 1.5 The site is accessed off the A219 Wood Lane via a site access road in the south-west corner which bridges over the Central Line track. In addition to the site, the access road also serves the Ugli Campus building. The applicant is in possession of a long-term lease allowing access over the bridge providing access from the A219 across the Central Line cutting. There is a secondary access point to the site from the south through one of the arches beneath the Hammersmith and City Line viaduct for emergencies. All vehicle access, aside from emergency vehicles, enters and exits the site from the existing bridge across the Central Line cutting.

Planning Designations

- 1.5 The London Plan (as altered 2016) and the subsequent Draft London Plan (2017) designate the site within the White City Opportunity Area; which is expected to deliver a substantial number of new homes and jobs through comprehensive regeneration. The White City Opportunity Area Planning Framework (WCOAPF, October 2013) identifies the site within the White City East Area and within a proposed housing area as part of mixed use schemes.
- 1.6 The adopted and emerging LBHF Proposals Map (February 2018) identifies the site as being located within the Wood Lane Conservation Area; which was designated by LBHF in 1991 to principally protect the Grade II Listed BBC Television Centre which is located 100m west of the site. It is also designated the Local Plan as being within a regeneration area and the White City Opportunity Area/White City Regeneration Area, and within Strategic Site WCOA 1/WCRA 1 'White City East'. The new Local Plan (adopted on the 28th February 2018) renames the Strategic Site and Policy as WCRA1. The site is affected by Aerodrome safeguarding of Heathrow 150m and Northolt 91.4m and is also located in close proximity to listed buildings most notably the BBC Television Centre and the Dimco Building off Ariel Way (on the Westfield site). The site is located within Flood Risk Zone 1 and is also located within an Air Quality Management Area (as is the whole Borough). The site does not contain any listed buildings or any nationally designated heritage assets such as scheduled monuments or registered parks and gardens and is not within an Archaeological Priority Area nor is it affected by any strategic views.

Surrounding Area

- 1.7 The surrounding area currently comprises predominantly of commercial, residential and retail uses. The Development Plot B1 to which this application relates is located to the north west of the site. The closest residential properties to this plot are located on Wood Lane approximately 140m away within the Wood Lane Estate. White City Estate is located farther to the north and west which lies within the Regeneration Area Site WCRA2.

- 1.8 Immediately to the north of the site is the former Dairy Crest site, which currently comprises industrial and storage companies. Although the site currently benefits from outline planning permission for a residential led mixed use development comprising up to 1,150 residential units (Ref: 2012/02454/OUT), the site was acquired by Imperial College London (ICL) in 2014, who have submitted plans to redevelop the site for mixed uses with predominantly educational/academic uses.
- 1.9 ICL also owns a strip of land immediately to the west of the Site which comprises 5-6 storey UGLI buildings and is occupied in part by the BBC. The applicant (St James) has an option to acquire this site and has noted the council of its intent to redevelop the site in the future, subject to planning permission. Access to this site from Wood Lane is shared with the M&S site. Further west is the former BBC Television Centre and beyond lies Hammersmith Park which is owned by Stanhope Plc. The owner (Stanhope) has obtained planning permission for a hybrid application for a comprehensive mixed-use development of the site comprising up to 943 residential units and the provision of new offices, leisure, retail and restaurant uses and the retention of Studios 1-3. The applicant is in the process of implementing this permission with Development Area 1 nearing completion at the time of writing this report.
- 1.10 Approximately 300m to the south of the site is Westfield Shopping Centre. Westfield Ltd has received resolution to grant outline planning permission for a retail/leisure and office extension and residential dwellings on land to the north of the existing shopping centre. This application has subsequently been modified and the applicant is in the process of implementing the amended consent alongside standalone developments for additional retail and office floorspace which are currently under construction with the retail phase anticipated for completion in 2018.
- 1.11 To the south is the Hammersmith and City/Circle Line viaduct, the arches of which are subject to their own design proposals with planning permission secured for the change of use to retail and office uses and reopening several arches to provide connectivity between the M&S site and the Westfield site to the south.
- 1.12 The Westway Travellers' Site is located approximately 250m to the northeast underneath the A3320 flyover. To the east is the West London Line Railway, the railway embankment is designated as a Green Corridor and area of Nature Conservation and the A3320 lies beyond this. The A3320 is a major multi-lane highway and 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. The area immediately to the east of the West Cross Route is largely occupied by commercial buildings and lies within the Royal Borough of Kensington and Chelsea.
- 1.13 The site is highly accessible, which is reflected in its Public Transport Accessibility Level (PTAL) of 6b. White City Bus Station with numerous bus services is located to the south of the Site and White City and Wood Lane London Underground Stations are a short walk to the north and south of the site respectively, providing access to the central, circle and Hammersmith and City Lines. Shepherd's Bush Station is also located approximately 800m to the south of the Site and provides links to destinations such as Milton Keynes Central and Willesden Junction to the north and Clapham Junction and Croydon South to the south and Stratford to the east. A Barclay's Cycle Hire Docking Station is located approximately 200m to the

south of the site. The site is also in close proximity to a wide range of amenities including Westfield Shopping Centre and Shepherds Bush to the south. A number of schools and places of worship are within the vicinity of the site and Hammersmith Hospital is situated approximately 900m to the north-west of the Site across the A40.

2.0 Planning History:

- 2.1 Planning History records indicate that the former warehouse (Units 1-7) was erected in the early 1980s, although there are several planning permissions issued between 1978 and 1986 for various extensions and alterations to the building and site. The authorised use class appears to be Class B8 (storage and distribution) which was permitted in the original planning permission dated 19/10/1977 (Ref: RN/H/401/77) for the whole building. Marks and Spencer are listed as the applicant in all applications in this period.
- 2.2 The extant planning permission comprised the first (revised) permission (approved under S73 of the Town and Country Planning Act). This permission varied conditions 3, 4 and 7 of the original planning permission for the comprehensive redevelopment of the Application Site. The description for this application is:

Variation of Conditions 3, 4 & 7 of planning permission ref: 2014/04726/OUT (dated 16.12.2015), to amend the approved drawings to allow optimisation of & additional residential floorspace within Phase 1D resulting in the creation of an additional 12 units, design alterations to building facades, including rationalisation of balconies & internal alterations to Buildings A1, A2&A3, resulting in the following development: Outline & Detailed permission is sought for demolition of all existing buildings & structures & redevelopment of the site for residential & mixed uses comprising the erection of new buildings ranging from 11-30 storeys to provide up to 1,477 residential units (Class C3) & use classes (A1-A5, B1, D1 & D2), the provision of a new publicly accessible open space, new pedestrian & vehicle routes, accesses & amenity areas, basement level car park with integral servicing areas & other associated works: (1) Detailed planning application for up to 38,968sqm. (GEA) new residential floorspace with ancillary residential facilities (C3) (excluding basement floorspace); up to 1,995sqm. (GEA) flexible commercial floorspace (A1-A5), community (D1) & leisure (D2) (excluding basement floorspace); provision of a new basement level; provision of a new bridge over the central line cutting; means of access; & associated amenity space, landscaping, car parking & cycle parking, energy centre, & other associated infrastructure works. (2) Outline planning application (with all matters reserved) for up to 112,295sqm. (GEA) residential floorspace & ancillary residential facilities (C3) (excluding basement area), flexible commercial (A1-A5), office (B1) use, community (D1) & leisure (D2) floorspace provision of a new basement level; new & altered pedestrian & vehicular access including decked area over the central line cutting at the south west corner of the site & associated amenity space, open space, landscaping, car parking & motorcycle parking & other associated works

- 2.3 The original planning application (Ref: 2014/04726/OUT) for the comprehensive redevelopment of the site had the following description:

Planning application (part detailed/part outline) for the demolition of all existing buildings and structures and the redevelopment of the site for residential and

mixed uses comprising the erection of new buildings ranging from 11 to 30 storeys to provide up to 1,465 residential units (Class C3) and use classes (A1-A5, B1, D1 & D2), the provision of a new publicly accessible open space, new pedestrian and vehicle routes, accesses and amenity areas, basement level car park with integral servicing areas and other associated works:

(1) Detailed planning application for up to 37,935 sqm. (GEA) new residential floorspace with ancillary residential facilities (C3) (excluding basement floorspace); up to 1,995 sqm. (GEA) flexible commercial floorspace (A1-A5), community (D1) and leisure (D2) (excluding basement floorspace); provision of a new basement level; provision of a new bridge over the central line cutting; means of access; and associated amenity space, landscaping, car parking and cycle parking, energy centre, and other associated infrastructure works.

(2) Outline planning application (with all matters reserved) for up to 112,295 sqm. (GEA) residential floorspace and ancillary residential facilities (C3) (excluding basement area), flexible commercial (A1-A5), office (B1) use, community (D1) and leisure (D2) floorspace; provision of a new basement level; new and altered pedestrian and vehicular access including decked area over the central line cutting at the south west corner of the site; and associated amenity space, open space, landscaping, car parking and motorcycle parking, and other associated infrastructure works. APPROVED 16/12/2015

2.4 The planning permission will be implemented in phases, although the approved development comprises a series of Development Plots and Public Spaces, which shall be referred to as the following for the purposes of this report:

- Development Plots A1, A2 and A3 (Detailed Component)
- Development Plot B1 (Affordable Housing Block) [This RESERVED MATTERS APPLICATION]
- Development Plot C1 (Central Gardens North Tower)
- Development Plots D2, D3 and E2 (Counters Quay Pavilion Buildings)
- Development Plot D1 (Central Gardens North East Block)
- Development Plot E1 (Central Gardens South East Block)
- Bridge (New Vehicular Bridge over central line)
- Pedestrian Deck (New decked structure over central line)
- Exhibition Gardens (east-west green space)
- Kiralfy Square (central square)
- Central Gardens (central north-south open space)
- Counters Quay (eastern waterside area)
- Development Plot E3 is included as a new Development Plot under the planning application (ref: 2017/04377/VAR) to which these reserved matters are pursuant to.

2.5 The development is in the process of being implemented and is subject to a phasing plan (approved through discharge of Condition 5 of 2014/04726/OUT on 12 August 2016) which is set out below:

Phase 1A - bridge (Under Construction)

Phase 1B - pedestrian deck (Under Construction)

Phase 1C - Exhibition Green (Pending Consideration of RMA)

Phase 1D - construction of Development Plots A1, A2, and A3, associated basement, access roads and communal open space/landscaping (Under Construction)

Phase 1E - southern part of the Central Gardens

Phase 1F - Kiralfy Square (Pending Consideration)

Phase 2 - construction of Development Plots B1; associated basement, access roads and communal open space/landscaping [THIS RESERVED MATTERS APPLICATION]

Phase 3A- construction of superstructure of Development Plot E1; part of Counters Quay; associated basement, access roads and communal open space/landscaping

Phase 3B - construction of superstructure of Development Plot E2; part of Counters Quay; associated basement, access roads and communal open space/landscaping

Phase 3C – construction of superstructure of Development Plot E3; part of Counters Quay; associated basement, access roads and communal open space/landscaping

Phase 4A - construction of superstructure of Development Plot D1; part of Counters Quay; associated basement, access roads and communal open space/landscaping

Phase 4B - construction of superstructure of Development Plot D2; part of Counters Quay; associated basement, access roads and communal open space/landscaping

Phase 4C - construction of superstructure of Development Plot D3; part of Counters Quay; associated basement, access roads and communal open space/landscaping

Phase 5A - construction of superstructure of Development Plot C1; associated basement, access roads and communal open space/landscaping

Phase 5B - northern part of Central Garden

- 2.6 The applicant has commenced works on Phases 1A, 1B and 1D. Phase 1A and 1B relates to the bridge and deck and has received approval for reserved matters for the deck (2016/03650/RES approved 9 November 2016). Works on Phase 1D have also commenced in accordance with 2016/03907/VAR. Reserved Matters Applications for Phase 1C (Exhibition Green) and 1F (Kiralfy Square) are pending a decision.

Planning Conditions

- 2.7 Following the determination of the applications listed above, a number of non-material amendment and details applications have been submitted and discharged (none of these are of relevance to this application).

Non- Material Amendments (NMAT)

- 2.8 The applicant has obtained approval for five non-material amendment applications.
- Ref: 2016/02063/NMAT: Non-Material Amendment to Planning Permission 2014/04726/OUT granted 16th December 2015, amendments to the wording of conditions 36, 37, 39, 74 and 85 to require details to be submitted and approved, prior to commencement of the relevant works (within a development plot). Approved 01/08/2016;

- Ref: 2016/03806/NMAT: Non-Material Amendment to Planning Permission 2014/04726/OUT granted 16th December 2015, to amend the wording of condition 42 to read "prior to the completion of the basement slab within each development plot..." Approved 20/10/2016;
- 2017/02624/NMAT: Non-Material Amendment to Planning Permission ref. 2016/03907/VAR dated 23rd May 2017, for the reintroduction of projecting balconies to Building A1 west facade levels 01-09 Approved 16/10/2017.
- Ref: 2017/02913/NMAT: Non-Material Amendment to Planning Permission ref. 2016/03907/VAR dated 23rd May 2017, for the reintroduction of projecting balconies to Building A1 west facade levels 01-09. Approved 16/10/2017

2.9 The most recent NMAT application (ref: 2018/00399/NMAT) was for a Non-Material Amendment to outline planning permission Ref: 2016/03907/VAR seeking amendment to description of development to delete reference to the floorspace maximum and residential quantum. The amendment to the description facilitated the consideration of application (ref: 2017/04377/VAR) to vary the extant permission, and this in turn facilitates consideration of the reserved matters for Development Plot B1. The revised description of the development is as follows:

Outline & Detailed permission is sought for demolition of all existing buildings & structures & redevelopment of the site for residential & mixed uses comprising the erection of new buildings ranging from 11-30 storeys to provide residential units (Class C3) subject to the maximum limit set out in condition 7 & use classes (A1-A5, B1, D1 & D2), the provision of a new publicly accessible open space, new pedestrian & vehicle routes, accesses & amenity areas, basement level car park with integral servicing areas & other associated works: (1) Detailed planning application for up to 38,968sqm. (GEA) new residential floorspace with ancillary residential facilities (C3) (excluding basement floorspace); up to 1,995sqm. (GEA) flexible commercial floorspace (A1-A5), community (D1) & leisure (D2) (excluding basement floorspace); provision of a new basement level; provision of a new bridge over the central line cutting; means of access; & associated amenity space, landscaping, car parking & cycle parking, energy centre, & other associated infrastructure works. (2) Outline planning application (with all matters reserved) for residential floorspace & ancillary residential facilities (C3) (excluding basement area) subject to the maximum limit set out in condition 8, flexible commercial (A1-A5), office (B1) use, community (D1) & leisure (D2) floorspace provision of a new basement level; new & altered pedestrian & vehicular access including decked area over the central line cutting at the south west corner of the site & associated amenity space, open space, landscaping, car parking & motorcycle parking & other associated works

Current Applications on adjoining Sites

Former Dairy Crest Site (site to the north)

2.10 2018/00267/OUT (Submitted by Imperial College London): Outline planning application for a mixed use development delivered as a phased masterplan comprising 7 development zones and accommodating up to 178,102 sqm of research & development, offices and other business uses (Use Class B1) in 6 - 13 storey buildings; up to 373 residential units (Use Class C3) in 18 - 32 storey

buildings; a hotel up to 8 storeys and associated facilities (Use Class C1); community and/or leisure uses and retail, cafes, restaurants and bars (Use Classes D1 and/or D2, A1-5) together with access, bridge over the railway (Central Line), parking, servicing and landscaping; and the demolition of Stadium House. Pending

- 2.11 2017/04276/FUL - currently under assessment: Erection of three 4-storey buildings to provide 25,486sqm (GEA) of flexible office space (Use Class B1), including up to 300sqm (GEA) of commercial space at ground floor (Use Classes A1-A5) for a temporary period of 10 years, together with temporary access, landscaping, and associated works. This application is to be considered at planning committee on the 20th March 2018.

3.0 Consultation Responses

- 3.1 The application has been advertised by way of a Site Notice (08/12/2017) and a Press Release (08/12/2017) with an expiry date for comments of 29/12/2017.

- 3.2 Consultation letters were sent to adjoining occupiers in surrounding properties.

- 3.3 One objection has been received raising the following points:

- Serious alterations to character and appearance of the area; including the conservation area;
- Hyper dense scheme as a result of increases to the height and massing.
- Object to new development plot E3 (as a minor variation);
- Opposed to increase in number of units and the continued growth of the development;
- Traffic generation;
- Noise pollution;
- Air pollution;
- Reduction in air quality;
- Reduction in natural light to the adjacent properties.

External Consultation:

- 3.4 The following external consultations were undertaken:

- a) Transport for London:

Car Parking general spaces (no wheelchair accessible) should be assigned to large units (3 to 4 beds) only, and smaller units should be 'car free'. TfL requests that further reduction of parking be made for the extra care facility and the demand is monitored as part of the travel plan measure. There is no mention of the provision of electric vehicle charging points (which should be conditioned). Car parking should be regulated by a Car Parking Management Plan, to be conditioned by the Council. 590 residential cycle parking spaces meets the minimum quantity required in the current London Plan standards, but falls short of the Draft London Plan minimum required, which at least 667 spaces would be needed. TfL have asked that additional spaces are provided to meet the emerging standard. Cycle parking spaces design should be conditioned. TfL recommends that visitor cycle parking be provided at various locations across the site to improve convenient for cyclists. Way-finding signage

should be provided across the site to improve the site's legibility to residents/ visitors to other parts of the estate as well as local public transport facilities/ local amenities. A Travel Plan for this phase of the proposal should be produced. The submission of a Delivery & Servicing Plan (DSP) and Construction Logistics Plan (CLP) should be conditioned for this phase of the development. TfL asks the applicant to review the proposal to address the above issues satisfactorily, this ensure that the proposal is fully acceptable which complies the current and Draft London Plan policies.

Response: The outline permission secures a car park management plan (CPMP) which allocates the car parking spaces throughout the development including Plot B1. It is understood that families and larger households would be prioritised within the affordable block, but this will ultimately be an issue for the RP to manage/allocate. The extra care facility contains car parking mainly for staff, and visitors, and it is understood that the remaining spaces may be required for residents whom in need of a vehicle – The CPMP could reallocate these spaces if required, but this would again, be the Care Provider/Registered Provider's responsibility to oversee. As there are no standards set out in the Council's Local Plan (2018) or London Plan (2016) the 0.25 per unit parking ratio (if spaces were assigned to the extra care units) is lower than the site wide ratio and is considered acceptable for a residential led use. In terms of cycle parking, the proposals are in full accordance with the adopted Development Plan which comprises the Local Plan (2018) and London Plan (2016). The emerging policies in the draft London Plan which have been out for consultation are of limited weight. The application cannot be refused on the basis that these standards are not complied with. Wayfinding signage, Electrical Charging Points, Car Park Management Plan, Travel Plans, Cycle Parking design, Delivery and Servicing Plan and Constructions Logistics Plan are secured in the outline permission and it is not necessary to repeat their provisions therein.

- b) Network Rail: No response.
- c) London Underground: No response
- d) Historic England: Response received, no comments provided.
- e) Greater London Archaeology Advisory Service: No response.
- f) Environment Agency: No response (Comments provided on ref: 2017/04377/VAR).
- g) London Fire and Emergency Planning Authority: No response.
- h) Metropolitan Police: No response.
- i) Crime Prevention Design Advisor: No response.
- j) Civil Aviation Authority: No objection. Heliports Authority should be consulted (Officer comment: Heliports were consulted on 01/12/2017)
- k) Thames Water: No response.
- l) The Hammersmith Society: No response.

- m) Action on Disability Forum: Welcome the helpful narrative, clear diagrams and drawings including dimensions/turning circles, scale, etc. provided in the document (25-PT-PREB4-0004_DAF.pdf 06/02/2018 Rev.P03) to address some of the comments of the Disability Forum on 17th January meeting.

Local authority nomination rights: Housing confirmed that they had nomination rights to social rent, affordable rent and shared ownership wheelchair user dwellings as well as Extra Care housing. This means wheelchair accessible dwellings at completion. We support proposals for full compliance with M4(3)b wheelchair accessible dwellings. We therefore do not support any proposals for M4(3)a wheelchair adaptable dwellings. Assurance is needed that these are compliant with M4(3)b wheelchair accessible dwellings.

M4(2) accessible and adaptable dwellings: Assurance is needed that these are compliant with M4(2) accessible and adaptable dwellings.

M4(3)b wheelchair accessible dwellings: The compliant wheelchair storage and transfer space by the entrance door is welcomed. Layouts must ensure:

- 1500x1500 level landing outside entrance door
- kitchen counter layout compliant with Part M para 3.34, table 3.4 and diagram 3.8
- minimum requirements for sanitary provision relating to each bedspace:
- 1500x1500 dimension and turning circle on balconies
- compliant nibs at doorways

AoDF also seek assurance on the following:

- Is there sufficient space for storage and charging points for mobility scooters required in M4(2) accessible and adaptable dwellings
- 24/7 lift maintenance contract to ensure no one trapped on upper floors

Basement/Car Parking: The provision of blue badge parking bays for each wheelchair unit is welcomed. Need to ensure:

- Compliant level distances between bb parking bays and core lifts. We believe there is scope for adjustment.
- Signage to warn wheelchair users and people with limited mobility that the whole basement is on a slope (1:38 gradient)
- Bb parking bays retained in perpetuity, not sold or leased so they are available for bb holders for duration of the development.

Play areas: AoDF recommend that accessible and inclusive play areas are secured in accordance with London Plan Play and informal recreation SPG.

Officer Comment: In respect of the M4(3) (b) units, these will be secured subject to nomination from LBHF, at a later stage, and it is not policy to secure fully adapted units from the outset. A condition is recommended to satisfy the Action on Disability Group that the M4(3) (a) units can be readily and easily adapted to M4(3) (b) standards, that are substantially accord with the higher standards, and this would be required prior to commencement of above ground development. A further condition is recommended ensuring the M4(2) units are implemented

substantially in accordance with the standards. The Car Parking provisions are subject to control in the s106 Agreement. The queries relating to sufficient storage for mobility scooters and lift maintenance are covered in the Inclusive Access Management Plan for this block.

Internal Consultation:

3.5 The following internal consultation was undertaken.

- a) Urban Design and Conservation: Raises no objections and provides comments which are summarised in section 6 of this report.
- b) Air Quality (Environmental Quality): No objections subject to conditions requiring approval of (1) CHP and Gas Boiler Compliance with Emissions Standards, (2) Mechanical Ventilation; (3) Air Quality Dust Management Scheme; (4) Low Emissions Strategy and (5) Emergency Diesel Operator Standards.

The Air Quality Officer has made further recommendations relating to the provision of mechanical ventilation, CHP Boiler compliance and the termination of emissions from the flues (at the highest building) along with suggestions that the proposal will result in further traffic movements from the increased number of units. Further technical advice is provided in respect of construction, demolition and vehicle emissions (to assist the preparation of the low emissions strategy and construction management plan) and this will be included as informatives.

Officer Comment: The issues raised by the AQ officer are addressed by way of the conditions set out in the extant scheme. The AQ officer has advised further conditions and the consequences of these are to further amend the layout of the building to orientate windows and habitable rooms away from sources of poor air quality levels, and that the location of the CHP boiler is relocated in a different building or that the CHP plant size is increased and fitted with additional measures to reduce emissions. Development Plot B1 has been designed to accommodate mitigation measures to reduce air quality impacts, for this part of the development in accordance with the site-wide strategy, subject to detailed conditions that were considered acceptable and necessary in order to grant permission for the whole development. It would be wholly inappropriate to seek further conditions which fundamentally change detailed elements of the previously approved development (such as re-sizing the as-built CHP spaces in Phase 1D (Plots A1-A3) or relocation of the CHP flue which forms a part of phase 1. The changes requested by air quality officers would significantly compromise this and other parts of the development including the as-built structure (forcing works carried out on the structure to be reconstructed) and this could reduce the amount of affordable housing and impair the applicant from being able to comply with the planning obligations pursuant to the outline approval. Notwithstanding the above, the mitigation measures secured in the outline planning permission would result in minimising adverse impacts on air quality in terms of the ES so that the impacts would not be significant.

- c) Environmental Policy Officer: advises that the external spaces/public realm should be in line with the requirements and commitments in relation to provision of appropriate flood mitigation and management of surface water run-off. The submitted Planning Statement confirms that landscaping provides 1460m² of semi-private amenity space. There are also private amenity terraces providing a small

amount of space (150m²). Can it be clarified how the landscaping aspects contribute to the management of surface water noting there are large areas of soft landscaping which are permeable but how is rainwater that falls onto the impermeable hard surfaces to be managed? Is this directed to areas of soft landscaping or tree pits? If it is not managed at the surface, which would be preferable, is it directed into storage for controlled release or into the sewer network without attenuation? Clarification required whether the Landscape Plan is consistent with the SuDS Strategy for the site.

Response: A site-wide drainage strategy has been approved under condition 25 (2016/00889/DET). The site strategy allows for a 1000m³ tank (under Exhibition Park) to control the flow of water release into the local network in a controlled manner. Condition 31 requires details of a sustainable urban drainage system (SUDS) for each Development Plot to be submitted and approved. For Phase 2 the submitted details will demonstrate compliance with the site-wide strategy. It will demonstrate that all Phase 2 landscaping is located above a podium with a drainage mat under to catch and convey water to collection points and then into the storage tank for controlled release.

- d) Highways and Engineering: No objections
- e) Public Protection and Safety: No objections
- f) Director of Children's Services: No response.
- g) Building Control: No response.
- h) Arboricultural Officer: No response
- i) Recycling team: No response.
- j) Bi-Borough Legal Services: No response
- k) Hammersmith and Fulham Primary Care: No response.
- l) Land Contamination Team: No objections.
- m) Licensing Team: No response.
- n) Adult Social Care: No response.

4.0 The Proposals:

- 4.1 This application seeks approval of all Phase 2 (Development Plot B1) reserved matters. Condition 1 of 2017/04377/VAR requires approval of reserved matters in respect of Development Plot B1 to be made to the Council before the expiration of 6 years from the date of the original permission 2014/04726/OUT (16 December 2015).
- 4.2 In addition, Condition 4 of 2017/04377/VAR requires details of the layout and scale brought forward under reserved matters applications to be fully in accordance with the Development Specification and Parameters and the approved Parameter

Plans. Condition 4 also requires reserved matters applications to be accordance with the mandatory guidelines in the Design Codes which were submitted with the outline application. The Design Codes are required in order to provide assurance in respect of the quality of the architecture and design, whilst enabling sufficient flexibility which is particularly important for large scale and phased development.

- 4.3 This application is for submission of reserved matters application dealing with all reserved matters including access, appearance, landscaping, layout and scale in respect of Development Plot B1 (erection of 13-27 storey building with basement level providing 416 affordable homes (including 60 x Extra Care Units) and 952 sqm (GEA) commercial floorspace with associated external amenity space, public realm, car and cycle parking and other works) pursuant to planning application 2017/04377/VAR (for the comprehensive residential led mixed use redevelopment of the former M&S Warehouse Site in White City). The Dwelling Mix is as follows:

Dwelling	Affordable Rent	Social Rent	Council Shared Equity	Extra Care Rent	Extra Care Shared Ownership	London Living Rent	Total
Studio			67				67
1 Bed	32		71	42	10	20	175
2 Bed	64		36	3	5		108
3 Bed		57					56
4 Bed		9					10
Total	96	66	174	45	15	20	416

Table 1: Dwelling Mix

- 4.9 The detailed scheme proposed under this RMA comprises a total of 416 residential units. 952sqm (GEA) of flexible commercial floorspace is provided at ground floor. The commercial floorspace is flexible to provide class A1 (retail), A2 (financial and professional services), A3 (food and drink), (A4 (drinking establishments); A5 (hot food takeaway); B1 (office); D1 (non-residential institutions) and D2 (assembly and leisure) uses. Car and secure cycle parking is provided at basement level.
- 4.10 With frontages to the main public spaces to the south, east and north of the building, four blocks of flexible commercial space will provide a mixture of supporting uses for the residential tenures. Due to the rising gradient of the site, there are opportunities for commercial mezzanine spaces within the centre of the building, and tall commercial spaces to the north.
- 4.11 Building B1 combines a mix of Affordable Residential tenures including the Extra Care facility. At Ground floor level, the building provides access to the three lift cores through the Shared Equity lobby, Extra Care common areas, and the Affordable / Social Rental lobby. From the second floor and up, the building is dedicated to residential accommodation, with the three key tenure bands sharing the floor plate. From the shoulder at Level 14, the Extra Care and London Living Rent tenures drops away and the massing reduces to a simple linear plan form. From Level 19, the building forms into two tower elements to articulate the skyline. At the upper 2 storeys of the tower elements, the plan steps back within an expressed frame, also containing and concealing the rooftop plant screens in keeping with Building A3 in the first phase of the development.

- 4.12 Details relating to the landscape proposals for Development Plot B1 have been submitted which comprise details of the landscape masterplan for the external communal courtyard gardens. Subsequent to further discussions with the Council's Housing, Planning and Adult Social Care Teams, the applicant has submitted revised plans including an amended hybrid landscape/ground floor plan showing the additional direct accesses from the north residential block and the Extra Care Facility to the rear private courtyard. No changes to the landscape masterplan are included, other than amendments to the boundary treatment and level accesses to this space.
- 4.13 In response to discussion with LBHF Adult Social Care, the applicant has proposed further revisions to the extra care facility resulting in the reduction in size from 80 units to 60 units, with a consolidation of facilities sized to the suit the smaller facility. The applicant has submitted a comprehensive document which demonstrates the extent to which the extra care facility layout and detailed design complies with the requirements and design standards set in the s106 Agreement.
- 4.14 As such, the following documents form the Reserved Matters submission, including the supporting documentation:
- Patel Taylor Drawings (Plans, Elevations and Sections including revised plans dated February 2018)
 - Design and Access Statement (DAS) (and Addendum Document February 2018)
 - Extra Care Housing Design Statement (February 2018)
 - Planning Statement and Cover Letter (noting revisions)
 - Site Location Plan
 - Landscape Masterplan (incorporated into DAS)
 - Daylight, Sunlight and Overshadowing Analysis
 - Design Codes Compliance Checklist
 - Wind Assessment
 - Condition 79 (Overlooking Analysis and Justification)
 - Accessible Flat (Detailed Layouts – to Scale)
 -
- 4.15 A description of the detailed design, layout, scale, landscaping and access is set out in section 5 of this report including an assessment of the various qualities of the proposals.

5.0 Planning Considerations

- 5.1 The Town and Country Planning Act 1990 (referred to as 'the Act'), the Planning and Compulsory Purchase Act 2004 and the Localism Act 2011 are the principal statutory considerations for town planning in England and Wales.
- 5.2 Collectively, the three Acts create a 'plan led' system, which requires local planning authorities to determine planning applications in accordance with an adopted statutory Development Plan, unless there are material considerations which indicate otherwise (section 38(6) of the 2004 Act as amended by the Localism Act).
- 5.3 In this instance, the relevant Development Plan for the area at the time of determining the application comprises the following:

- The London Plan (2016)
- The Local Plan (2018)

5.4 In addition, the various Mayor's Supplementary Planning Guidance and the LBHF Planning Guidance Supplementary Planning Guidance (2018) (and the White City Opportunity Area Planning Framework) are material planning considerations at the date of the planning committee and at the date which the application will be determined.

National Planning Policy

5.5 In March 2012, the National Planning Policy Framework (NPPF) was published by the Department of Communities and Local Government. The NPPF sets out the Government's economic, environmental, and social planning policies for England; it sets out that the purpose of the planning system is to contribute to the achievement of sustainable development. In terms of development management, the NPPF advises that the primary objective of development management is to foster the delivery of sustainable development, not to hinder or prevent development. The NPPF encourages engagement in pre-application discussions, consultation and generally front-loading the planning application process. It also sets out that in determining planning applications, local planning authorities should apply the presumption in favour of sustainable development.

Regional Planning Policy

The London Plan 2016

5.6 Both the adopted and emerging London Plan designates the Site within the White City Opportunity Area (WCOA). Opportunity Areas are identified on the basis that they can accommodate substantial new jobs and homes and the London Plan advises that their potential should be maximised. The Draft New London Plan is currently out for consultation and the weight to be attached to these policies at the current time is limited.

Local Planning Policy

LBHF Local Plan 2018

5.7 The Local Plan together with the London Plan will form the LB Hammersmith and Fulham's Development Plan, which will be used to determine individual planning applications and shape the future development of the borough.

5.8 On 28th February 2018, London Borough of Hammersmith and Fulham adopted a new Local Plan. The new Local Plan policies supersede those within the Core Strategy, Development Management Local Plan and SPG that were in operation at the time this application was originally submitted.

5.9 The new Local Plan policies are to be afforded full weight, in the consideration of this reserved matters application.

- 5.10 The new Local Plan incorporates an increase in target additional new homes within the White City Regeneration Area to 6,000 (from 5,000 in the former Core Strategy).
- 5.11 Policy HO1 – (Housing Supply) states that the Council will work with partner organisations and landowners to exceed the London Plan (2016) target of 1,031 additional dwellings a year up to 2025 and to continue to seek at least 1,031 additional dwellings a year in the period up to 2035.
- 5.12 The following policies in the new Local Plan (2018) are of most relevance to the consideration of the reserved matters.
- The Proposed Local Plan policy WCRA incorporates an increase in target additional new homes within the White City Regeneration Area to 6,000 (from 5,000 in the former Core Strategy). Strategic Site Policy WCRA1 (White City East) states that the council will seek regeneration in White City East for a mixed-use urban quarter within a high-quality environment. The application site falls within this strategic development site.
 - Policy HO4 (Housing Quality and Density) sets out that the Council will expect all housing development to respect the local setting and context, provide a high quality residential environment, be well designed internally and externally, be energy efficient and provide a good range of housing types and sizes
 - Policy H05 (Housing Mix) states that all new housing provided as part of the new major development should provide a mix of housing including family housing. Developments should aim to meet a range of different mixes depending on the tenure of housing.
 - Policy HO11 (Detailed Residential Standards) requires that that the design and quality of all new housing, including new build, 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. The policy sets out a number of design considerations which will be taken into account in assessing schemes.
 - Policy DC1 (Built Environment) requires all development within the borough, including in the regeneration areas, to create a high quality urban environment that respects and enhances its townscape context and heritage assets.
 - Policy DC3 (Tall Buildings) highlights that tall buildings are appropriate within the several areas of the borough, including the White City Regeneration Area, subject to a number of considerations, such as the proposal demonstrating that it has a positive relationship to the surrounding townscape context in terms of scale, streetscape and built form.
 - Policy OS2 (Access to Parks and Open Spaces) states that the council will seek to reduce open space deficiency and to improve will protect and enhance the quality of, and access to, existing open space by (but not limited to) requiring provision of accessible and inclusive new open space in major development, particularly within the council's regeneration areas;

- Policy OS3 (Playspace for Children and Young People) requires accessible and inclusive, safe and secure communal playspace will be required on site within new residential development that provides family accommodation; that is well designed and located and caters for the different needs of all children, including children in younger age groups, older children, teenagers and disabled children. The scale of provision and associated play equipment will be in proportion to the scale and nature of the proposed development.
- Policy OS5 (Greening the Borough) states that the council will seek to enhance biodiversity and green infrastructure in the borough by maximising the provision of gardens, garden space and soft landscaping, seeking green or brown roofs and other planting as part of new development; seeking retention of existing trees and provision of new trees on development sites; and adding to the greening of streets and the public realm.
- Policy DC5 (Shopfronts) requires new developments which include retail areas to provide a framework into which a shopfront and signage of a suitable scale can be inserted.
- Policy T3 (Increasing and promoting Opportunities for Cycling and Walking) states that the council will encourage and support the increasing use of bicycles by requiring new developments to include the provision of convenient accessible and safe secure cycle parking within the boundary of the site; the provision of suitable changing and showering facilities and developer contributions for improvements to cycling infrastructure, including contributions to the extension of TfL's Cycle Hire Scheme TfL or other Cycle Hire schemes to mitigate their impact on the existing network. The council will facilitate walking by requiring larger developments to provide: accessible, inclusive and safe pedestrian routes within and through the larger developments and
- contributing to improvements in the local highway infrastructure and walking environment.
- Policy T4 (Vehicle Parking Standards) requires any proposed development (new build, conversion or change of use) to conform to its car parking standards; and requires car parking permit free measures on all new development unless evidence is provided to show that there is a significant lack of public transport available. Policy T5 (Parking for Blue Badge Holders) requires new developments that include vehicular access to provide accessible, off street car parking bays for Blue Badge holders even if no other general parking is provided as part of the development.

Core Strategy (2011) and Development Management Local Plan (2013)

- 5.13 Notwithstanding the fact that this reserved matters application will be determined after the New Local Plan is adopted, on the basis of the new local plan policies (and in accordance with Section 38(6) of the 2004 Act) which are afforded full weight, consideration to the Core Strategy and Local Plan has been given, in the assessment of the application, up to the adoption of the Local Plan at which point the policies and policy guidance falls away. The policies set out in Appendix 1 of this report have been duly considered within the assessment of the reserved matters where they relate to scale, appearance, layout, access and landscaping.

White City Opportunity Area Planning Framework (WCOAPF)

5.14 The GLA in partnership with Hammersmith and Fulham Council and Transport for London prepared the White City Opportunity Planning Framework (Dec 2013), which seeks to guide the comprehensive redevelopment of the opportunity area. Figure 2.1 'Land Use Strategy' identifies the Site, along with others within the White City East Area, and within an area suitable for housing, commercial, creative and academic uses as part of a mixed-use area. This document is of limited weight now that the former Core Strategy and Development Management Plan have been replaced with the Local Plan (2018), although it does still sit under the London Plan (2016). The Housing Targets have been increased from 5,000 (in the WCOAPF) to 6,000 (within the Local Plan (2018)).

6.0 PLANNING CONSIDERATIONS

6.1 The key planning considerations relevant to the Development Plot B1 reserved matters are:

- Principle of Development
- An assessment of the reserved matters relating to layout, scale, appearance, landscaping and means of access
- Land Uses;
 - o Affordable housing tenures;
 - o Dwelling mix;
 - o Residential quality;
 - o Other Land Uses;
 - o Amenity Space and Play Space;
 - o Accessible Design.
- Amenity Impacts;
- Transport and Parking (Car and Cycle);
- Waste and Recycling Arrangements;
- Environmental Impacts;

Principle of Development

6.2 The reserved matters submission is broadly in accordance with the parameter plans, land use provisions and form of the approved (subject to s106) outline planning permission in respect of Plot B1 within the comprehensive residential led mixed use redevelopment of the site. This part of the development will contribute towards meeting local and strategic housing needs by delivering a significant number of affordable homes (416) and would also create a vibrant and creative place with a stimulating and high-quality environment where people will want to live, work, shop and spend their leisure time. The development aims to provide a high quality external environment in the landscaped courtyard and public realm at the frontages and will provide an active ground floor with the retail and leisure uses. The reserved matters are considered to be acceptable and in accordance with policies 2.13, 2.15, 3.3B, 3.3D and 3.3E of the London Plan (2016) and Policies WCRA, WCRA1, H01, H03, DC1, DC2 and DC3 of the Local Plan (2018) and White City Opportunity Area Planning Framework (2013).

Assessment of Reserved Matters: Layout, Scale, Appearance, Landscaping and Access:

Reserved Matter: Layout

- 6.3 Local Plan policy DC1 (Built Environment) requires an approach to accessible and inclusive urban design that demonstrates how good design, quality public realm, landscaping, heritage assets and land use can be integrated to help regenerate places.
- 6.4 It is proposed to create a single block which will address three key settings; Arrival Square, the central park and the residents' gardens. It defines the eastern edge of the new city block created by Plot B1 of the site wide Masterplan. The block has an L-shaped form, with the building's longest elevation addressing the central park, and the building defines a north south route through the park.
- 6.5 The building benefits from varying heights and from Level 19 the building forms into two tower elements to articulate the skyline in keeping with the masterplan typology. In total, the building is visually sub-divided into five smaller blocks. Like Building A3, permitted with the first detailed phase of development, the two top storeys of the tower elements set back within an expressed frame.
- 6.6 At ground floor level, it is proposed to create a mixture of flexible, commercial floorspace; providing class A1 (retail), A2 (financial and professional services), A3 (food and drink), A4 (drinking establishments); A5 (hot food takeaway); B1 (office); D1 (non-residential institutions) and D2 (assembly and leisure) uses. These commercial units will have frontages to the main public spaces to the south, east and north of the building and will create ground floor level activity. Due to the rising gradient of the site, there are opportunities for commercial mezzanine spaces within the centre of the building and tall commercial spaces to the north. The ground floor of Plot B will also host facilities to serve the extra care homes.
- 6.7 At ground floor level the building provides access to three separate residential lift cores, through the shared ownership lobby, extra care common areas and affordable/social rent lobby. From the second-floor level upwards, the building provides residential accommodation; with each of the three tenure types sharing the floor plates.
- 6.8 A single level basement provides for building services and plant, refuse and recycling storage, 34 wheelchair-accessible parking spaces and 27 standard spaces. 15 car spaces are provided for the Extra Care Facility.
- 6.9 Development Plot B1 has been laid within the maximum levels of deviation as set out in the parameter plans in an L-shaped form. The layout of the ground floor uses, accesses to the public realm and external courtyard and internal circulation overall, broadly complies with the Design Codes which support active ground floor uses with residential above. The layout of Development Plot B1 is therefore considered to be acceptable.

Reserved Matter: Scale

- 6.10 Local Plan policy DC3 (Tall Buildings) highlights the White City Regeneration Area as an area where tall buildings may be appropriate subject to their design being of the highest architectural quality which has a positive relationship to the surrounding townscape.

- 6.11 The outline permission contains a number of planning conditions which set out further guidelines and design coding to assist the preparation of the reserved matters detailed plans. Condition 4 requires the applicant to demonstrate compliance with the parameter plans and design coding. Condition 7 sets out the maximum no. of units across the site and Condition 8 sets the maximum floorspace for the uses classes. The notional permitted GEA maximum floorspace for Development Plot B1 comprises 34,462 sqm (for residential floorspace) and 1,200 sqm for non-residential floorspace.
- 6.12 The Proposed development will contain 33,864.9 sqm of residential floorspace and 1,102.9 sqm non-residential floorspace which is within the maximums stipulated in the outline permission.
- 6.13 The principle for the maximum scale of the development is established within the outline planning permission, and the environmental effects of this have been considered within the context of the outline scheme. Subject to compliance with the detailed design guidance, maximum parameters and condition limitations (such as unit mix/quantum maximums) the principle of a tall building of the scale set out in the submitted elevations would be acceptable.
- 6.14 Development Plot B1 ranges from 13-27 storeys. The massing of the building architecture is broken down through the vertical expression and articulation of the facades and in particular by breaking the building up into 5 distinct sub-blocks B1.1 (13 storeys), B1.2 (27 storeys), B1.3 (18 storeys), B1.4 (23 storeys) and B1.5 (13 storeys).
- 6.15 The applicant has submitted a Statement of Conformity with the Design Codes within the Design and Access Statement. In respect of scale, the Statement of Conformity identifies that Development Plot B1 has been designed to comply with design codes that advise of the following; the cluster of 5 buildings should comprise primary, secondary and tertiary block components, building lines not to deviate from maximum (vertical and horizontal) parameters, Buildings B1.1-B1.6 to step in height, Buildings not to occupy 100% of the parameter envelope, all elements contained within envelope, primary building line set back between 1.8m and 3.5m on all but secondary north elevations, no additional setbacks other than terraces and balconies, projected balconies and terraces to be contained within the zones of articulation and the tops of the buildings to be expressed with recessed lantern/plant screen to articulate tops of buildings.
- 6.16 The proposed development has been designed taking account of the above design guidance and therefore is considered to fully comply with the design codes in respect of scale.

Reserved Matter: Appearance

- 6.17 The principles that informed the massing of the buildings are linked to the detailed appearance and composition of the elevations, which were considered at the outset at the masterplan stage. Development Plots A1, A2 and A3 within Phase 1 were designed in detail, in addition to the outline elements as consented. The detailed components have established certain façade characteristics, articulation and elevational design which have been adapted to suit Development Plot B1.
- 6.18 The layering of elements of the facades has been developed from the outline stage to the next level of design detail. The original principle as articulated in the design codes comprised breaking the building up into 5 component blocks B1.1-B1.5. This

principle is retained and developed within the reserved matters proposals. It is noted that each block shares a common language of materials and articulation, with a variety in element details and composition. The common elements are expressed by the materiality of the pre-cast concrete building frame, metal windows and trims, a palette of natural off-white and bronze colours, a vertical emphasis (which acknowledges the height) with horizontal rhythms, articulation at the top, middle and top with fading density from ground to sky, floor-ceiling glazed windows and bay windows/balconies and balustrades. The design details follow the guidance set out in the design coding with regards to the overall appearance. Further development of the detailed design has taken place to respond to the site context, and wider masterplan.

- 6.19 In particular, the townscape elements are given emphasis by further recessing the glazing and secondary non-combustible cladding behind the pre-cast screen and by varying the materiality and texture. The key corner blocks are considered to provide an appropriate response to the various contexts. For instance, Block B1.1 expresses the termination of the north-south access by mirroring the approved building A3.5 (which is directly opposite) and Blocks B1.2 and B1.4 (the taller elements) have corner inset balconies giving way to fully set back upper floors to provide a contrast to the lantern style building tops on the approved building A3. Block B1.5 utilises a darker tone of cladding as it turns the corner onto Arrival Square.
- 6.20 As noted above, each component block façade is composed of combinations of primary and secondary framing, infill, glazing and metal balcony detailing. The precast concrete framing elements are consistent with the white and off-white tones. By contrast, the infill elements of the five component blocks are composed of different palette of colours and textures of concrete pre-cast cladding, non-combustible and fire-resistant metal cladding, metal window frames, metal window spandrels and metal balconies with balustrades. There is further variety in the cladding thickness to create layering and depth which allows contrast and shadowing to the facades. Balconies are consistent across the facades while coloured fascia's and soffits with base-clamped glass balustrades follow the horizontal order of the blocks. Bronze coloured balconies are included on the infill storeys to add variety. The materials are covered by planning conditions set in the outline permission.
- 6.21 Shopfronts. The proposed ground level facades have been designed to ensure active frontages are maximised with the entrances located in regular positions on the south and eastern elevations. The appearance of the ground level facades includes predominantly glazed panels within a framing system sitting within the precast concrete frame. The ground level is expressed as a double height proportion within a plinth which responds to the gradual rise in land from the south to north. Chamfered metal surrounds are integrated in specified locations to create a textured façade, and a balance to the glazing.
- 6.22 The appearance of Development Plot B1 retains some of the principles established in detail within Plots A1, A2 and A3 in Phase 1. It is noted that whilst the proposed building is more simplified in its palette of materials and levels of articulation, the predominant elements mirror the forms and materiality in the phase 1 buildings. It is considered that the detailed design composition concepts for the 5 component blocks B1.1-B1.5 (as illustrated in the DAS) provides a good level of variety acknowledging the large scale of the buildings which would respect the forthcoming subsequent phases of the development. Further articulation in the

form of niches, cut outs and fluting are incorporated within the pre-cast concrete frames in order to provide further subtle detailing and articulation in order to accentuate lightness within each block. The presence of balconies which are projecting and in-set, will provide depth to accentuate the façade composition. In addition, the contrasting detail of the balcony trays and balustrades across the 5 component blocks will add a further layer to the façade composition which reinforces the character of each sub-block whilst respecting the general palette of materials and detailing of the wider scheme. The façade design of the building has been developed following the design principles established within the design codes and quality precedent established within Phase 1, the existing detailed component which is an acceptable approach to take with regards to appearance.

- 6.24 Summary of Scale, Layout and Appearance: Accordingly, it is considered that scale, layout and appearance of Development Plot B1 are acceptable and the proposals will deliver a high-quality design response that will enhance the urban environment and local townscape whilst respecting the immediate context of the masterplan. It is considered that the proposed scale, appearance and layout comply with Local Plan policies DC1, DC2 and DC3 as well as the design policies within the Planning Guidance SPD. In addition, the development respects and contributes to the design scheme of the wider masterplan site and complies with the approved design codes. A Design Code Compliance Statement has been prepared by Patel Taylor and accompanies this application. Further details of materials are secured by way of planning conditions on the main outline permission.

Reserved Matter: Landscaping

- 6.24 New Local Plan policy OS5 (Greening the Borough) sets out that the Council will seek to enhance biodiversity and green infrastructure in the borough by maximising the provision of soft landscaping and other planting as part of the development. The original outline application established character areas relating to the each of proposed phase of development. The character area established for relation to Phase 2 within the approved Masterplan is retained and developed within this Reserved Matter applications.
- 6.25 The landscaping masterplan within Development Plot B1 has been designed as a semi-private leisure garden incorporating doorstep play for 0-5 year olds. The garden will be accessed via gated entrances and directly via the north block and extra care facility. The landscape masterplan includes three lawned areas connected with a serpentine pathway which forms a fluvial arrangement. The gardens provide a tranquil setting with south and west-facing seating, open areas raised planters, raised beds for residents' gardening and elements of doorstep natural play for toddlers. In total, the landscaping provides 1,460sqm of semi-private amenity space with 532 sqm play lawns and 320 playable paths. There are a series of private amenity terraces adjacent to the building which would serve some of the affordable homes and the extra care facility. The extra care and private terraces amount to an additional 150sqm of amenity space and these will be buffered by means of a raised planter to provide privacy and seasonal character. The quantum of amenity space that can be provided is established by the extant planning permission for the Site.
- 6.26 The planting within the site will comprise a mix of evergreen and deciduous plants to ensure a year-round structure. Trees will be planted as semi-mature specimens

which will provide a green foil to the surrounding buildings. The tree planting is planned to create an intimate character with elements of shading, visual interest and shelter in addition to the ecological and biodiversity contributions. Granolithic pavers in various shades of grey with steps and copings in natural granite are proposed as hard surface materials. Raised planters are contiguous throughout and will provide space for seating walls. Footways are to be finished with resin bound natural silver-grey aggregate with metal edgings. The DAS includes examples of street furniture and lighting, in addition to examples of the materials, (indicative) natural play equipment, planter design and trees and shrub planting which underline the high quality of the landscaping within the resident gardens and associated public realm to the south and east of the buildings. The public realm will include a seamless connection to the public realm within phase 1, which will also need to be secured in subsequent reserved matters submissions for future phases in order to deliver continuity and establish a high quality urban environment throughout the development.

- 6.27 Overall, the proposals will deliver a high-quality landscaping scheme which will provide valuable amenity for the occupiers in the extra care and affordable housing units as required by Local Plan Policy OS5 (Greening the Borough). The detailed landscaping and external surface materials are considered to be acceptable subject to conditions within the outline planning permission and it is not necessary to secure further details within this application.

Reserved Matter: Access

- 6.28 The Plot will be primarily accessed by foot from the western (north-south running) street adjacent to Central Gardens from the south and from the east-west running street between Plots A3/A2 (in Phase 1) and B1 (Phase 2). Residents will have access to the external courtyard area between the western side of the southern projection to Plot B1 and from the northern boundary adjacent to the Imperial College owned Dairy Crest site.
- 6.29 There are two residential cores located on the eastern elevation of the building. The southern core provides access to the Extra Care Homes. The northern core provides access to the social and affordable rented units. A third residential core is located at the southern block serving the intermediate share equity homes and the London Living rent units. Commercial accesses are provided in the areas of ground floor frontages facing the Central Gardens and the East-West route.
- 6.30 The basement car and cycle parking areas and servicing area/refuse storage and plant areas are accessed from the above cores, and for vehicles, via the access ramp at the side of Plot A1 in Phase 1. The vehicular route has been plotted on the plans and tested in terms of manoeuvrability for a range of vehicle sizes, including delivery vans, refuse trucks and service/goods/freight trucks (and motor cars).
- 6.31 The access arrangements to Plot B1 will ensure residents and visitors can enter and egress the site and are considered to be appropriate for the supporting land uses therein. The car and cycle parking areas, combined with the refuse and plant areas are suitably accessed as well and there are not expected to be significant areas where pedestrians will come into conflict with vehicles as the car and cycle parking area.

Housing

6.22 New Local Plan Policy HO3 (Affordable Housing) states that Housing development should increase the supply and improve the mix of affordable housing to help achieve more sustainable communities in the borough. The policy introduces a borough wide target that at least 50% of all dwellings built should be affordable; with an affordable housing tenure split of 60% for social or affordable renting and 40% a range of intermediate housing.

6.23 In accordance with the section 106 agreement for the extant permission, the building proposed within this RMA will provide the provision for affordable housing for the whole masterplan scheme. The building delivers 416 affordable homes across five affordable tenures, including extra care units, shared ownership, social, affordable and London Living rent housing. The quantum of affordable housing and its tenure split is also established by the extant permission (2017/04377/VAR).

Dwelling	Affordable Rent	Social Rent	London Living Rent	Shared Equity Intermediate	Extra Care Rent	Extra Care Shared Equity	Total
Studio				67			67
1 Bed	32		20	71	42	10	175
2 Bed	64			36	3	5	108
3 Bed		56					56
4 Bed		10					10
Total	96	66	20	174	45	15	416

Table 2: Affordable Housing in Development Plot B1 (Phase 2)

6.24 The affordable housing is split into five distinct principal tenures including shared ownership, affordable rent, London Living rent and social rented properties in which are there and four bed units specifically designed to provide family accommodation.

6.24 The fifth tenure provides 'extra care' properties. Local Plan Policy HO7 (Meeting Needs of People Who Needed Care and Support) states that the council will encourage and support applications for new special needs and supported housing, including specialist housing for older people, providing that it needs a number of criteria such as here being an established local need for the facility, the standard of facilities being suitable for intended occupants and being located with a good level of accessibility to public transport. These units are wheelchair user dwellings which are designed for elderly occupiers and which also benefit from additional services including on-site healthcare, communal dining and lounges, dedicated outdoor terraces.

6.25 The building provides affordable housing units in accordance with the tenure and dwelling mix set out within the section 106 agreement associated with the extant permission. In this regard, the tenure split between rented and shared ownership housing is agreed and the proportion of unit sizes also reflects the previously agreed affordable housing provision.

- 6.26 Discussion with the Council's Adult Social Care, Housing and Planning officers has established a preference to limit the number of extra care units to 60 units (15 x shared ownership and 45 x rented). The details of the dwelling mix and tenure of the proposed additional affordable homes is set out in Table 1 in Part 4 of this report and, is considered to be acceptable.
- 6.27 The proposal will deliver a significant number, range and mix of affordable homes, at a range of social rent, affordable rent, intermediate (Council Shared Equity), London Living Rent and Extra Care tenures which will make a vital contribution towards the Council's Housing targets, which have been increased within the White City Regeneration Area in the Local Plan (2018). The early delivery of the affordable housing is a significant benefit for the Council and future occupiers of the affordable housing at White City Living.
- 6.28 The proposed mix of tenure types and sizes would be in accordance with the approved outline planning permission (as amended by way of 2017/04377/VAR) and would comply with Policies 3.3B, 3.3D and 3.3E of the London Plan (2016), and policies H01, H03, H05 and H07 of the Local Plan (2018) and the Council's Planning Guidance Supplementary Planning Document and White City Opportunity Area Planning Framework (2013).

Commercial land use

- 6.29 There will be 947sqm GIA (1012.9sqm GEA) of flexible, commercial floorspace within the development at ground floor level, with the opportunity for mezzanines within some units as a result of the site's varying ground levels. The commercial uses are located so that they to the main public spaces to the south, east and north of the building.
- 6.30 The quantum of commercial floorspace does not exceed the 1,200 sqm maximum non-residential floorspace figure for the Plot B1 set out within the Amended Development Specification and Parameters (October 2017).
- 6.31 The flexible commercial units will provide active surveillance and ground floor level activity and accord with the aims of Propose Submission Local Plan Strategic Policy WCRA (White City Regeneration Area) which seeks high quality, mixed use development.

Standard of residential accommodation

- 6.32 High density development has been assessed and approved under the outline planning application on this sustainable site situated within the White City Opportunity Area. Given the context of the site there is limited potential for impact from the development on neighbouring residential sites including within the Wood Lane Estate to the north west which is located over 140m away. This section of the Planning Statement reviews the quality of the proposed residential accommodation and its environment, in respect of planning policy.
- 6.33 New Local Plan Policy HO4 (Housing Quality and Density) and London Plan policy 3.5 requires all housing development to respect the local setting and context, provide a high quality residential environment, be well designed and provide a good range of housing types and sizes. Local Plan Policy HO11 (Detailed Residential Standards) requires that that the design and quality of all new housing, including new build, 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. The policy sets out design considerations which will be taken into account in assessing schemes.

- 6.34 The approved development acknowledges that this Site is highly accessible being in close proximity to three underground stations and White City bus station situated to the south of the site. The Public Transport Accessibility Level (PTAL) is 6a and the extant permission resulted in a density of 340units/ha, which falls within the London Plan density matrix.
- 6.35 The proposed residential density for the RMA, based on the Plot B site area, would be 2,391 hr/ha. Whilst this density ratio exceeds the London Plan guidance, it is relevant to note that the calculation is based on a 'net site area' and that the design quality of the scheme has been maintained through the amendments and the quality of the housing to be delivered would meet London Plan design standards and the aspirations of Local Plan Policy HO4 (Housing Quality and Density). When the density of Plot B is considered alongside the implemented Plot A (Phase 1) and the remaining development plots to be delivered in future phases which will be set within a site of 4.3ha, the overall density for the development would be 1,110hr/ha. This density is only marginally above the range set out in London Plan guideline density matrix (Table 3.2, Policy 3.4), which for a site of these characteristics is of 650 –1100 hr/ha. The density is considered acceptable recognising the high quality of design, the imperative to optimise the delivery of housing on sites in Opportunity Areas with high public transport accessibility, and always recognising the quantum of housing has been established by planning permission 2017/04377/VAR.

Internal space standards

- 6.36 London Plan policy 3.5 (Quality and design of housing developments) requires the internal sizes of all new residential units adhere to the DCLG's Technical housing standards – Nationally Described Space Standards. Local Plan policy HO4 (Housing Quality and Density) sets out that the Council will expect developments to meet the space standards which are set out within the London Plan. The Council's Adopted Supplementary Planning Guidance Document 2018 policy HS2 states that all proposals which result in new living space should adhere to the London Plan internal space standards. Applicants are encouraged to view these as a minimum and exceed these standards where possible.

6.37 The scheme provides high quality residential accommodation for future occupants. All dwellings meet or exceed the minimum internal floorspace standards set out in the Standards. Average floorspace sizes for each dwelling type are as follows:

Minimum and Average Flat Sizes in Plot B1		
Dwelling Type	Minimum Floorspace (sqm)	Average Floorspace (sqm)
Shared Equity Studio	37.0	37.5
Shared Equity 1-bed	50.0	50.3
Shared Equity 2-bed	61.0	62.0
Affordable Rent 1-bed	50.0	50.9
Affordable Rent 2-bed	61.0	61.2
Social Rent 3-bed	74.0	75.2
Social Rent 4-bed	90.0	90.7
Extra Care Rent 1-bed	54.0	56.3
Extra Care Rent 2-bed	68.0	72.1
Extra Care Shared Equity 1-bed	54.0	56.9
Extra Care Share Equity 2-bed	68.0	72.1

Table 3: Minimum Internal Space Standards

6.38 The average floorspace for wheelchair dwellings also exceed the minimum requirements. Floor to ceiling heights within all primary habitable areas are at least 2.5m in height. This accords with the requirements for the standard of accommodation as set out within London Plan policy 3.5. The use of three separate cores within the building ensures that each core is accessible to no more than eight units, in accordance with the Mayor’s Housing SPG (2016).

Wheelchair accessible units

6.39 Both Local Plan Policy HO6 (Accessible Housing) and London Plan policy 3.8 (Housing choice) requires that ninety percent of new housing is accessible and adaptable with the remaining ten percent of new units to be developed as wheelchair user dwellings, i.e. is designed to be wheelchair accessible, or easily adaptable for residents who are wheelchair users.

6.40 The proposed 60 extra care units are all wheelchair user dwellings, having been specifically designed for residents who wish for independent living with an increased level of care. Typically, residents of extra care housing will have one or more impairment. The design of these units has been developed in consultation with the Council’s Extra Care Working Group, using industry good practice

guidance, and have been informed by site visits to other recently built extra care facilities.

- 6.41 Of the remaining 356 proposed units, every apartment has been designed to be accessible and adaptable dwellings, whilst 10% will comply with the requirements as wheelchair user dwellings. The applicant has provided further detail to negate the need for a further planning condition, although the information was provided to the Council after the Local Disability Forum had commented on the application. Therefore, officers consider that the Forum should be consulted on these plans/details to enable further comment on the acceptability of the information. Officers consider that the full details can be conditioned.

Extra Care Housing

- 6.42 The applicant has submitted a design document to the council, in order to demonstrate that the extra care facility will be designed to appropriate standards and best practice for extra care schemes. The applicant has engaged on a regular basis with the Extra Care Working Group (as obligated to do so under the s106 agreement for the outline permission) and this iterative process has resulted in the proposed scheme under consideration by the local planning authority. The design document identifies the extent to which compliance is achieved with the standards set out in the Housing and Learning and Improvement Network (H/LIN), Housing our Ageing Population Panel for Innovation (HAPPI) and Strategic Housing for Older People (SHOP) Standards, which are set out in the s106 Agreement to inform the detailed design (as best practice guides). The Design Document includes guidance on the recommended minimum floorspace for communal facilities, management rooms, laundry area, eating/kitchen/dining areas, WC and shower facilities, car parking (visitor, residents and staff), external amenity space, scooter storage, other ancillary uses and staff facilities (amongst others). Officers have reviewed this document alongside the detailed plans which are satisfactory to demonstrate that the extra care facility will be designed to a high standard that will add to the variety of housing types in the development. Broadly, the LIN, SHOP and HAPPI standards are followed, and where there are deviations, the design document sets out a reasonable justification to satisfy the standards being relaxed. It is noted that these standards are guidance only, therefore officers have taken a wider view of the proposed standards, and has sought advice from the Adult Social Care department who are generally supportive of the proposals. This component of the proposals is considered to be acceptable in order to provide housing accommodation to more-specialised needs, at an acceptable standard.

Access to amenity space

- 6.43 The Mayor's Housing SPG sets a minimum of 5sqm of private outdoor space should be provided for 1-2 person dwellings and an extra 1sqm should be provided for each additional occupant. In terms of private amenity, each dwelling within the development will have access to generously sized private balcony which meets the requirements set by the Mayor's SPG.
- 6.44 All dwellings within Plot B1 will also have access to the public amenity space throughout the development (including within the rear courtyard to Plot B1), including public spaces being delivered ahead of Plot B (i.e. Exhibition Park, Central Gardens and Kiralfy Square). The applicant has submitted revised plans in connection with the ground floor layout which enhances the internal access to the rear courtyard for the Extra Care facility and for the residents in the northern block that were initially disconnected from the external amenity area. The proposed

amendments are considered to improve upon the relationship between the landscaped courtyard and the residential component that would allow residents to take increasing 'ownership and stewardship' of this space. It is considered the proposals are acceptable with regards to the level/scale of on-site amenity space and its quality, in accordance with the intent of the Mayor's SPG and the Council's New Planning Guidance Supplementary Planning Document (SPD) 2018.

Children's Playspace

- 6.45 London Plan Policy 3.6 (Children and young people's play and informal recreation) and the Mayor's Play and Informal Recreation SPG sets out the GLA's benchmark standard requirement of 10sqm of dedicated playspace per child. New Local Plan Policy OS3 seeks that development proposals should not result in the loss of existing children and young people's playspace or result in an increased deficiency in the availability of such playspace. It seeks that in new residential that provides family accommodation, accessible and inclusive, safe and secure communal playspace will be required on site. It states that the Council will take into account the Mayor's SPG, but recognises that the scale of provision and associated play equipment will be in proportion to the scale and nature of the proposed development. In particular, the Council considers that playspace for young children should be located close to the home, but for older children and teenagers it could be located off site if this is considered appropriate.
- 6.46 The Mayor's SPG provides a calculator for establishing child yield and then playspace requirement for developments. Applying this calculator and the Mayor's 10sqm per child benchmark establishes a requirement for 2,363sqm for Plot B1 of the development. The original application identified that 720sqm of play space would be required for the Outline Component based on the range of dwelling types that was likely to be provided within the future development phases. Since these calculations, the provision of affordable housing, including the tenure types, has been increased. Accordingly, the proposals for playspace in this RMA seek to increase on the amount of playspace previously agreed on the Site.
- 6.47 The 'doorstep' playspaces for under five year olds are provided within the residential gardens to the rear (west) of Plot B1. The playspace would be provided in the form of natural doorstep playspace and playable landscape and paths. The quantum of 0-5 year olds' playspace would be 851.7sqm, which exceeds the 720sqm established at the original application stage. Whilst this falls short of the playspace requirement established by applying the Mayor's SPG calculator, Policy OS3 recognises that the scale of provision and associated play equipment will be in proportion to the scale and nature of the proposed development. In this instance, which is a high-density urban development, the overall quantum of playspace is acceptable, especially when it is recognised that it prioritises doorstep play for 0-5 year olds.
- 6.48 The remaining playspace requirements for older children will be accommodated within the 22,000sqm of publicly accessible open space provided across the whole site, and in addition to the nearby provision of further integral outdoor amenity areas provided within the other emerging developments in the Regeneration Area such as the BBC Television Centre development, Westfield Phase 2, Imperial College (North and South campuses) and White City Place.
- 6.49 The proposed communal open space within these proposals demonstrates that the space has a well-designed area for children's play adequate to meet the needs of the development; is overlooked by surrounding development; is accessible to

wheelchair users and other disabled people; is designed to take advantage of direct sunlight; and has suitable long term management arrangements in place to ensure open space is well managed over the life of the development in accordance with Local Plan policy OS5 and the SPD (Policy HS1).

Amenity

6.50 The maximum parameter plans have been considered within the ES and ES Addendums in order to establish the broad principle of the scale, layout and appearance of Development Plot B1. The proposals are within the maximum horizontal and vertical levels of deviation set in the parameter plans and therefore, the impact on amenity of adjoining occupiers, business operators and visitors has already been established in terms of the broad principles and the extent of the impact. It is important to consider whether the reserved matters demonstrate that these principles have been followed through in the detailed design to ensure any adverse impacts on amenity are minimised and that the development proposal demonstrates the principles of good neighbourliness, both externally (with respect to existing occupiers) and internally (future occupiers within the development).

Daylight and sunlight

6.51 New Local Plan Policy HO4 (Housing quality and density) expects housing development to be well designed internally and externally, and to ensure that good levels of daylight and sunlight are accessible to both future occupiers and sensitive adjoining occupiers. It expects housing to deliver a high-quality environment for its occupants, balancing requirements for factors such as outdoor amenity space against the quality of light within a development.

6.52 Policy 3.5 of the London Plan expects housing developments to be of the highest quality, internally and externally. Guidance on the application of Policy 3.5 is provided by the Mayor's Housing SPG (2016). The SPG echoes Policy 3.4 of the London Plan, which is to optimise housing output, and recognises that in achieving optimum housing delivery that *"an appropriate degree of flexibility needs to be applied when using BRE guidelines to assess the daylight and sunlight ... within new developments. Guidelines should be applied sensitively to higher density development, especially in opportunity areas, town centres, large sites and accessible locations, where BRE advice suggests considering the use of alternative targets. This should take into account local circumstances; the need to optimise housing capacity; and scope for the character and form of an area to change over time."*

6.53 The Housing SPG goes on to state that "The daylight targets within a proposed scheme should be assessed drawing on broadly comparable residential typologies within the area and of a similar nature across London. Decision makers should recognise that fully optimising housing potential on large sites may necessitate standards which depart from those presently experienced but which still achieve satisfactory levels of residential amenity.". And further it states that *"BRE guidelines on assessing daylight and sunlight should be applied sensitively to higher density development in London, particularly in central and urban settings, recognising the London Plan's strategic approach to optimise housing output (Policy 3.4) and the need to accommodate additional housing supply in locations with good accessibility suitable for higher density development (Policy 3.3). Quantitative standards on daylight and sunlight should not be applied rigidly, without carefully considering the*

location and context and standards experienced in broadly comparable housing typologies in London.”

Impact on Surrounding Properties including Adjoining Development Sites

6.54 The principle for the scale and height of Development Plot B1, in context with the adjoining and adjacent Development Plots within the wider site, has been tested and established within the main outline planning permission. Development Plot B1 (and Plots A1, A2 and A3) which are located to the western side of the site have the potential to affect daylight and sunlight levels in the nearest residential properties to the west on Wood Lane (in the Wood Lane Estate) and the uses within the development site to the north (Imperial College London- Southern Campus). The original officer report (ref: 2014/04726/OUT) of the main permission addresses the daylight impacts on these properties/buildings which are in part, a consequence of Development Plot B1. In respect of the residential properties on Wood Lane, the officer report states:

103,105 and 119 Wood Lane (in the Wood Lane Estate) – These properties form part of a terrace fronting on to Wood Lane opposite the Underground Station, and with Exhibition Close to the rear. The VSC (Vertical Sky Component) values were shown to be acceptable and so strictly the NSL test is not necessary. However, it was carried out and the detailed results provided. The level of discrepancy is very minor with them being 0.75 or greater compared to the target of 0.8. Although each window is the only one serving a room this is considered a very minor difference, especially as it does meet the VSC target.

6.55 Likewise for sunlight, the effects of the development (upon the nearest residential properties) have been considered in the main outline permission to be within acceptable tolerances noting that 1 window at 123 Wood Lane would not meet the APSH sunlight target (Annual Probable Sunlight Hours). Such a minor impact (non-significant impact in ES terms) does not give any grounds to refuse this application, as the impacts are consistent with the ES Daylight and Sunlight report. The reserved matters submission does not reconsider these effects.

6.56 The potential impact of the emerging proposals for the adjoining Ugli Buildings to the west on the quality of daylight and sunlight to Phases 1 and 2 of the WCL development has also been considered. Officers have been in discussion with St James who are looking to bring the Ugli Building site forward. The emerging proposals are for a residential-led development comprised of two buildings arranged as 10-storey podium buildings with centrally-position towers of 22 and 32 storeys which have been subject to an EIA Scoping Exercise. The development is emerging in such a way as to complement and complete the urban block that is partially established by WCL Phases 1 and 2. A detailed planning application for these proposals is anticipated in mid-2018.

6.57 The position, massing and orientation of the emerging proposals for the Ugli Buildings site are such that it is likely that they will impact on the daylight and sunlight received by west and north-facing homes in WCL Phases 1 and 2. It must be recognised that the obligation to demonstrate that the Ugli Buildings proposals will not unsustainably harm the quality of daylight and sunlight to WCL Phases 1 and 2 will lie with the applicant in their application for the Ugli Buildings, and cannot be strictly controlled through the RMA relating to WCL Development Plot B1. But

it is nevertheless prudent to consider the likely impacts for the purposes of completeness.

6.58 The starting point for considering this matter is in the WCOA Masterplan, which has always anticipated high density development with buildings at a larger scale on the Ugli site, including a tall building. In that regard, the prospect of future developments impacting upon the WCL development was a material consideration at the time of the detailed and outline proposals for WCL. By extension of this, the Masterplan and Local Plan policies WCRA and WCRA1 support for high-density development in the area is well-understood, and it is recognised that high-density development brings with it a commensurate level of inter-related impacts which results in lowered expectations for daylight and sunlight, especially in a changing environment such as White City. Additionally, the impact of the existing Ugli buildings which themselves present a substantial mass was considered at the outline stage, and has been considered in the current applications.

6.59 Turning to the proposed reserved matters submission for Development Plot B1, the design, height and layout has been designed to optimise internal daylight and sunlight quality by maximising window sizes and light penetration. The proposals are considered to recognise the need to balance daylight and sunlight ingress against solar overheating and the need to provide balconies, which themselves overshadow rooms below.

6.60 It is recognised that the current reserved matters application for Development Plot B1 has been designed to consider the potential future development of the Ugli Buildings, and that the levels of daylight and sunlight within the Plot B1, are likely to be mirrored to a large degree in both schemes. Noting there will be an increased scale within the Ugli site, it is considered the form and height of the forthcoming proposal will need to respect Plot B1 and any subsequent application will include full technical details of the sunlight and daylight impact upon the development at Plot B1.

Internal Daylight/Sunlight with Development Plot B1

6.61 A Daylight and Sunlight Assessment by Anstey Horne is provided with the planning application. This technical assessment uses the methods set out in the Building Research Establishment's (BRE) "Site layout planning for daylight and sunlight: A guide to good practice" to determine the provision of daylight and sunlight amenity within the proposed residential units in Development Plot B1. The guide gives advice on site layout planning to achieve good daylighting and sunlighting in new developments. It must be recognised that the document provides guidance and is not mandatory and is not an instrument of planning policy. It should also be recognised that the guidance is applied to all types of development in all contexts, ranging from small-scale countryside developments to high-density urban developments such as that subject of this application. It is clear within the guidance that the standards within it should be applied flexibly with respect to the development's context.

6.62 The proposal has been carefully designed to ensure that the proposed dwellings (within Development Plot B1) receive sufficient amounts of sunlight and daylight, and the number of dual aspect units across this part of the development has been maximised where possible.

- 6.63 The Reserved Matters application for Development Plot B1 has developed the exact window sizes, location and the internal layout of rooms with the building. The analysis by Anstey Horne demonstrates that each residential unit benefits from a reasonable light provision to ensure that a suitable residential environment can be provided.
- 6.64 The Daylight and Sunlight Assessment by Anstey Horne assumes that the detailed massing of Plots A and B, and the outline massing of Plots C to E are in situ, the latter being based on maximum parameter massing. It also includes other reasonably foreseeable neighbouring developments and therefore represents a worst-case assessment. The Assessment tested 515 rooms within Plot B, of which 29 are studio apartments, 181 are living rooms, dining rooms or kitchens (or a combination thereof), and 305 are bedrooms. Balconies have been considered as being in place.
- 6.65 In terms of daylight, the Assessment concludes that 74% of the rooms would satisfy the appropriate target for Average Daylight Factor (ADF). It is considered that this level of compliance is good for such a high-density urban development, and is consistent with the level of compliance achieved in Phase 1 (the detailed component).
- 6.66 In terms of sunlight, the emphasis of the BRE guidance is on living rooms rather than bedrooms and kitchens. The guide recommends that “Sensitive layout design of flats will attempt to ensure that each individual dwelling has at least one main living room which can receive a reasonable amount of sunlight. Where possible, living rooms should face the southern or western parts of the sky and kitchens towards the north or east.” In this context, the elevations of Phase 2 are principally facing east/west. Due to the consented Westfield Phase 1 development immediately to the south, with this development in place, access to sunlight to a number of the windows within Development Plot B1 (east-facing) will be more limited.
- 6.67 Nevertheless Anstey Horne have tested all windows in their model for Plot B, regardless of orientation. The results demonstrate that 50% of the 406 south facing windows adhere to the BRE guidelines for the annual sunlight assessment. For winter sunlight testing 303 75% of the same 406 south facing windows adhere to the guidelines. This is considered to be a good quality of sunlighting, recognising that the BRE guidelines recognise that one cannot have the same expectation in sunlight terms for windows facing in a northerly direction, and even windows facing east or west will necessarily only have access to sunlight for a maximum of half of a given day.
- 6.68 The applicant contends that they have sought to strike an appropriate balance between daylight and sunlighting, and the potential for overheating which is considered an entirely reasonable approach to take acknowledging, the site is within an urban location in London designated for optimum density. The size of window openings and the light transmittance of the glazing in a development needs to balance these competing requirements. Equally, the need to provide daylight and sunlight to homes is balanced against the provision of balconies (that are included to provide an outdoor amenity area for residents) which often overshadow windows that would otherwise receive a higher level of light. The sunlight reaching the balconies, while not included in the APSH calculation at the centre of the windows contributes to the perception of sunlight and to the overall degree of satisfaction of the amenity within a home.

6.69 In summary, the level of daylight and sunlight to Plot B1 is considered to be satisfactory recognising the site's high-density urban context. London Plan and Local Plan policies recognise the need to balance such considerations against the need to optimise sites, particularly in Opportunity Areas.

Aspect

6.70 LBHF's Planning Guidance SPD Policy HS2 states that North facing (i.e. where the orientation is less than 50 degrees either side of north) should be avoided wherever possible. Within Plot B1 only 37.5% of dwellings are single-aspect, and only 6.3% are north-facing single aspect. Again, recognising the high-density nature of the development and the need to balance delivery of homes in Opportunity Areas against detailed amenity guidance, this is considered acceptable.

Privacy

6.71 The proposed development is located an acceptable distance (beyond 18m minimum standard (of windows between/from/to habitable rooms) set out in the 2018 SPD Policy HS7) to ensure privacy levels within the development and adjoining offices (and potential development sites) can be achieved recognising the site is identified as an Opportunity Area in the London Plan and a Regeneration Area in the Local Plan. These strategic designations permit development at a high density which recognises the central and urban location of the site which is highly accessible.

6.72 In terms of internal privacy, it is acknowledged that the relationships between the non-principal 'book' end of the development plots are located less than the recommended minimum SPD distance of 18m for windows to facing windows. Condition 79 of the outline permission (2017/04377/VAR) sought to address this matter with the following restrictions. It states:

79) The following non-principal elevations of the outline components shall be designed in such a way as to minimise direct overlooking between the plot and the directly adjacent development (where the details are known).

South elevation of B1

South elevation of D1

North elevation of E1

Where the details of the opposing Development Plot are unknown, the plot (relevant to the submitted details) shall be designed to include a combination of bay windows, obscure glazing or oriel style windows to any habitable or non-habitable room. No balconies or winter gardens will be permitted on these elevations.

6.73 The reserved matters address the south elevation of Plot B1 referred to in the condition. The applicant has submitted a supporting report which seems to demonstrate compliance with this condition, by demonstrating that window positions have been chosen to avoid direct line-of-sight overlooking. A full range of alternatives as referenced by the condition were considered, and it was concluded that the alternative measures would combine to undermine the architectural integrity of the elevation or compromise the quality of internal accommodation. It is therefore considered that the proposal represents the optimum and most appropriate solution

recognising the trade-off between detailed design, internal accommodation quality and the need to respect privacy. Recognising that instances of direct overlooking are minimised, and are only evident at non-principal elevations involving bedroom windows which can be effectively screened by internal curtains and blinds, and the high-density nature of the development as approved in outline, the proposed arrangement is considered to minimise overlooking and ensure compliance with the condition. Were strict adherence to the standards sought.

6.74 In conclusion, the proposed development would not result in significant harm to the amenities of adjoining occupiers in terms of daylight/sunlight, over-shadowing, and privacy. It is considered that the proposals have been designed so that they do not unduly prejudice the development potential of the adjoining sites to the west and north which have the capacity to contribute towards the comprehensive regeneration of the Opportunity Area, by virtue of the extent of the daylight, sunlight, overshadowing and privacy impacts. The individual and cumulative potential impacts of the scheme in terms of air quality, light pollution, solar glare, wind tunnelling, noise or TV/radio reception would be acceptable, subject to the various mitigation methods proposed which are secured by conditions in the outline permission. In this regard, the development would respect the principles of good neighbourliness. The proposed development is therefore considered to be acceptable and would be in accordance with policies 3.5, 3.6, 3.8, 7.3, 7.6, 7.7, 7.14 and 7.15 of the London Plan (2016) and policies WCRA, WCRA1, CC10, CC11, CC12, CC13, DC1, DC2, DC3 and DC8 of the Local Plan (2018) and the Council's Planning Guidance within the Supplementary Planning Document (2018) and White City Opportunity Area Planning Framework (2013).

Transport

Car Parking

6.75 The development is mostly car-free recognising its public transport accessibility, but the extant permission allows for a total of 586 spaces across the Site. New Local Plan Policy T2 states that any proposed development must conform to its car parking standards; these permit a maximum of:

- Up to 2 spaces per 4 bed units
- up to 1.4 spaces per 3 bed units
- less than 1 space per 1-2 bed units

6.76 The RMA proposals provide 29 wheelchair-accessible parking spaces and a further 27 standard sized spaces within the basement, accessed via a ramp from the building’s south-western corner beneath Plot A. The detailed provision is as set out in the table below:

Tenure	Number and type	Rationale
Extra Care	15no. wheelchair accessible	0.25 total provision recognising expected residents’ needs
All other tenures	14no. wheelchair accessible	0.4 wheelchair unit provision (equivalent to Phase 1)
General needs	27no. standard	Part of overall Site provision

Table 4: Car Parking provisions for Development Plot B1

6.77 The 27 standard spaces can be converted to 20 wheelchair spaces if required. This results in an overall ratio of 0.15 spaces per unit, which is well below the ranges set out in New Policy T4 and consistent with the site’s accessibility.

6.78 No car parking is provided for the commercial elements of the development. The modal share of commercial employees is weighted towards public transport and sustainable modes of travel.

6.79 The level of car parking is considered to be acceptable for this part of the Development and the Council’s Transportation Officers have confirmed no objection to the level or layout of the car parking, subject to the controls set out in the outline planning permission. These controls include conditions that secure approval of a Car Park Management Plan and detailed design and layout of car park.

Cycle Parking

6.80 The cycle standards outlined in Policy 6.13 of the London Plan recommend a minimum of 1 space per one bedroom flat or studio, and 2 spaces for all other dwellings. Development Plot B1 provides 590 secure cycle parking spaces for residents, within several secure storage areas at basement level. These are accessed via a communal cycle lift. The quantum complies with the standards in the Mayor’s Housing SPG, which seeks 1 space for studio/one-bed home, and 2 spaces per two/three/four-bed home. 22 secure spaces would be provided at surface level within the residents’ garden for residential visitors. In addition, the development will provide secure cycle parking spaces for commercial visitors in the form of 5no. Sheffield stands providing 10 spaces for visitors. This meets the London Plan requirements and is likely to encourage sustainable modes of travel, in accordance with the New Local Plan Policy T3. Officers consider the level of cycle parking for this component to be wholly acceptable and in accordance with the relevant adopted policies in the London Plan (2016) and New Local Plan (2018).

Waste and Recycling

- 6.81 New Local Plan policy CC7 highlights the importance of sustainable waste management, ensuring that new developments have sustainable waste and recycling store facilities. Phase 1 of the development provides a site-wide refuse management centre where waste from the development would be processed and collected from. For Plot B subject of this RMA, both commercial and residential waste and recycling storage would be provided in designated waste stores at basement level, removing it from the public realm as much as possible. Each residential core will have a separate provision of Eurobins at basement level for recyclable and general waste to be collected by the estate management for centralised compaction and twice-weekly collection. There is also a centralised store for larger items such as furniture which would be collected and removed as required. Commercial waste would be collected from dedicated stores daily.
- 6.82 The refuse provision is considered to be in accordance with the site wide strategy, and the storage capacity and arrangement for refuse collection of refuse for Development Plot B1 is considered to be acceptable and consistent with the provisions in Plots A1, A2 and A3 which benefit from approval. It is considered the proposals are compliant with New Local Plan policy CC7.

Environmental Impacts

- 6.83 The development has been subject of a very recent (October 2017) Environmental Statement Addendum which accompanies application ref:2017/04377/VAR. The proposed detailed design subject of the RMA does not materially alter the assessments and conclusions within the 2017 ES Addendum to which a resolution to grant consent has been given.

Wind

- 6.84 The ES submitted with the original hybrid planning application, and its subsequent addenda, specify a requirement that future RMAs be accompanied by a plot-specific assessment of potential wind impacts and, if necessary, mitigation. RWDI has carried out wind tunnel testing of the proposed Plot B1 alongside existing and planned future buildings on the Site. Their report accompanies this RMA. The wind tunnel testing was carried out on the basis of there being no landscaping or wind mitigation features and therefore presents a worst-case scenario.
- 6.85 The report from RWDI identifies a number of locations within the Site where wind conditions are likely to be stronger than the intended use of a space, or in some limited cases where strong winds are likely that could endanger public safety. The report identified that the thoroughfare between Phases 1 and 2, specified Phase 2 residential entrances, parts of the western gardens and several balconies at Phase 2 requires further mitigation to reduce the impact of wind in these locations to be appropriate to their intended function.
- 6.86 The RWDI report recommends that a suitably designed package of purposely designed landscaping and other design features will can mitigate those areas identified to an acceptable and safe level. The detail of the landscaping package will require further wind tunnel testing to ensure that it will achieve the necessary mitigation and it is considered that a planning condition would secure this mitigation

package to be prepared, wind tunnel tested and submitted for approval, prior to commencement of this part of the development.

Energy and Sustainability

- 6.87 The original, and subsequently amended planning permissions for development of the Site include a planning condition (56) that requires the development to be carried out in accordance with the approved Energy Strategy. Plot B will be developed in accordance with this condition. A site-wide drainage strategy has been approved under condition 25 (2016/00889/DET). The site strategy allows for a 1000m³ tank (under Exhibition Park) to control the flow of water release into the local network in a controlled manner. Condition 31 requires details of a sustainable urban drainage system (SUDS) for each Development Plot to be submitted and approved. For Phase 2 the submitted details will demonstrate compliance with the site-wide strategy. It will demonstrate that all Phase 2 landscaping is located above a podium with a drainage mat under to catch and convey water to collection points and then into the storage tank for controlled release. The Council's Environmental Policy Officer has reviewed the submission and raises no objections, subject to the development being carried out in accordance with the approved energy strategy and sustainability standards set in the main outline permission.
- 6.88 The EPO recommends that consideration should be given to the policy requirement at the time of submission of the reserved matters. Whilst this would be a preferred route to enable full compliance with the up-to-date planning policies, it must be recognised that there is a site wide energy strategy and sustainable construction standards approved under the outline planning permission. The policies at the time set appropriate controls at the time that were fully in accordance with the relevant overriding planning policy documents at the time. The applicant is seeking to discharge detailed elements in terms of the scale, layout, appearance, landscaping and access under the reserved matters approval. Therefore, there are no changes to the energy strategy of sustainability standards that are inherent in the original permission. The RMA does not seek to apply different standards and therefore, subject to the applicant demonstrating to the satisfaction of the local planning authority that compliance can be secured with the requisite equivalent standards (based on current policy criteria) by way of conditions imposed on the outline permission, the proposals would be acceptable in terms of energy/sustainability.

7.0 CONCLUSION

- 7.1 This application addresses the matters which are reserved in respect of Plot B under planning application ref: 2017/04377/VAR, to which a resolution to grant planning permission has been received (subject to s106 agreement and subsequent direction from the Mayor of London). The access, scale, layout, appearance and landscaping as detailed in this submission are considered to be acceptable and are in accordance with the parameters set out in the outline scheme.
- 7.2 The proposed development detailed in this submission is compliant with the principles and details approved under the original planning permission and planning policies and guidance at all levels.
- 7.3 In summary, the detailed plans for Development Plot B1 will form part of a high-quality residential-led mixed use development that would make a positive

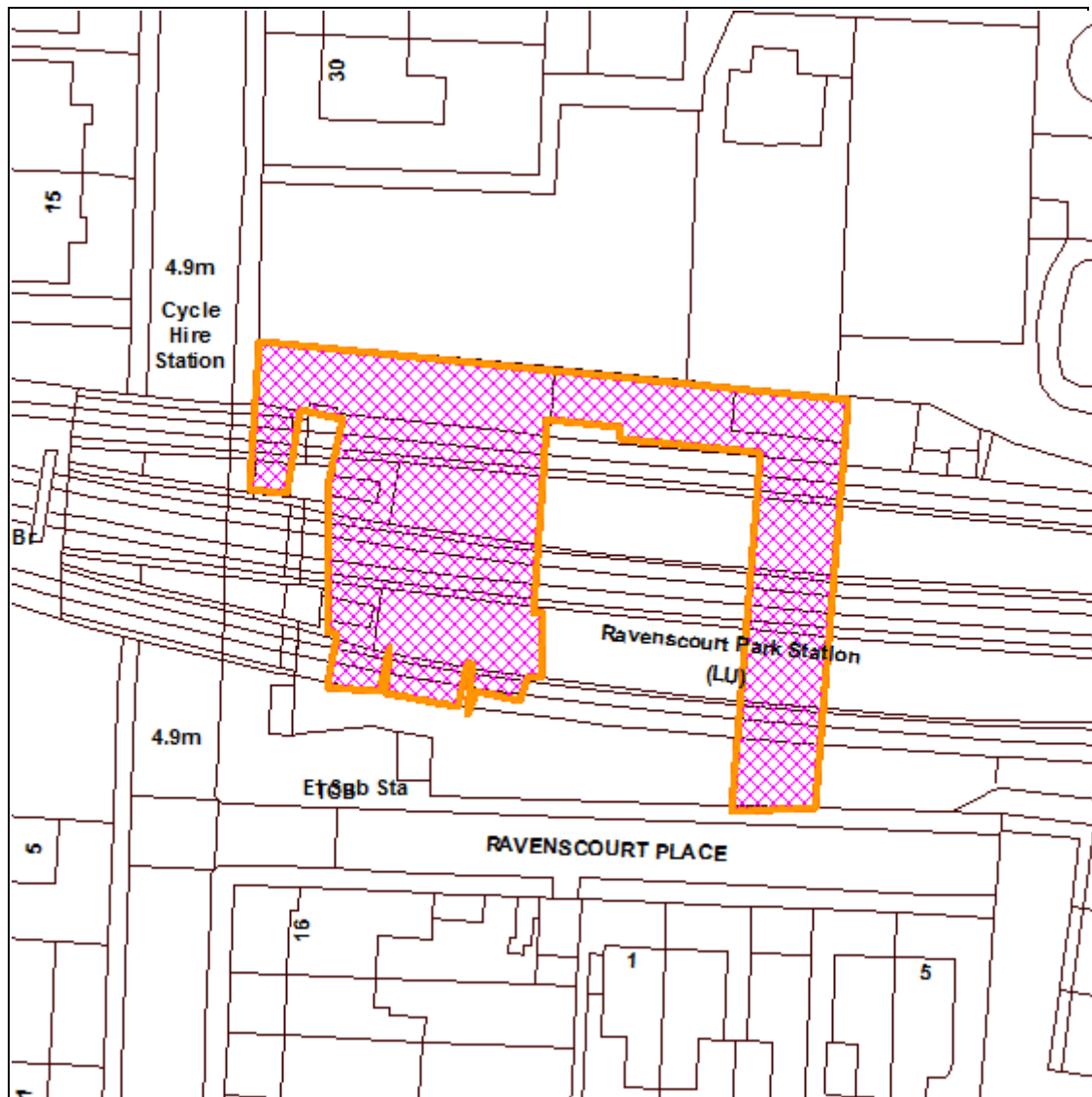
contribution to the White City Regeneration Area and will seek to deliver a significant part of the Strategic Regeneration site WCRA1 (designated in the New Local Plan 2018) and the White City Opportunity Area (as designated in the London Plan 2016).

- 7.4 The development will deliver the entire affordable housing element of the former M&S site at its second phase. The level and tenure of the affordable housing is consistent with that established under the outline scheme 2017/04377/VAR and will deliver new housing opportunities for 416 households. The design quality of the architecture and associated landscape and public realm would be of a high standard (recognizing this is a 100% affordable housing block). The design quality is broadly consistent with standard in the detailed component within the approved phase 1 (Development `Plots A1, A2 and A3, including the bridge and deck landscape/public realm works).

Ward: Ravenscourt Park

Site Address:

101 And 105 - 107 Stamford Brook Arches Ravenscourt Place
London W6 0UQ



© Crown Copyright. All Rights Reserved. London Borough Hammersmith and Fulham LA100019223 (2013).

For identification purposes only - do not scale.

Reg. No:
2017/03835/FUL

Case Officer:
Grace Harrison

Date Valid:
02.10.2017

Conservation Area:
Constraint Name: Ravenscourt And Starch Green
Conservation Area - Number 8

Committee Date:
20.03.2018

Applicant:

Mr J Wilson
C/o Agent

Description:

Change of use of railway arches 101, 105, 106 & 107 from railway storage (sui generis use) to indoor and outdoor climbing centre (D2 Use Class) together with external alterations including erection of canopy structure on south facing elevation (Revised drawings to indicate main entrance relocated to Ravenscourt Road).

Drg Nos: 2001 Rev PL3; 2200 Rev PL2; 2210 Rev PL2; 2230 Rev PL2; 2240 Rev PL2; 2250 Rev PL1; 2260 Rev PL1.

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 be carried out and completed in accordance with the following approved drawings: 2001 Rev PL3; 2210 Rev PL2; 2200 Rev PL2; 2230 Rev PL2; 2240 Rev PL2; 2250 Rev PL1; 2260 Rev PL1.

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 the policies of the London Plan (2016) and Local Plan (2018) Policies DC1, DC4 and DC8.

- 3) The development hereby approved shall not commence until detailed drawings of the new tensile canopy structure to be erected in the rear yard, including:

- Detailed drawings at a scale of at least 1:20 of the junction between the new tensile canopy structure and the existing arches;
- Detailed drawings at a scale of at least 1:50 of all elevations of the new tensile canopy structure; and
- A sample (including colour) of the proposed material(s)

have been submitted to, and approved in writing by, the local authority. The development shall be implemented in accordance with the details as agreed and thereafter permanently retained in this form.

To ensure a satisfactory external appearance and to ensure the character and appearance of the conservation area is preserved in accordance with Local Plan (2018) Policies DC1, DC4 and DC8.

- 4) The use of the premises hereby approved shall be carried out and operated in accordance with the Noise Statement submitted with the application.

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

- 5) No pre-booked or walk-in groups of more than four adult customers shall be accepted at any time. No pre-booked or walk in groups of more than four customers under the age of 18 shall be accepted outside of the hours of 09:00 and 16:00 Monday to Friday and at no time on Saturdays, Sundays or Bank Holidays.

To ensure that the amenity of occupiers of the development site/ surrounding premises is not adversely affected by noise from large groups of people arriving at or leaving the site, in accordance with Local Plan (2018) Policies CC11 and CC13.

- 6) The premises shall only be used as a recreational climbing centre and shall not be used or converted for any other purpose falling within, or outside of, Class D2 (Assembly and Leisure) of the Town and Country Planning (Use Classes) Order 1987 without planning permission first being obtained.

In granting this permission, the Council has had regard to the special circumstances of the case. A different use of the property would raise materially different planning considerations that the Council would wish to consider at that time, in accordance with Local Plan (2018) Policies E1, T1, T2, T3, CC11 and CC13 and Policies 3.9, 3.10, 3.11 and 3.12 of The London Plan (as amended in 2016), and the National Planning Policy Framework (2012).

- 7) The use of the premises shall not be permitted during the hours of 22:30 to 06:00 Mondays to Fridays and 21:00 to 09:00 on Saturdays, Sundays and Bank Holidays, including Boxing Day and New Year's Day. The use of the premises shall not be permitted at any time on Christmas Day.

To ensure that the amenity of occupiers of the development site/ surrounding premises is not adversely affected by noise from activities or people at or leaving the site, in accordance with Local Plan (2018) Policies CC11 and CC13.

- 8) Prior to commencement of the development, a Servicing and Delivery 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, and quiet loading/unloading measures. The details within the agreed Servicing Management Plan 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 Local Plan (2018) Policies CC11 and CC13.

- 9) Prior to commencement of the development, a full and detailed Travel Plan shall be submitted to, and approved in writing by the Council and thereafter the development shall be carried out and operated in accordance with the agreed details contained within the plan.

To promote sustainable and active travel to the site and thereby ensure an acceptable impact on traffic congestion and parking stress in the local area, in accordance with Local Plan (2018) Policy T1.

- 10) 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 Local Plan (2018) Policies CC11 and CC13.

- 11) The external climbing wall, housed within the tensile canopy structure to the north of the site, shall only be used between 09:00 and 21:00 hours, Mondays to Sundays and Bank Holidays, including Boxing Day and New Year's Day.

To ensure that the amenity of occupiers of the development site/ surrounding premises is not adversely affected by noise from activities or people at or leaving the site, in accordance with Local Plan (2018) Policies CC11 and CC13.

- 12) The use of the premises for a climbing centre as hereby permitted shall not begin until provision for the storage of 54 cycles has been made within the curtilage of the site in the form of 11 Sheffield hoop stands and 2 scaffold pole bike racks as indicated on the approved drawing no. 2100 Rev PL1, and the cycle storage as installed shall thereafter be permanently retained for the life of the development.

To ensure adequate provision for storage of cycles to promote sustainable and active travel to the site, in accordance with Local Plan (2018) Policies T1 and T3.

- 13) The use of the premises hereby approved shall be carried out and operated in accordance with the Centre Management Plan submitted with the application (received 5th March 2018).

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

- 14) Neither music nor amplified loud voices emitted from the commercial part of the development shall be audible at any residential/ noise sensitive premises.

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

- 15) No alcohol shall be either sold or consumed on the premises at any time.

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

- 16) The use of the premises hereby approved shall not begin until all external doors to the building are fitted with self-closing devices which shall thereafter be permanently maintained as such.

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

- 17) The forecourt in front of arch 101 on Ravenscourt Place shall not be used at any time for sitting out, and no chairs, tables or other furniture shall be placed on any part of the forecourt at any time.

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

- 18) The development shall be carried out in accordance with the details contained within the Flood Risk Assessment submitted with this application. All flood prevention and mitigation measures should be installed in accordance with the approved details prior to the use hereby approved commencing.

To prevent flooding by ensuring the satisfactory storage and disposal of surface water from the site, and to reduce the impact of flooding to the proposed development and future occupants, in accordance with Local Plan (2018) Policies CC3 and CC4.

- 19) No development shall commence until a preliminary risk assessment report is submitted to and approved in writing by the Council. This report shall comprise: a desktop study which identifies all current and previous uses at the site and surrounding area as well as the potential contaminants associated with those uses; a site reconnaissance; and a conceptual model indicating potential pollutant linkages between sources, pathways and receptors, including those in the surrounding area and those planned at the site; and a qualitative risk assessment of any potentially unacceptable risks arising from the identified pollutant linkages

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

Potentially contaminative land uses (past or present) are understood to occur at, or near to, this site. This condition is required to ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works, in accordance with Policy CC9 of the Local Plan (2018).

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

Potentially contaminative land uses (past or present) are understood to occur at, or near to, this site. This condition is required to ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works, in accordance with Policy CC9 of the Local Plan (2018).

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

Potentially contaminative land uses (past or present) are understood to occur at, or near to, this site. This condition is required to ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works, in accordance with Policy CC9 of the Local Plan (2018).

- 22) Unless the Council agree in writing that a set extent of development must commence to enable compliance with this condition, no development shall commence until, a remediation method statement is submitted to and approved in writing by the Council. This statement shall detail any required remediation works

and shall be designed to mitigate any remaining risks identified in the approved quantitative risk assessment. All works must be carried out in compliance with and by a competent person who conforms to CLR 11: Model Procedures for the Management of Land Contamination (Defra 2004) or the current UK requirements for sampling and testing.

Potentially contaminative land uses (past or present) are understood to occur at, or near to, this site. This condition is required to ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works, in accordance with Policy CC9 of the Local Plan (2018).

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

Potentially contaminative land uses (past or present) are understood to occur at, or near to, this site. This condition is required to ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works, in accordance with Policy CC9 of the Local Plan (2018).

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

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

are caused to humans, controlled waters or the wider environment during and following the development works, in accordance with Policy CC9 of the Local Plan (2018)

Justification for Approving the Application:

1. Land Use: The proposal would achieve a sustainable development with efficient use of previously developed land. The principle of a new leisure use would be supported by the National Planning Policy Framework (2012) with respect to 'promoting healthy communities' as well as London Plan Policy 3.9 and Local Plan (2018) Policies CF1, CF3, E2.

2. Residential Amenity: The impact of the proposed development upon adjoining occupiers is considered acceptable. The proposal would not have an unacceptably harmful impact on neighbouring residential amenity in terms of noise and disturbance to nearby residents, subject to conditions. In this regard, the development would respect the principles of good neighbourliness, and would therefore be acceptable in accordance with Local Plan (2018) Policies CC11 and CC13 and SPD Key Principle NN4 of the Planning Guidance Supplementary Planning Document (2013).

3. Highways matters: It has been demonstrated that the scheme would not have a significant further impact on the highway network or local parking conditions and is thus considered to be acceptable. Satisfactory provision would be made for cycle parking to encourage sustainable and active travel. Adequate provision for storage and collection of refuse and recyclables would be provided and delivery and access arrangements could also be satisfactorily addressed, subject to conditions. The development thereby accords with London Plan Policies 6.1, 6.3, 6.10, 6.11 and 6.13. Local Plan (2018) Policies T1, T2 and T3.

4. Design: The development is considered to comply with Local Plan (2018) Policies DC1, DC4 and DC8 which require a high standard of design in all developments, compatible with the scale and character of existing development and its setting, as well as London Plan policies 7.1, 7.4, 7.6 which seek a high quality in design and architecture, requiring new developments to have regard to the pattern and grain of existing development. The character and appearance of the Ravenscourt and Starch Green Conservation Area would be preserved, in accordance with Policy DC8 of the Local Plan (2018).

LOCAL GOVERNMENT ACT 2000 LIST OF BACKGROUND PAPERS

All Background Papers held by Helen Murray (Ext: 3439):

Application form received: 29th September 2017

Drawing Nos: see above

Policy documents: National Planning Policy Framework (NPPF) 2012
The London Plan 2016
LBHF - Local Plan 2018
LBHF - Supplementary Planning Document 2018

Consultation Comments:

Comments from:	Dated:
Environment Agency - Planning Liaison	01.11.17
London Underground Limited	17.10.17

Neighbour Comments:

Letters from:	Dated:
4 Ravenscourt Place London W6 0UN	09.10.17
275 Goldhawk Rd London W12 8EU	06.03.18
11 Ravenscourt Place London W6 0UN	25.10.17
Flat B Second Floor 226 King Street London W6 0RA	08.03.18
Flat A First Floor 232 King Street London W6 0RF	30.10.17
99 - 100 Railway Arches Ravenscourt Place London W6 0UN	25.10.17
1 Ravenscourt Road London W6 0UH	31.10.17
3 Ravenscourt Place London W6 0UN	25.10.17
14 Ravenscourt Road London W6 0UG	25.10.17
34 Ravenscourt Road London W6 0UG	06.03.18
2 Ravenscourt Place London W6 0UN	25.10.17
2 Ravenscourt Place London W6 0UN	05.01.18
1 Ravenscourt Place London W6 0UN	25.10.17
5 Ravenscourt Place London W6 0UN	24.10.17
10 Ravenscourt Place London W6 0UN	26.10.17
9 Ravenscourt Place London W6 0UN	26.10.17
7 Ravenscourt Place London W6 0UN	27.10.17
6 Ravenscourt Place London W6 0UN	25.10.17
3 Ravenscourt Road London W6 0UH	25.10.17
5 Ravenscourt Road London W6 0UH	25.10.17
16 Ravenscourt Road London W6 0UG	30.10.17
10 Ravenscourt Road London W6 0UG	25.10.17
30 Ravenscourt Road London W6 0UG	27.10.17
6 Ravenscourt Road London W6 0UG	30.10.17
62 Ravenscourt Road Hammersmith London W6 0UG	06.03.18
46 Ravenscourt Road W6 0UG	06.03.18
10 Ravenscourt Place London W6 0UN	06.03.18
7 Ravenscourt Road W6 0UH	06.03.18
9 Ravenscourt Place London W6 0UN	06.03.18
75 Ravenscourt Road W6 0UJ	06.03.18
95 Ravenscourt Road Hammersmith London W6 0UJ	06.03.18

52A Fairholme Road	25.10.17
NAG	25.10.17
7 Ravenscourt Road	25.10.17
4 Ravenscourt Road London W6 0UG	25.10.17
4 Ravenscourt Road London W6 0UG	25.10.17
Basement Flat 36A Ravenscourt Road London W6 0UG	31.10.17
11 Ravenscourt Place Hammersmith London W6 0UN	26.02.18
6 Ravenscourt Road London W6 0UG	08.03.18
2 Ravenscourt Place	09.01.18
Flat Second Floor 36 Ravenscourt Road London W6 0UG	25.10.17
10 Ravenscourt Road London W6 0UG	25.10.17
10 Ravenscourt Place London W6 0UN	01.03.18

Officer's Report

APPLICATION PREVIOUSLY REPORTED TO PLANNING AND DEVELOPMENT CONTROL COMMITTEE ON 6TH FEBRUARY 2018.

1.0 REASON FOR REPORTING BACK TO COMMITTEE

1.1 This application was presented to PADCC on 6th February 2018 but was deferred to allow the applicants to explore the feasibility of relocating the proposed main entrance to the centre from Arch 101 on Ravenscourt Place to Ravenscourt Road, where the site also has an existing access.

1.2 Committee Members also instructed Officers to investigate the opening hours of existing gyms/ sports facilities that are similarly situated elsewhere in the borough and compile information on whether these have attracted complaints from local residents.

1.3 Following the Committee meeting, the applicants submitted revised drawings showing the main entrance relocated to Ravenscourt Road. The applicants have also confirmed new opening hours of 06:00- 22:30 and an amended Centre Management Plan has also been submitted giving better clarity on the operation. Officers have also undertaken research into the opening hours of existing gyms in the borough and these are given below.

2.0 REPRESENTATIONS

2.1 Further notification letters were sent to residents following the receipt of revised drawings. 23 objection comments have been received in response, from the following addresses:

4, 5, 6, 10, 14, 34, 46, 62, 75 and 95 Ravenscourt Road

2, 3, 5, 9, 10 and 11 Ravenscourt Place, Ravenscourt Baptist Church

232a King Street

275 Goldhawk Road.

2.2 The comments received can be summarised as follows:

- Noise and disturbance from premises (especially from special events held on site) comings and goings and potential for groups of young people loitering outside the premises; some residents are concerned for their personal safety.
- Increased number of cars entering Ravenscourt Place and Ravenscourt Road will result in additional congestion, parking stress, air pollution and risk of accidents; Ravenscourt Baptist Church is concerned about unauthorised use of their car park;
- The proposed hours of operation are not suitable for a residential area;
- Proposal will aggravate existing litter problem on Ravenscourt Road and Ravenscourt Place, which has already worsened considerably since the student housing on Dalling Road opened.
- Proposed use would fail to protect the character of the conservation area;
- The financial viability or sustainability of the Centre is not a planning consideration and should not influence the decision;
- Information supplied by the applicant with regards to the opening hours of other gym's in the area are not comparable to the proposed centre;
- The residents do not want it and to go ahead regardless would set a dangerous precedent.
- One resident states that relocating the entrance to Ravenscourt Road would be preferable, subject to details of the replacement gate being suitable.

3.0 PLANNING CONSIDERATIONS

3.1 Since the application was deferred, the council has adopted the policies of the Hammersmith and Fulham Local Plan 2018. As a result, policy references from the original report (see appendix A) have changed. The policy changes can be summarised as follows in table 1:

Table 1.**Development Management Local Plan Policies:**

DM B1 (Employment Uses)	<i>To be replaced by Local Plan policies E1 and E2</i>
DM D2 (Arts, Culture, Entertainment, Leisure, Recreation & Sports)	<i>To be replaced by Local Plan policy CF3</i>
DM G1 (Design of New Build)	<i>To be replaced by Local Plan policies DC1, DC2 and HO6</i>
DM G2 (Tall Buildings)	<i>To be replaced by Local Plan policy DC3</i>
DM G3 (Alterations and Extensions)	<i>To be replaced by Local Plan policy DC4</i>
DM G7 (Heritage and Conservation)	<i>To be replaced by Local Plan policy DC8</i>
DM H7 (Contaminated Land)	<i>To be replaced by Local Plan policy CC9</i>
DM H9 (Noise)	<i>To be replaced by Local Plan policies CC11</i>
DM H10 (Light Pollution)	<i>To be replaced by Local Plan policy CC10</i>
DM H11 (Control of potentially Polluting Uses)	<i>To be replaced by Local Plan policy CC13</i>
DM J1 (Transport Assessments and Travel Plans)	<i>To be replaced by Local Plan policy T2</i>
DM J2 (Vehicle Parking Standards)	<i>To be replaced by Local Plan policy T3</i>
DM J3 (Housing with Reduced Parking)	<i>To be replaced by Local Plan policy T4</i>
DM J5 (Increasing Opportunities for Cycling and Walking)	<i>To be replaced by Local Plan policy T7</i>

Core Strategy Policies:

BE1 (Built Environment);	<i>To be replaced by Local Plan policy DC1</i>
CF1 (Community Facilities);	<i>To be replaced by Local Plan policies CF1, CF2 and CF3</i>
CC1 (Reduce Carbon Emissions and Climate Change);	<i>To be replaced by Local Plan policies CC1, CC2 and CC3</i>
CC2 (Water and Flooding),	<i>To be replaced by Local Plan policies CC2, CC3 and CC4</i>
CC4 (Environmental Quality);	<i>To be replaced by Local Plan policies CC9 and CC10</i>
T1 (Transport);	<i>To be replaced by Local Plan policies T2, T3, T4, T5 and T7</i>
LE1 (Local Economy & Employment);	<i>To be replaced by Local Plan policy E1</i>
BE1 (Built Environment);	<i>To be replaced by Local Plan policy DC1, DC2 and DC8</i>

3.2 The assessment as set out in the original report (Appendix A) is still relevant as there have been no substantive changes to the updated policies.

3.3 The proposed changes are to be considered within the context of the Local Plan (2018) and the Planning Guidance Supplementary Planning Document (2018). The Local Plan was adopted after this application was first reported to Committee, superseding the previous Core Strategy (2011) and Development Management Local Plan (2013). The updated policy references are referred to below and are also used in the updated conditions which are recommended to be attached if planning permission were to be granted.

+ Revised Entrance on Ravenscourt Road

3.4 Local Plan Policy CC11 states that noise-generating development will not be permitted if it would be liable to materially increase the noise experienced by occupants/users of existing noise-sensitive uses in the vicinity, in this case residences on Ravenscourt Place and Ravenscourt Road. Issues of noise and nuisance will be considered on a site-by-site basis having regard to the proposal, site context and surrounding uses. Policy CC13 states that the Council will, if necessary, require precautionary and/or remedial action if a nuisance would be likely to occur, to ensure that it will not.

3.5 For the reasons given in the original report (Appendix A), Officers remain satisfied that the proposed use would not give rise to undue or harmful levels of noise and disturbance to neighbouring residents. It is considered that relocating the main entrance to Ravenscourt Road would also be satisfactory and would help to overcome residents' concerns from the original submission, about customers congregating outside the forecourt of Arch 101 on Ravenscourt Place, which it is now proposed would be for emergency exit only. There are no residential properties directly adjacent to or opposite the proposed entrance, which is located just north of the railway bridge. Visitors accessing the site from the station would turn right, underneath the bridge and directly into the site without passing any residential properties.

3.6 The proposal to replace the existing entrance gates on Ravenscourt Road with new metal entrance gates remains the same as before. The new metal gates would be used as the main entrance.

+ Opening hours

3.7 As requested by Members, the approved hours of some other gymnasiums/ leisure uses recently granted consent in the borough are given below. This demonstrates that it is common for gyms to open early to allow customers to visit before work. Although the proposed hours for the climbing centre are longer than some of these, Officers consider that the site's location directly adjacent to an underground station (with trains running before and after the climbing centre would be open) is a significant material consideration and that any additional comings and goings would not be significant within this context.

128 Railway Arches, MacFarlane Road 06:00-22:00 Weekdays

Ground floor 150-152 King Street 06:00-22:00 Weekdays

Unit 1C 10 Hammersmith Grove	06:00-00:00
26-28 Hammersmith Grove	06:00-22.30 Weekdays
246 North End Road	06:00-21:00 weekdays
345 North End Road	06:00-21:00 Weekdays
189 Munster Road	07:00-20:00 Weekdays
351 - 353 New King's Road	07:00-22:00 Weekdays
242 Shepherd's Bush Road	24 Hours
King's Mall	06:00-22:30 Any day
Arch 82 Galena Road	07:00 to 19:00 Weekdays

3.8 The revised Centre Management Plan produced by the applicant confirms that the proposed opening hours have been reduced from 06:00-23:00 to 06:00-22:30. Officers understand the concerns of residents with regard to the proposed hours of operation for the development but remain of the view that on balance, the hours of operation are considered to be acceptable in this instance given the location of the proposed use underneath the underground station, and given the levels of pedestrian activity throughout the day in the area, together with the controls proposed in the Noise Statement and Centre Management Plan.

3.9 In respect of membership details, the applicants' revised Management Plan, confirms that:

- all members have photo id scanned each time they visit
- pricing structure allows for `any time` membership and `pay as you go` membership (allows single entry for a low outlay of money)
- Concessions are offered for children, students, the unemployed and senior citizens.

4.0 CONCLUSION

4.1 In conclusion, Officers consider that the proposal would achieve sustainable development and that the principle of a new leisure use would be supported by the NPPF and the London Plan with respect to promoting healthy communities and encouraging the development and growth of new businesses in the borough.

4.2 Furthermore, in respect of the newly adopted Local Plan 2018, the development would introduce a new business to the borough, provide additional opportunities for leisure use with associated health benefits for the local community and in this respect the development is considered to comply with Strategic Objectives 4, 7 and 15 of the Local Plan 2018.

4.3 The impact of the proposed development upon adjoining occupiers in terms of noise and disturbance and privacy would not be unacceptably harmful, subject to the recommended conditions. It is considered that the applicant has satisfactorily

demonstrated that the proposal would not have a significant further impact on the highway network or local parking conditions, and it is therefore acceptable in this regard. The design and appearance of the tensile canopy structure is also considered to be acceptable, and the character and appearance of the Ravenscourt and Starch Green Conservation Area would be preserved.

5.0 RECOMMENDATION

5.1 For these reasons, Officers recommend approval of the application subject to conditions.

APPENDIX A

REPORT TO THE PLANNING APPLICATIONS COMMITTEE ON 6th FEBRUARY 2018

1.0 BACKGROUND

1.1 The application site comprises four vacant railway arches (numbers 101, 105, 106 and 107) located beneath the railway viaduct adjacent to Ravenscourt Park Underground Station, together with an external yard to the north of the viaduct and a small forecourt area in front of arch 101 on Ravenscourt Place.

1.2 Arch 101 is accessed via the forecourt from Ravenscourt Place. It has no internal connection with arches 105, 106 and 107 (which are interlinked) and therefore access between them is only via the external yard to the north. The yard can also be accessed via a gate from Ravenscourt Road, shortly after the railway bridge. The Underground station is situated between Arch 101 and Arch 105.

1.3 The arches are currently vacant. The most recent use of all four arches was a motorcycle repair workshop, which ceased trading a number of years ago. Planning permission was never granted for such a use, and the site has no formal planning history. Officers consider that the arches can be classified as *sui generis*, meaning full planning permission would be required for any new use.

1.4 The Ravenscourt Park station building and the southern forecourt in front of the adjacent arches fall within the Ravenscourt and Starch Green Conservation Area. However, the principal part of the site and the yard to the north are outside the conservation area. The conservation area boundary runs up the inside edge of the footway on Ravenscourt Road. No part of the site contains a listed building or locally listed Building of Merit.

1.5 The site falls within the Environment Agency's Flood Zone 2.

1.6 Given its location adjacent to an Underground station, and within walking distance of bus routes on King Street, the site has an excellent Public Transport Accessibility Level (PTAL) of 6a according to Transport for London's methodology.

1.7 Planning permission is sought for change of use of the vacant railway arches to an indoor climbing centre (Use Class D2), together with associated internal and external alterations, including:

- + The installation of indoor climbing walls;
- + The erection of two free-standing, enclosed tensile canopy structures in the northern yard, containing another climbing wall;
- + Physical alterations to the entrances of the arches to create doors instead of existing shutters;
- + New cycle racks in rear yard;
- + Replacement metal gates to Ravenscourt Road;
- + A new fire escape door underneath the railway bridge.

1.8 The principal access to the proposed centre would be via the forecourt in front of Arch 101 on Ravenscourt Place. Arch 101 would contain a reception area and small ancillary café and shop (selling climbing accessories), as well as two small climbing walls. Immediately to the rear of Arch 101 would be a changing area, created within an existing brick shed structure in the rear yard. Visitors would then walk outside underneath two new tensile structures in the rear yard area to access the main climbing walls contained within Arches 105, 106 and 107. The tensile structure would also house an 'external' climbing wall.

1.9 The proposed opening hours for the centre are 6am-11pm Monday to Friday and 9am-9pm on weekends and bank holidays. The centre would be closed on Christmas Day and have limited opening hours on Boxing Day and New Years' Day.

1.10 In support of their application, the applicants have stated that the centre would be operated by The Lakeland Climbing Centre ('LCC'). They are an established company which was started in the Lake District in 1995. They own and operate the highest indoor climbing facility in the country. Recent awards include a Visit England Silver Award and the Cumbria Tourist Award for Best Small Visitor Attraction. In May 2014, LCC successfully opened its second climbing wall within railway arches in Vauxhall. LCC also partners with The Yorkshire Climbing Company who together own other climbing walls in Leeds, Manchester and Birmingham with accreditation from The British Mountaineering Council. The Ravenscourt Centre would be specifically for 'bouldering', which is a climbing style where the routes are short (up to 4.5m in height) and people climb without safety ropes but with the benefit of deep crash matting beneath them. The intention is to create a facility that would be of the highest quality in terms of quality, cleanliness and customer service.

1.11 LCC has been identified by London Underground Limited as the preferred operator for occupation of these arches, following a bidding process, and now has the option on the lease subject to the grant of planning permission.

2.0 PUBLICITY AND CONSULTATIONS

2.1 The application was advertised by way of a site notice and press advert, as well as notification letters sent to the occupants of surrounding properties.

2.2 Twenty-seven objection comments and one support comment have been received from the following addresses:

Support: 4 Ravenscourt Place;

Objection: 1, 2, 3, 5, 6, 7, 9, 10, 11 Ravenscourt Place; 1, 3, 4, 5, 6, 10, 14, 16, 30, 36A, 36 Ravenscourt Road; 52A Fairholme Road; 232a King Street; Autostrada, 99-100 Ravenscourt Place; Ravenscourt Baptist Church, 7 Ravenscourt Road.

2.3 In addition, a joint letter of representation/ petition was also received on 5th January 2018, signed by the residents of 1, 2, 3, 5, 6, 7, 8, 9, 10 and 11 Ravenscourt Place as well as the Autostrada traders in Arches 99-100 on Ravenscourt Place; 1, 3, 4, 5, 6, 7, 10, 14, 16 and 36C Ravenscourt Road; and 232A, 226B and 196 King Street.

2.4 The comments received can be summarised as follows:

Support

- This is a good idea. The resident would like to see more sporting facilities in the borough.

Officer response: The Council's planning policies also support the creation of new sports and leisure facilities in suitable locations.

Objections

- Disturbance would be caused by noise and nuisance emanating from the premises.

Officer response: A number of conditions are recommended to be imposed regarding the control of noise at the premises, including implementation of the submitted Noise Statement.

- There would be an increased number of people loitering outside the premises on Ravenscourt Place, intimidating local residents as well as being noisy and engaging in anti-social behaviour and possibly crime.

Officer response: Supporting information and evidence submitted by the applicant shows that visitors would be spread out throughout the day and there would not be large numbers of people arriving or exiting the centre at the same time. The likely demographic, based on the nature of the activity and costs involved, would be young to middle aged professionals. There is no reason to suggest that potential customers would be disposed to anti-social behaviour or criminal activity.

- There would be increased traffic congestion as a result of visitors arriving at the site by car, as well as delivery and servicing vehicles. There would be increased hazards for pedestrians, and greater parking stress for residents. There is already a problem with number of cars coming into the cul-de-sac on Ravenscourt Place.

Officer response: The Council's Highways Officers are satisfied with Transport Assessment submitted with the application, which estimates that only a very small percentage of customers would drive to the centre. A series of measures to encourage sustainable travel are contained within the draft Travel Plan, and a condition is recommended to submit a detailed Travel Plan prior to the centre opening. A condition is also recommended requiring a detailed Delivery and Servicing Plan to be submitted.

2.5 London Underground Ltd. responded to confirm that they would have no objection to the planning application, subject to the applicant fulfilling the legal requirements in place and formed under agreement with Transport for London (TfL).

2.6 Thames Water, the Environment Agency, and the Metropolitan Police Crime Prevention Design Advisor were also consulted but did not respond.

3.0 PLANNING CONSIDERATIONS

3.1 The relevant planning considerations in this case, to be assessed against the policies in the National Planning Policy Framework (NPPF), The London Plan (as amended March 2016) and the Council's Local Development Framework, comprising the Core Strategy (2011), Development Management Local Plan (DMLP, 2013) and the Planning Guidance Supplementary Planning Document (PGSPD, 2013), are:

- + The principle of a new leisure use in this location;
- + The impact of the new use in terms of noise and disturbance to neighbouring residents;
- + The contribution of the new use to traffic congestion and parking stress in the local area;
- + Environmental considerations including flood risk and contaminated land;
- + The appearance of the external alterations and the new tensile canopy structure, especially the impact on the character and appearance of the conservation area.

EMERGING LOCAL PLAN

3.2 On 24 January 2018, the Council resolved to adopt the Hammersmith & Fulham Local Plan (2018) ("the new Local Plan"). The adoption of the new Local Plan will take effect on 28 February 2018. From this date, the policies in the new Local Plan together with the London Plan will make up the statutory development plan for the borough. On adoption of the new Local Plan, policies also referred to in the report in respect of the Core Strategy (2011) and the Development Management Local Plan (2013) will no longer be relevant for the purposes of planning decision making in the borough. Until this date, the decision must be made against the current statutory development plan for the borough (see para 3.1).

PRINCIPLE OF A NEW LEISURE USE

3.3 One of the core principles of the NPPF is 'promoting healthy communities'. The document recognises that access to opportunities for sport and recreation can make an important contribution to the health and wellbeing of communities (para. 73). The London Plan (2016) also recognises that sports and recreation facilities are important parts of the social infrastructure, providing a range of social and health benefits for communities and neighbourhoods. London Plan Policy 3.19 (Sports facilities) states that development proposals that increase or enhance the provision of sports and recreation facilities will be supported.

3.4 These themes are reflected in the Council's Core Strategy (2011) and Development Management Local Plan (2013), which recognises that leisure, recreation and sports uses are important elements of social infrastructure and contribute greatly to the quality of life of residents as well as visitors to the borough. Therefore, the principle of creating

a new high-quality sport and recreation venue in a part of the borough which is not currently served by any similar facilities, is supported at all levels of planning policy.

NOISE AND DISTURBANCE

3.5 Twenty-seven individual objection comments have been received to this application, as well as a petition with 27 signatories (four of which had not already submitted comments). Although some residents acknowledge the benefits of having a new sporting facility in the borough, all express their concern about the potential for the new use to generate noise and disturbance, especially given the long proposed opening hours of the centre. The principal concerns are music and loud voices emanating from the venue, as well as noise generated by customers as they enter or exit the premises. Some residents have also expressed a fear that the climbing centre will attract customers who are likely to engage in anti-social behaviour or loitering. This issue is addressed separately below.

3.6 DMLP Policy DM H9 states that noise-generating development will not be permitted if it would be liable to materially increase the noise experienced by the occupants/users of existing or proposed noise-sensitive uses in the vicinity, in this case residences on Ravenscourt Place and Ravenscourt Road. Issues of noise and nuisance will be considered on a site-by-site basis having regard to the proposal, site context and surrounding uses. Policy DM H11 states that the Council will, if necessary, require precautionary and/or remedial action if a nuisance would be likely to occur, to ensure that it will not. In relation to proposed leisure uses, SPD Amenity Policy 24 states that careful consideration should be given to the likely noise impact of people arriving, queueing or otherwise congregating and departing the venue.

+ Noise disturbance from inside the premises

3.7 The nature of the activities taking place within the centre would not be especially noisy. For safety reasons, no loud music would be played, because climbers need to clearly hear instructions or warnings from the ground and the ability to easily communicate is important from a health and safety point of view. Any music would be low-level ambient background music.

3.8 The Council's Public Protection and Safety Team have recommended a condition requiring compliance with the submitted Noise Statement. Further conditions have been attached stipulating that no noise is audible outside of the premises and that self-closing doors are used on all entrances to help ensure that noise does not escape. Compliance with the Noise Statement could be monitored by the Council's Noise and Nuisance Team.

3.9 Residents have noted that LCC's climbing wall at Vauxhall runs 'party-style' events with music, food and alcohol being served. There is no suggestion that the intention is to hold any event of this kind at the Ravenscourt Centre and Officers agree that such events would not be appropriate in this location. Therefore, additional conditions are recommended to ensure that no amplified voices or music is played at the premises and no alcohol is served at any time.

+ Noise disturbance from customers outside the premises

3.9 Local residents are also concerned about noise disturbance generated by visitors entering and exiting the premises or loitering outside, particularly early in the morning or late at night.

3.10 The local area in the vicinity of the site, around the corner of Ravenscourt Road and Ravenscourt Place, is already a localised hub of activity with a number of different uses. The southern entrance to Arch 101 is situated between the entrance to the Underground Station to the west and a car repair garage and builders' merchant to the east. Ravenscourt Place is a cul-de-sac but has a pedestrian alleyway leading to Dalling Road, and hence a high level of pedestrian footfall. Ravenscourt Baptist Church, which holds regular meetings throughout the week, is also situated on the opposite side of Ravenscourt Road. Therefore, the additional trips that would be generated by the new climbing centre must be considered in this context.

3.11 The applicants estimate that the proposed climbing centre will attract approximately 200 unique visitors per day, with up to 300 on exceptionally busy days (most likely to be on the weekend). The estimated figures have been arrived at by extrapolating visitor data from other climbing walls within the ownership of LCC, as well as walls owned by other companies in London and across the UK. Particular reference has been made to the LCC's centre in Vauxhall. VauxWall is a larger centre with greater visitor capacity, and is located close to a significant transport interchange with higher passenger numbers than Ravenscourt Park. Data provided by the applicants shows that on a typical weekday, VauxWall experienced 216 entries, and 244 entries on a typical weekend. Given the smaller size of the proposed Ravenscourt centre and its location next to a less busy Underground Station, the applicants estimate a discount on daily visitor numbers compared to VauxWall. Data has also been provided with estimated daily visitors for other walls across London, showing that the applicant's visitor estimates have also been arrived at by comparing the amount of climbing wall and number of routes provided, and making a suitable discount on numbers based on Ravenscourt's relatively small size and limited number of climbing routes. Officers are satisfied that the estimated visitor numbers have been thoroughly considered with reference to available data and therefore accept that they are reasonable estimates.

3.12 Officers have considered the estimated additional footfall in the context of existing footfall in the area. Of particular relevance in this case is pedestrian traffic generated by Ravenscourt Park Underground Station, which the site is directly adjacent to. Data provided by the applicant using official TfL statistics shows that the station has annual passenger traffic of 3.2 million per year, or about 9,000 per day. The additional footfall that would be generated by the proposed centre would represent less than a 5% increase on this figure. Moreover, many of the visitors to the centre may also be commuting through the station in any event, and not all would be additive footfall to the neighbourhood. Also, exits from the station are more likely to occur in short 'bursts' when a train has arrived which are arguably more disturbing to residents; by contrast, customers to the climbing centre would be spread out throughout the day.

3.13 Residents are especially concerned about the long opening hours of the centre (06:00-11:00 Monday to Friday). To demonstrate how customers visits are anticipated to be spread throughout the day, the applicants have submitted estimated entries per hour the centre is open. This suggests that the estimated number of people arriving early in the morning or late at night are relatively small (11 people between 6-7am and between 0 and 6 persons between 9-11pm). 'Peak time' would be in the early evenings, between 5-8pm with 90 estimated arrivals. LCC has affirmed their commitment to

encourage visits at off-peak times through promotions such as two-tier pricing, free time for earlier entries, and special weekend offers, as this would have clear business benefits.

3.14 In contrast to a typical gym, where regular group classes are held, the centre would not offer any classes, a condition has been attached to ensure there are no group bookings of more than four adult customers at any time. LCC have stated their intention to welcome school groups, which would be of local community benefit, however a condition has been attached restricting the hours of school groups to between 9am-4pm on weekdays. Officers consider this is sufficient to ensure that there will not be groups of people either arriving at the centre at the same time or congregating outside early in the morning or late at night.

3.15 To further address the concerns of residents, the applicants have submitted a Centre Management Plan with details of how staff would ensure effective customer management to enhance security and minimise disturbance to residents, specifically :-

- Written signs and verbal encouragements from staff to customers to leave the area quietly and immediately [customers would not be expected to do loiter in any event, as there would be nowhere on the arch forecourt to sit or linger];
- Installation of an external CCTV camera overlooking the immediate vicinity of Arch 101, to enhance security;
- Staff 'floor walkers' who would undertake a regular trip outside Arch 101 to check on the forecourt, ensure no loitering as well as picking up litter;
- Climbing centre does not serve alcohol and does not permit access to climbers who are under the influence of drugs or alcohol;
- No smoking will be permitted on the forecourt outside Arch 101. Instead, the very few climbers who do smoke will be asked to do so in the rear yard;
- Turning out procedure.

3.16 The application proposes a very small ancillary cafe and climbing paraphernalia would also be sold. The cafe would be very small with only two tables and eight chairs. There are many cafes in the local area, including those a short walk away on King Street, and it is unlikely that the cafe offering within the centre would attract visitors who weren't also climbing. Advertisements and signage for the new centre would be subject to a separate application, but no indication has been given that the cafe would be specifically sign posted or advertised as a standalone feature. For these reasons, Officers are satisfied that the cafe would primarily be used by climbers and would not be of a size sufficient to create significant additional visitors to the premises.

3.17 Officers understand the concerns of residents with regard to the proposed hours of operation for the development. However, it is considered that given the location of the proposed use underneath the underground station, and given the levels of pedestrian activity throughout the day in the area together with the controls proposed (management and noise plan), that on balance the hours of operation are considered to be acceptable in this instance.

FEAR OF CRIME AND ANTI-SOCIAL BEHAVIOUR

3.18 Despite the fears expressed by some local residents, there is no evidence to suggest that the proposed climbing centre would attract people more disposed to anti-

social behaviour than any other leisure use. Indeed, given the specialist nature of the activity and the costs associated, it is most likely to attract existing climbing enthusiasts or people looking to try a new activity and take up a new hobby. All visitors are required to be registered members and present their membership card upon arrival, which would discourage 'timewasters' and ensure member accountability to the staff. The forecourt would also be covered by CCTV and the Centre Management Plan states that staff 'floor walkers' would regularly check on the forecourt area.

PRIVACY

3.19 Local residents have also raised concerns about loss of privacy, due to the proximity of the centre entrance at Arch 101 on Ravenscourt Place to the residential properties directly. Officers measure this distance to be approximately 21 metres. The entrance is set back from the public footway by over six metres, and the footway itself carries thousands of pedestrians every day. There is nothing to suggest that the climbing centre customers would loiter outside adjacent properties trying to see in, or that their presence passing by on their way into and out of the centre would be any more intrusive than the pedestrians which already pass by. As such Officers do not consider that the use would be likely to result in loss of privacy to the properties on Ravenscourt Place.

3.20 For all of these reasons and subject to the recommended conditions, Officers are satisfied that the centre would not give rise to significant loss of amenity for neighbouring residents through loss of privacy or noise and disturbance, in accordance with Policies DM H9 and DM H11 of the Development Management Local Plan (2013) as well as SPD Amenity Policy 24.

CONGESTION AND PARKING STRESS

3.21 Policy 6.1 of the London Plan (2016) encourages the closer integration of transport and development by encouraging patterns and nodes of development that reduce the need to travel, especially by car. Developments that generate high numbers of trips will be supported at locations within high public transport accessibility. DMLP Policy DM J1 requires all development proposals to be assessed for their contribution to traffic generation and their impact on congestion, particularly on bus routes and on the primary route network, and against the availability of public transport. As such Transport Assessments and Travel Plans are required where a development is expected to generate more than a specified number of trips during peak hours.

3.22 The site benefits from very high public transport accessibility, given it is located directly adjacent to Ravenscourt Park underground station, and is around 10 minutes walk from Hammersmith underground station and bus station. There are a number of frequent bus routes which travel along King Street, with the nearest stops around 190m to the south. There is also a bank of Santander Cycles underneath the railway bridge on Ravenscourt Road. Overall, the site is considered to be highly accessible by sustainable transport modes. The street parking bays in the vicinity are within Controlled Parking Zone L (restrictions Monday to Friday 09:00-17:00) as well as pay and display parking. No dedicated customer parking would be provided.

3.23 A Transport Assessment has been submitted, prepared by Transport Planning and Infrastructure Ltd. The trip generation exercise carried out indicates that the significant majority of customers would be expected to arrive by public transport, on foot or cycling.

Based on the estimated number of daily visitors, the Transport Assessment concludes that the proposals could generate in the order of 6 additional vehicle movements by customers per day. These conclusions are supported by the specific site characteristics, including the high PTAL rating and proximity to the Underground Station and bus stops; the provision of on site cycle parking and the proximity of a Santander Cycle docking station; on-site shower and changing facilities; and the fact no on-site parking is provided. Highways Officers agree with the conclusions of the Transport Assessment, and consider that this number of additional vehicles is not likely to have a detrimental impact on local parking demand in the area.

3.24 In addition, a parking survey has been conducted by Motion Transport consultants to assess the level of availability of street parking on surrounding streets, which demonstrates that the number of additional cars generated as a result of the proposal would not have a significant impact on parking availability on local streets. Officers consider an additional six cars entering and leaving the area per day would also not have a significant effect on traffic congestion on Ravenscourt Place or Ravenscourt Road.

3.25 In addition, a draft Travel Plan has been submitted which provides details of the measures to be put in place to ensure customers and staff do not arrive by car, including measures to promote walking, cycling and public transport. A condition is recommended to require a fully detailed Travel Plan to be submitted prior to the use commencing, with the development required to comply with the agreed details throughout the life of the development.

3.26 Cycle parking for the new use will be required in accordance with Policy DM J5 of the DMLP, which requires one cycle parking space per 15sqm. of floorspace, which, based on the 800sqm. area of the centre, would require 54 spaces. As part of this scheme it is proposed to provide: six Sheffield hoops at the front of the building to accommodate 12 spaces; 5 internal Sheffield hoops to the rear of the building to accommodate 10 spaces; a scaffold-type bar measuring 16m in length to accommodate 32 cycles to the rear. This provides a total of 54 spaces and Highways Officers are satisfied that the provision is satisfactory.

3.27 It is proposed that refuse collection is undertaken on-street from either Ravenscourt Road or Ravenscourt Place. The refuse store would be located within the site boundary and collected via a private collection service, which is expected twice/ three times a week. In terms of servicing / deliveries, it is expected that the main deliveries will be associated with the café, which would include fresh produce. Overall, the site could generate in the order of one or two deliveries per week. These will primarily be undertaken by transit vans, or those typically used by the catering industry, as shown in Figure 3 below. A detailed Delivery and Servicing Plan is to be submitted and approved prior to the use commencing.

EXTERNAL ALTERATIONS

3.28 The application proposes a new permanent tensile canopy structure to be erected in the rear yard to the north of the site, which is currently hardstanding. The Council's relevant local policies concerning the design of the proposed development include Core Strategy Policy BE1 and DMLP Policy DM G1. Policy BE1 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'.

3.29 DMLP Policy DM G1 seeks to ensure that new build development is of a high standard of design and compatible with the scale and character of existing development and its setting. It states that all proposals must be designed to respect:

- a) the historical context and townscape setting of the site, and its sense of place;
- b) the scale, mass, form and grain of surrounding development;
- c) the relationship of the proposed development to the existing townscape, including the local street pattern, local landmarks and the skyline;
- d) the local design context, including the prevailing rhythm and articulation of frontages, local building materials and colour, and locally distinctive architectural detailing, and thereby promote and reinforce local distinctiveness;
- e) the principles of good neighbourliness;
- f) the local landscape context and where appropriate should provide good landscaping and contribute to an improved public realm; and
- g) sustainability objectives; including adaptation to, and mitigation of, the effects of climate change;
- h) the principles of accessible and inclusive design; and
- i) the principles of Secured by Design.

3.30 The site is within the Ravenscourt and Starch Green Conservation Area and therefore DMLP Policy DM G7 (Heritage and conservation) is also relevant. This policy states that the Council will aim to protect, restore and enhance the quality, character and appearance of the borough's conservation areas.

3.31 The new tensile canopy structure would be same height as the crest of the arch entrances (5.5m above ground level) and set back from Ravenscourt Road by approximately 8m. Views of the structure would be very limited, obscured from most angles by the dense bank of trees which are immediately to the north and by the railway bridges from the south. The clearest views of the structure would be had from the when exit from Ravenscourt Park via the alleyway directly opposite. The structure would be dark green in colour to blend in with existing tree cover. Officers are satisfied that the structure would be of a satisfactory appearance and subject to a condition requiring detailed drawings of the junction between the structure and the arch and technical details of the elevations, no objections are recommended to be raised in visual amenity terms. It is considered that the character and appearance of the conservation area would be preserved.

3.32 The application also proposes minor alterations to the exterior of arches 105, 106 and 107 to create new entrance features. These would not be publicly visible and no objections are raised. Furthermore, no physical alterations are proposed to the exterior of the arch on Ravenscourt Place. Any signage for the development would be the subject of a separate application.

4.0 RECOMMENDATION

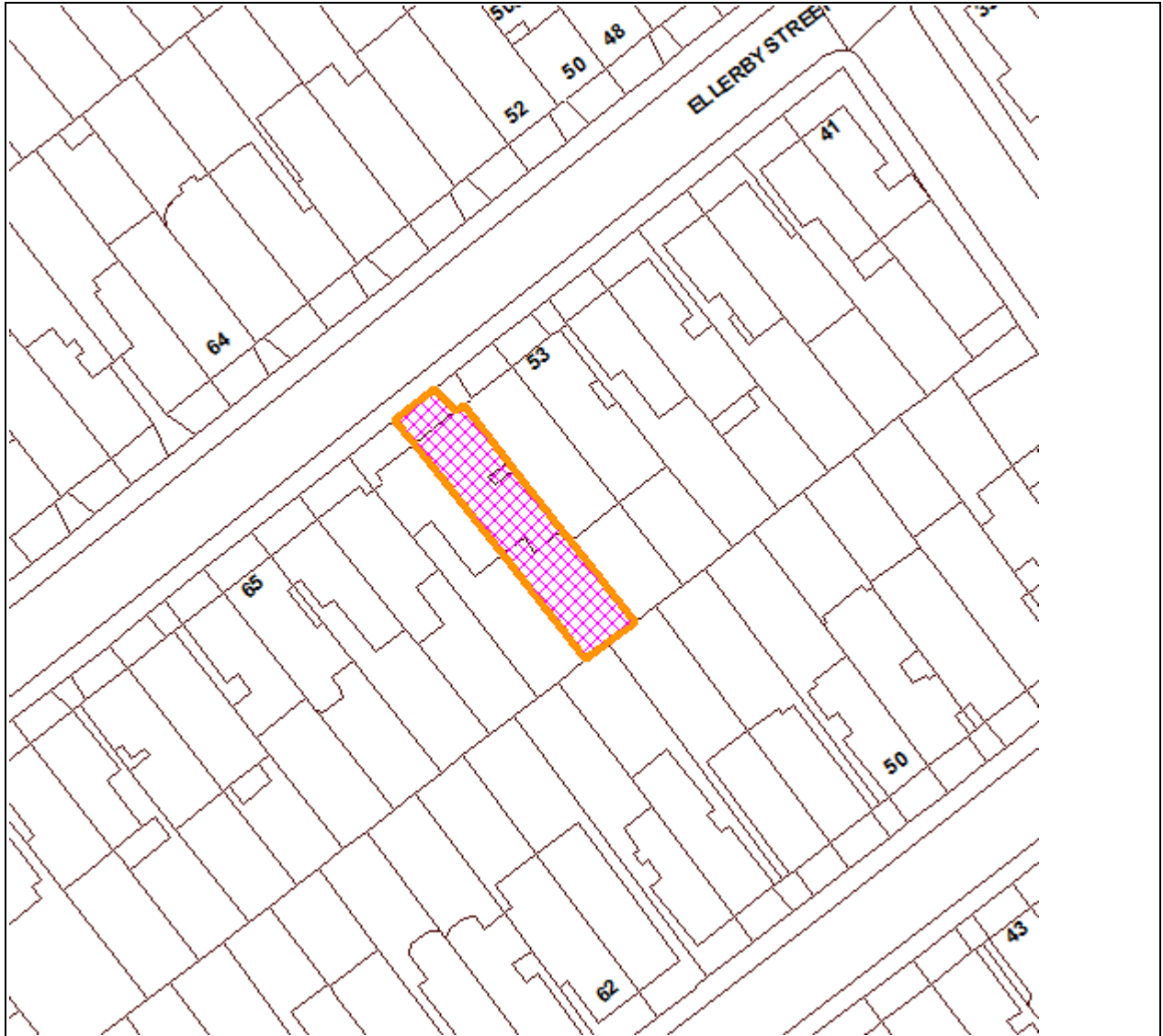
4.1 In conclusion, Officers consider that the proposal would achieve sustainable development and that the principle of a new leisure use would be supported by the NPPF and London Plan with respect to promoting healthy communities. The impact of the proposed development upon adjoining occupiers in terms of noise and disturbance and privacy would not be unacceptably harmful, subject to the recommended conditions. It is considered that the applicant has satisfactorily demonstrated that the proposal would not have a significant further impact on the highway network or local parking conditions, and it is therefore acceptable in this regard. The design and appearance of the tensile canopy structure is also considered to be acceptable, and the character and appearance of the Ravenscourt and Starch Green Conservation Area would be preserved.

4.2 For these reasons, Officers recommend approval of the application subject to conditions.

Ward: Palace Riverside

Site Address:

57 Ellerby Street London SW6 6EU



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

Reg. No:
2017/03156/FUL

Case Officer:
Daniel Allen

Date Valid:
26.10.2017

Conservation Area:
Bishops Park Conservation Area - Number 5

Committee Date:
20.03.2018

Applicant:

Mr & Mrs Green
57 Ellerby Street London SW6 6EU

Description:

Erection of a rear extension at second floor level over part of the existing back addition; removal of 2 chimney breasts from the existing back addition at second floor level; formation of a bay window to the rear elevation of the back addition at first floor level; installation of an obscured glazed and fixed closed window to the side elevation of the back addition at first floor level; erection of a single storey rear extension at ground floor level to the side of the existing back addition; excavation of the front garden and part of the rear garden to form lightwells, in connection with the enlargement of the existing basement; and formation of a concrete staircase from the proposed rear lightwell at basement level up to the rear garden.

Drg Nos: 1314/200-C; 1314/201-C; 1314/202-C; 1314/203-C; 1314/204-C; 1314/205-C; 1314/206-C; 1314/207-C; 1314/208-C received 01/11/2017. Arboricultural and Planning Integration Report (GHA/DS/13360:17 - dated 12/10/17); Tree Protection Plan; received 26/10/2017. Construction Method Statement (J000662 - July 2017); 1314/001; 1314/002; Flood Risk Assessment; received 10/08/2017.

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 detailed drawings which have been approved.

In order to ensure full compliance with the planning permission hereby approved and to prevent harm arising through deviations from the approved plans, in accordance with Policy DC1, DC4, and DC8 of the Local Plan 2018.

- 3) Any alterations to the elevations of the existing building (or works of making good) 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 DC1, DC4, and DC8 of the Local Plan 2018.

- 4) The external finish of the walls of the single storey side/rear extension hereby approved shall be constructed in second hand London stock brickwork to match the existing building.

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

- 5) The side and rear faces of the extension on top of the back addition hereby approved shall be clad in slate.

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

- 6) 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 DC1, DC4, and DC8 of the Local Plan 2018.

- 7) The party/flank walls of the extension on top of the back addition hereby approved shall not project more than 250 millimetres above or beyond the external faces of the main roof structure.

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

- 8) No water tanks, water tank enclosures or other structures shall be erected upon the flat roofs of the extensions hereby permitted.

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

- 9) The development hereby permitted shall not be occupied until the new window to the side elevation of the back addition at first floor level has been installed with obscure glazing below the level of 1.7 metres and shall thereafter be retained as such.

In order to ensure that the glazing would not result in overlooking and any subsequent loss of privacy, in accordance with policies HO11 and DC4 of the Local Plan (2018) and SPD Housing Key Principle HS7 of the Planning Guidance Supplementary Planning Document (2018).

- 10) The flat roof of the single storey side/rear extension at ground floor level hereby approved shall not be used as roof terrace or other amenity space. Further, no alterations shall be carried out to the remainder of the roof of the back addition. No alterations shall be carried out to the roofs hereby approved to facilitate their conversion to use, all or in part, as a terrace or other amenity space. No railings, chattels or other means of enclosure shall be erected on or 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 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 HO11 and DC4 of

the Local Plan 2018, and SPD Housing Key Principle HS8 of the Planning Guidance Supplementary Planning Document 2018.

- 11) The basement floorspace shall not exceed the dimensions hereby approved and shall only be used in connection with, and ancillary to, the use of the remainder of the application property as a single residential unit. The basement accommodation shall not be occupied as a self-contained flat that is separate and distinct from the use of the remainder of the application property as a single residential unit.

The use of the basement accommodation as a self-contained flat, separate from the use of the remainder of the application property as a single residential unit, would raise materially different planning considerations that the Council would wish to consider at that time, in accordance with Policies CC3, CC13, HO1, HO11, and T1 of the Local Plan (2018).

- 12) The dimensions of the front lightwell at basement and ground floor levels shall not exceed the dimensions, as indicated on approved drawings and the lightwell shall be carried out and completed in accordance with the approved details.

To ensure a satisfactory external appearance and to prevent harm to the street scene, in accordance with Policies DC1, DC4, and DC8 of the Local Plan, 2018, and the Council's SPD Guidelines for Lightwells in the Planning Guidance Supplementary Planning Document, 2018.

- 13) The openings in the front elevation at basement level hereby approved shall be timber frame construction to match the existing windows above.

To ensure a satisfactory external appearance and to prevent harm to the street scene, in accordance with Policies DC1, DC4 and DC8 of the Local Plan (2018) and the Council's SPD Guidelines for Lightwells of the Planning Guidance Supplementary Planning Document (2018).

- 14) No railings, walls, fences or other vertical means of enclosure shall be constructed around the front lightwell, with the exception of the front boundary treatments.

To ensure a satisfactory external appearance and to prevent harm to the street scene, in accordance with Policies DC1, DC4 and DC8 of the Local Plan (2018) and the Council's SPD Guidelines for Lightwells of the Planning Guidance Supplementary Planning Document (2018).

- 15) Unless otherwise indicated on the approved drawings, the new and replacement openings hereby approved shall be of timber frame construction.

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

- 16) The front lightwell area must be excavated carefully, and under direct arboricultural supervision, through excavation of a trial trench using hand tools to a depth of 1m before any deeper excavation continues. Any roots found to be present should be carefully severed with a sharp hand saw or secateurs as per BS5837:2012 before any further excavation or construction work commences. The

remainder of the Root Protection Area of the adjacent street trees within the front garden should be protected from compaction using some method of ground protection as per BS5837:2012.

To preserve the health and wellbeing of the adjacent street trees in accordance with Policy OS5 of the Local Plan (2018).

- 17) Prior to occupation of the development hereby permitted, flood mitigation/proofing measures, and water efficient appliances shall have been implemented and installed in accordance with the details contained within the approved Flood Risk Assessment. The measures shall thereafter be retained in perpetuity.

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

Justification for Approving the Application:

- 1) It is considered that the proposal would not have a significant effect on the residential amenity of adjoining occupiers and would be of an acceptable visual appearance. Further, the character and appearance of the conservation area would not be harmed. In this respect the proposal complies with Policies HO11, DC1, DC4, DC6, DC8, DC11, OS5, CC3, CC4, and CC9 of the Local Plan (2018), and SPD Housing Key Principles HS6, HS7, HS8; SPD Design Key Principles CAG3, BL1, BL2, and BL3; and; SPD Flood Risk Key Principles FR1, FR3, and FR6 of the Planning Guidance Supplementary Planning Document (2018).

LOCAL GOVERNMENT ACT 2000 LIST OF BACKGROUND PAPERS

All Background Papers held by Helen Murray (Ext: 3439):

Application form received: 10th August 2017
Drawing Nos: see above

Policy documents: National Planning Policy Framework (NPPF) 2012
The London Plan 2016
LBHF - Local Plan 2018
LBHF - Supplementary Planning Document 2018

Consultation Comments:

Comments from:
Thames Water - Development Control

Dated:
30.10.17

Neighbour Comments:

Letters from:

Dated:

59 Ellerby Street London SW6 6EU	05.09.17
LBHF Arboricultural Team Town Hall Extension Hammersmith W6 9JU	15.01.18
59 Ellerby Street London SW6 6EU	07.09.17
59 Ellerby Street London SW6 6EU	24.11.17
55 Ellerby Street Fulham London SW6 6EU	15.09.17

OFFICER REPORT

1.0 BACKGROUND

1.1 The application site relates to No.57 Ellerby Street, a two storey semi-detached single family dwelling, sited on the southern side of Ellerby Street. The site is not statutorily or locally listed, though is sited within the Bishops Park conservation area, Flood Zone 3, and Controlled Parking Zone (Y). The site is also subject to Article 4 direction restricting permitted development rights concerning the enlargement, improvement, or alteration to the roof or gable at the front of the dwelling house.

1.2 The property benefits from a single storey side and rear extension, and front and rear roof extension.

1.3 Relevant Planning History

In February 2016 planning permission (2016/00224/FUL) was approved for the erection of a single storey rear extension, infilling between the existing rear extension and the rear of the main building.

In January 2016 a Certificate of Lawfulness (2015/05355/CLP) was refused for the erection of a single storey rear extension, infilling between the existing rear extension and the rear of the main building, as the proposals did not constitute permitted development.

In August 2007 planning permission (2007/01420/FUL) was approved for the erection of a single storey rear extension, to the side and rear of the existing back addition.

In 1998 planning permission (1998/00584/FUL) was granted for the erection of a front mansard roof extension.

In 1992 planning permission (1992/00939/FUL) was granted for the erection of rear side extension at ground floor level.

1.4 The current application seeks planning permission for the erection of a rear extension at second floor level over part of the existing back addition; removal of 2 chimney breasts from the existing back addition at second floor level; formation of a bay window to the rear elevation of the back addition at first floor level; installation of an obscured glazed and fixed closed window to the side elevation of the back addition at first floor level; erection of a single storey rear extension at ground floor level to the side of the existing back addition; excavation of the front garden and part of the rear garden to form lightwells, in connection with the enlargement of the existing basement; and formation of a concrete staircase from the proposed rear lightwell at basement level up to the rear garden.

2.0 NEIGHBOUR AND OTHER CONSULTATIONS

2.1 The application was advertised by letters sent to 9 neighbouring properties as well as site and press notices. In total 2 representations including 1 objection and 1 letter of support.

2.2 The objection received can be summarised as follows:

- Impact of the ground floor rear extension upon daylight/sunlight and outlook;
- Impact of the first floor rear bay window upon the privacy amenities, visual amenities, and conservation area;
- Scale and dimensions of the proposed lightwells.

3.0 PLANNING CONSIDERATIONS

3.1 The relevant planning considerations in this case, to be assessed against the policies in the National Planning Policy Framework (NPPF), The London Plan (as amended March 2016) and the Council's Development Plan, comprising the Local Plan (2018) and the Planning Guidance Supplementary Planning Document (2018), are the impacts on the character and appearance of the application property, streetscene, and Bishops Park conservation area; the neighbours' residential amenity; impact upon street trees; and; environmental quality.

HERITAGE, DESIGN AND CHARACTER

3.2 Given the context of the application site, in respect of its siting within the conservation area, regard will be had to the general duties expressed within Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990, which states that: 'In the exercise, with respect to any buildings or other land in a conservation area...special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area', together with the requirements of the NPPF.

3.3 Paragraph 56 of the NPPF states that 'the government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people'. When assessing planning applications in regard to their design, pertinent London Plan Policies include Policies 7.4 and 7.8 which require development to have regard to the pattern and grain of the existing site context, to contribute positively toward the character of a place, be informed by the surrounding historic environment, and be adaptable to the changing needs of users and the

neighbourhoods in which the developments are located. Paragraph 129 of the NPPF requires planning authorities to assess the significance of any heritage assets affected by development proposal, including their effect on their setting. This assessment shall be taken 'into account when considering the impact of a proposal on a heritage asset, to avoid or minimise conflict between the heritage asset's conservation and any aspect of the proposal.'

3.4 Policies DC1 (Built Environment) and DC4 (Alterations and Extensions) of the Council's Local Plan (2018) require a high standard of design in all alterations, and that extensions to existing buildings be compatible with the scale and character of existing and neighbouring development and their setting, integrated into the architectural design of the existing building, and subservient in terms of its bulk, scale, materials, and design. In addition Policy DC6 (Replacement Windows) states that replacement windows should respect the architectural character of the building with regards to their design and use of materials, matching the original windows as closely as possible. Policy DC8 (Heritage and Conservation) seeks to protect, restore or enhance the quality, character, appearance and setting of the borough's historic environment including its conservation areas. This is supported by Key Principle CAG3 of the Planning Guidance SPD (2018).

3.5 The site is within the Bishops Park Court Conservation Area, where the Conservation Area Character Profile (para 6.7) states that 'The massing and rhythm of the buildings within a street is a key element in defining its character. Extensions and alterations to properties should not visibly affect their scale, rhythm and massing when seen from the street...and should not be excessive additions to properties.' Para 6.16 concerns rear extensions, and adds that 'The design and materials of rear extensions should be in keeping with the existing property...'. With regards to external finish of properties, para 6.18 notes that properties should be retained in their original condition.

3.6 The original property was constructed with an 'L' shaped floorplan with a two storey rear outrigger, comprising three floors of accommodation with an existing basement. The property has subsequently benefitted from a single storey side/rear infill extension at ground floor level and a loft conversion through front (mansard with dormers) and rear roof addition.

Extension to Roof of Back Addition:

3.7 At second storey level an extension is proposed on top of the back addition. It would be formed off the existing rear roof extension, project no more than 50% of the depth of the back addition, clad in slate and comprise a 70° mansard side elevation and vertical rear elevation. The extension is considered subservient in terms of design and scale when viewed against the context of the rear elevation, with the timber sash window being of a sympathetic scale and form, and with examples of similar dormer style additions visible along the rear roofscape including the adjoining property of No.55 Ellerby Street. The proposal is therefore considered appropriate in terms of visual appearance, and would preserve the visual amenities of both the parent dwelling and conservation area.

First Floor Rear Bay Window:

3.8 At first floor level the application includes a bay window feature at the rear elevation of the back addition. The proportions of this window would generally be sympathetic to the existing rear fenestration (proposing hardwood timber sash openings) and whilst not an original feature, given its scale and siting to the rear elevation of the terrace, it would

be in keeping with the pattern of development in the application terrace, with examples at Nos.45, 47, 49, and 51. In these circumstances, it would not be considered reasonable to withhold permission. Similarly, the additional first floor flank window would remain sympathetic in scale and form to the existing flank openings, and would not harm the visual amenities of the property or area.

Single Storey Side and Rear Extension:

3.9 The proposal also includes an extension to the side/rear of the back addition, to include an extension to the existing back addition and alterations to the roof form and height. The proposals would project 1.88m beyond the rear elevation of the back addition to tie into the depth of the existing infill extension, with the existing gable detailing removed and replaced with a flat roof form which sits approx. 200mm lower in height than the maximum height (3.6m) of the ridge of the existing pitched roof form of the side infill.

3.10 In terms of its form and finish the proposed extension would be constructed in London stock brickwork to match existing, with two glazed opening and a set of French doors to the rear. The two rooflights proposed are considered to sit comfortably within the roof form of the addition, and are not considered to detract from the visual amenities of the proposed addition or parent building. In terms of the scale, design, and use of materials, the proposed single storey extension would be in keeping with the application property and it is not considered that the proposal would be harmful in terms of visual amenity and would preserve the character or appearance of the conservation area.

Basement and Front/Rear Lightwells:

3.11 Under Policy DC11 the Council's general presumption is that basements should be confined to the footprint of the building. This is to prevent any adverse impact on drainage arising from such developments and the cumulative impact on ground water flows. Furthermore, any excavation under front and rear gardens is likely to involve the removal of soft landscaping and tree planting. Excavation could also result in the loss of potential for tree planting and soft landscaping where none currently exists (DC11 and SPD BL1). Policy DC11 states new basement accommodation in existing dwellings will be permitted where it does not extend into or underneath the garden further than 50% of the depth of the host building (measured from the principal rear elevation), or the rear garden, whichever is the lesser. SPD Design Key Principles BL1, BL2, and BL3 relate to the design of lightwells. The criteria for lightwells specifies that they should be appropriate in their design and location, and must not be out of character with the original dwelling or street scene, or be excessive in size.

3.12 The proposed basement would be retained within the footprint of the existing building with development not being visible from outside the building with the exception of the front and rear lightwells. The new basement accommodation created is intended to be used only in connection with the remainder of the property as a single dwelling house. It is not considered that its use in this way would be likely to harm the existing amenities of the occupiers of neighbouring residential properties, in terms of noise and disturbance.

3.13 Following submission of revised drawings, the design of the front lightwell is considered to be in accordance with the Council's planning guidelines for Lightwells (SPD Key Principle BL3). A galvanised metal grille would be set flush with ground level at the front garden, with a condition to be attached to any consent to ensure that the new fenestration to the front shall be of materials to match the existing ground floor

window above (Condition 13). The lightwell to the rear measures 1.1m front-to-back and is covered with walk-on glass at ground floor level. As the lightwells are of a modest design which is compatible with the character of lightwells within the streetscene, and the basement is located under the footprint of the house and is largely obscured from street-level views, this element of the proposal is considered subservient to the building and not out of character with the original dwelling or the terrace, and would preserve the character and appearance of the surrounding area.

3.14 Overall, subject to appropriate condition concerning the finish of the proposed development, the scheme is considered to preserve the visual amenities of the host building, streetscene, and character of the Bishops Park conservation area in accordance with Policies DC1, DC4, DC6, DC8, and DC11 of the Local Plan (2018) and SPD Design Key Principles CAG3, BL1, BL2, and BL3 of the Planning Guidance SPD (2018).

RESIDENTIAL AMENITY

3.15 The borough has a high density of development and it is necessary to ensure that the amenities of existing residential occupiers are not unduly affected. Local Plan Policy HO11 states that extensions will be considered acceptable where it can be demonstrated that there is no detrimental impact upon the amenities enjoyed by neighbouring properties to include privacy, daylight and sunlight, and outlook. SPD Housing Key Principles HS6, HS7, and HS8 contain safeguards against sense of enclosure, loss of outlook, loss of privacy, loss of daylight and disturbances against neighbouring occupiers.

Outlook and Daylight/Sunlight:

3.16 Key Principle HS6 (i and ii) stipulate that extensions should not infringe an angle of 45 degrees to the rear boundary from ground level where proposals adjoin rear gardens that are less than 9m in depth, or otherwise at a height of 2m. Key Principle HS7 criteria (i) states that the outlook from any rear window of habitable room on the main part of the house should not be significantly worsened as a result of proposed extension built at a level higher than the level on the floor containing the affected window. Any extension of the roof of the back addition or to the rear of the back addition should enable an unobstructed angle of 45 degrees to be achieved to any window to a room other than a bathroom or toilet on the ground floor of the opposing back addition if that is sole window to that room. Further, where there is an existing rear addition the angle of unobstructed visibility should not be reduced by more than 15%. Where no rear addition currently exists at the level of the extension then on site judgement would be determining factor.

3.17 The ground floor extensions and alterations and the proposed roof extension would comply with SPD Key Principle 6 criteria (i and ii). Indeed, the nearest properties to the rear along Doneraile Street are over 18m away from this part of the development, and as such there would be no demonstrable harm in this regard.

3.18 With regards to Key Principle HS7 Criteria (i) and (ii) there would be no ground floor windows affected at the adjoining property No.55, as this property has erected a single storey 'infill' extension to the side of its existing back addition which has a greater depth than the existing/proposed extension to No.57. The extension on top of the back addition would be modest in scale and only would occupy half the length on top of the back addition. This, combined with the distance to nearest affected window, leads

Officers to conclude that harm to neighbouring occupiers would remain within acceptable limits, and would not cause such harm to the daylight and outlook amenities of this property so as to warrant refusal of the application on this basis. The proposals are therefore considered compliant with Criteria (i) on this basis.

3.19 Whilst the impact of the proposals upon the amenities of the neighbouring No.55 Ellerby Street and properties along Doneraile Street are considered within the relevant SPD Housing Principles sections above, concern has been raised with regard to the impact of the proposed rear extension upon the occupants of the neighbouring No.59 Ellerby Street. During the course of the application the rear addition has been reduced in height by approx. 350mm to measure 3.41m at the boundary with a slightly raised parapet detail to the rear elevation. Given the 1.88m depth of the addition and the reduced height, together with the relatively generous depth and width of the rear gardens of neighbouring properties, the proposals are not considered to result in such a sense of enclosure as to warrant refusal of the application on this basis. Furthermore, the proposals have not been found to fail the 45 degree assessment of the BRE guide when measured against the nearest habitable room window to the rear elevation (ground floor) of the back addition.

3.20 Additionally, in assessing the proposed extension at the boundary with No.59, considerations should also be had to the fall-back position available for a single storey rear addition under permitted development allowances, where an extension up to 3m in depth and 3m in height at the boundary could be erected (subject to compliance with the other conditions and limitations of Part 1 Class A of the (General Permitted Development) Order 2015 (as amended).

Privacy and Noise & Disturbance:

3.21 Key Principle HS7 (iii) stipulates that any new windows should be positioned at least 18m from existing habitable room windows, measured in an arc of 60° from the centre of the proposed new window. Key Principle HS8 stipulates that generally a roof terrace/balcony is unacceptable if it would likely cause harm to the existing amenities of neighbouring occupiers by reason of noise and disturbance; or, if it would result in an additional opportunity for overlooking or result in a significantly greater degree of overlooking and consequent loss of privacy than from the access point onto the proposed roof terrace/balcony.

3.22 Concern has been raised that the proposed first floor bay window to the rear elevation of the back addition would detract from the privacy amenities of neighbouring properties. Whilst it is acknowledged that some of this glazing would be orientated toward the neighbouring properties, it is considered that the principal outlook from this room would remain down the length of the rear garden of No.57, with any opportunity for overlooking toward neighbouring properties being acute, and not to such a degree as to warrant refusal of the application.

3.23 Given the flat roof form of the proposed side/rear extension at ground floor level, to preserve the privacy amenities of neighbouring occupiers, a condition will be imposed on any consent to restrict access to this flat roof and prohibit its conversion or use as a terrace or balcony (Condition 10). Similarly, a condition will be imposed to ensure that the additional first floor opening to the flank elevation of the back addition is retained in obscure glazing and non-openable up to a height of 1.7m above finished floor level (Condition 9).

3.24 Given the above, the proposed development complies with Policy HO11 and DC4 of the Local Plan (2018) and Key Principles HS6, HS7, and HS8 of the Planning Guidance SPD (2018).

TREES AND LANDSCAPING

3.25 Whilst the site does not comprise any trees protected under Tree Preservation Order, there are a number of mature street trees (London Planes) to the front of the property along Ellerby Street. The application is supported by an Arboricultural and Planning Integration Report (ref: GHA/DS/13360:17). This considers the trees to be of category 'B' quality, with tree T1 considered to have had its root spread impacted by the existing front boundary wall to No.57 and neighbouring properties. Nonetheless, the application proposes the retention of these trees with protective measures included within the submitted report (sections 8 and 10).

3.26 The Arboricultural and Planning Integration Report has been reviewed by the Council's Arboricultural Team, who requested additional information regarding the presence of any roots within proximity of the proposed front lightwell. The applicant has provided this information, following the undertaking of a 'trial dig' (1m deep and 1m in length) along the front edge of the proposed lightwell, nearest the existing street trees. Following review of the additional information, the Council's Arboricultural Officer raises no objection subject to condition requiring careful excavation along the full length of the front lightwell using hand tools to a depth of 1m, with the careful severance of roots found with a sharp hand-saw or secateurs (Condition 16).

3.27 Subject to such a condition, the proposed development is not considered to unduly harm the health and well-being of the adjacent street tree. The development would not encroach substantially into the rear garden of the property, the existing hard landscaping to the rear garden will be replaced with permeable surfaces. As such the proposed development is considered acceptable with regards to Local Plan Policy OS5 (2018).

CONTAMINATED LAND

3.28 The Land Contamination Team have reviewed the proposal and raise no objection subject to the inclusion of an informative on any consent. Complies with Policy CC9 of the Local Plan (2018).

FLOOD RISK

3.29 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'. 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.

3.30 Policy CC3 (Minimising Flood Risk and Reducing Water Use) of the Local Plan requires that new development is required to reduce the use of water and to minimise current and future flood risk. This is supported by Policy CC4 which seeks that developments manage surface water run-off and to promote the use of water efficient fittings and appliances.

3.31 The applicant has provided a Flood Risk Assessment (FRA) which has been reviewed by the Council's Environmental Policy Officer. The FRA includes details of a delta waterproof membrane system and sump pump at basement level and confirms that a non-return valve will be fitted. This also states that the ground floor extension will be at the same level as existing and flood resilient materials will be used. Furthermore, the submitted drawings show a means of escape to ground floor level and above in the event of a breach in defences. It is not therefore considered that the development would have an adverse effect on a watercourse, the flood plain, or its flood defences; nor would it impede access to flood defence and management facilities; or would have a significant effect on local flood storage capacity. Subject to a condition ensuring the provision of appropriate mitigation measures (Condition 17), the proposed development is considered to be compliant with Policy CC3 of the Local Plan (2018).

4.0 CONCLUSIONS and RECOMMENDATION

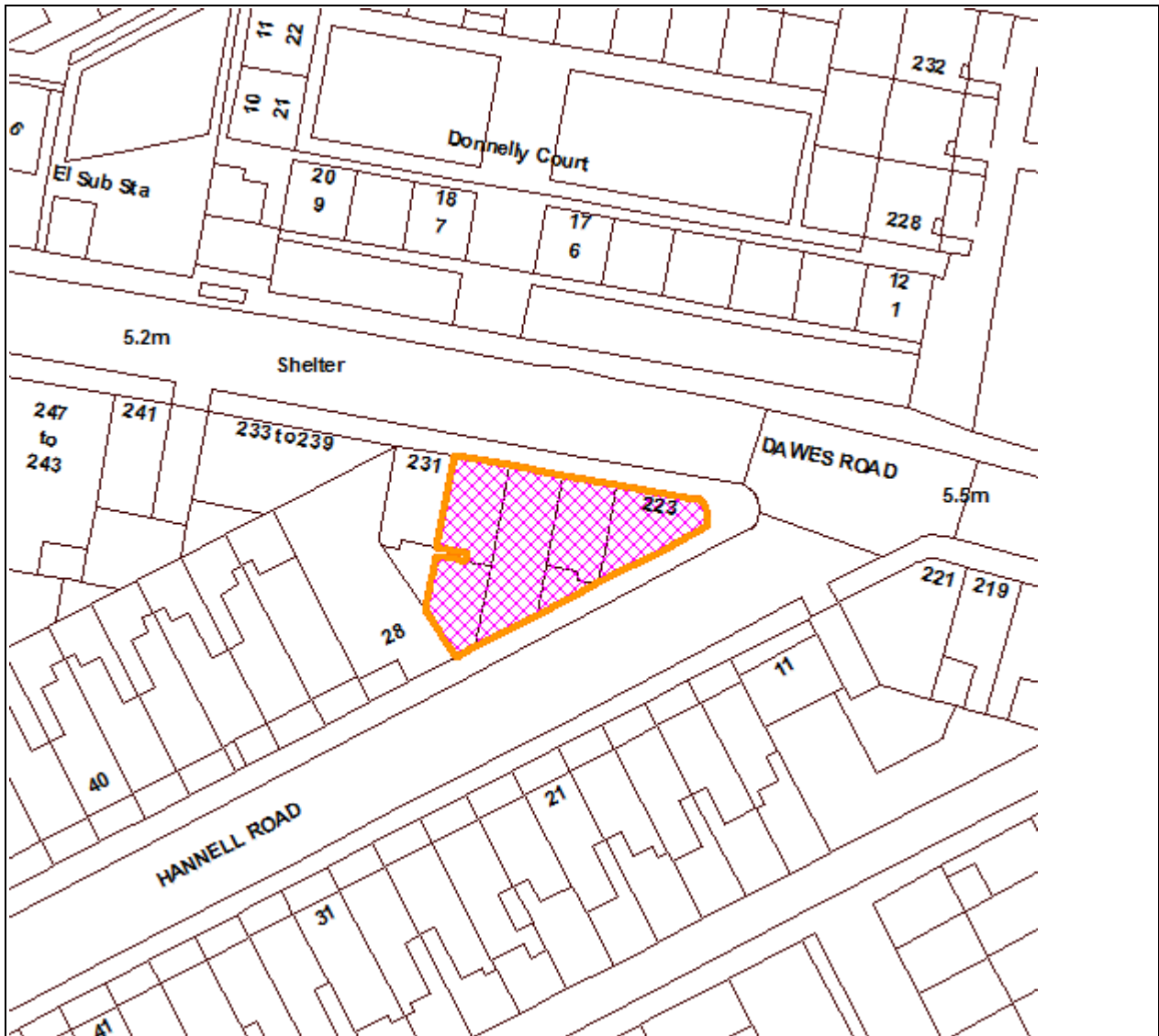
4.1 Officers consider that the proposed development would be appropriate in terms of design and scale, and that it would not cause demonstrable harm to the amenities of neighbouring residents. Further, the proposed development would not have a detrimental impact upon the health and well-being of nearby street trees. Other matters including flood risk and contaminated land matters are also considered to be acceptable.

4.2 It is recommended that planning permission be granted, subject to conditions.

Ward: Munster

Site Address:

223 - 229 Dawes Road London SW6 7RD



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

Reg. No:
2017/04441/FUL

Case Officer:
Leanne Richardson

Date Valid:
16.11.2017

Conservation Area:

Committee Date:
20.03.2018

Applicant:

GM London

1-3 Wimbledon Stadium Business Centre

Description:

Partial demolition and change of use of existing building from Builders Merchant (sui-generis) and two 2 bedroom units; erection of a part three, part four storey building plus-basement extensions, including alterations and extensions to provide an additional floor at roof level, to provide 1 x three bedroom, 5 x two bedroom and 3 x one bedroom self-contained flats and 315sqm of commercial floorspace (Class B1) at basement and ground floor level; formation of roof terraces at first, second and third floor levels; alterations to external fenestration of the building to include the installation of new windows and doors.

Drg Nos: 208 (10) 002 Rev G; 208 (10) 003 Rev F; 208 (12) 001 Rev H; 208 (12) 02 Rev L; 208 (12) 003 Rev F; 208 (12) 005 Rev E; 208 (05) 002 Rev D; 208 (05) 003 Rev C; 208 (11) 001 Rev B; 208 (11) 002 Rev E; 208 (11) 003 Rev B; 208 (12) Rev B

Application Type:

Full Detailed Planning Application

Officer Recommendation:

That the application be refused for the following reason(s):

- 1) The loss of employment floorspace has not been adequately justified in accordance with the criteria set out by Policy E1 and E2 of the Local Plan 2018. Insufficient evidence has been provided to demonstrate that any marketing of the premises for continued employment use has been undertaken. Therefore, the application fails to show that the proposal would not have an adverse impact on the borough's employment stock both in the short and long term. In this respect the proposal fails to comply 4.2 of the London Plan (2016) and Policy E1 and E2 of the Local Plan 2018.
- 2) The proposed development would constitute an overdevelopment of the site resulting in a substandard form of accommodation. In particular, the proposed three bedroom unit (Flat 2) would include poor quality private amenity space for a family sized unit. The development is therefore contrary to Policy HO4 and HO11 of the Local Plan and Key Principle HS1 of the Planning Guidance Supplementary Planning Document 2018.

LIST OF BACKGROUND PAPERS

All Background Papers held by Helen Murray (Ext: 3439):

Application form received: 15th November 2017

Drawing Nos: see above

Policy documents: National Planning Policy Framework (NPPF) 2012
The London Plan 2016
LBHF - Local Plan 2018
LBHF - Supplementary Planning Document 2018

Consultation Comments:

Comments from:	Dated:
Thames Water - Development Control	21.11.17

Neighbour Comments:

Letters from:	Dated:
19 Hannell road London SW6 7RA	03.12.17
21 Hannell Road London SW6 7RA	30.11.17
33 Avondale Avenue Esher KT10 0DB	10.12.17
37 Hannell Road London SW6 7RA	20.12.17
17 Hannell Rd Fulham SW6 7RA	08.12.17
17 Hannell Road London SW6 7RA	08.12.17
19 Hannell Road Fulham SW6 7RA	03.12.17
37 Hannell Road London SW6 7RA	20.12.17

1.0 SITE DESCRIPTION

- 1.1 The triangular shaped site (0.03) is located on the southern side of Dawes Road, at its junction with Hannell Road.
- 1.2. The site comprises a three storey plus basement building with commercial space at basement and ground floor and two x 2 bedroom flats on the first and second floor levels. Prior to December 2016 when the building became vacant, the ground floor of the property had been occupied by a builders merchants since 1993. Garaging opens onto Hannell Road at the rear.
- 1.3. The site is situated in a predominately residential area with terraced houses along Hannell Road to the south and larger housing developments to the north on Dawes Road. There is some ground floor retail along the southern side of Dawes Road, to the east and west of the site. The predominant height of development is 2-3 storeys.

1.4. The site has a PTAL public transport rating of 3 and is not located within a designated retail frontage or conservation area.

2.0 PLANNING HISTORY

2.1 In 1959 planning permission was granted (1959/08703/FULL) for the use of the front room on the first floor as an office for an employment agency.

2.2 In 1973 planning permission was granted (1973/00609/FULL) for the change of use of part of ground floor at 225 Dawes Road to a car hire office.

2.3 In 1997 planning permission was granted (1973/01664/FULL) for the change of use of basement at 225 Dawes Road from storage to operation of small printing machines.

2.4 In 1997 planning permission was granted (1977/00290/FULL) for the erection of a single storey rear extension at 227 Dawes Road.

2.5 In 2017 an application was withdrawn (2017/01011/FULL) for the demolition of existing building with the exception of part of Dawes Road facade, erection of a part three, part four storey plus-basement building to provide a mixed use development comprising 248sqm of Class B1 (office) at ground and basement levels to Dawes Road frontage and 7 x two bedroom and 2 x one bedroom self-contained flats at remaining ground floor and basement levels to Hannell Road frontage and at first, second and third floor levels including associated terraces. The application was withdrawn by the applicants.

Current Proposal

2.6 The current proposal involves the partial demolition of an existing building and erection of a part three, part four storey building plus-basement extensions, including alterations and extensions to provide an additional floor at roof level, to provide 1 x three bedroom, 5 x two bedroom and 3 x one bedroom self-contained flats and 315sqm of commercial floorspace (Class B1) at basement and ground floor level; formation of roof terraces at first, second and third floor levels; alterations to external fenestration of the building to include the installation of new windows and doors.

2.7 The current proposal follows on from the previous withdrawn application includes the following main changes include:

- The submission of an employment land report and affordable housing statement.
- The elevational design of the replacement building has been revised.
- A family sized unit has also been introduced and the residential accommodation at basement level has been omitted.

3.0 PUBLICITY AND CONSULTATIONS

3.1 In total 77 individual notification letters were sent to neighbouring properties and have been consulted. At the time of writing 8 letters of objection were received and can be summarised as follows:

- Overlooking/loss of privacy
- Design
- Inadequate parking
- Noise

3.2 Thames Water have raised no objection.

4.0 PLANNING CONSIDERATIONS

4.1 The main planning considerations to be considered in light of the London Plan (2016), and the Council's Development Plan, comprising the Local Plan (2018) and the Planning Guidance Supplementary Planning Document (2018), include; the acceptability of the change of use from Class Sui Generis to Class B1/C3; the acceptability of the development in terms of visual amenity; the quality of the living environment; impact on surrounding neighbouring residential properties; impact on the highway network; and environmental quality issues.

LAND USE

Class B1, office space at basement and ground floor level:

4.2 London Plan Policy 4.1 (Economy) promotes the development of a strong, sustainable and diverse economy to ensure the availability of suitable workspaces for all sizes of business. London Plan Policy 4.3 (Mixed use and office development) supports consolidation and enhancements of the quality of the remaining office stock. Local Plan Policy E1 (Range of employment) supports the retention, enhancement, and intensification of existing employment uses. It also requires flexible accommodation that is available for all sizes of business including small and medium size enterprises. Local Plan Policy E2 (Employment uses) requires the retention of land and premises capable of providing continued accommodation for employment services.

4.3 The existing building currently comprises approximately 590m² of commercial floorspace arranged over four floors between the basement and second floor levels. As part of this proposal, 315m² of commercial floorspace would be retained at ground floor and basement levels. There would be a net loss of 275sqm of commercial space at first and second floor levels. The Policy requires the submission of evidence of unsuccessful marketing over a 12-month period. No marketing information has been provided to justify the loss.

4.4 The property was last occupied by a Builders Merchants (Class Sui Generis) and it is understood that the unit has been vacant since December 2016.

4.5 The employment land report has been submitted which states that the existing employment space is unlikely to be appealing to future uses such as a modern

office development would be. Due to the existing poor layout arranged over four floors. In addition, the report states that a considerable amount of investment would be required to bring the existing floorspace up to market standards. The sites awkward corner location would also make it difficult for future warehousing and distribution purposes.

- 4.6 The proposal results in a net reduction of the commercial floor space (275sqm), and no evidence has been provided to justify this. The proposals fail to comply with Policy E2 of the LP.

HOUSING

Residential use

- 4.7 The National Planning Policy Framework (2012) identifies the need for additional housing and sets out ways in which planning can significantly boost the delivery of housing through the preparation of policy documents. London Plan Policy 3.3 states that an annual average of 42,000 net additional homes should be delivered. Table 3.1 sets an annual target of 1,031 net additional dwellings for Hammersmith and Fulham. The Council's Local Plan (2018) supports the new updated targets as set out in the London Plan. The provision of nine units results in seven net units that will contribute to these targets.

Residential Mix

- 4.8 Local Plan Policy H05 requires a mix of housing types and sizes in development schemes, especially increasing the proportion of family accommodation. The justification to Policy H05 states 'there is a particular need in this borough for more family sized housing (3 or more bedrooms)'. The proposed scheme seeks a mix of 3 x 1-bed, 5 x 2-bed and 1 x 3-bed units, which represents an appropriate mix.

Housing Density

- 4.9 London Plan Policy 3.4 (Optimising Housing Potential) seeks to ensure that development optimises housing output for different types of location within the relevant density range shown in Table 3.2 (Sustainable residential quality and residential density matrix) which considers local context and character, design principles and public transport capacity. Development proposals which compromise this policy will normally be resisted.
- 4.10 Local Plan Policy H04 (Housing Quality and Density) seek to 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.
- 4.11 The site is in PTAL 3 using Transport for London's methodology, indicating that it has a moderate level of accessibility by public transport. According to the London Plan density matrix, the site falls within an 'urban area' with 'predominately dense development such as, for example terrace houses, mansion blocks, a mix of different uses, medium building footprints and typically buildings of two to four storeys, located within 800m walking distance of a District centre or along main arterial routes.'

- 4.12 Within PTAL 3, the spectrum of density ranges between 200 - 450 habitable rooms or 45-120 units per hectare (u/ha). The building is sited on 0.03 hectares and a scheme comprising of 9 units would result in 26 habitable rooms (including bedrooms, living rooms, dining rooms and kitchens). The proposals would result in a residential density of 866 habitable rooms per hectare (equivalent of 330 units per hectare).
- 4.13 The development would be nearly double the maximum normal density amount considered acceptable. While by itself this is not sufficient to withhold planning permission, it is indicative of overdevelopment. The Council takes a design led approach which takes account of appearance, layout and quality of accommodation within the site context. These matters are discussed in more detail below.

Housing Affordability

- 4.14 London Plan Policy 3.13 (Affordable Housing Thresholds) outlines that affordable housing will normally be required on a site which has the capacity to provide 10 or more homes and that negotiations should take account of development viability.
- 4.15 The site dimensions and surrounding context have been the determining factors to establish the most suitable building layout, internal arrangement and density configuration for the development. Officers consider that it is not physically possible to create a useable 10 unit scheme on this site.
- 4.16 The proposal in its current form is considered to be at its maximum volume in terms of its envelope. Any increase in bulk and scale would result in an unneighbourly development in terms of outlook, increased sense of enclosure and daylight and sunlight. Any increase would also harm the townscape in general. In particular any increase in the height of the proposed replacement building would result in a development that would be out of keeping with the existing pattern of development, and would be considered harmful to the existing visual amenity of the application site and surroundings. It is therefore accepted that no further bulk could reasonably be added to the site.
- 4.17 If the layout of the scheme was reconfigured to include additional units, the units would be undersize and would fail to meet minimum floorspace requirements of the London Plan and Local Plan policies. Officers have explored alternative configurations to accommodate an additional unit, however, it would result in poor quality accommodation for future occupiers in terms of single aspect, poor outlook, undersize units, or no family units being provided on the site. It is therefore not physically practicable to add further units without compromising the quality of environment for future occupiers. Any increase in the number of units or habitable rooms would also further increase the density of development which is already excessive.
- 4.18 In this case, due to site constraints, the proposed building ensures that the amenities of neighbouring properties would not be harmed and enables the provision of satisfactory dual aspect and internal living arrangements for the nine dwellings.

4.19 In conclusion, the submitted nine unit scheme represents the most effective and efficient use of this site whilst maximising the development potential. The proposal reasonably falls below the threshold for affordable housing, however Officers consider that it would not be appropriate to include further units within the proposed development in order to meet the affordable housing threshold.

Accessibility:

4.20 The London Plan recognises that securing level access in buildings of four storeys or less can be difficult, and that consideration should also be given to viability and impact on ongoing service charges for residents.

4.21 Local Plan Policy HO6 seeks to secure high quality accessible homes in all developments that include housing. London Plan (2016) Policy 3.8 (Housing Choices) seeks to ensure that 90% of new housing meet Building Regulation requirement M4(2). To comply with this requirement a step free access would be required. Generally, a lift will be required where a dwelling is accessed above or below the entry storey.

4.22 The proposed development includes the provision of a lift which allows level access to the flats above ground floor. Flat 1 would have level access from street level and the remaining flats would have access via the lift. This arrangement is considered to be acceptable.

Housing Quality

4.23 The London Plan seeks the delivery of new housing that is of a high quality of design. London Plan Policy 3.5 says that housing developments should be of the highest quality internally, externally and in relation to their context and to the wider environment.

4.24 To ensure the delivery of high quality, well designed housing, the Mayor has prepared Supplementary Planning Guidance entitled 'Housing' (herein referred to as the Housing SPG).

4.25 Local Plan Policy HO4 requires all housing developments to respect the local setting and context, provide a high quality residential environment, and be well designed and energy efficient, meet satisfactory internal and external space standards and provide a good range of housing types and sizes. All new housing must be of high quality design and take account of the amenity of neighbours and must be designed to have adequate internal space in accordance with the London Plan. Local Plan Policy HO11 recognises that design and quality of all new housing is of a high standard and will meet the needs of future occupants and respect the principles of good neighbourliness.

Size of units

4.26 The London Plan Policy 3.5 places a significant focus on internal space standards for dwellings. The purpose of the policy is to ensure that all new homes are fit for purpose and offer the potential to be occupied over time by households of all tenures. The London Plan, Table 3.3 sets out the minimum gross internal area for new flats.

4.27 The proposed residential units would provide 3 x 1, 5 x 2 and 1 x 3 bedroom units. The floorspace of each of these all exceed the minimum standards comfortably, are shown below:

One bedroom units measuring between 51.6sqm and 59.1sqm (minimum floorspace: 50sqm)

Two bedroom units measuring between 72sqm and 89.8sqm (minimum floorspace: 70sqm)

Three bedroom unit measuring 81sqm (minimum floorspace: 74sqm):

4.28 As detailed above, all of the units would accord to the aforementioned policies and are not inappropriately oversize.

Aspect and Outlook

4.29 London Plan Housing SPG paragraph 2.3.31 recognises that a home with opening windows on at least two sides has many inherent benefits, including better daylight, a greater chance for direct sunlight for longer periods, natural cross ventilation, mitigating pollution, offering a wider choice of views, access to a quiet side of the building, greater flexibility in the use of rooms, and more potential for future adaptability by altering the use of rooms. The preference is therefore for dwellings to be dual aspect.

4.30 As all the proposed dwellings would exceed the minimum dwelling size requirements of Policy 3.5 of the London Plan, are not exclusively north facing or are dual aspect and provide good levels of outlook, they are considered to accord with Local Plan Policy HO4 and HO11.

Noise and disturbance

4.31 The Housing SPG Baseline Standard 5.3.1 and London Plan Policy 7.15 state that the layout of adjacent dwellings and the location of lifts and circulation spaces should seek to limit the transmission of noise to sound sensitive rooms within dwellings. This policy is supplemented by Local Plan Policies HO11 and CC11, both of which seek to ensure that development does not result in noise and disturbance to existing and future occupiers.

4.32 Conditions could be attached to any permission to safeguard the amenity of occupiers.

Floor to Ceiling Heights:

4.33 The London Plan (as amended March 2016) states that units should have 75% of their floor area with a minimum floor to ceiling height of 2.5m and above. The proposal accords with this requirement.

Amenity Space:

- 4.34 The Housing SPG Baseline Standards 4.10.1, 4.10.2 and 4.10.3 relate to private amenity space in new dwellings. The supporting text recognises that private open space is highly valued and should be provided in all new housing developments. The standard is quantified as 5 sqm for 1 to 2 person dwellings and an extra 1 sqm should be provided for each additional occupant. The standard recognises that in some cases, site constraints may make it impossible to provide private open space for all dwellings.
- 4.35 The Council's SPD Key Principle 1 requires all new dwellings should have access to an area of amenity space, appropriate to the type of housing being provided. For family dwellings, amenity space of no less than 36sqm should be provided.
- 4.36 Amenity areas have been provided for all 9 units ranging from 5sqm to 8sqm. However, the proposed family unit (at first floor level) would have 6sqm, which would fall short of the minimum required by 30sqm.
- 4.37 Officers have explored an alternative layout with a view to providing adequate amenity space for the proposed family unit. If the family were to be relocated to ground floor level, this could worsen the net loss of employment floorspace and still fail to provide an adequate amount of amenity space.
- 4.38 Due to site constraints, it would be impossible to provide appropriate amenity space for the family dwelling at first floor level.
- 4.39 In conclusion, due to the particular site circumstances, the proposed provision of amenity space would be considered unsatisfactory.

DESIGN AND APPEARANCE

- 4.40 In respect of design, among the core planning principles of the NPPF are that development always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings. Paragraph 58 of the NPPF requires planning decisions to ensure that development will function well and add to the overall quality of the area, to respond to local character and history and reflect the identity of local surroundings and materials while not preventing or discouraging appropriate innovation, and that developments are visually attractive as a result of good architecture and appropriate landscaping.
- 4.41 London Plan Policies 7.1, 7.2, 7.4, 7.5 and 7.6 require all new development to be of high quality that responds to the surrounding context and improves access to social and community infrastructure, contributes to the provision of high quality living environments and enhances the character, legibility, permeability, and accessibility of the surrounding neighbourhood.
- 4.42 Local Plan Policy DC1 (Built Environment), DC2 (Design of New Build) and DC4 (Alterations and Extensions (Including Outbuildings)) states 'that all development within the borough should create a high quality urban environment that respects and enhances its townscape context and heritage assets. There should be an approach to accessible and inclusive urban design that demonstrates how good

design, quality public realm, landscaping and land use can be integrated to help regenerate places.' Policy DC2 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.

Demolition:

4.43 The front façade of the building fronting Dawes Road would be largely demolished but the building's structure, including floorplates, internal walls and some external brick walls would be retained. No. 223-229 Dawes Road is not located in a conservation area, nor is it listed at a local or national level and as such its demolition does not require planning permission. The extent of demolition is considered to be acceptable.

Height, Scale, and Massing and Design:

4.44 The proposal relates to the redevelopment of No. 223-339 Dawes Road, a three storey building on a triangular shaped site located on the corner of Dawes Road and Hannell Road. The site is situated in a predominately residential area with terraced houses lining Hannell Road to the south and larger housing developments to the north on Dawes Road. There are some ground floor retail frontages along the southern side of Dawes Road to the east and west of the site with residential units above. The buildings surrounding the site are generally confined to between 3 and 5 storeys in height.

4.45 The massing, form and design of any new development should provide good definition to the street edge. In doing so, it should respect the residential scale of the surrounding buildings. The successful integration of a new development with its surrounding context is a key design objective. Any new design proposals would need to pay special regard to the form and architectural character of the surrounding streets.

4.46 In this case, it is proposed to largely demolish the façade of the building fronting Dawes Road and erect a part three, part four storey plus basement extension together with the erection of an additional floor at roof level.

4.47 The ground floor would be remodelled with modern shopfronts in Dawes Road and on the corner as well as residential frontages in Hannell Road, set into simple, rendered frontages. The pattern of openings in the upper floors in Dawes Road would broadly be retained but the windows would be set into chamfered recesses at the top and bottom as well as loggias introduced. In Hannell Road, the 2 window bay rhythm of the terrace would be reflected in a 3-storey terraced style that relates to the larger scale of the Dawes Road townscape. The traditional pitched roofs would be replaced by a recessed, metal-clad roof storey. The new corner would be formed by a chamfer in the elevations between Hannell Road and Dawes Road that would feature inset loggias framed by strong brick piers.

4.48 The proposed materials are painted existing and new brickwork, render reveals and shopfronts, and aluminium windows and shopfronts. Recessed render lines would be introduced between the ground floor and top floors and in 3 vertical lines in Dawes Road as well as above first floor level and between each pair of window

bays in Hannell Road to reflect the pattern of two storey terraces. The recessed roof storeys would be clad in standing seam nickel zinc roof panels.

- 4.49 The ground floor elevations are lower than the existing historic shopfront elevations in Dawes Road. However, they reflect the simple and modern expression of the facades and are sufficiently subdivided to provide some refinement and rhythm. The design of the bike and refuse store entrance in Dawes Road has been refined by opaque glazing and improved proportions. Further details of the proposed entrance and associated louvres could be secured through condition if the Council were minded to approve.
- 4.50 In Hannell Road, the proposed development would improve the definition of the street edge and respond appropriately to the smaller scale and plot pattern of the terraces in Hannell Road. While a form of townscape gap that traditionally exists between the rear of a main road terrace and a side street terrace would remain at the location of the neighbouring garage in Hannell Road, the new building would step up from the garage to the corner with Dawes Road where the scale of the townscape increases.
- 4.51 In views of the site from Dawes Road the proposed façade design and roof form would clearly appear modern with a less articulated hierarchy of levels and openings, reflecting modern proportions. This would impact on the wider historic setting of the Building of Merit further along Dawes Road (No. 239-241 Dawes Road), however, the overall scale and rhythm of the proposed Dawes Road facades are not considered to affect the setting of the Building of Merit in a manner that causes harm to its significance. The overall scale of the development is considered to be in keeping with the general townscape and it would integrate sufficiently into the surrounding diverse townscape in visual terms.
- 4.52 Details of a typical bay of the front elevations in plan, section and elevation (at a scale of not less than 1:20), and details of materials and finishes could be secured through condition if the Council were minded to approve.
- 4.53 In conclusion, it is considered that the proposed design would on balance not harm the existing character and appearance of the surrounding development, and is therefore considered acceptable. It is considered that the proposal development would be of sufficient quality development to make a positive contribution to the urban environment in this part of the Borough. The development would therefore be acceptable in accordance with the NPPF (2012), London Plan Policies 7.1, 7.2, 7.4, 7.5 and 7.6, and Policies DC1, DC2 and DC4 of the LP, which seek a high quality in design and architecture, requiring new developments to have regard to the pattern and grain of existing development.

Basement and lightwells

- 4.54 Local Plan Policy DC11 (Basements and Lightwells) states that new basement accommodation will be permitted only where it does not extend into or underneath the garden greater than 50% of the depth of the host building, or garden; does not comprise more than one storey; there is no unacceptable impacts on the amenities of adjoining properties or the historic or natural environment during and post construction; and does not increase the chance of flood risk.

4.55 It is proposed to excavate the site to enlarge the existing basement level. A construction method statement and flood risk assessment have been submitted in support of this application. As the excavation remains within the footprint of the building, the proposal is acceptable and accords with Policy DC11 of the Local Plan.

RESIDENTIAL AMENITY

Outlook and Sense of Enclosure:

4.56 Local Plan Policy HO11 and SPD Key Principle HS7 notes that the proximity of a development can have an overbearing and dominating effect detrimental to the enjoyment by adjoining residential occupiers of their properties. Although it is dependent upon the proximity and scale of the proposed development a general standard can be adopted by reference to a line produced at an angle of 45 degrees from a point 2 metres above the adjoining ground level of the boundaries of the site where it adjoins residential properties.

4.57 In terms of loss of outlook, the closest affected residential property would be 231 Dawes Road. There are no rear facing windows at ground floor level that would be affected by the proposal. At first floor level there is an existing roof terrace. Given the proposed building would be setback as it extends towards the rear with limited habitable windows to the side elevation, officers consider that there would still be sufficient outlook, and any impact would not be sufficient to warrant the refusal of planning permission.

Overlooking/Privacy:

4.58 Local Plan Policy DC2 ensures that the design and quality of all new housing will respect the principles of good neighbourliness. These policies are supported by SPD Key Principle 7 which states that windows should normally be positioned so that the distance to any existing residential windows is not less than 18m measured in an arc of 60 degrees from the centre of the new window.

4.59 Key Principle HS8 states that permission will not be granted for roof terraces or balconies if the use of the terraces or balcony is likely to cause harm to the existing amenities of neighbouring occupiers by reason of noise and disturbance; or, if it would result in an additional opportunity for overlooking or result in a significantly greater degree of overlooking and consequent loss of privacy than from the access point onto the proposed roof terrace/balcony.

4.60 The proposed elevations along Hannell Road and Dawes Road would contain windows and some recessed balconies and would be within 18m of opposing windows, but would be no closer than the existing and would not worsen the current arrangement. Within the development, there are opposing windows between Units 5 and 7 and between units 2 and 4 which are less than 18m apart. The windows of units 5 and 7 would be obscure glazed with screens or privacy fins to prevent overlooking. There would therefore be no additional opportunity for overlooking to warrant the refusal of planning permission.

Noise and Disturbance:

- 4.61 Local Plan Policy CC11 considers noise levels both inside the dwelling and in external amenity spaces. The policy 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.
- 4.62 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 terraces, measuring between 5sqm - 8.3sqm, together with their 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. As such, the proposal is considered to be acceptable in terms of residential amenity compliant with Local Plan Policy CC11 and SPD Key Principle HS8.

Daylight/Sunlight

- 4.63 BRE guidance provides a method for calculating the luminance of a room called Average Daylight Factor (ADF). This method of calculating daylight is one of the most complex and considers both the physical nature of the room including window transmittance and surface reflectivity and provides targets for different types of uses. The application is supported by a Daylight and Sunlight report.
- 4.64 The ADF has been calculated for habitable rooms in adjacent properties within 1-22 Donnelly Court, 231 Dawes Road, 11-21 (odds) and 30 Hannell Road. The development proposals have been appraised in line with the guidelines set out in the BRE guide 'Site Layout Planning for Daylight and Sunlight'. Officers have considered the report and concur with its conclusions that the development will not result in substantial reductions in the amount of either sunlight or daylight to the neighbouring buildings.

TRAFFIC GENERATION, CAR PARKING, CYCLE PARKING AND ACCESS:

- 4.65 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.
- 4.66 Policy 6.1, 6.3, 6.10, 6.11 and 6.13 of the London Plan sets 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. Local Plan Policy T4 will require any proposed development to conform to its car parking standards and will also require car parking permit free measures on all new development unless evidence is provided to show that there is a significant lack of public transport available.

Car Parking:

4.67 The site has a PTAL score of 3 using Transport for London's methodology, indicating that it has a good level of public transport accessibility. However, the surrounding on-street parking network experience high levels of parking stress. The residential element of the proposed development will be car permit free and this would minimise the impact of the development on the on-street parking. This could be secured by conditions if the Council were minded to grant planning permission.

Cycle Parking:

4.68 Cycle parking should be provided in line with London Plan 2011 Policy 6.9 and Table 6.3. Local Plan Policy T3 and SPD Key Principle TR3 encourages increased cycle use by seeking the provision of convenient and safe cycle parking facilities.

4.69 It is proposed to provide 23 cycle parking spaces at ground floor level which is considered to be acceptable. This could be secured by condition if the Council were minded to grant planning permission.

Servicing and Delivery:

4.70 London Plan Policy 5.16 outlines the Mayor's approach to waste management. This is supported by Local Plan CC7 which requires suitable storage space the management of waste. It is not acceptable for waste material to be left on the highway for extended periods of time.

4.71 The proposals include a loading bay to be located on Hannell Road. The Highways Division have reviewed the information submitted and are satisfied that deliveries to the site can take place on Hannell Road where an existing single yellow line is situated.

Refuse

4.72 The proposal will be served by a communal refuse/recycling store located at ground floor level. Officers are satisfied that there is sufficient space within the designated area for the satisfactory storage of refuse. These details could be secured by condition if the Council were minded to grant planning permission.

CLP

4.73 Details relating to a Construction Logistics Plan (CLP) have been submitted. Prior to commencement, officers recommend a revised CLP be submitted which should include pedestrian diversions/signs, footway closure information, skips and other plants to be placed in the public highway. These details could be secured by condition if the Council were minded to grant planning permission.

ENVIRONMENTAL QUALITY:

Flood Risk and Sustainable Urban Drainage Systems (SUDs):

- 4.74 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. 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. Policy CC3 will require developments to reduce the use of water and minimise current and future flood risk.
- 4.75 The site is in the Environment Agency's Flood Zone 1, which indicates a low risk to flooding from the River Thames. However, the site is in an area where there could be elevated groundwater, sewer flood risks and although the site itself is not in a surface water flooding hotspot, there is one in close vicinity to the site, so the redevelopment of the site provides an opportunity to manage surface water in a way that reduces pressure on the combined sewer system in this location.
- 4.76 A full Flood Risk Assessment (FRA) is not required as risk from the River is low and the site is well protected by flood defences. The Construction Method Statement confirms inclusion of appropriate flood-proofing structural measures and non-return valve to help protect against sewer surcharge flood risk from the proposed basement. A revised drainage strategy was submitted which considers sustainable drainage measures for the site and these are considered to be acceptable. Details of the proposed SuDS measures, including specification of the green roof and other measures, including maintenance information would be secured by Condition.

Contamination:

- 4.77 Policy 5.21 of the London Plan and Local Plan Policy CC9 states that the Council will support the remediation of contaminated land and that it will take measures to minimise the potential harm of contaminated sites and ensure that mitigation measures are put in place.
- 4.78 Potentially contaminative land uses, past or present, are understood to occur at, or near to, this site. Conditions could be attached covering the assessment and remediation of contaminated land if the Committee were minded to approve the application.

Air Quality:

- 4.79 London Plan Policy 7.14 and Local Plan Policy CC10 seek to reduce the potential adverse air quality impacts of new developments by requiring all developments to provide an air quality assessment that considers the potential impacts of pollution from the development on the site and on neighbouring areas and requiring mitigation measures to be implemented to reduce emissions where assessments show that developments could cause a significant worsening of local air quality or contribute to exceedances of the Government's air quality objectives.

4.80 The Council's Environmental Quality team have considered the proposal and have recommended a number of conditions relating to air quality, namely in relation to Air Quality Dust Management Plan, Gas Boilers Compliance with Emission Standards, Low Emissions Strategy, and Mechanical Ventilation. Conditions could be attached if the Committee were minded to approve the planning application.

COMMUNITY INFRASTRUCTURE LEVY:

Mayoral CIL

4.81 Mayoral CIL (Community Infrastructure Levy) came into effect in April 2012 and is a material consideration to which regard must be had when determining this planning application. Under the London wide Mayoral CIL the scheme would be liable for a CIL payment. This would contribute towards the funding of Crossrail. The GLA expect the Council, as the Collecting Authority, to secure the levy in accordance with London Plan Policy 8.3.

Local CIL

4.82 The Council has also set a CIL charge. The Council's Community Infrastructure Levy (CIL) is also a charge levied on the net increase in floorspace arising from development in order to fund infrastructure that is needed to support development in the area. The Council's CIL runs alongside Section 106 Agreements (S106s) which will be scaled back but will continue to operate. The CIL Charging Schedule was presented to Council and approved 20 May and has formally taken effect since the 1st September 2015. An estimate of the proposed CIL contribution will follow.

5.0 CONCLUSION

5.1 Officers consider that the net loss of employment land has not been justified and the proposal therefore is unacceptable in principle. On balance the design and appearance of the building is considered satisfactory. The proposals would not cause harm to residential amenity or have a detrimental impact on the highway network or local parking conditions. Other matters including flood risk and contaminated land matters are also considered to be acceptable.

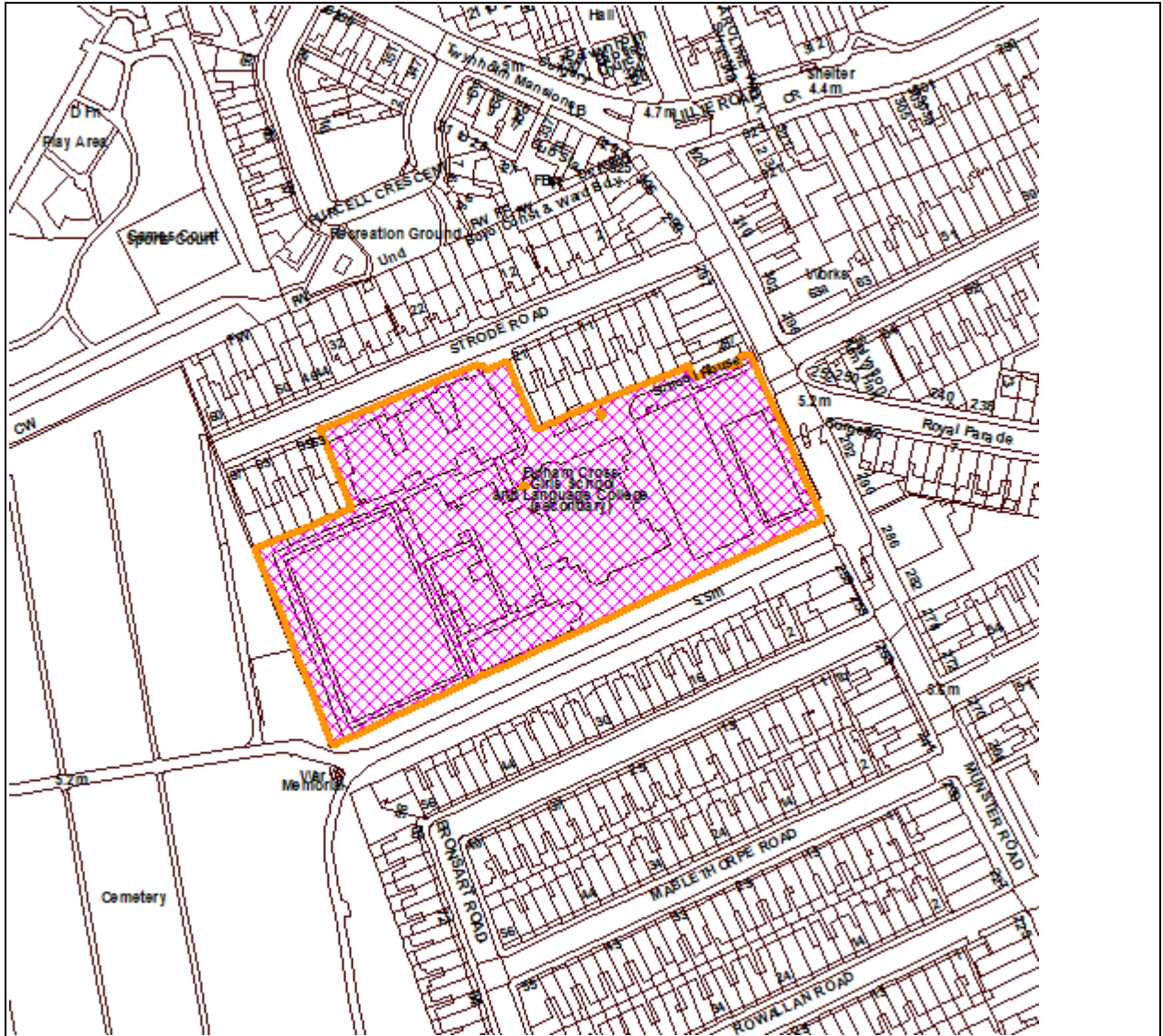
6.0 RECOMMENDATION:

6.1 Recommend that the application be refused.

Ward: Munster

Site Address:

Fulham Cross School Munster Road London SW6 6BP



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

Reg. No:
2018/00136/FUL

Case Officer:
Daniel Allen

Date Valid:
16.01.2018

Conservation Area:
Constraint Name: Crabtree Conservation Area -
Number 28

Committee Date:
20.03.2018

Applicant:

Fulham College Academy Trust
Mr Steve McMeekin Morgan Sindall 10th Floor, One Eversholt Street London
NW1 2DN
England

Description:

Demolition of existing sports hall, science block and part removal of single storey link corridor and replacement with a sports hall and combined two storey science classroom block, together with associated landscaping, ancillary development and temporary classroom accommodation to be retained during construction.

Drg Nos: 10303 Rev P3 (received 07/03/2018); 10601 Rev P3 (received 07/03/2018) ; 10305 Rev P4 (received 07/03/2018); 10210 Rev 1 (received 07/03/2018); 10603 Rev P3 (received 07/03/2018); 10604 Rev P3 (received 07/03/2018); 10302 Rev P3 (received 07/03/2018); 10200 Rev 1; 10202 Rev 1; 10700 Rev 1; 10701 Rev 1; 10800 Rev 1; 10211 Rev 1; CAL.01672 Sheet 3 and CAL.01672 Sheet 1b.

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 be carried out and completed in accordance with the following approved drawings: 10303 Rev P3 (received 07/03/2018); 10601 Rev P3 (received 07/03/2018) ; 10305 Rev P4 (received 07/03/2018); 10210 Rev 1 (received 07/03/2018); 10603 Rev P3 (received 07/03/2018); 10604 Rev P3 (received 07/03/2018); 10302 Rev P3 (received 07/03/2018); 10200 Rev 1; 10202 Rev 1; 10700 Rev 1; 10701 Rev 1; 10800 Rev 1; 10211 Rev 1; CAL.01672 Sheet 3 and CAL.01672 Sheet 1b.

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 DC1, DC2, and DC8 of the Local Plan 2018.

- 3) Within three months of the commencement of the use of the proposed replacement science block and sports hall / gymnasium (ESFA Block B) hereby approved, or by 31 October 2019, whichever is the soonest, the use of the temporary classroom accommodation shall have ceased and the temporary structures shall have been removed from the site and the land made good to return to its previous condition.

The Council is not prepared to approve this type of structure other than for a limited period, in view of its nature, design and appearance. The permanent retention of the temporary classroom accommodation would be unacceptable, and contrary to Policies DC1 and DC8 of the Local Plan 2018.

- 4) The science block and sports hall / gymnasium 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 CC13 and T3 of the Local Plan 2018.

- 5) 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 extensions shall be erected to any external part of the approved buildings, 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 Policies DC1, DC2, and DC8 of the Local Plan 2018.

- 6) 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 Policies DC1, DC2, and DC8 of the Local Plan 2018.

- 7) Prior to commencement of the development hereby approved (save works of site clearance, demolition of existing buildings and below ground works), detailed drawings (scale no less than 1:20) and samples of materials as appropriate shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the details as approved and thereafter permanently retained in this form. Details and samples shall include the following:

A) Drawings of typical bays in elevations and sections, including fenestration, entrances, soffits and balustrades as well as junctions between different cladding types (cladding details to include sectional build up, corners, joints, fixings and rainwater pipework to demonstrate robust detailing);

(B) Section and plan drawings of the roofs including photovoltaic panels, green roof and other roof installations;

- (C) Samples of brickwork (including details of colour, composition and texture of the brick, and the bond, pointing style and mortar mix; and colour to be used);
- (D) Samples of metal work including Aluminium PPC cladding system (including RAL colour, composition, texture, and joints);
- (E) Samples of all other external materials including roof surfaces, louvres, windows and entrances (including RAL colour and glazing);
- (F) Drawings, specifications and samples as appropriate of external hard surfacing including paving, public realm furniture, boundary walls, railings, gates, fences, and other means of enclosure, including the junction between the truncated ground floor extension to the listed building and the new building;
- (G) Details of signage on the building;
- (H) A sample panel of the brickwork and Aluminium PPC cladding, shall be erected on site for inspection; and;
- (I) A schedule listing of all the exact product references and RAL colours.

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

- 8) Notwithstanding the information in the landscape drawings hereby approved, prior to commencement of any above ground works, 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 shall be submitted to and approved in writing by the Local Planning Authority, and the development shall not be occupied or used until such landscaping as is approved has been carried out.

To ensure that the proposal provides an inclusive and accessible environment in accordance with Policy 7.2 of the London Plan (2016) and to ensure a satisfactory external appearance and satisfactory provision for permeable surfaces in accordance with Policies DC1, DC2, DC8 and OS5 of the Local Plan 2018.

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

To ensure a satisfactory external appearance and provision for planting in relationship with its surroundings and in the interest of sustainable urban drainage and habitat provision, in accordance with Policies 5.10, 5.13, 7.1, 7.6, 7.19 and 7.21 of the London Plan (2016), Policies DC1, DC2, DC8 and OS5 of the Local Plan (2018).

- 10) Prior to the commencement of the development hereby permitted, a Landscape Management Plan shall be submitted to and approved in writing by the Local Planning Authority for all the landscaped areas. This shall include details of management responsibilities and maintenance schedules for all landscape areas. The landscape management plan shall be implemented in accordance with the approved details and shall thereafter be permanently retained in this form.

To ensure that the development provides an attractive natural and visual environment in accordance with Policies 7.1 and 7.6 of the London Plan, and Policies DC1, DC2, DC8 and OS5 of the Local Plan (2018).

- 11) Prior to the commencement of the development hereby permitted, tree protection of all/any relevant tree(s) to be retained within the site and adjacent to the site, during demolition and construction shall be carried out in accordance with BS5837:2012 Trees in relation to design, demolition, and construction recommendations. The method(s) of tree protection shall be implemented in accordance with the relevant details during both the demolition and construction works.

To ensure that the adjacent retained trees are protected during the construction processes to prevent their unnecessary damage or loss, in accordance with Policy 7.21 of the London Plan, and Policy OS5 of the Local Plan 2018.

- 12) The development hereby approved shall be carried out in accordance with the recommended mitigation measures included within Section 4.2 and 5 (5.1) of the Preliminary Ecological Appraisal (dated 20/12/2016).

In the interests of ecology and biodiversity conservation, in accordance with Policies 5.11 and 7.19 of the London Plan 2016, and Policy OS5 of the Local Plan 2018.

- 13) Prior to the commencement of the development hereby approved, the following shall be submitted to and approved in writing by the Local Planning Authority:

(i) A Demolition and Construction Management Plan.

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 demolition and construction vehicles, provisions to ensure that all vehicles associated with the demolition construction works are properly washed and cleaned to prevent the passage of mud and dirt onto the highway, and other matters relating to traffic management to be agreed. The approved details shall be implemented throughout the project period.

(ii) A Demolition and Construction Logistics Plan:

Details shall be completed in accordance with Transport for London (TfL) requirements. This should seek to minimise the impact of demolition and construction traffic on nearby roads and restrict construction trips to off peak hours only. The approved details shall be implemented throughout the project period.

To ensure that demolition and construction works do not adversely impact on the operation of the public highway, and that the amenity of occupiers of surrounding premises is not adversely affected by noise, vibration, dust, lighting, or other emissions from the building site, in accordance with Policies 5.18, 5.19 and 7.14 of

the London Plan, Policies T1, T6, T7, CC10, CC11, CC12 and CC13 of the Local Plan (2018) and Key Principles of the Planning Guidance SPD (2018).

- 14) The ground floor entrance doors to the building and integral lift/stair cores shall be at the same level as the adjoining ground level fronting the entrances to ensure level access. Level thresholds shall be provided throughout the development.

To ensure the development provides ease of access for all users, in accordance with Policy 3.1 and 7.2 of the London Plan, and Policies DC1, DC2 and DC8 of the Local Plan 2018.

- 15) Save for the details shown on the approved drawings, no plumbing, extract flues, rainwater pipes, or pipes, shall be fixed on the external elevations of the development hereby approved.

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

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

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 Policy DC1 and DC2 of the Local Plan 2018 and Planning Guidance Supplementary Planning Document 2018.

- 17) Prior to the commencement of development an Air Quality Dust Management Plan (AQDMP) is submitted to and approved in writing by the Local Planning Authority. The AQDMP must be site specific and include an Air Quality Dust Risk Assessment (AQDRA) that considers sensitive receptors off-site of the development and is undertaken in compliance with the methodology contained within Chapter 4 of the Mayors of London 'The Control of Dust and Emissions during Construction and Demolition', SPG, July 2014 and the identified measures recommended for inclusion into the AQDMP. The AQDMP submitted must comply with the Mayors SPG and should include an Inventory and Timetable of dust generating activities during demolition and construction; Dust and Emission control measures including on-road and off-road construction traffic, Ultra Low Emission Vehicle Strategy (ULEVS) e.g. use of Ultra Low Emission Vehicles such as Electric, Hybrid (Electric-Petrol); Non-Road Mobile Machinery (NRMM). Details of all the NRMM that will be used on the development site will be required and the NRMM should meet as minimum the Stage IIIB emission criteria of Directive 97/68/EC and its subsequent amendments. This will apply to both variable and constant speed engines for both NO_x and PM. An inventory of all NRMM must be registered on the NRMM register <https://nrmm.london/user-nrmm/register>. Air quality monitoring of PM₁₀ should be undertaken where appropriate and used to prevent levels exceeding predetermined Air Quality threshold trigger levels. Developers must ensure that on-site contractors follow best practicable means to minimise dust and emissions at all times. Approved details shall be fully implemented and permanently retained and maintained during the demolition and construction phases of the development.

To ensure that the amenity of occupiers of the development site and neighbouring occupiers is not adversely affected by poor air quality, in accordance with Policy CC10 of the Local Plan 2018.

- 18) Prior to the commencement of the development (save works of site clearance, demolition of existing buildings and below ground works) details must be submitted to and agreed in writing by the Local Planning Authority of the Ultra Low Nox Gas fired boilers to be provided for space heating and domestic hot water. The Gas fired boilers to be provided for space heating and domestic hot water shall have dry NOx emissions not exceeding 30 mg/kWh (at 0% O2). Where any installations do not meet this emissions standard it should not be operated without the fitting of suitable NOx abatement equipment or technology as determined by a specialist to ensure comparable emissions. Following installation, emissions certificates will need to be provided to the council to verify boiler emissions. Approved details shall be fully implemented prior to the occupation/use of the residential development and thereafter permanently retained and maintained.

To ensure that the amenity of occupiers of the development site is not adversely affected by poor air quality, in accordance with Policy CC10 of the Local Plan 2018.

- 19) No development shall commence until a preliminary risk assessment report is submitted to and approved in writing by the Council. This report shall comprise: a desktop study which identifies all current and previous uses at the site and surrounding area as well as the potential contaminants associated with those uses; a site reconnaissance; and a conceptual model indicating potential pollutant linkages between sources, pathways and receptors, including those in the surrounding area and those planned at the site; and a qualitative risk assessment of any potentially unacceptable risks arising from the identified pollutant linkages to human health, controlled waters and the wider environment including ecological receptors and building materials. All works must be carried out in compliance with and by a competent person who conforms to CLR 11: Model Procedures for the Management of Land Contamination (Defra 2004) or the current UK requirements for sampling and testing.

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

- 20) 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.

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

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

- 22) 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 and policies DM H7 and H11 of the Development Management Local Plan 2013.

- 23) 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 and policies DM H7 and H11 of the Development Management Local Plan 2013.

- 24) 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 and policies DM H7 and H11 of the Development Management Local Plan 2013.

- 25) The development shall be carried out in accordance with the details contained within the Flood Risk Assessment submitted with this application. All flood prevention and mitigation measures should be installed in accordance with the approved details prior to the occupation of the development.

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, Policy CC3 of the Local Plan (2018).

- 26) Prior to the commencement of the development hereby permitted (save works of site clearance and demolition works of existing buildings), a Surface Water Management Strategy shall be submitted to and approved in writing by the Local

Planning Authority. The Surface Water Management Strategy should include details of how surface water will be managed on-site in-line with the London Plan Drainage Hierarchy's preferred SuDS measures. Information provided shall include details on the specification, location, and attenuation capabilities (storage volumes) of the proposed SuDS measures such as permeable paving, green/brown roofs, and rainwater harvesting system. Details of the proposed flow controls and flow rates for any discharge of surface water to the combined sewer system should also be provided, along with confirmation from Thames Water of their acceptance of these, with the aim of achieving greenfield rates for final discharges. Information on the number, location and connections for the proposed attenuation tanks should also be provided. A finalised plan drawing (to scale) of the proposed SuDS measures (including detailed plan drawings of all roof areas, showing the scale of the living roofs) should be provided which shows all connections (including off-site connections). Management and maintenance details for all proposed SuDS measures should also be provided along with an implementation plan for the drainage scheme, taking into consideration any phasing of works on-site. The Surface Water Management Strategy shall be implemented in accordance with the approved details, and thereafter all sustainable drainage measures shall be maintained and permanently retained in accordance with the approved details.

To prevent any increased risk of flooding and to ensure the satisfactory storage of/disposal of surface water from the site in accordance with Policy 5.13 of The London Plan and Policies CC3 and CC4 of the Local Plan (2018).

- 27) The development hereby approved shall be carried out in accordance with the approved GLA Energy Assessment produced by Anderson Green (rev P02 dated 10/01/2018), and BREEAM UK New Construction 2014 Pre-Assessment Estimator (dated 10/11/2017), and thereafter the approved measures shall be permanently retained to serve the development and maintained in a working order in accordance with the agreed assessment.

To promote sustainable design and construction, and in the interests of energy conservation and reduction of CO2 emissions, in accordance with Policies 5.1, 5.2, 5.3, 5.6, and 5.7 of The London Plan (2016), Policies DC1, DC2, DC8, CC1 and CC2 of the Local Plan (2018) and Key Principles in the Planning Guidance Supplementary Planning Document (2018).

- 28) Within 6 months of the use or occupation of the proposed replacement science block and sports hall / gymnasium (ESFA Block B) hereby permitted, a BREEAM (2011) certificate confirming that the building achieves a 'Very Good' BREEAM rating shall be submitted to and approved in writing by the Local Planning Authority.

In the interests of energy conservation, reduction of CO2 emissions and wider sustainability, in accordance with Policies 5.1, 5.2, 5.3, 5.6 and 5.7 of the London Plan (2016) and Policy CC2 of the Local Plan 2018 and Key Principle SDC2 of the Planning Guidance Supplementary Planning Document 2018.

- 29) Prior to occupation of the development, full details of a School Management Plan for the new sports hall hereby approved shall have been submitted to, and approved in writing by the Local Planning Authority. 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 nature of activities, hours of use and a plan for staff supervision at arrival and leaving times for after school clubs, pre-school activities and community uses.

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, T3, CC11, and CC12 of the Local Plan 2018.

Justification for Approving the Application:

- 1) Land Use: The proposal would involve the provision of a sports hall and combined two storey science classroom block (Use Class D1) on an existing education site. It is considered that this existing school site is an appropriate location for the proposed use. The new sports hall and science classroom block would enhance the provision of education within the borough. The proposal would result in the improvement of educational facilities and thus is considered that the proposal complies with Policies CF1 of the Local Plan (2018) and Policies 3.18 and 7.18 of the London Plan (2016).
- 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 appropriate in scale, height, mass, proposed materials and design and although there would be some harm to the in terms of designated and non-designated heritage assets, it is considered that the public benefits would outweigh that harm. The building would be designed to meet educational needs, whilst also presenting a suitable response to the context of the surrounding setting compatible with the scale and character of existing development and its setting. It is thus considered that the development would therefore be acceptable in accordance with the NPPF (2012), 7.1, 7.2, 7.3, 7.4, 7.5, 7.6 and 7.8 of the London Plan (2016), and Policies DC1, DC2, and DC8 of the Local Plan (2018) which seek a high quality in design and architecture, requiring new developments to have regard to the pattern and grain of existing development.
- 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. Adequate provision for servicing and the storage and collection of refuse and recyclables would be provided. The proposal is thereby in accordance with the NPPF (2012), Policies 6.1, 6.3, 6.9, 6.10, 6.11, 6.13 of the London Plan (2016), and Policies T1, T2, T3, T4, T6, T7, CC1, CC7, and CC13 of the Local Plan (2018).
- 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. Further the proposals are not considered to result in an unacceptable degree of noise and disturbance to nearby occupiers from the operation of the proposed building. In this regard, the development would respect the principles of good neighbourliness, and thereby satisfy policies HO11, DC1, DC2, CC11, CC13 of the Local Plan (2018).

- 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 CC1, CC2, CC3 and CC4 of the Local Plan (2018) and Policies 5.2, 5.7 and 5.13 of the London Plan (2011) are thereby satisfied.
- 6) Safety and Access: Subject to conditions the development would provide a safe and secure environment for all users in accordance with Policies 7.2 and 7.3 London Plan (2016) and Policies DC1 and DC2 of the Local Plan (2018). The proposal would provide ease of access for all people, including disabled people, in accordance with Policy 3.8 of the London Plan (2016), Policies HO6, DC1 and DC2 of the Local Plan (2018).
- 7) Flood Risk: A Flood Risk Assessment (FRA) and drainage strategy 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), Policies 5.11, 5.12, 5.13, 5.14 and 5.15 London Plan (2016), Policies CC3 and CC4 of the Local Plan (2018).
- 8) Land Contamination: Conditions will ensure that the site would be remediated to an appropriate level for the sensitive residential and open space uses. The proposed development therefore accords with Policy 5.21 of the London Plan (2016), and Policies CC9 and CC13 of the Local Plan (2018).
- 9) Air Quality: Subject to an Air Quality Management Plan and Low Emissions Strategy, the proposal will ensure neutral air quality outcomes in accordance with Policies 3.2, 5.3 and 7.14 of the London Plan (2016) and Policy CC10 of the Local Plan (2018).

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

All Background Papers held by Helen Murray (Ext: 3439):

Application form received: 12th January 2018

Drawing Nos: see above

Policy documents: National Planning Policy Framework (NPPF) 2012
The London Plan 2016
LBHF - Local Plan 2018
LBHF - Supplementary Planning Document 2018

Consultation Comments:

Comments from:

Historic England London Region
Transport For London - Land Use Planning Team

Dated:

29.01.18
07.02.18

Neighbour Comments:

Letters from:

Dated:

1.0 SITE DESCRIPTION AND RELEVANT HISTORY

Site and Surrounding Area:

- 1.1 The application site (0.49 ha) consists of the Fulham Cross Girls School (total site area 1.42 ha), a girls' only five form of entry secondary school, located on the west side of Munster Road. The main vehicle and pedestrian access to the site is via Strode Road on the northern boundary, with secondary access gained from Munster Road.
- 1.2 There are several buildings on the site. The main school building is the Grade II Listed four-storey block ('Block A'), and is centrally located within the site. This building is linked to the science block and sports hall/gymnasium to the west ('Block B'). The science block is two-storeys in height, with the sports hall forming a double height structure, both constructed during the 1970s.
- 1.3 There are several other buildings within the school complex including the technology building ('Block C'), the lunch hall ('Block D') and the language college ('Block E'). The existing school keeper's house located in the north-eastern corner of the site is also Grade II Listed due to its historic association with the main listed school building.
- 1.4 Recreational space is provided in the form of hard play areas at the front and rear of the school, three smaller games courts to the east of the site, and a Multi-Use Games Area (MUGA) located adjacent to the western boundary. Car parking provision is located sporadically within the site.

- 1.5 The surrounding area is predominantly residential comprising mainly by two-storey terraced houses. The site abuts Fulham Cemetery to the west, and a pedestrian access to the Cemetery and residential properties in Bronsart Road to the south.
- 1.6 The application site does not fall within a designated conservation area, but sits adjacent to the Crabtree Conservation Area, which includes Fulham Cemetery, to the west.
- 1.7 The site has public transport accessibility level (PTAL) of 3 on a scale of 1- 6b with 6b having the highest PTAL. There are several bus stops located within a short distance from the school along Munster Road, Dawes Road, and Lille Road. The site is located within Flood Zone 2 and 3, with locally designated open space to the south and west.

Relevant Planning History:

- 1.8 In 1972 permission was granted for a new gymnasium and two -story science building at the above school (1972/00511/FUL).
- 1.9 In 1985 a number of applications were granted planning permission for extensions of buildings at Strode Road to provide new classrooms and formation of a vehicular access.
- 1.10 In 1995 planning permission was granted (1995/00297/FUL) for the erection of a single-storey building to be used as a school dining facility.
- 1.11 In 2008 planning permission (2008/02474/FR3) was granted for the erection of a two storey modern language building fronting Munster Road.
- 1.12 In 2012 and 2013 planning and listed building consent applications were approved for minor alterations, repair, and replacement work within the main school building (Block A) and Site Managers House, and the installation of air conditioning units to Block A.
- 1.13 In 2016 planning permission and listed building consent (2016/04694/FUL & 2016/04695/LBC) was granted for the replacement of a set of manually operated metal entrance gates and fencing on Munster Road, with a new set of electronically operated gates and fence sections; and relocation of one existing gate to form a secure bicycle enclosure within the school grounds.

Proposals:

- 1.14 The proposed development involves the demolition of the existing sports hall and science block (Block B) and part removal of single-storey link corridor, and the erection of a replacement sports hall and combined two-storey science block (Use Class D1), together with associated hard and soft landscaping works.
- 1.15 The proposed replacement facility would not increase the capacity of students.
- 1.16 The new building will be located on the same general building footprint as the existing, albeit reconfigured with the two-storey science classrooms 'wrapped' around the replacement sports hall. In terms of footprint, the proposed

development will increase from 874sq.m to 1,058sq.m. Overall, the development would provide 1,474sq.m GIA of new floorspace which results in a net increase of 201sq.m.

- 1.17 The proposed science block will remain two-storeys in height, with the sports hall (11.04m) being slightly taller than the building it replaces (9.7m).
- 1.18 The roof of the building will also incorporate photo-voltaic roof panels and 485sq.m of green roof on the science block. Four rooftop air handling units are proposed within the scheme to facilitate the proposed ventilation strategy for the new building.
- 1.19 The existing pedestrian and vehicular access points from Munster Road and Strode Road to the school would be retained.
- 1.20 The application also seeks approval for the erection of single-storey temporary accommodation upon existing hardstanding area within the site, which is required to decant existing classrooms proposed to be demolished, for the duration of the construction works.

2.0 CONSULTATION RESPONSES (INTERNAL AND EXTERNAL)

Pre-application consultation:

- 2.1 The applicants have engaged with the Council in extensive pre-application discussion. The main issues included: establishing the principle of demolition and rebuild; siting of new buildings; the impact of the proposals upon the setting of the listed building; and environmental quality matters.
- 2.2 The applicants have submitted a Statement of Community Involvement (SCI), within the Planning Statement, which summarises the public engagement undertaken in advance of the application submission. A public exhibition was held at Fulham Cross Girls School in January 2018, and was advertised by way of posted flyers to properties in neighbouring streets (Munster Road, Strode Road, Bronsart Road) and email to parents, staff, and local amenity societies. The exhibition was attended by 14 people and provided an opportunity for residents, community groups and stakeholders to express their views on the principles and details of the proposed schemes. This has helped to inform the evolution of the submitted scheme.

Formal Application Consultation:

- 2.3 The application was advertised by site and press notices and individual notification letters were sent to some 165 neighbouring properties. No representations have been received
- 2.4 Historic England were consulted and raised no objections.
- 2.5 Transport for London (TfL) were consulted and raise no objections.

3.0 PLANNING CONSIDERATIONS

- 3.1 The main planning considerations to be considered in light of the National Planning Policy Framework (NPPF) (2012), the London Plan (2016), and the Council's development plan comprising the Local Plan (2018), Planning Guidance SPD (2018), and Fulham Cross Girls' School Planning Brief (2010) include; the acceptability in land use terms; heritage, design and conservation, visual amenity; impact on the amenities of neighbouring residents; highways; trees and landscaping; and other environmental quality considerations.

LAND USE

Education Use:

- 3.2 The proposed development concerns the replacement of the existing 'life expired' sports hall and science classroom facilities with modern, fit for purpose, environmentally responsible and efficient buildings to improve teaching conditions in the best interests of existing pupils and staff at Fulham Cross Girls School ('the School').
- 3.3 NPPF paragraph 72 states that 'Local planning authorities should take a proactive, positive and collaborative approach to...development that will widen choice in education', 'giving great weight to the need to create, expand or alter schools...'.
- 3.4 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 supporting paragraph C makes it clear that development which enhances education and skills provision will be supported, including new build, expansion of existing or change of use to educational purposes.
- 3.5 Local Plan Policy CF1 (Supporting Community Facilities and Services) supports the improvement and/or expansion of secondary schools, and the enhancement of sport provision for schools.
- 3.6 The Council's Planning Brief (2010) for the site seeks improved sports provision, and development of teaching spaces to meet recommended space standards and which are appropriate to the school's teaching strategy (para 3.3). In particular paragraph 5.4 of the Planning Brief identifies that 'there is scope to redevelop...the science block and gym...'.
- 3.7 This planning application has been submitted in response to the Priority School Building Programme (PSBP), which provides a funding source through the Education and Skills Funding Agency (ESFA), for the rebuilding and/or refurbishing of those school buildings in the worst condition across the country. Phase 2 of the PSBP focused on addressing the acute 'condition need' in specific buildings at 277 schools across England, rather than the entire estate of those individual schools.

- 3.8 The application is supported by an Educational Needs Statement which outlines the acute need for the proposed development, together with the process followed by the ESFA in funding and supporting the proposals. The Statement notes the poor structural condition of the existing sports hall and science block buildings (cracking, water ingress, thermal inefficiency), operational constraints (unusable DDA toilets, fire escapes through classrooms, insufficient floor to ceiling height of the sports hall), and plumbing and maintenance concerns amongst other defects.
- 3.9 The Statement concludes that the existing sports hall and science block has reached the end of its 'natural life expectancy'. The most realistic and economic means of remedying this is demolition and rebuild rather than through refurbishment of the block. The proposed development seeks the provision of a replacement fit for purpose modern facility remedying the problems and defects currently faced by the School. If the works are not undertaken then the identified block will continue to deteriorate and will fail to be fit for educational purposes.
- 3.10 The proposed replacement development of an existing school site meets and would accord with Policy 3.18 of the London Plan, and Policy CF1 of the Local Plan.

HERITAGE IMPACT, DESIGN AND EXTERNAL APPEARANCE

- 3.11 Among its core planning principles, the NPPF seeks that development 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.
- 3.12 London Plan Policy 7.2 requires all new developments to achieve the highest standards of accessible and inclusive design. 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.' (B) states that 'Buildings...and open spaces should provide a high-quality design response that [inter alia] are informed by the surrounding historic environment'. 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'. Policy 7.8 ('Heritage Assets and Archaeology') requires applicants to identify, value, conserve, restore, re-use and incorporate heritage assets, where appropriate. Aligned to this, the policy requires proposals to conserve the significance of heritage assets (and their settings), to be sympathetic to '...their form, scale, materials and architectural detail.'
- 3.13 Local Plan Policy DC1 (Built Environment) requires all development within the borough to create a high quality urban environment that respects and enhances its townscape context and heritage assets. Policy DC2 (Design of New Build) furthers the above, seeking that new build development be of a high standard of design, compatible with the scale and character of existing development and its setting. In particular development proposals must respect (a) the historical context of the site, (b) the scale, mass, form and grain of surrounding development, (e) good

neighbourliness, (g) sustainability objectives, and, (h) the principles of accessible and inclusive design. Local Plan Policy DC8 (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.

Existing Site:

- 3.14 The School complex comprises the Grade II listed main school building (Block A) located in the centre of the site, with further smaller buildings of more recent origin, such as the gymnasium and science block (Block B), a technology building (Block C), a dining hall (Block D), and the most recently-constructed language college (Block E) grouped around the main school building. The existing school keeper's house is also Grade II listed and, possibly together with the unlisted boundary wall, form the only other original structure on the school site.
- 3.15 The main school building, which is a London Board School built by T.J. Bailey in 1908, and the school keeper's house were added to the Statutory List of Buildings of Special Architectural and Historic Interest for Hammersmith and Fulham in 2009. This building is four-storeys (plus roof) in height, with its modelled roofline that features gables, turrets and chimneys, and its strong elevational expression of decorative Portland stone dressings and large white painted feature windows within red and yellow stock brickwork, has a very prominent townscape presence in the area, appearing as a landmark building which notably rises above the typically residential character of the surrounding streets.
- 3.16 With the exception of several hard play areas located at the front and rear of the school grounds, there are a number of informal recreation spaces and seating areas as well as small circulation spaces and passages of varying qualities between the buildings.
- 3.17 The building subject of this application, Block B, was constructed in the 1980s close to the south-western elevation of Block A. It comprises two connected structures of up to two-storeys height with flat roofs that are characterised by red brick cladding, concrete string courses and white uPVC windows with some blue spandrel panelling below. The structures enclose an external soft-landscaped 'quad' area with trees that dominate the views of the school from the sports pitches on the western part of the site. Block B is connected to the listed building via a narrow, single-story link structure.
- 3.18 Block B, along with the remaining buildings on the site are not listed (nationally or locally), with the list description for the main school building and school keeper's house specifically stating that the late 20th Century buildings to the west of the main school lack special interest. Overall, officers consider that Block B can be assessed to cause some harm to the setting of the Grade II listed building.
- 3.19 Paragraph 5.8 of the Council's Planning Brief notes that the existing science block and sports hall / gymnasium are 'unremarkable' in terms of the appearance, and have poor connections with each other and the remaining school buildings. Given that these buildings are located toward the centre of site, where they are largely screened from street views by the four storey main school building, it is considered that they contribute little to the amenity of the surrounding townscape The Council

does not object to the demolition of these buildings as part of a high quality improved provision.

Proposed Development:

- 3.20 The replacement sports hall and science block would be combined into one structure. The footprint of the proposed replacement block is similar to that being demolished, however it would have an improved siting away from the existing buildings and most notably away from the listed building, by 1.095m.
- 3.21 Overall, the proposed new block would be slightly taller (1.34 m) than the existing building, comprising flat roof forms with a solar photovoltaic (PV) panel installation and green roof atop the lower roof, and 4 large vents on the upper roof that are prominent in the views of the roofscape. The step up in height of the sports hall roof towards the listed building would not be visible or prominent both in short and longer views across the sports ground. Furthermore, the height of the building will be consistent with the 2-3 storey height parameters set out in the Council's Planning Brief (2010).
- 3.22 The elevational design of the proposed building responds to the façade of the listed building, where it can be seen against that backdrop. The elevations of the teaching block would feature brickwork cladding, with variations of brick courses and bonding types to create contrast and texture, as well as a pattern of window openings that reflect the rhythm and proportions of the listed building in a simplified language.
- 3.23 Due to operational requirements, the sports hall's ground floor elevations would be solid without windows or significant articulation, with limited glazed curtain walling above ground floor level, arranged as vertical slots on the north-eastern corner and above the entrance in the north-east facing elevation. Access to the building would be via several entrances with solid aluminium doors.
- 3.24 The sensitive context of the building has been balanced against the operational needs and merits of the proposed sports hall. To ensure an adequate quality, safety of the external amenity, circulation spaces around the proposed building, further details and sample panels would be secured by condition 7.
- 3.25 New hard and soft landscaped areas around the proposed block would include replacement trees as well as a courtyard with seating between the listed building and the new building Block B. A Supplementary Landscape Statement identifies that the three landscaped areas to be provided would each offer a different experience for the School, 'a quiet contemplative space' within the inner courtyard, 'a dining and conversational space' to the south adjacent to the dining Block D, and 'a new building entrance' to the north adjacent to the technology Block C.
- 3.26 Details of the landscaping (including replacement trees) would be secured by condition 8.

Significance of Heritage Assets:

- 3.27 The significance of each asset has been assessed in accordance with English

Heritage's methodology for assessing "significance" as set out in "Conservation Principles Policies and Guidance for the Sustainable Management of the Historic Environment". The designated heritage assets that stand to be affected by the proposals are the setting of the Grade II listed school building (Block A) and the Crabtree Conservation Area.

Grade II Listed School Building:

- 3.28 The main school building (Block A) and the school keepers house were listed Grade II on 1 July 2009. The list description gives the following reason for its designation:

"Fulham Cross School...In architectural terms it is one of the best, and least altered, of the school buildings designed by TJ Bailey for the London School Board and London County Council. Its main east front is a powerful composition that gives strong expression to the arrangement of internal spaces. The double-height main hall is especially rich and well-proportioned in comparison to the utilitarian interiors of other schools of the period. It is of particular historic interest as an early example of a purpose-built state secondary school."

- 3.29 The building is of architectural interest from its imposing and recognisable style as a London School Board building utilising contrasting features in stock and rusticated red (orange hue) brick with Portland stone dressings in all elevations. The main pitched roof is tiled and the roofline is characterised by a variety of domes, pitched and flat roofs and chimneys.
- 3.30 The west elevation adjacent to the location of the new building is of five-storeys (including a mezzanine) and is dominated by projecting stair-towers, square at the base and semi-circular above, terminating in copper half-domes. Originally there were no rear entrances; these have been created later by means of an external stair leading to a doorway in the southern stair tower, and an angled access corridor connecting via the base of the northern tower to a large red-brick extension to the east. The school building has historical and aesthetic values as London Board School and is considered a local landmark within the residential context of the surrounding area.
- 3.31 The setting of the listed building contributes to an appreciation and experience of its architectural and historic interest. The setting of the main school building is comprised of its location surrounded by the other later buildings within the site, with residential development and Fulham Cemetery beyond. The existing sports hall/gymnasium, science block, and lunch hall located to the west of the school were constructed between 1972-1988. The corridor connecting the main school building to Block B was constructed during this time, and the fabric of the corridor confirms this. The listing description identifies that the late 20th Century buildings to the west of the main school lack special interest and as such are not included in the listing. The technology building fronting on to Strode Road (associated with the demolition of previous terraced housing within the site boundary) was constructed post-1988, with the language college on Munster Road constructed in 2011.

Crabtree Conservation Area:

- 3.32 Whilst the application site is not located within a conservation area, the Crabtree conservation area is located adjacent to the south-western boundary of the school site. The conservation area is characterised by terrace housing set into a rectilinear pattern of a formal hierarchy of streets. The sports ground of the school site borders sub-area D of the conservation area which covers Fulham Cemetery. The cemetery introduces openness into the urban grain, and its setting is not currently impacted by views of large scale buildings outside its boundary.
- 3.33 With the exception of the Grade II school building that deliberately was designed as a prominent, imposing landmark in the new suburbs, the buildings on the school ground are not visible in views from the cemetery across the boundary, with the exception of glimpses through the boundary planting of trees and bushes. The conservation area is considered to have high historical and aesthetic values that could indirectly be affected by the proposals.

Assessment:

- 3.34 It is key to the assessment of this application that the decision-making process is based on the understanding of the specific duties in relation to listed buildings and conservation areas required by the relevant legislation, particularly the principal statutory duties stated within Sections 16, 66 and Section 72 of the Planning (Listed Buildings and Conservation Areas) Act together with the requirements set out in the NPPF.
- 3.35 Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires that: 'In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority...shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.'
- 3.36 Section 72 of the above Act states in relation to conservation Areas that: 'In the exercise, with respect to any buildings or other land in a conservation area, of any functions under or by virtue of any of the provisions mentioned in subsection (2), special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.'
- 3.37 Local planning authorities are required to assess the significance of any heritage asset affected by development proposals, including effects on their setting. This assessment shall be taken 'into account when considering the impact of a proposal on a heritage asset, to avoid or minimise conflict between the heritage asset's conservation and any aspect of the proposal' (NPPF, para 129).
- 3.38 With regards to the Grade II listed main school building, the impact of the proposed massing on the building would be comparable to existing, owing to the proximity of the replacement block to the main school building, and its visibility in views from within the school grounds.
- 3.39 Historically the setting of the main school building would have been grassed fields to both the east and the west (front and rear). The imposing nature, symmetry in

design, and ornate architectural detailing today is best appreciated in views from within school grounds. The setting comprises modern buildings to both east and west, not all of which contribute positively to the setting of the listed building.

- 3.40 Whilst the south-western façade of the main school building facing the proposed building is visible in oblique views, it is not possible to view the elevation as a whole (in particular the lower portion) due to the proximity of later C20 buildings. The existing sports hall and science block is considered to represent a negative element in the setting of the listed building, due to its proximity to the school building, and owing to some of its elevational features, such as the horizontal emphasis, and pattern of openings and string courses as well as the blue spandrel panels.
- 3.41 Turning to the proposed replacement building, the massing of the new block is broadly similar to the existing in respect of the main views of the listed building, and is thus considered to have an impact on the setting of the listed building that is equal to the existing building. In terms of detailed design, the three elevations of the teaching block have been designed to respond more positively to the materials, proportions and detailing of the listed building, though in a contemporary manner.
- 3.42 Linked to their more functional requirements, the proposed sports hall elevations (to the north east and south east) would be of utilitarian, modern design, with aluminium cladding above a red brick clad ground floor which would face the listed building and the dining hall. Notwithstanding a high-quality finish or visually recessive colour scheme, the simplicity of the aluminium cladding would cause some degree of harm to the setting of the listed building comparable to the existing building. However, overall, due to the greater prominence of the brickwork elevations, the impact of the new block on the significance of the listed building is considered to cause less harm than the existing building.
- 3.43 The successful visual integration of the proposed building into the school grounds, and setting of the listed building, can be achieved through details of appropriately designed, quality open space design around the new building that would mitigate the loss of green amenity space and soften the visual impact of the new building. Conditions have been attached in this respect (Condition 8), along with conditions requesting larger scale details and samples that demonstrate high quality, robust, sympathetic and well-designed details, materials and finishes of the proposed building (Condition 7).
- 3.44 With regards to the impact of the proposals upon the character and appearance of and views from the Crabtree conservation area, given the siting, form, and design, of the proposed development, the replacement building would not be more prominently visible in views from the Cemetery within the conservation area than the existing building, despite its slightly different massing. The prominence of the main school building in these views would be retained, and therefore the proposals are not considered to harm the character and appearance of the Crabtree conservation area.
- 3.45 When considering the impact of a proposed development on the significance of a designated heritage asset, paragraph 132 of the NPPF states that "...great weight should be given to the asset's conservation. The more important the asset, the

greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting...any harm or loss should require clear and convincing justification".

- 3.46 Where a proposal would result in harm to the significance of a designated heritage asset it should be identified whether the harm is substantial or less than substantial. If the harm is substantial the proposed development should be considered in respect of paragraph 133 of the NPPF and if the harm is less than substantial the development should be considered in respect of paragraph 134 of the NPPF.
- 3.47 In this case, the proposed new building within the setting of the listed building, would result in some harm to the significance of the main school building, however it is considered that the harm should be treated as less than substantial. Paragraph 134 of the NPPF states that "Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.
- 3.48 The buildings within the setting of the listed building currently comprise a mixture of architectural styles, materials, and colours, and any proposal to bring the various buildings together more harmoniously, inspired by and sympathetic to the main school building, would represent an improvement to the listed building's setting. In visual amenity terms, the proposals would cause less than substantial harm to the listed building, although of considerably reduced impact when compared with the existing building, with some benefits relating to the setting of the listed building in views of it with the proposed building in its foreground.
- 3.49 In applying the balancing test set out in paragraph 134 of the NPPF, Officers consider that the less than substantial harm is outweighed by this heritage benefit, in addition to public, environmental, and social benefits of the replacement of this block discussed elsewhere within this report. Officers have assessed the impact of the proposal on the heritage assets and consider that it is compliant with Section 66 and section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990, the relevant provisions of the NPPF, Policies 7.2, 7.4, 7.6, and 7.8 of the London Plan, and Policies DC1, DC2, and DC8 of the Council's Local Plan.

Temporary Classroom Accommodation:

- 3.50 As highlighted earlier within this report, in facilitating the development of the proposed replacement building, a temporary decant strategy is required to accommodate those classrooms and education facilities for the duration of the build programme. In this respect, the application also seeks planning permission for the erection of single-story temporary accommodation totalling 531 sq.m GIA (543 sq.m GEA) to be erected within the hardstanding area to the east of the main school building (Block A).
- 3.51 Whilst this remains the more sensitive part of the site for development, due to the spatial constraints of the site this stands as the only practical option on site to enable the School to continue functioning throughout the construction period.

- 3.52 This accommodation would consist of a single-storey structure with grey metal-clad elevations and flat roof and, whilst utilitarian, would have as simple and inconspicuous appearance as possible. Whilst this element of the proposed development would represent a negative element in the setting of the main school building and would act to obscure some views of the principal façade from Munster Road, these effects would be temporary and reversible and thus are considered to cause less than substantial harm to the setting of the heritage assets. This element of the proposal is therefore considered acceptable given the long-term benefits of a more sympathetic replacement science and sports hall block to the west of the main school building.
- 3.53 Nonetheless, given the identified harm that would be caused to the setting of the listed building in the interim, with temporary planning sought for these single-storey classrooms for the duration of the construction works on site, it is considered reasonable and appropriate to attach a condition to any planning permission to ensure the removal of these temporary structures and making good of the land within which it is sited following completion and occupation of the proposed building (Condition 3).

ACCESSIBILITY

- 3.54 London Plan Policy 7.2 'An Inclusive Environment', Local Plan Policy DC1 and DC2, and Key Principles within Section 9 (Accessible and Inclusive Design Across the Borough) of the Planning Guidance SPD all relate to access to buildings, requiring that buildings should be accessible and inclusive both internally and externally.
- 3.55 Within the Design and Access Statement, the applicants detail that the site has been designed to cater for level access, including wheelchair use, with lifts included in the design for ease of access to all areas. Access to the remainder of the School site will remain as existing.
- 3.56 Officers are satisfied that the access arrangements of the proposal are in accordance with London Plan Policy 7.2, Policies DC1 and DC2 of the Local Plan, and relevant Key Principles of the Planning Guidance SPD.

IMPACT ON RESIDENTIAL AMENITY

- 3.57 Policy DC2 (Design of New Build) of the Local Plan states all proposals must be formulated to [inter alia] respect the principles of good neighbourliness. Key Principle HS6 of the Planning Guidance SPD seeks to protect the existing amenities of neighbouring residential properties in terms of light and outlook.
- 3.58 Policies CC11 (Noise), CC12 (Light Pollution) and CC13 (Control of Potentially Polluting Uses) of the Local Plan concern environmental nuisance and require all developments to ensure that there is no undue detriment to the general amenities enjoyed by neighbouring occupiers.

Daylight/Sunlight, Outlook, Privacy:

- 3.59 Whilst the proposed building would be two-storey in height, and marginally taller than the existing building it replaces, it is situated in a relatively central position within the existing school premises, set back from the curtilage and obscured by existing school buildings from the nearest neighbouring residential properties along Strode Road to the north and Bronsart Road.
- 3.60 The proposals would have no adverse impact upon residential amenity in terms of outlook, daylight/sunlight, and overlooking/privacy.

Noise and Disturbance:

- 3.61 The proposed development would not increase the capacity of students and would not result in additional noise and disturbance. The Council's Environmental Protection have considered the proposals and raise no objections subject to conditions requiring a Construction and Demolition Management Plan.
- 3.62 Overall, Officers consider that the proposed development would not have an unacceptable impact upon the residential amenities of neighbouring occupiers in terms of daylight, outlook, loss privacy, or noise and disturbance and would thereby accord with Policy DC2, CC11, CC12 and CC13 of the Local Plan and SPD Housing Standards Key Principle HS6.

TRAFFIC AND HIGHWAYS

- 3.63 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.
- 3.64 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.
- 3.65 Local Plan Policy T1 (Transport) 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. Policy T2 (Transport Assessment and Travel Plans) states that all development proposals will be assessed for their contribution to traffic generation, and Policy T3 sets out vehicle parking standards. Local Plan Policy T4 (Increasing and Promoting Opportunities for Cycling and Walking) and Table 12 of the Local Plan seek to ensure that satisfactory cycle space is provided for all developments.
- 3.66 The application site is within Controlled Parking Zone W, with on-street parking restrictions enforced Monday to Saturday between 9am to 5pm. Existing vehicular access is via Munster Road and Strode Road, which services a tarmacked area to the north of the main school building and provides the main car parking to the site.

3.67 The proposed changes to the development will not lead to an increase in the number of students or staff at the school. The proposals will retain the existing pedestrian and vehicular access arrangements. The out of hours use of the sports hall facilities would not be materially different to existing and a condition (Condition 29) has been added to secure this.

3.68 Subject to conditions Officers are satisfied that the proposed development would not result in such a greater impact upon the surrounding highways network so as to detract from local parking conditions, or the amenity of neighbouring occupiers.

Cycle Parking & Refuse and Recycling:

3.69 With regards to cycle parking and refuse and recycling arrangements, given that the application does not propose an increase in pupil or staff numbers, these would continue to be carried out as per the existing wider school arrangements. There would be no change to the number or frequency of refuse and recycling collections as a result of the proposed development.

Construction Traffic:

3.70 Indicative details have been provided within the submitted outline Logistics' Plan. Condition 13 would be attached to any permission to ensure that satisfactory details are submitted, to include full details of measures to minimise the impact of construction traffic on nearby roads and restriction of construction trips to off-peak hours only.

3.71 Overall, in terms of highways and transport implications, subject to condition requiring the submission of a satisfactory Construction Logistics Plan, the proposal is judged to comply with Policy T1, T2, and T3 of the Local Plan and relevant Transport Key Principles of the Planning Guidance SPD.

OPEN SPACE, TREES, AND LANDSCAPING

3.72 London Plan Policy 7.19 'Biodiversity and Access to Nature' and Policy 7.21 'Trees and Woodland' are concerned with protecting biodiversity and trees. The policies require that if a tree is to be removed, it should be replaced following the principle of 'right tree, right place'.

3.73 Local Plan Policy OS5 'Greening the Borough' seeks to protect existing trees and seeking green or brown roofs and other planting as part of new development; and SPD Key Principle BD9 encourages the planting of additional trees. Key Principle BD7 seeks that development proposals include design measures to enhance, restore or create features or habitats used by wildlife appropriate to the proposed development, creating and/or enhancing existing green infrastructure and habitats in or around new developments. Key Principle BD11 supports the principles of incorporating biodiversity friendly green or brown roofs into new developments.

3.74 Existing hard and soft landscaping within the site is concentrated around the 'quad' area to the west of Block B, a partially covered outdoor seating (bench tables) area adjacent to 4 of the individual trees within the site.

- 3.75 The proposed landscape strategy consists of 'grassed and paved areas that wrap around the new building, integrating with the existing buildings. The consolidation of the building footprint compared with the existing 'sprawling' footprint would mean that spaces around the new building will be opened up, providing the opportunity for the provision of new soft landscaping between Blocks. An example includes the proposed courtyard area between the replacement Block B and main school building (Block A) that acts as a connecting node between the two structures.
- 3.76 A total of 1,269sq.m of landscaping is provided across the site at present. The consolidation of the building footprint enables the use of currently 'unusable' space across the site, and this results in a net gain of 377sq.m of landscaped informal and social areas as part of the proposed development.

Trees:

- 3.77 The application is supported by an Arboricultural Impact Assessment Report. The existing site comprises five individual trees, with two groups of trees located off-site adjacent to the south and west site boundary. The five trees include 3 Category 'B' items, of moderate quality and value; and 2 Category 'C' items, of low quality and value. There are no protected trees within the site boundary.
- 3.78 The proposals would result in the loss of 4 trees: Red Oak; Common Alder; and; 2 x Wild Cherry located within the 'quad' area. The proposals would also involve the replacement planting of 3 trees. On balance, the net loss of 1 tree on this physically constrained site is considered acceptable, given the pressing need for the improved school facilities.
- 3.79 Details of the landscaping of the site are to be secured by condition 8.

Ecology:

- 3.80 A Preliminary Ecological Appraisal has been produced, which comprised a 'desktop' study and Ecological Walkover Survey. The Appraisal provides an assessment of the site in respect of its habitat value and nature conservation importance, with regards to plant and protected species.
- 3.81 With regards to statutory designated sites, given the distance between the site and the Site of Special Scientific Interest (SSSI) at Barn Elms Wetland Centre, the nature of the proposed works, and the absence of wetland habitats within the site, 'it is not considered likely that this statutory designated site would be adversely affected by development within the site.' Officers have considered the report and are satisfied with its conclusions.
- 3.82 The nearest non-statutory designated Sites of Importance for Nature Conservation (SINC) is Fulham Cemetery Park, located immediately to the west of the site. However, as the proposed development locates the replacement buildings centrally within the site, the proposal is not considered to have a direct impact upon site boundaries and the adjacent SINC. The habitats recorded during the ecological walkover survey were identified as secondary and the likelihood that notable flora or fungi are present was assessed as negligible. The submitted

Appraisal identifies that habitats on site were considered unsuitable or of negligible value for species to include great crested newts, reptiles, badgers, doormice. In terms of potential presence of bats, the desk study exercise identified the nearest records for bat species located approximately 380m south west of the site. The existing buildings together with all trees on the site were assessed as providing low-negligible bat roosting opportunities.

3.83 As such, the proposal is considered to be in accordance with the NPPF, London Plan policies 5.11 and 7.19, and Local Plan Policy OS5.

ARCHAEOLOGY

3.84 Paragraph 128 of the NPPF says that applicants should submit desk-based assessments, and where appropriate undertake field evaluation, to describe the significance of heritage assets and how they would be affected by the proposed development.

3.85 The site is not located within an Archaeological Priority Area. Notwithstanding this position, the application is supported by an Archaeological Desk-Based Assessment (as part of the heritage Statement). The Assessment notes the siting of the proposed replacement block 'largely within the footprint of the existing gym and science block, where any previously existing archaeological potential will already have been reduced during the building's construction through excavation of its footings, services and landscaping'.

3.86 The Assessment notes historical ground investigations carried out which 'consistently recorded over a metre of made ground', with historic map regression showing that the site was an agricultural field prior to construction of the School, this suggests a significant degree of ground disturbance/import for levelling purposes.'

3.87 The archaeological assessment concludes that 'the potential for significant archaeological remains to be impacted upon during any consented construction works within the site boundary is therefore low.' Officers are satisfied that the proposals accord with the relevant provisions of the NPPF and the Council's Local Plan policies, and no further conditions are therefore considered necessary.

ENVIRONMENTAL CONSIDERATIONS

Energy and Sustainability:

3.88 As required by the NPPF, the application proposes to incorporate design features to reduce on-site carbon emissions through the implementation of energy efficiency and low carbon energy generation technologies. Wider sustainability measures are also planned to help reduce resource use, minimise waste generation and mitigate pollution impacts.

3.89 The proposal has been considered against Policies 5.1, 5.2, 5.3, 5.6, 5.7, 5.8, 5.9, 5.11, 5.12, 5.13, 5.14, 5.15, and 7.19 of the London Plan.

- 3.90 Local Plan Policy CC2 seeks to ensure that development reduces pollution and waste, promotes recycling and conserving, biodiversity and the natural environment and ensure that developments are comfortable and secure for users and avoiding impacts from natural hazards (including flooding). Policies seek to promote sustainable design and construction measures, through the implementation of the London Plan sustainable design and construction policies. This policy is supported by relevant Energy and Sustainable Design and Construction Key Principles of the Planning Guidance SPD.
- 3.91 As required, a Sustainability Statement (in the form of a BREEAM Assessment) has been submitted. The BREEAM assessment demonstrates that the sustainable design and construction measures incorporated within the new building will achieve the "Very Good" BREEAM rating. This is adequate to meet the requirements of Local Plan Policy CC2 and London Plan Policy 5.3 concerning sustainable design and construction.
- 3.92 Proposed carbon reduction measures include measures to reduce energy use and CO2 emissions, reduced use of other resources such as water, make use of building materials with low environmental impacts, minimise waste and promote recycling. Conditions 27 and 28 would secure the implementation of the sustainability measures as outlined in the Sustainability Statement and BREEAM assessments and require submission of post construction BREEAM assessment to confirm that the measures have been implemented across the development as required.
- 3.93 An Energy Statement has been provided with the application. The guidance followed in developing the approach to generating and using energy in the new development is in line with the London Plan's Energy Hierarchy. The proposed development will include the integration of energy efficiency measures, improved air permeability measures to reduce heat loss and also energy efficient lighting. Renewable energy generation is proposed in the form of 100m² of roof mounted solar PV panels. The energy assessment shows an improvement of 35.5% in terms of CO2 emissions reductions. The proposed sustainable energy measures therefore meet the required the London Plan target of a 35% reduction in emissions through on-site measures.
- 3.94 The possibility for district heating and Combined Heat and Power (CHP) was reviewed as part of the Energy Assessment, concluding that: there is no existing district heating scheme that it would be feasible to connect to and therefore district heating is not a viable or practical option, and with the use of CHP considered inefficient for this scheme due to the low peak demand and with the annual demand hours for this scheme expected to be much lower than the recommended minimum for this type of infrastructure.
- 3.95 Subject to the inclusion of conditions requiring the implementation of the submitted documents as set out above (Condition 27 and 28), Officers consider that the proposal would accord with the London Plan and Local Plan Policies CC1 and CC2.

Flood Risk:

- 3.96 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.
- 3.97 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.
- 3.98 Local Plan Policy CC3 requires that new development reduce the use of water and is designed to take account of increasing risks of flooding. Local Plan Policy CC4 states that new development would be expected to manage surface water run off by implementing a range of measures, such as sustainable drainage systems (SuDs) where feasible and the use of water efficient fittings and appliances. Policy CC4 is also linked to Policy OS5 (Greening the Borough). These policies are supported by the relevant Key Principles within section 15 of the Planning Guidance SPD which requires the submission of information relating to flood risk.
- 3.99 The site is within the Environment Agency's Flood Zones 2 and 3, so a Flood Risk Assessment (FRA) is required. The site is protected by flood defences such as the Thames Barrier and local river walls, and if these were breached or over-topped, the site would not be expected to be impacted by flooding. Further, the school site is not within a surface water flooding 'hotspot'. An FRA has been submitted with the application together with a Drainage and SuDs Strategy. In terms of other main flood risks present in the borough, the FRA has considered other potential sources, such as sewers, groundwater, and surface water.
- 3.100 The proposed development does not include basement construction, so sewer and groundwater flood risks are not considered significant. In order to mitigate the residual flood risk on site, the FRA proposes flood resilience measures to include finished floor levels being raised a minimum of 150mm above external ground levels to reduce the potential for ingress of water, with external levels at level-access areas to be sloped to direct flows away from the new building. Further, lift pits are proposed to be tanked to reduce the potential for the ingress of groundwater.
- 3.101 Overall, the flood risks have been adequately assessed in the FRA and subject to the implementation of the measures proposed (Condition 25), there is no objection to the proposal on flood risk grounds.

Sustainable Drainage Systems (SuDS):

- 3.102 A Surface Water Management Strategy has been provided within the FRA to demonstrate how surface water will be managed on site in line with the requirements of London Plan 'Drainage Hierarchy', Policy 5.13, and Local Plan Policy CC2 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.
- 3.103 The Strategy assesses the current arrangements for management of surface

water and considers the inclusion of Sustainable Drainage Systems (SuDS) to help reduce run-off rates and volumes into the combined sewer network, taking account of climate change impacts.

- 3.104 Measures proposed for the site include green/living roofs and permeable surfaces. These measures would be supplemented with attenuation storage tanks, although the aim is to minimise the use of such underground storage. Surface water run-off from the site is proposed to be attenuated down to 2l/s, which is in line with London Plan and Local Plan policy requirements.
- 3.105 In broad terms, Officers consider the approach outlined in the submitted Strategy is acceptable, but require the applicant to carry out further detailed design work on the Drainage Strategy before being able to confirm the full details. Officers recommend a condition for a revised Surface Water Management Strategy to be submitted and should include details of how surface water would be managed on-site in-line with the London Plan Drainage Hierarchy's preferred SuDS measures. A finalised plan drawing (to scale) of the proposed SuDS measures (including detailed plan drawings of all roof areas, showing the scale of the living roofs) should be provided which shows all connections (including off-site connections). Management and maintenance details for all proposed SuDS measures should also be provided along with an implementation plan for the drainage scheme.
- 3.106 Subject to condition 25 and 26, the proposals accord with relevant flood risk and surface water drainage policies 5.12 and 5.13 of the London Plan 2011, and Local Plan Policy CC2.

Air Quality:

- 3.107 London Plan Policy 7.14 and Policy CC10 of the Local Plan seek to reduce the potential adverse air quality impacts of new developments by requiring all developments which may be impacted by local sources of poor air quality or may adversely contribute to local air quality to provide an air quality assessment that considers the potential impacts of pollution from the development on the site and on neighbouring areas and requiring mitigation measures to be implemented to reduce emissions where assessments show that developments could cause a significant worsening of local air quality or contribute to exceedances of the Government's air quality objectives.
- 3.108 The Council's Environmental Quality team have considered the proposal and have recommended conditions relating to air quality, namely in relation to Air Quality Dust Management Plan and Ultra-Low NOx Gas fired boilers. This has been secured by Conditions 17 and 18.

Contamination:

- 3.109 Policy 5.21 of the London Plan, Local Plan Policy CC9 (Contaminated Land) 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.

3.110 Potentially contaminative land uses (past or present) are understood to occur at, or near to, this site. Condition 19-24 would be attached in event of permission being granted in order to ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works, in accordance with Policy CC9 (Contaminated Land) of the Local Plan (2018).

COMMUNITY INFRASTRUCTURE LEVY (CIL)

3.111 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 an educational use, for which the CIL levy is exempt.

3.112 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 an educational use, which has a local CIL levy set at £0 per square metre.

4.0 CONCLUSIONS and RECOMMENDATION

4.1 Officers consider that the proposed development would be appropriate in terms of land use, design and scale, would preserve the setting of the Listed Building and conservation area would not cause significant harm to the amenities of neighbouring residents.

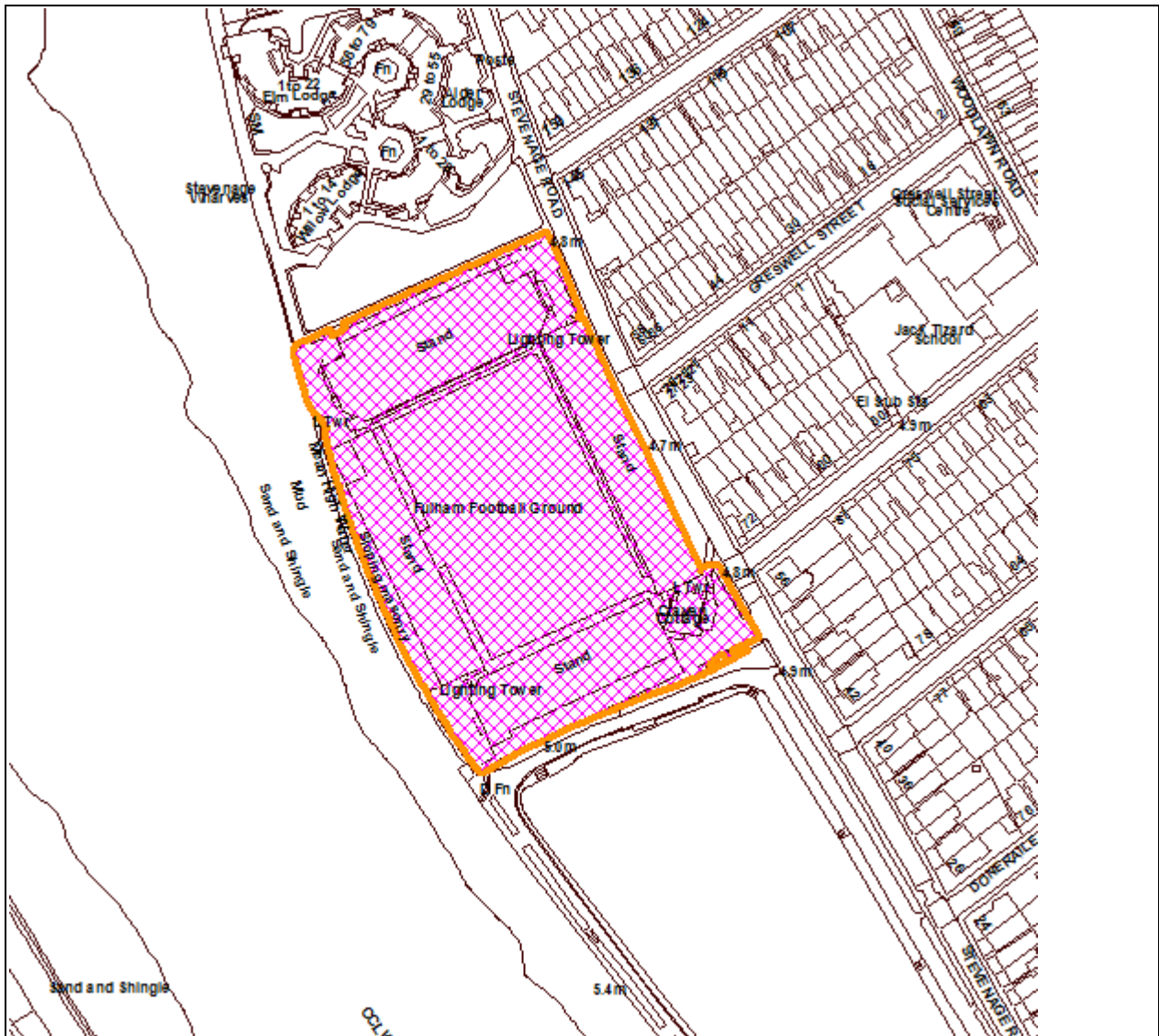
4.2 Subject to the submission of further details which can be secured by condition, the proposals are generally supported. The proposals would meet a corporate objective for providing enhanced educational and sports facilities. Officers consider that these wider public benefits, along with the delivery of a visually more appropriate development, and the achievement of sustainable energy generation and carbon emissions reductions, outweigh the concerns regarding the impact upon the setting of the Grade II listed main school building and Crabtree conservation area, and the loss of 1 tree.

4.3 It is recommended that the application is approved subject to conditions.

Ward: Palace Riverside

Site Address:

Fulham Football Club Stevenage Road London SW6 6HH



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

Reg. No:
2017/04662/FUL

Case Officer:
Sian Brown

Date Valid:
04.12.2017

Conservation Area:
Fulham Reach Conservation Area - Number 39

Committee Date:
20.03.2018

Applicant:

Fulham Stadium Limited
C/O Agent

Description:

Demolition of the Riverside Stand and partial reconfiguration of the Putney Stand (western end) and Hammersmith Stand (western end), and removal of four floodlight masts; and the development of a new Riverside Stand providing two tiers of seating (creating an overall seating capacity of up to 29,600); a new extended section of riverside walkway; basement; leisure/retail provision for A1, A3, A4, A5, D2 use classes; 9 serviced apartments (Use Class C1); parking; a new river wall; a temporary construction river platform and construction compound; and associated landscaping (including boundary work), lighting (including new and replacement floodlighting) and ground works and all ancillary or incidental works and structures. (SUPPLEMENTARY ENVIRONMENTAL INFORMATION ON WIND CONDITIONS, UPDATING INFORMATION PROVIDED IN THE FULHAM FOOTBALL CLUB NEW RIVERSIDE STAND ENVIRONMENTAL STATEMENT (NOVEMBER 2017), AS UPATED IN JANUARY 2018)

Drg Nos:

FFC-POP-00-00-SI-A-0005; FFC-POP-00-05-SI-A-0006; FFC-POP-00-RF-SI-A-0007; FFC-POP-RS-B1-GA-A-0104; FFC-POP-RS-00-GA-A-0105; FFC-POP-RS-01-GA-A-0106; FFC-POP-RS-02-GA-A-0107; FFC-POP-RS-03-GA-A-0108; FFC-POP-RS-04-GA-A-0109; FFC-POP-RS-05-GA-A-0110; FFC-POP-RS-RF-GA-A-0112; FFC-POP-PT-00-GA-A-0113; FFC-POP-PT-01-GA-A-0114; FFC-POP-PT-02-GA-A-0115; FFC-POP-PT-03-GA-A-0116; FFC-POP-PT-03-GA-A-0117; FFC-POP-HS-00-GA-A-0118; FFC-POP-HS-05-GA-A-0119; FFC-POP-RS-ZZ-SE-A-0203; FFC-POP-RS-ZZ-SE-A-0204; FFC-POP-RS-ZZ-SE-A-0205; FFC-POP-RS-ZZ-SE-A-0206; FFC-POP-PT-ZZ-SE-A-0208; FFC-POP-HM-ZZ-SE-A-0209; FFC-POP-ZX-XX-EE-A-0302; FFC-POP-ZX-XX-EE-A-0303; FFC-POP-ZX-XX-EE-A-0304; FFC-POP-PT-XX-D-A-0310; FFC-POP-PT-XX-D-A-0311; FFC-POP-PT-XX-D-A-0312; FFC-POP-PT-XX-D-A-0313; FFC-POP-PT-XX-D-A-0314; Craven Cottage Riverside Stand Environmental Statement, Volume 1: Main Technical Assessments, November 2107; Craven Cottage Riverside Stand Environmental Statement, Volume 2a: Figures and Appendices to the Technical Assessments, November 2017; Craven Cottage Riverside Stand Environmental Statement, Volume 2b: Figures and Appendices to the Technical Assessments, November 2017; Craven Cottage Riverside Stand Environmental Statement, Volume 2c: Figures and Appendices to the Technical Assessments, November 2017; Craven Cottage Riverside Stand Environmental Statement, Volume 2d: Figures and Appendices to the Technical Assessments, November 2017; Craven Cottage Riverside Stand Environmental Statement, Volume 3: Non-Technical Summary, November 2017; Design and Access Statement, November 2017; Planning Statement, November 2017; Sustainability Statement, November 2017; Energy Statement, November 2017; Waste Management Strategy, November 2017; Supplementary Environmental Statement: Technical Assessment and Appendices, January 2018; Supplementary Environmental Statement: Non-Technical Summary, January 2018; Supplementary Environmental Statement: Technical Assessment and Appendices, February 2018; Supplementary Environmental Statement: Non-Technical Summary, February 2018; Technical Note by Wolfson Unit, dated 27th February 2018. FFL-POP-00-00-SI-A-0000; FFC-POP-00-00-SI-A-0001; FFL-POP-00-02-SI-A-0002; FFC-POP-00-RF-SI-A-0003; FFC-POP-RS-00-GA-A-0100; FFC-POP-RS-00-GA-A-0101; FFC-POP-RS-00-GA-A-0120; FFC-POP-RS-05-GA-A-0121; FFC-POP-RS-00-GA-A-0122; FFC-POP-RS-05-GA-A-0123; FFC-POP-RS-02-GA-A-0102; FFC-POP-00-

ZZ-DR-A-0103; FFC-POP-00-ZZ-SE-A-0200; FFC-POP-00-ZZ-SE-A-0201; FFC-POP-00-ZZ-SE-A-0210; FFC-POP-00-ZZ-SE-A-0211; FFC-POP-00-ZZ-SE-A-0212; FFC-POP-ZX-XX-EE-A-0300; FFC-POP-ZX-XX-EE-A-0301; FFC-POP-ZX-XX-EE-A-0305;

Application Type:

Full Detailed Planning Application

Officer Recommendation:

1) Subject to there being no contrary direction from the Mayor for London; that the Committee resolve that the Director of Planning and Development be authorised to determine the application and grant planning permission upon the completion of a satisfactory legal agreement and subject to the planning conditions listed.

2) To authorise the Director for Regeneration, Planning & Housing Services in consultation with the Director of Law and the Chair of the Planning and Development Control Committee to make any minor changes to the proposed conditions or heads of terms of the legal agreement. Any such changes shall be within their discretion.

- 1) The development hereby permitted shall not commence later than the expiration of 3 years beginning from 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:

Drwg Nos: FFL-POP-00-00-SI-A-0000; FFC-POP-00-00-SI-A-0001;
FFL-POP-00-02-SI-A-0002; FFC-POP-00-RF-SI-A-0003;
FFC-POP-RS-00-GA-A-0100; FFC-POP-RS-00-GA-A-0101;
FFC-POP-RS-00-GA-A-0120; FFC-POP-RS-05-GA-A-0121;
FFCPOP-RS-00-GA-A-0122; FFC-POP-RS-05-GA-A-0123;
FFC-POP-RS-02-GA-A-0102; FFC-POP-00-ZZ-DR-A-0103;
FFC-POP-00-ZZ-SE-A-0200; FFC-POP-00-ZZ-SE-A-0201;
FFC-POP-00-ZZ-SE-A-0210; FFC-POP-00-ZZ-SE-A-0211;
FFC-POP-00-ZZSE- A-0212; FFC-POP-ZX-XX-EE-A-0300;
FFC-POP-ZX-XX-EE-A-0301; FFC-POPZX-XX-EE-A-0305;
FFC-POP-00-00-SI-A-0005; FFC-POP-00-05-SI-A-0006;
FFCPOP-00-RF-SI-A-0007; FFC-POP-RS-B1-GA-A-0104;
FFC-POP-RS-00-GA-A-0105; FFC-POP-RS-01-GA-A-0106;
FFC-POP-RS-02-GA-A-0107; FFC-POP-RS-03-GA-A-0108;
FFC-POP-RS-04-GA-A-0109; FFC-POP-RS-05-GA-A-0110;
FFC-POP-RSRF-GA-A-0112; FFC-POP-PT-00-GA-A-0113;
FFC-POP-PT-01-GA-A-0114; FFCPOP-PT-02-GA-A-0115;
FFC-POP-PT-03-GA-A-0116; FFC-POP-PT-03-GA-A-0117;
FFC-POP-HS-00-GA-A-0118; FFC-POP-HS-05-GA-A-0119;

FFC-POP-RS-ZZ-SE-A-0203; FFC-POP-RS-ZZ-SE-A-0204;
FFC-POP-RS-ZZ-SE-A-0205; FFC-POP-RS-ZZSE-A-0206;
FFC-POP-PT-ZZ-SE-A-0208; FFC-POP-HM-ZZ-SE-A-0209;
FFC-POPZX-XX-EE-A-0302; FFC-POP-ZX-XX-EE-A-0303;
FFC-POP-ZX-XX-EE-A-0304; FFCPOP-PT-XX-D-A-0310;
FFC-POP-PT-XX-D-A-0311; FFC-POP-PT-XX-D-A-0312;
FFC-POP-PT-XX-D-A-0313; FFC-POP-PT-XX-D-A-0314.

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 the NPPF (2012), Policies 7.4, 7.5, 7.6, 7.7 and 7.8 of the London Plan (2016), and Policies DC1, DC2, DC3, DC7, DC8, RTC2 and RTC3 of the Local Plan (2018).

- 3) The seating capacity for the resultant football stadium hereby approved shall not exceed 29,600 per match.

The increase in seating capacity could raise materially different considerations which the Council would wish to have an opportunity to consider at that time, in accordance with Policies T1, T2, T3, T4, T6, CC11 and CC13 of the Local Plan (2018).

- 4) Each of the following stages shall not commence until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority, to address that specific stage.

The stages (which can be addressed in combination or separately) are as follows unless agreed otherwise by the Council

1. site investigations/enabling works
2. demolition works
3. river works
4. Hammersmith and Putney Stands works
5. Riverside Stand construction works

The CEMP should include details of:

- a) outline construction timetable
- b) all structures
- c) parking of vehicles of site personnel and visitors
- d) storage of plant and materials
- e) dust management controls
- f) location and height of cranes and scaffolding
- g) measures to minimise impacts of noise and, if appropriate, vibration
- h) details of security fencing/hoarding
- i) details of disposal of waste arising
- j) hours of operation
- k) road cleaning and wheel washing facilities
- l) details of vehicles serving the site during the demolition and construction period
- m) water usage
- n) temporary drainage features
- o) measures to address potential contamination of surface waters

- p) Japanese knotweed removal strategy
- q) maintenance of tree protection areas around all category A trees within Bishops Park
- r) lighting strategy for construction stage

To ensure that demolition and construction works do not adversely impact on the operation of the public highway, that the amenity of occupiers of surrounding premises is not adversely affected by noise, vibration, dust, lighting, or other emissions from the building site, to prevent any increased risk of flooding and to ensure the satisfactory storage of/disposal of surface water from the site, and in the interests of ecology in accordance with Policies 5.13, 5.18, 5.19, 7.14, 7.19, 7.21 and 7.28 of the London Plan (2016), Policies T1, T6, T7, CC3, CC4, CC10, CC11, CC12, CC13, RTC1, RTC3, RTC4, BD1 and BD10 of the Local Plan (2018), and Key Principles of the Planning Guidance SPD (2018).

- 5) No development shall commence until a scheme for temporary fencing and/or enclosure of the site has been submitted to and approved in writing by the Local Planning Authority, and the temporary fencing and/or enclosure has been erected in accordance with the approved details. The temporary fencing and/or enclosure shall thereafter be retained for the duration of the demolition and building works in accordance with the approved details. No part of the temporary fencing and/or enclosure of the site shall be used for the display of advertisement hoardings without the prior written approval of the Local Planning Authority.

To ensure a satisfactory external appearance and to prevent harm to the street scene, river setting and heritage assets, in accordance with the NPPF (2012), Policies 7.4, 7.5, 7.6, 7.7 and 7.8 of the London Plan (2016), Policies DC1, DC2, DC3, DC7, DC8, RTC2 and RTC3 of the Local Plan (2018), and Key Principles of the Planning Guidance SPD (2018).

- 6) 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 showing how the contaminant linkages identified in the report Riverside Football Stand, Fulham Football Club, London, Remediation Method Statement; WSP | Parsons Brinckerhoff Ref 24710968, April 2016 will be mitigated 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. The conditions are 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 the NPPF (2012), Policy 5.21 of the London Plan (2016), Policy CC9 the Local Plan (2018), and Key Principles LC1 to LC7 of the Planning Guidance SPD (2018).

- 7) 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 contamination 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. The conditions are 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 the NPPF (2012), Policy 5.21 of the London Plan (2016), Policy CC9 the Local Plan (2018), and Key Principles LC1 to LC7 of the Planning Guidance SPD (2018).

- 8) 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 contamination 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. The conditions are 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 the NPPF (2012), Policy 5.21 of the London Plan (2016), Policy CC9 the Local Plan (2018), and Key Principles LC1 to LC7 of the Planning Guidance SPD (2018).

- 9) Prior to commencement of development of the river walkway details of the timber rubbing strakes shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details. The details shall include (but not necessarily be limited to) the following elements:

- the heights and fittings,

- information on the treatment, if any, to be used on the timber, demonstrating its suitability for use in the water environment,
- details of riparian lifesaving equipment and suicide prevention measures.

The development shall then only proceed in accordance with the approved details and shall be maintained as such thereafter.

Condition required by the Port of London Authority, in the interests of navigational safety, in accordance with Policies 7.24 and 7.27A a) of the London Plan (2016), and Policies RTC1 c) and RTC4 of the Local Plan (2018).

- 10) No development shall commence until details of all discharges into the river (outfalls, flap valves etc), and detail of how litter from the river walk and stadium will be managed during construction and occupation shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details

Condition required by the Port of London Authority, in accordance with Policies 7.24 and 7.27A of the London Plan (2016), and Policies RTC1 and RTC4 of the Local Plan (2018).

- 11) Prior to commencement of development of the river wall a scheme for river wall maintenance and improvement works shall be submitted to and approved in writing by the local planning authority. The scheme shall demonstrate how inspection, maintenance, repair and alteration of the flood defence can be achieved in the future in line with the Thames Estuary TE2100 plan for a life expectancy of the river wall of no less than 100 years. The development shall then only proceed in accordance with the approved scheme and shall be maintained as such thereafter.

Condition required by the Environment Agency to protect the development from tidal flooding and to ensure that the tidal defence wall is brought up to standard and minimise the risk of flooding, in accordance with the NPPF (2012), Policies 5.11 to 5.15 London Plan (2016), and Policies CC3 and RTC1 to RTC4 of the Local Plan (2018).

- 12) No development shall commence until a construction method statement for all works (including temporary works) within and directly adjacent to the River Thames during the site preparation, construction, and operation phases of the development shall be submitted to and approved in writing by the local planning authority. The statement shall demonstrate how a continuous, fit for purpose flood defence line will be maintained throughout the works. The development shall be carried out in accordance with the approved details.

Condition required by the Environment Agency. The construction phase of any proposed development affecting the flood defence poses significant risk of flooding. It is vital a continuous, fit for purpose flood defence line is maintained throughout the works to prevent an increase in flood risk, in accordance with the NPPF (2012), Policies 5.11 to 5.15 London Plan (2016), and Policies CC3 and RTC1 to RTC4 of the Local Plan (2018).

- 13) The development hereby permitted shall only be carried out in accordance with the approved flood risk measures hereby approved in the submitted Flood Risk Assessment contained within Chapter D of the Environmental Statement, dated November 2017, and thereafter all measures shall be retained and maintained in accordance with the approved details.

To reduce the risk of flooding to the proposed development and future occupants in accordance with the NPPF (2012), Policies 5.11 to 5.15 London Plan (2016), and Policy CC3 of the Local Plan (2018).

- 14) Prior to the occupation of the basement hereby approved, a non-return valve and pump device shall be installed to prevent sewage 'back-surfing' into the basement in times of heavy rain and to allow the property's sewage to continue to flow properly into the sewer network and shall be maintained thereafter.

To protect the new basement accommodation from flooding, in accordance with Part 10 of the NPPF (2012), Policy 5.12 of the London Plan (2016), and Policies CC3 and CC4 of the Local Plan (2018).

- 15) No development shall commence (save works of site clearance and demolition works of existing buildings) until a revised Surface Water Management Strategy shall be submitted to and approved in writing by the Local Planning Authority. The revised Surface Water Management Strategy should include (but not necessarily be limited to) details of the surface water discharge arrangements into the river, maintenance, and the feasibility of the collection and reuse of rainwater in line with the London Plan Drainage Hierarchy. The Surface Water Management Strategy shall be implemented in accordance with the approved details, and thereafter all sustainable drainage measures shall be maintained and permanently retained in accordance with the approved details.

To prevent any increased risk of flooding and to ensure the satisfactory storage of/disposal of surface water from the site in accordance with the NPPF (2012), Policy 5.13 of the London Plan (2016), and Policies CC3 and CC4 of the Local Plan (2018).

- 16) The development hereby permitted shall not be occupied prior to the submission and approval in writing by the Council of a flood evacuation plan. The approved plan shall be implemented in accordance with the approved details for the duration of the development.

To reduce the impact of flooding to the proposed development and future occupants, in accordance with the NPPF (2012), Policy 5.12 London Plan (2016), and Policy CC3 of the Local Plan (2018).

- 17) No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Condition requested by Thames Water to prevent any potential to impact on local underground water and sewerage utility infrastructure, in accordance with Policies 5.14 and 5.15 of the London Plan (2016), and Policy CC3 of the Local Plan (2018). The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.

- 18) Unless otherwise agreed in writing by the Local Planning Authority, the development hereby permitted shall only be carried out in accordance with the recommendations set out in the approved Sustainability Statement, dated November 2017. All details shall be implemented prior to occupation of the development hereby permitted, and thereafter be permanently retained.

To ensure that sustainable design and construction techniques are implemented in accordance with the NPPF (2012), Policy 5.3 of The London Plan (2016), Policies CC1, CC2, DC2 and DC3 of the Local Plan (2018), and Key Principles SDC1 and SDC2 of the Planning Guidance SPD (2018).

- 19) Unless otherwise agreed in writing by the Local Planning Authority, the development hereby permitted shall only be carried out in accordance with the recommendations set out in the approved Energy Statement, dated November 2017. All details shall be implemented prior to occupation of the development hereby permitted, and thereafter be permanently retained.

In the interests of energy conservation and reduction of CO2 emissions, in accordance with the NPPF (2012), Policies 5.1, 5.2, 5.3, 5.6 and 5.7 of the London Plan (2016), Policy CC1, DC2 and DC3 of the Local Plan (2018), and Key Principles EN2 and EN3 of the Planning Guidance SPD (2018).

- 20) Prior to the commencement of development an Air Quality Dust Management Plan (AQDMP) shall be submitted to and approved in writing by the Council. The AQDMP must be site specific and include an Air Quality Dust Risk Assessment (AQDRA) that considers sensitive receptors off-site of the development and is undertaken in compliance with the methodology contained within Chapter 4 of the Mayor's of London 'The Control of Dust and Emissions during Construction and Demolition', SPG, July 2014 and the identified measures recommended for inclusion into the AQDMP. The AQDMP submitted must comply with the Mayors SPG and should include an Inventory and Timetable of dust generating activities during demolition and construction; Dust and Emission control measures including on-road and off-road construction traffic, Ultra Low Emission Vehicle Strategy (ULEVS) e.g. use of Ultra Low Emission Vehicles such as Electric, Hybrid (Electric-Petrol); Non-Road Mobile Machinery (NRMM). Details of all the NRMM that will be used on the development site will be required and the NRMM should meet as minimum the Stage IIIB emission criteria of Directive 97/68/EC and its subsequent amendments. This will apply to both variable and constant speed engines for both NOx and PM. An inventory of all NRMM must be registered on the NRMM register <https://nrmm.london/user-nrmm/register>. Air quality monitoring of PM10 should be undertaken where appropriate and used to prevent levels exceeding predetermined Air Quality threshold trigger levels. Developers must ensure that on-site contractors follow best practicable means to minimise dust and emissions at all times. Approved details shall be fully implemented and permanently retained and maintained during the demolition and construction phases of the development.

In the interest of air quality, to comply with the requirements of the NPPF (2012), Policy 7.14 of the London Plan (2016), and Policy CC10 of the Local Plan (2018).

- 21) Prior to the commencement of the development (excluding site clearance and demolition) a Low Emission Strategy shall be submitted to and approved in writing by the Local Planning Authority. The Low Emission Strategy must detail the remedial action and mitigation measures that will be implemented to protect receptors (e.g. abatement technology for energy plant, design solutions). This Strategy must make a commitment to implement the mitigation measures (including NOx emissions standards for the chosen energy plant) that are required to reduce the exposure of future residents to poor air quality and to help mitigate the development's air pollution impacts, in particular the emissions of NOx and particulates from on-site and off-site transport during Demolition, Construction and Operational phases via a Ultra Low Emission Vehicle Plan (ULEVP) e.g use of Ultra Low Emission Vehicles such as Electric, Hybrid (Electric-Petrol), and energy generation sources.. The strategy must re-assess air quality neutral in accordance with the Mayor of London SPG 'Sustainable Design and Construction' (April 2014) guidance. It must also identify mitigation measures as appropriate to reduce building emissions to below GLA benchmark levels. Approved details shall be fully implemented prior to the occupation/use of the residential development and thereafter permanently retained and maintained.

In the interest of air quality, to comply with the requirements of the NPPF (2012), Policy 7.14 of the London Plan (2016), and Policy CC10 of the Local Plan (2018).

- 22) Prior to the operation of the Ultra-Low NOx Gas fired boilers to be provided for space heating and domestic hot water, the following shall be submitted to and approved in writing by the Local Planning Authority:
- o Details to demonstrate that the Ultra Low NOx Gas fired boilers and associated abatement technologies shall meet a minimum dry NOx emissions standards 30 mg/kWh (at 0% O₂).
 - o An independent verification report that demonstrates the flue dilution system achieves the manufacturers stated reduction in NOx emission at the roof termination height
 - o Following installation, emissions certificates and the results of NOx emissions testing of each Ultra Low NOx gas boiler and the flue dilution system by an accredited laboratory will need to be provided to the Local Planning Authority to verify emissions.

Where any installations do not meet the relevant NOx emissions standard it should not be operated without the fitting of suitable NOx abatement equipment or technology as determined by a specialist to ensure comparable emissions. Approved details shall be fully implemented prior to the occupation/use of the development and thereafter permanently retained and maintained.

In the interest of air quality, to comply with the requirements of the NPPF (2012), Policy 7.14 of the London Plan (2016), and Policy CC10 of the Local Plan (2018).

- 23) Prior to the operation within each development phase hereby approved the diesel generator units' details for that phase that demonstrate all the diesel fuelled generators and their abatement technologies installed comply with a minimum NOx emissions standard of 150mg/Nm-3 (at 5% O2) must be submitted and approved in writing by the Local Planning Authority. During the operation of the generators there must be no persistent visible emission. Where any combustion plant does not meet the relevant standard, it should not be operated without the fitting of suitable NOx abatement equipment or technology. Evidence of installation shall be required where secondary abatement is required to meet the NOx Emission standard 150mg/Nm-3. The submitted details must include the results of NOx emissions testing of the diesel fuelled generator units by an accredited laboratory and where secondary abatement is used to meet that NOx emissions standard of 150mg/Nm-3 it is met within 5 minutes of the generator commencing operation. The maintenance and cleaning of the systems shall be undertaken regularly in accordance with manufacturer specifications. The diesel fuelled generators shall only be used for a maximum of 48 hours when there is a sustained interruption in the mains power supply to the site, and the testing of these diesel generators shall not exceed a maximum of 12 hours per calendar year. Approved details shall be fully implemented prior to the occupation/use of the development and thereafter permanently retained and maintained.

In the interest of air quality, to comply with the requirements of the NPPF (2012), Policy 7.14 of the London Plan (2016), and Policy CC10 of the Local Plan (2018).

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

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

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

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

- 26) The noise level in serviced apartments at the development hereby approved shall meet the noise standard specified in BS8233:2014 for internal rooms and external amenity areas.

To ensure that the amenity of occupiers of the development site are not adversely affected by external noise, in accordance with Policies CC11 and CC13 of the Local Plan (2018).

- 27) Prior to commencement of the development (save for works of site clearance, demolition of existing buildings and below ground works), 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 presented in Chapter J of the Environmental Statement (November 2017) at neighbouring noise sensitive/ habitable rooms and private external amenity spaces. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

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

- 28) Prior to occupation, 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 the development site/ surrounding premises is not adversely affected by cooking odours, in accordance with Policies CC11 and CC13 of the Local Plan (2018).

- 29) Prior to occupation, a fully detailed noise survey and report on the noise impact of the public address system including full technical details of the design and operation of the system, shall be submitted to and agreed in writing by the Local Planning Authority. The survey shall provide details to minimise the transmission of airborne sound beyond the stadium boundaries with neighbouring residential/ noise sensitive premises. The approved details shall be implemented and thereafter be permanently retained whilst a public address system in the Development is in use.

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

- 30) Prior to the occupation of the development hereby approved, the sound barrier surrounding the terrace at fifth floor level shall be implemented and thereafter be permanently retained.

To ensure that the amenity of the occupiers of the development site and surrounding properties is not adversely affected commercial noise sources, in accordance with Policies CC11 and CC13 of the Local Plan (2018).

- 31) Prior to installation details of an External Lighting Strategy shall be submitted to and approved in writing by the Local Planning Authority. The submitted External Lighting Strategy shall relate to full lighting details for the following areas:

Stadium Lighting;

Stadium Floodlighting;

Architectural Lighting; and

External lighting, including security lights located on the decking platforms and within the stadium grounds.

The Lighting Strategy shall relate to both construction and occupational (match and non-matchday) conditions and shall include details on the number, exact location, height, design, and appearance of the light and fittings, together with data concerning the timing, levels of luminance with lighting contours showing the vertical illumination levels at the nearest facades and light spillage. Details submitted shall include measures to minimise use of lighting and prevent glare and sky glow by using, locating, aiming, and shielding luminaires demonstrating that any light spillage to adjacent properties and the River Thames will be minimised. The details submitted 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. Approved details shall be implemented prior to Occupation and thereafter be permanently retained.

To ensure that the lighting does not adversely affect the amenities of occupiers of the surrounding premises, in accordance with Policies CC10, CC11 and CC13 of the Local Plan (2018). Condition also required by the Port of London Authority, to ensure that commuting/foraging bats or migratory fish are not significantly affected by the construction and occupational phases development, in accordance with NPPF (2012), Policies 7.19 and 7.28 of the London Plan (2016), and Policies RTC1, RTC3, RTC4 and OS4 of the Local Plan (2018).

- 32) The development hereby permitted shall not commence (save works of site clearance, demolition of existing buildings and below ground works), prior to the submission and approval in writing by the Council of details and samples of all materials to be used on the external faces of the new building and all surface treatments, including boundary walls, railings, gates and fences and no part of the development shall be used or occupied prior to the completion of the development in accordance with the approved details.

To ensure a satisfactory external appearance and to prevent harm to the street scene, river setting and heritage assets, in accordance with the NPPF (2012), Policies 7.4, 7.5, 7.6, 7.7 and 7.8 of the London Plan (2016), Policies DC1, DC2, DC3, DC7, DC8, RTC2 and RTC3 of the Local Plan (2018), and Key Principles of the Planning Guidance SPD (2018).

33) The development hereby permitted shall not commence (save works of site clearance, demolition of existing buildings and below ground works), prior to the submission and approval in writing by the Council of details in plan, section and elevation (at a scale of not less than 1:20) of the following matters and no part of the development shall be used or occupied prior to the completion of that part of the development in accordance with the approved details:-

- (a) details of the river walk and river wall
- (b) entrances to the site and the junction with the riverside walk
- (c) a typical bay of the proposed Riverside Stand (including the proposed frontage to retail units) to show details of proposed cladding, fenestration, balconies and entrances.

To ensure a satisfactory external appearance and to prevent harm to the street scene, river setting and heritage assets, in accordance with the NPPF (2012), Policies 7.4, 7.5, 7.6, 7.7 and 7.8 of the London Plan (2016), Policies DC1, DC2, DC3, DC7, DC8, RTC2 and RTC3 of the Local Plan (2018), and Key Principles of the Planning Guidance SPD (2018).

34) The development shall not commence (save works of site clearance, demolition of existing buildings and below ground works), until details and drawings at a scale not less than 1:20 (in plan, section and elevation) of the solar panels, including details of the angle of the PV panels relative to the surface of the roof, have been submitted to, and approved in writing, by the Local Planning Authority. The development shall not be used/occupied until the scheme has been carried out in accordance with the approved details, and it shall thereafter be permanently retained in this form.

To preserve the integrity of the design of the building, and to prevent harm to the street scene, river setting and heritage assets, in accordance with the NPPF (2012), Policies 7.4, 7.5, 7.6, 7.7 and 7.8 of the London Plan (2016), Policies DC1, DC2, DC3, DC7, DC8, RTC2 and RTC3 of the Local Plan (2018), and Key Principles of the Planning Guidance SPD (2018).

35) No demolition or development shall take place until a written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, which shall include the statement of significance and research objectives, and

A. The programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works

B. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the WSI.

Condition required by Historic England in order to ensure the preservation or protection of any archaeological interests that may be present on the site, in accordance with the NPPF (2012), Policy 7.8 of the London Plan (2016), Policies

DC1 and DC8 of the Local Plan (2018), and Key Principles of the Planning Guidance SPD (2018).

- 36) Prior to the installation of any signage, a Signage Strategy shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the details as approved and thereafter permanently retained in this form.

To preserve the integrity of the design of the building, and to prevent harm to the street scene, river setting and heritage assets, in accordance with the NPPF (2012), Policies 7.4, 7.5, 7.6, 7.7 and 7.8 of the London Plan (2016), Policies DC1, DC2, DC3, DC7, DC8, DC9, RTC2 and RTC3 of the Local Plan (2018), and Key Principles of the Planning Guidance SPD (2018).

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

To ensure a satisfactory external appearance and to preserve the integrity of the design of the building, in accordance with the NPPF (2012), Policies 7.4, 7.5, 7.6, 7.7 and 7.8 of the London Plan (2016), Policies DC1, DC2, DC3, DC7, DC8, RTC2 and RTC3 of the Local Plan (2018), and Key Principles of the Planning Guidance SPD (2018).

- 38) The window glass of the Riverside Stand hereby permitted shall not be mirrored, painted or otherwise obscured, unless otherwise agreed in writing by the Local Planning Authority.

To preserve the integrity of the design of the building, and to prevent harm to the street scene, river setting and heritage assets, in accordance with the NPPF (2012), Policies 7.4, 7.5, 7.6, 7.7 and 7.8 of the London Plan (2016), Policies DC1, DC2, DC3, DC7, DC8, RTC2 and RTC3 of the Local Plan (2018), and Key Principles of the Planning Guidance SPD (2018).

- 39) Except for the terrace areas indicated on the approved drawings, no part of any other flat roof of the approved buildings shall be used as a terrace or other forms of amenity space.

To safeguard the amenities of the occupiers of both existing and new neighbouring properties, and to avoid overlooking and loss of privacy and the potential for additional noise and disturbance, in accordance with Policies DC2, DC3, CC11 and CC13 of the Local Plan (2018), and Key Principles HS6 to HS8 of the Planning Guidance SPD (2018).

- 40) No plant, water tanks, water tank enclosures or other structures, that are not shown on the approved plans, shall be erected upon the roofs of the buildings hereby permitted, unless otherwise agreed in writing by the Local Planning Authority.

To preserve the integrity of the design of the building, and to prevent harm to the street scene, river setting and heritage assets, in accordance with the NPPF (2012), Policies 7.4, 7.5, 7.6, 7.7 and 7.8 of the London Plan (2016), Policies DC1,

DC2, DC3, DC7, DC8, RTC2 and RTC3 of the Local Plan (2018), and Key Principles of the Planning Guidance SPD (2018).

- 41) No alterations shall be carried out to the external appearance of the Development, including the installation of air-conditioning units, ventilation fans or extraction equipment, plumbing or pipes, other than rainwater pipes not shown on the approved drawings, unless otherwise agreed in writing by the Local Planning Authority. Any such changes shall be carried out in accordance with the approved details.

To preserve the integrity of the design of the building, to prevent harm to the street scene, river setting and heritage assets, and to ensure that neighbouring occupiers are not unduly affected by smell, noise and disturbance, in accordance with the NPPF (2012), Policies 7.4, 7.5, 7.6, 7.7 and 7.8 of the London Plan (2016), Policies DC1, DC2, DC3, DC7, DC8, RTC2, RTC3, CC11 and CC13 of the Local Plan (2018), and Key Principles of the Planning Guidance SPD (2018).

- 42) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or re-enacting that principal Order with or without modification), no aerials, antennae, satellite dishes or related telecommunications equipment shall be erected on any part of the development hereby permitted, without having first been submitted to and approved in writing by the council. The development shall only be carried out in accordance with the details hereby approved.

In order to ensure that the Council can fully consider the effect of telecommunications equipment upon the appearance of the building, and to prevent harm to the street scene, river setting and heritage assets, in accordance with the NPPF (2012), Policies 7.4, 7.5, 7.6, 7.7 and 7.8 of the London Plan (2016), Policies DC1, DC2, DC3, DC7, DC8, RTC2 and RTC3 of the Local Plan (2018), and Key Principles of the Planning Guidance SPD (2018).

- 43) The development hereby permitted shall not commence (save works of site clearance, demolition of existing buildings and below ground works), until details of the proposed soft and hard landscaping of all areas external to the building(s) have been submitted to and approved in writing by the Local Planning Authority. The details shall include: planting schedules and details of the species, height and maturity of any trees and shrubs, including sections through the planting areas; depth of tree pits, containers and shrub beds; details relating to the access of each building, including pedestrian surfaces, materials, kerb details, external steps and seating that ensure a safe and convenient environment for blind and partially sighted people. The landscaping works shall be carried out in accordance with the approved details and shall thereafter be permanently retained in this form.

To ensure that the development provides an attractive natural and visual environment, and does not result in an unacceptable wind microclimate that would cause harm, discomfort or safety issues to pedestrians, in accordance with Policies 7.24, 7.27A a, 7.6, 7.7 and 7.21 of the London Plan (2016) and Policies DC1, DC2, DC3, DC8, RTC1 and OS5 of the Local Plan (2018).

- 44) Any trees, shrubs or planting associated with the soft landscape details that is removed, or seriously damaged, dying, or diseased within five years of the date of

planting shall be replaced in the next planting season with a similar size and species to that originally required to be planted.

To ensure a satisfactory external appearance and provision for planting in relationship with its surroundings and in the interest of sustainable urban drainage and habitat provision, in accordance with Policies 5.10, 5.13, 7.1, 7.6, 7.19 and 7.21 of the London Plan (2016), and Policies DC1, DC2, DC8 and OS5 of the Local Plan (2018).

- 45) Prior to the commencement of the landscaping works approved under Condition 43, a Landscape Management Plan shall be submitted to and approved in writing by the Local Planning Authority for all the landscaped areas. This shall include details of management responsibilities and maintenance schedules for all landscape areas. The landscape management plan shall be implemented in accordance with the approved details and shall thereafter be permanently retained in this form.

To ensure that the development provides an attractive natural and visual environment in accordance with Policies 7.6 and 7.21 of the London Plan (2016), and Policies DC1, DC2, DC8 and OS5 of the Local Plan (2018).

- 46) Unless otherwise agreed in writing by the Local Planning Authority, the development hereby approved shall be carried out in accordance with the Arboricultural Report contained within Chapter C of the Environmental Statement, dated November 2017. In particular the following mitigation measures shall be implemented during the Construction phase of the development:

- The construction compound shall be situated outside the Root Protection Areas of all the trees in Bishops Park
- The construction compound fences shall be installed under the direct supervision of the project arboriculturalist
- The approved ground protection measures to avoid damage to the two Category A London planes T27 and T28 from deliveries taken from the River shall be implemented
- All demolition and construction work should be carried out in accordance with BS5837:2012.

To ensure that trees are protected during the construction processes to prevent their unnecessary damage or loss, in accordance with Policy 7.21 of the London Plan (2016), and Policy OS5 of the Local Plan (2018).

- 47) The Ailanthus tree and multi-stemmed London plane tree located in the north east corner of Bishops Park alongside Stevenage Road to be removed during the construction period shall be replaced by semi mature trees within the planting season following completion of the construction work. Details of the replacement trees, including species and height, shall be submitted and approved in writing by the Council before the tree is removed.

To ensure a satisfactory external appearance and to prevent harm to the streetscene, in accordance with Policy 7.21 of the London Plan (2016), and Policy OS5 of the Local Plan (2018).

- 48) Other pruning or tree removal work not currently detailed in Arboricultural Report should be agreed in advance with both the council's Parks Officers and Arboricultural Officers, and be in accordance with BS3998:2010.

To ensure a satisfactory external appearance and to prevent harm to the streetscene, in accordance with Policy 7.21 of the London Plan (2016), and Policy OS5 of the Local Plan (2018).

- 49) No part of the development hereby approved shall be occupied or used until an Inclusive Access Management Plan has been submitted to and approved in writing by the Local Planning Authority. The IAMP shall set out a strategy for ongoing consultation with specific interest groups with regard to accessibility of the relevant parts of the development and on-going consultation must then be carried out in accordance with the approved IAMP. The development shall not be operated otherwise than in accordance with the Inclusive Access Management Plan as approved and thereafter be permanently retained in this form.

To ensure that the proposal provides an inclusive and accessible environment in accordance with Policy 7.2 of the London Plan (2016), Policies DC1, DC2, DC3, CF1 and RTC3 of the Local Plan (2018), and Key Principles DA1, DA4 to DA9 and DA12 to DA13 of the Planning Guidance SPD (2018).

- 50) All entrance doors for the Development shall have level thresholds installed at the same level as the areas fronting the entrances and shall not be less than 1-metre-wide unless agreed in writing by the Local Planning Authority.

In order to ensure the development provides ease of access for all users, in accordance with Policy 7.2 of the London Plan (2016), Policies DC1, DC2, DC3, CF1 and RTC3 of the Local Plan (2018), and Key Principles DA1, DA4 to DA9 and DA12 to DA13 of the Planning Guidance SPD (2018).

- 51) The development shall not be occupied until details of how the development accords with the Metropolitan Police "Secure by Design" requirements have been submitted to and approved in writing by the Council. Such a statement shall include, but not be limited to, CCTV coverage, security lighting, access controls, and means to secure the site throughout construction in accordance with BS8300:2009. The approved details shall be carried as approved and maintained for the duration of the consent.

To ensure that the development incorporates suitable design measures to minimise opportunities for, and the perception of crime and provide a safe and secure environment, in accordance with Policy 7.3 of the London Plan (2016), and Policy DC2 of the Local Plan (2018).

- 52) Prior to occupation of the serviced apartments, details of a management plan for the use of the serviced apartments shall be submitted to and approved in writing by the Local Planning Authority. The serviced apartments shall be used for no other purpose, including any other purpose in Class C1 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended in 2005), (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 particular circumstances of the case. The use of the site for any other purpose, including other purposes within Class C1, could raise materially different planning considerations and the council wishes to have an opportunity to consider such circumstances at that time, in accordance with Policies T1, T2, T6, CC11 and CC13 of the Local Plan (2018).

- 53) The total gross internal floor space (GIA) areas of the non matchday land uses comprising the Development shall not exceed the following:

Basement: Function Room (Class A4): 665 sqm

Lower concourse (ground floor) (Class A1, A3, A4 and A5): flexible space including bar, café, and leisure/exercise uses, and temporary pop-up units and market space: 1377 sqm

Upper concourse: Conferences and event space (e.g. weddings, events, local group meetings and conferences) (Class D2): 1107 sqm

Second floor: Restaurant (Class A3): 1162 sqm

Third floor: Function space (Class D2): 675 sqm

Fourth and Fifth floor combined: Function/events (Class D2): 377 sqm

The above areas exclude circulation space, amenities, storage and communal areas within the football stand.

To ensure the development carried out does not exceed the maximum floor space in accordance with the approved plans and the quantum of floor space keeps within the development approved and assessed in the Environmental Impact Assessment, in accordance with Policies T1, T2, T6, CC11 and CC13 of the Local Plan (2018).

- 54) The A1 floor space at ground floor level hereby approved shall not exceed 100sqm gross floor space.

The increase in the size of the A1 unit could raise materially different considerations which the Council would wish to have an opportunity to consider at that time, in accordance with Policies T1, T2, T6, CC11 and CC13 of the Local Plan (2018).

- 55) No customers shall be on the premises in connection with the D2/A1/A3/A4/A5 uses hereby approved between 23:00 hours and 08.00 hours the following day, unless otherwise agreed in writing by the Council.

In order to ensure that any noise and disturbance from customers leaving the premises is confined to those hours when ambient noise levels and general activity are sufficiently similar to that in the surrounding area, thereby ensuring that the use does not cause demonstrable harm to surrounding residents in accordance with Policies TLC5, CC11 and CC13 of the Local Plan (2018).

- 56) The floor space within the new stand shall not be used for more than 200 events per calendar year, and for each single event shall not be attended by more than 500 people, with the exception a maximum of 10 (high capacity events) per calendar year, which shall not be attended by more than 5,000 people. Football matches and general sports uses are not defined as an event for the purposes of

this condition. This condition only relates to events and not the normal, permanent daily commercial operation of the new stand

The increase in use could raise materially different considerations which the Council would wish to have an opportunity to consider at that time, in accordance with Policies T1, T2, T6, CC11 and CC13 of the Local Plan (2018).

- 57) Unless agreed otherwise by the Council, the extent of the lower concourse to be used for freestanding A1, A3, A4 and A5 uses shall not be used in this manner for more than 30 days per calendar year. No members of the public shall be on site in connection with the permitted uses other than between 08.00 hours and 23.00 hours.

The increase in use could raise materially different considerations which the Council would wish to have an opportunity to consider at that time, and to ensure that the amenity of occupiers of surrounding premises is not adversely affected by noise from people at the site, in accordance with Policies T1, T2, T6, TLC5, CC11 and CC13 of the Local Plan (2018).

- 58) The lower concourse, terrace at fifth floor level and balcony areas (excluding those used in connection with the serviced apartments) hereby approved shall not be available for use or occupation between the hours of 22:00 and 08:00 the following day, unless otherwise agreed in writing by the Council. Any tables and chairs on the lower concourse shall be removed by 22:00 hours.

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

- 59) The use of the open seating areas on the lower concourse hereby approved shall not commence until details of all furniture, including tables and chairs and method of delineating the extent of the seating area in each case, have been submitted to and approved in writing by the Local Planning Authority. The open seating areas shall be arranged and managed only in accordance with the approved details.

To ensure the proposal does not result in disruption to the safety and free flow of pedestrians and other users of the river walkway, in accordance with Policy 7.27 of the London Plan (2018) and Policies RTC1, RTC2 and T3 of the Local Plan (2018).

- 60) There shall be no permanent hot food takeaway units at the site (Class A5) on non-match days.

To promote healthy eating for young people, given the proximity to areas where children and young people are likely to congregate, such as schools, parks and youth facilities, in accordance with Policy TLC6 of the Local Plan (2018).

- 61) The development hereby permitted shall not commence (save works of site clearance, demolition of existing buildings and below ground works) until details of secure cycle storage for not less than 31 cycles as identified on approved drawings (including location plans, sections and elevation of cycle racks and storage facilities) for the serviced apartments and staff of the Development, shall

have been submitted and approved in writing by the Local Planning Authority. The cycle storage facilities shall be provided prior to Occupation in accordance with the details as approved and the cycle parking provision shall be retained permanently thereafter in accordance with the approved details.

To ensure the suitable provision and permanent retention of the cycle parking spaces in the development and to meet the needs of future site occupiers and users, in accordance with Policies 6.9 and 6.13 of the London Plan (2016), Policy T3 of the Local Plan (2018) and SPD Key Principles TR9 and TR11 of the Planning Guidance SPD (2018).

- 62) Prior to occupation, details of the installation of the electric vehicle charger points within car parking areas, including location and type of active electric vehicle charger points, have been submitted to and approved in writing by the Local Planning Authority and the electric vehicle charger points have been installed in accordance with the proposed details. 50% of the total number of car parking spaces provided on site shall be active electric vehicle charging points; a further 50% of the total number of car parking spaces provided on site shall be passive. The use of the electric vehicle charger points will be regularly monitored via the Travel Plans. The approved electric vehicle charger points shall be retained in working order for the lifetime of the Development.

To encourage sustainable travel in accordance with Policies 5.8 and 6.13 of the London Plan (2016), Policy T4 of the Local Plan (2018), and SPD Key Principle TR3 of the Planning Guidance SPD (2018).

- 63) Prior to occupation, a detailed Car Parking Management Plan providing details of how the parking on the site will be implemented and demonstrating how safe arrival and departure shall be submitted to and approved in writing by the Local Planning Authority. The Development shall not be operated otherwise than in accordance with the Car Parking Management Plan as approved. The total number of new car parking spaces shall not exceed 9 spaces.

To ensure appropriate levels, mix and location of parking is achieved and that management arrangements are in place to control its allocation and use and that the development carried out does not exceed the cumulative maximum approved and to ensure the quantum of floor space keeps within the parameters assessed pursuant to the EIA in relation to the development in accordance with Policies 5.2, 5.18, 5.19, 5.21, 6.3, 7.14 and 7.15 of the London Plan (2016), Policies T2 and T4 of the Local Plan (2018), and SPD Key Principles of the Planning Guidance SPD (2018).

- 64) Prior to occupation, 6 blue badge parking spaces shall be marked out on site and made available for disabled users. These spaces shall be permanently retained thereafter solely for this use.

To ensure the satisfactory provision and retention of disabled car parking facilities, in accordance with Policy 6.13 and 7.2 of the London Plan (2016), Policies T4 and T5 of the Local Plan (2018), and Key Principles TR3 and TR4 of the Planning Guidance SPD (2018).

Justification for approving the Application

1. Principle and land use:

The expansion of Fulham Football Club with an increased capacity football stadium and ancillary uses, would continue the economic, cultural and social benefits and is supported in land use terms. The continued contribution of the Premier League and those London Clubs currently representing at that level contributes significantly to London's World City status which is consistent with the Mayor's aspirations. At a local level the continued presence of the football club in the Borough is consistent with the Council's aspirations. The proposed commercial uses would not impact upon the vitality and viability of Hammersmith and Fulham Town centres. Subject to a S106 affordable rates would be offered to smaller independent traders to beneficial to the local economy. The serviced accommodation would also help strengthen London's visitor economy. In this respect the proposal is judged to comply with the NPPF (2012), London Plan (2016) Policies 2.1, 3.16, 3.19 and 4.5 to 4.9 of the London Plan (2016), and Local Plan (2018) Policies CF1, CF2, CF4 TLC1 and TLC6.

2. Community, Social, Leisure, Recreation, And Sporting Initiatives:

FFC have agreed to enter into a S106 Agreement to work with the Council to build upon existing initiatives, as well as to deliver new and enhanced community, leisure, recreation and sporting initiatives and opportunities. This is considered appropriate and in accordance with the NPPF (2012), London Plan (2012) Policies 3.1 and 3.19, and Local Plan (2018) Policies CF1 and CF2.

3. Local Economy and Employment:

The proposed development would provide additional employment opportunities in terms of its ability to create direct and indirect jobs from both the construction phase and from the operation of the stadium following completion. The employment and training initiatives, and local procurement initiatives (secured by a S106 Agreement) the new stadium has to offer brings significant benefits to the local area and provides support for local businesses. Further, additional stadium visitors both on match and non-match days would have a positive economic effect on local businesses. The development is therefore in accordance with the NPPF (2012), London Plan (2016) Policies 4.1, 4.9 and 4.12, and Local Plan (2018) Policies E1, E4 and TLC1.

4. Blue Ribbon Network:

Principle of Encroachment, microclimate: The proposal does fail to comply with London Plan (2016) Policy 7.28 c), and Local Plan (2018) Policy RTC4 (development in the river space that does not serve a water related purpose) however, the principal of 'encroachment' is established under the extant 2013 Scheme, which has already been implemented. Similarly, it is considered that the site's unique characteristics, which prevents the club expanding elsewhere within the site, reduces the likelihood of a precedent being set for other sites to encroach into the river. The proposal supports London Plan (2016) Policy 7.27 A b), Local Plan (2018) Policies RTC1 c and d) and RTC2 by improving access along the

waterways, through the completion of a missing link of the Thames Path identified in the Council's Proposals Map. A S016 Agreement will secure access arrangements. The use of the River Thames for a temporary platform to transport the bulk of construction materials and demolition material is also in line with London Plan (2016) Policy 7.26 B d), Local Plan (2018) Policy RTC1 e), and SPD (2018) Key Principle TR14. The proposal would be contrary to London Plan (2016) Policies 7.24, 7.25, 7.26 and 7.30 and Local Plan (2018) Policies RTC1 e) and RTC4 (failure to increase the use of the Blue Ribbon Network for passenger and tourist river services) however the feasibility of providing a new pier has been considered and rejected on a number of justified grounds.

Microclimate: Several studies have been submitted to assess the effect of the wind environment arising from the development on the activities of local sailing clubs. These have been informed and considered by the PLA. Whilst it is accepted that sailing on this part of the river would be affected, based on the evidence available, the development proposals would not result in conditions that would preclude the continuation of sailing activity on the river. In addition, the navigational safety of the structure for river users including the safety of recreational vessels has been considered through the use of fenders. A River Licence has to be issued by the PLA before the development can go ahead, which considers these issues further. The studies also confirm that the proposed development would not result in an unacceptable wind microclimate that would cause harm, discomfort or safety issues to pedestrians. In this respect demonstrable harm will not result and therefore the proposal is considered to comply with London Plan (2016) Policies 7.24, 7.27A a), 7.6 and 7.7 and Local Plan (2018) Policies RTC1 c), RTC4 and DC3.

Hydrology: A report modelling the potential impact of the proposed piled structures on the hydrodynamics of the River Thames in this location demonstrates that the expected changes would have a minimal effect on the flow regime. The EA support the proposal. A monitoring regime of the riverbed in the vicinity of the development will be required as a condition within any River Works Licence from the PLA (if one was granted).

Ecology: The proposal will bring ecological benefits of a new foreshore and reed bed habitat, along with a reduction to light spill. The EA are satisfied that the proposed mitigation measures, together with the removal of Japanese Knotweed from the site, will reduce the environmental effects of the development on-site. The PLA support the proposal subject to the submission of a light plan. In addition, an Arboricultural Report focuses on the impact of the siting and operation of the temporary construction compound on trees within Bishops Park, and proposes a number of mitigation measures to protect trees and replace any which are deemed appropriate to be felled. These will be controlled by conditions. Officers are satisfied that, subject to the above mitigation measures and conditions, the proposal would accord with the NPPF (2012), London Plan (2016) Policies 7.19, 7.21 and 7.28A b) and d), Local Plan (2018) Policies RTC1 c), d) and f), RTC3, RTC4, OS4 and OS5, and SPD (2018) Key Principles CAG6, BD1 and BD10.

Flooding/Drainage: A Flood Risk Assessment (FRA) has been submitted and has considered risks of flooding to the site and adequate preventative measures have been identified. The replacement of the existing riverwall which has a number of defects will provide improvements to the existing tidal flood defences (including an

allowance for climate change). Thames Water and the EA support the proposal. Conditions will secure the submission and approval of a Construction Environmental Management Plan (CEMP), Flood Warning and Evacuation Plan, a full Surface Water Drainage Scheme, a Piling Method Statement, a scheme for river wall maintenance and improvement, and a construction method statement for all works (including temporary works) within and directly adjacent to the River. The development is therefore acceptable in accordance with the NPPF (2012), London Plan (2016) Policies 5.11 to 5.15, Local Plan (2018) Policies RTC1 c) and f) and RTC2 to RTC4, CC3 and CC4, and supporting SPD (2018) SuDs and Flood Risk Key Principles.

5. Design and Heritage:

The proposal would be a high-quality development which would give an improved river aspect, as well as the connectivity and increased activity along the river provided by the new riverside walk and non-matchday uses. It is concluded that there will be no significant adverse effects on any of the identified heritage assets, except for Craven Steps, a Building of Merit [non-designated heritage asset]. In this case the harm is outweighed by the substantial public benefits of the scheme, namely the link to the riverside walk. Subject to conditions relating to design matters the proposal is acceptable. The use of part of Bishops Park as a temporary construction compound, and the intensified use of the Park by spectators will be mitigated by way of planning obligations to fund the restoration and ongoing maintenance of the Park, as well for FFC to provide stewards to manage the crowds and clean the Park following matches. The proposed development is therefore considered acceptable in accordance with the NPPF (2012), London Plan (2016) Policies 7.1 to 7.6 and 7.8, Local Plan (2018) Policies DC1 to DC3, DC7 to DC8 and RTC2 to RTC3, and SPD (2018) Key Principles CAG2, CAG3, AH1 and AH2.

6. Archaeology:

The site lies within an area of high archaeological potential. Historic England (GLAAS) conclude the appraisal of this application indicates that the development is likely to cause some harm to archaeological interest however, subject to the submission of an updated Written Scheme of Investigation (WSI), not sufficient to justify a refusal of planning permission. Subject to this condition, the proposal complies with the NPPF (2012), London Plan Policy 7.8, Local Plan (2018) Policies DC1 and DC8, and SPD (2018) Key Principle AH2.

7. Highways matters:

The application is supported by several documents including; a Transport Assessment, an Outline Construction Logistics Plan, Delivery and Servicing Plan, Non-Matchday and Matchday Travel Plans, Framework Stadium Management Plan, and the Environmental Statement, which provide a comprehensive review of all the potential transport impacts of the proposed development, together with recommended measures to mitigate any adverse consequences. Officers are satisfied that the proposal achieves an overall objective of minimal disruption to the existing highway arrangement. External impacts of the development will be controlled by a comprehensive package of planning conditions and obligations, which will include the submission of final versions of the above documents for

approval and review by the Council, together with funding towards cycle infrastructure, improvements to Putney Bridge Station, the installation of legible London signage, a review of CPZs, and provision of CCTV. FFC will continue to provide stewarding and street cleaning in connection with matches. The proposed development therefore accords with the NPPF (2012), London Plan (2016) Policies 6.3, 6.5, 6.9 to 6.11, 6.13 and 6.14, Local Plan (2018) Policies T1 to T7, and SPD (2018) Key Principles TR1 to TR4, TR6, TR9 to TR17, TR21 and TR27.

8. Secure by Design and Stadium Operations:

The Stadium Management Plan (SMP) would provide satisfactory information for the Local Planning Authority to ensure appropriate security/match day operational measures are implemented, monitored, and improved where necessary. The design and construction of the stadium would be required to comply with the current requirements of the Guide to Safety at Sports Grounds (Green Guide), the relevant building regulations, codes of practice and British Standards which will enable the Stadium to apply for a safety certificate from the Sports Ground Safety Authority (SGSA). Subject to the detailed stadium design being secure by design compliant and the acceptable submission of the SMP, the proposed development would ensure that appropriate measures are incorporated and provided for to minimise incidences of crime and disorder, in accordance with London Plan (2012) and Policy 7.3 and Local Plan (2018) Policy DC1.

9. Inclusive Access:

The proposed development is considered to achieve a quality of design that is suitable and inclusive for all persons. The stadium would be required to comply with the current requirements of the Guide to Safety at Sports Grounds (Green Guide), the relevant building regulations, codes of practice and British Standards which will enable the Stadium to apply for a safety certificate from the Sports Ground Safety Authority (SGSA). Subject to appropriate conditions, including the submission of an Inclusive Accessibility Management Plan, the proposal conforms with London Plan (2012) Policy 7.2, Local Plan (2018) Policies CF1, RTC3, DC1, DC2 and DC3, and SPD (2018) Key Principles DA1, DA4 to DA9 and DA12 to DA13.

10. Environmental Nuisance and Residential Amenity:

The proposed development is considered to have an acceptable impact upon the amenities and living conditions within surrounding properties in respect of daylight, sunlight, overshadowing and overlooking/privacy. The impact to residential amenity from both construction and operational phases has been considered. Noise and vibration impacts generated during construction and demolition phases will be controlled by a Construction Environmental Management Plan. The SMP would provide satisfactory information for the Local Planning Authority to ensure appropriate security/match day operational measures are implemented, monitored, and improved where necessary. Noise and disturbance from the operation of the commercial uses and events and any associated mechanical equipment would also be controlled by conditions to limit any additional impacts that may arise from the development. The management of street cleaning and stewarding in connection with matches would be secured by a S106 Agreement. And a condition will control the level of stadium lighting. On balance, the proposed development has been

designed with due regard for the principles of good neighbourliness, and subject to conditions and S106 Agreement accords with London Plan (2016) Policies 7.6, 7.7 and 7.15, Local Plan (2018) Policies CC10, CC11, CC13, TLC5, DC2 and DC3, and SPD (2018) Key Principles NN1, NN5 to NN7 and HS6 to HS8.

11. Sustainability and Energy:

An Energy Statement proposes a number of measures to reduce CO2 emissions by 35.7% a year, exceeding the London Plan's minimum target of 35%. A Sustainability Statement outlines measures to be implemented that will help the development achieve policy requirements in terms of sustainable design and construction, and this is supported by a Waste Management Strategy. The implementation of measures outlined in these documents will be secured by conditions. On this basis the proposed development accords with the NPPF (2012), London Plan (2016) Policies 5.1 to 5.3, 5.6 to 5.9, 5.11 to 5.15 and 7.19, Local Plan (2018) Policies CC1, CC2, DC2 and DC3 and SPD (2018), and Key Principles SDC1, SDC2 and EN3.

12. Air Quality:

An Air Quality assessment has been carried out which examines potential impacts on local air quality from construction activities. Additional information in the form of an Air Quality Dust Management Plan, Low Emission Strategy and details of the Ultra-Low NOx Gas fired boilers and Diesel Generators will be secured by conditions. The proposal is therefore judged to comply with the NPPF (2012), London Plan (2016) Policy 7.14, Local Plan (2018) Policies CC10, CC1 and T1, and SPD (2018) Key Principles AQ1 to A5.

13. Contamination:

A Preliminary Risk Assessment and Quantitative Risk Assessment identify and target the risks of contamination. Conditions will ensure further remediation and long-term monitoring occurs to ensure that no unacceptable risks are caused to humans, controlled waters, or the wider environment. A Piling Risk Assessment does not identify unacceptable risks to human health. The proposal therefore accords with the NPPF (2012), London Plan (2016) Policy 5.21, Local Plan (2018) Policy CC9, and SPD (2018) Key Principles LC1 to LC7.

14. Planning Obligations:

The application proposes that its impacts are mitigated by way of a comprehensive package of planning obligations to fund improvements that are necessary as a consequence of the intensified use arising from the form the development. A range of such contributions and provisions including offsetting impacts to Bishop's Park and to the highway, local training and employment opportunities and procurement, and community and leisure initiatives are proposed. The proposed development would therefore mitigate external impacts and would accord with London Plan (2016) Policy 8.2, and Local Plan (2018) Policies DEL1 and INFRA1.

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

All Background Papers held by Helen Murray (Ext: 3439):

Application form received: 1st December 2017
Drawing Nos: see above

Policy documents: National Planning Policy Framework (NPPF) 2012
The London Plan 2016
LBHF - Local Plan 2018
LBHF - Supplementary Planning Document 2018

Consultation Comments:

Comments from:	Dated:
Greater London Authority - Planning Decisions Unit	26.02.18
Environment Agency - Planning Liaison	28.02.18
Natural England	01.03.18
London Borough Of Richmond-upon-Thames	22.02.18
Ranelagh Sailing Club	26.02.18
Sport England	19.02.18
Bishops Mansions Limited	28.02.18
Historic England London Region	19.02.18
Greater London Authority - Planning Decisions Unit	06.02.18
Thames Water - Development Control	15.12.17
Friends Of Bishops Park	09.01.18
Port Of London Authority	15.01.18
Transport For London - Land Use Planning Team	08.01.18
Historic England London Region	11.12.17
Natural England	21.12.17
London Borough Of Richmond-upon-Thames	23.01.18
Fulham Society	19.01.18
London Borough Of Wandsworth	12.01.18
Ranelagh Sailing Club	14.12.17
Sport England	11.12.17
Bishops Mansions Limited	27.01.18
Hammersmith & Fulham Historic Buildings Group	16.01.18
West London River Group	09.01.18
Hammersmith And Fulham Disability Forum	22.01.18
Historic England London Region	26.01.18
Ranelagh Sailing Club	11.01.18
Thames Water - Development Control	05.03.18
Natural England	05.02.18
Historic England London Region	29.01.18
Sport England	31.01.18

Sport England	29.01.18
Ranelagh Sailing Club	31.01.18
South Bank Sailing Club	02.02.18

Neighbour Comments:

Letters from:	Dated:
59 Doneraile St London SW6 6EW	13.12.17
59 Doneraile St London SW6 6EW	08.02.18
3 Hillside Close Betchworth RH3 7ES	12.01.18
100 Inglethorpe Street London SW6 6NX	04.02.18
137 Harbord Street Fulham London SW6 6PN	09.12.17
2a Churchfield mansions London Sw6 4ra	19.01.18
172 Copse Hill London SW20 0SP	19.01.18
11 GOLF CLOSE Stanmore HA7 2PP	07.02.18
Westleigh Lodge Pilcorn Street Wedmore, Somerset BS28 4AP	07.02.18
15 Doneraile Street London SW6 6EL	02.03.18
47, Alder Lodge, 73, Stevenage Road London SW6 6NR	17.02.18
153 Rivermead Court Ranelagh Gardens London SW6 3SF	05.02.18
27 Churchview Road Twickenham Tw2 5bt	05.02.18
Old cwm Mainstone Bishops castle SY9 5NA	07.02.18
NAG	12.01.18
16 Macfarlane Road Shepherd's Bush London W12 7JZ	19.01.18
65 Faulkner House Tierney Lane Hammersmith W6 7AE	19.01.18
10 Voltaire Buildings 330 Garratt Lane London SW18 4FQ	09.03.18
60 Greswell Street London SW66PP	15.01.18
130, Harbord Street Harbord Street London SW6 6PH	15.01.18
Flat 4, 42 Chester Road, Northwood, Middlesex HA6 1AT	17.01.18
17 Althorp Road London London SW17 7ED	18.01.18
74 Kingsway Mortlake SW14 7HW	07.03.18
18 Coniger Road London SW6 3TA	18.01.18
18 Coniger Road London SW6 3TA	22.02.18
Nybrogatan 56 Stockholm 11440	19.01.18
4 Worcester Road Uxbridge UB8 3TH	19.01.18
68 Albert Road London CR4 4AH	19.01.18
Flat 9 Victoria Court High street Brentford TW8 0DT	19.01.18
73 Woodbury Street London SW17 9RP	19.01.18
120 Cranbrook Road Chiswick London	19.01.18
104 Lower Richmond Road Putney LONDON SW15 1LN	19.01.18
5a cross lane Grappenhall Warrington Wa42lw	19.01.18
64 TOWNMEAD ROAD LONDON SW6 2RU	19.01.18
170 Collingwood rd Sutton Sm12rb	19.01.18
109 Hayes Wood Ave Bromley BR2 7BQ	08.03.18
18 Firth Gardens London sw66qa	09.03.18
145 Bishops Mansions Stevenage Road London SW6 6DX	11.03.18
27 Dale Wood Road Orpington BR6 0BY	19.01.18
53 Rivermead Court Ranelagh Gardens London SW6 3RY	01.02.18
Flat 75, Alder Lodge 73 Stevenage Road London SW6 6NR	23.12.17
NAG	30.01.18
52A Niton Street London SW6 6NJ	31.01.18

NAG	04.02.18
NAG	04.02.18
2 Winchendon Road London SW6 5DR	05.02.18
120 Lavenham Road London SW18 5HF	05.02.18
9 Steeple Point Ascot SL5 7TX	06.02.18
20 Rosaville Road London SW6 7BL	07.02.18
313 Kingston road Epsom kt190bw	07.02.18
9 Greswell Street London SW6 6PR	07.02.18
41 RANNOCH ROAD LONDON W6 9SS	08.02.18
74 Ellerby Street London SW6 6EZ	09.02.18
16 CLONCURRY STREE LONDON SW6 6DS	20.12.17
89 Inglethorpe Street London sw6 6nu	25.02.18
36A Hurlingham Court Ranelagh Gardens London SW6 3UW	27.02.18
3 GRESWELL STREET FIRST FLOOR LONDON SW6 6PR	16.01.18
129 Stevenage Road london sw6 6pa	18.01.18
10 The Crossway Ardley Bicester OX27 7PT	19.01.18
2 St James Mews Deeping St James Peterborough PE6 8UQ	19.01.18
102 clarendon drive putney se15 1ah	19.01.18
12 Evenwood close London W15 2DA	07.03.18
107 Largewood Avenue Tolworth Surrey KT67NX	19.01.18
50a Parkside Wimbledon SW19 5NE	19.01.18
flat 1 the old bakery 55a belmont road wallington sm6 8te	19.01.18
158a Stafford Road Wallington SM6 9BS	19.01.18
174 Brightwell Avenue Westcliff on Sea Essex SS0 9EH	19.01.18
21b St Dionis Road Fulham London SW6 4UQ	19.01.18
23 Shakespeare Road London W7 1LT	19.01.18
Flat 5, 50 Lenham Road Sutton, Surrey PostcodeSM1 4BG	19.01.18
48 Birkbeck Place Sandhurst GU47 0UL	19.01.18
127 Horseshoe Lane Watford WD25 7HT	19.01.18
97 Rannoch Road London W6 9SX	20.01.18
19 Werter Rd London SW15 2LL	09.03.18
34 STEVENAGE ROAD SW6 6 LONDON SW6 6	23.02.18
crabtree hall rainville road london w69hb	25.02.18
RYA House, Ensign Way, Hamble, Southampton, Hampshire, SO31 4YA	22.02.18
87 Bishops Mansions Bishop's Park Road London SW6 6DY	18.12.17
121 Bishops Mansions Bishop's Park Road London SW6 6DY	17.01.18
9 Baronsmead Road Barnes London SW139RR	19.01.18
131 Smithwood Close Southfields London SW19 6JJ	07.03.18
10 Danemere Street London SW15 1LT	07.03.18
11 cloncurry street London SW6 6DR	07.03.18
35 Melliss Avenue Surrey TW9 4BG	08.03.18
40 Stevenage Road London SW6 6ET	22.02.18
1 Greswell Street London SW6 6PR	16.01.18
17b Oakhill Place London Sw15 2qn	19.01.18
15 Peacock Avenue Bedfont Feltham TW148ET	19.01.18
120 Badric Court London SW11 3SR	19.01.18
17 Tasman Close Rustington Littlehampton BN16 2BD	19.01.18
3 Plumpton Close Lutob LU28JU	19.01.18
15 Priory Avenue Cheam Sutton SM3 8LU	19.01.18
247 Tudor Drive Kingston upon Thames KT2 5PF	19.01.18
42 Stevenage Road London SW6 6HA	05.01.18

92 Inglethorpe Street London SW6 6NX	13.12.17
69 priory road hampton tw122ph	19.01.18
133 The Larches Hillingdon Uxbridge UB100DW	19.01.18
151 Warren Drive South SURBITON KT5 9QH	19.01.18
39 Hampden Close Yate Bristol BS37 5UW	19.01.18
Flat 54, Alder Lodge, River Gardens 73 Stevenage Road London SW6 6NR	19.01.18
8 Calico Court 41 Merton Road Wandsworth SW18 5SU	19.01.18
28 Doneraile Street London SW6 6EN	19.01.18
3 Eastfield Mews Gloucester GL4 6UA	19.01.18
18 Coniger Road London SW6 3TA	22.01.18
18 Coniger Road London SW6 3TA	22.01.18
113 Wardo Avenue London SW6 6RB	24.01.18
73 Ellerby Street London SW6 6EU	06.03.18
65 Ellerby Street London SW6 6EU	18.01.18
61 Ellerby Street London SW6 6EU	01.03.18
62 Ellerby Street London SW6 6EZ	28.02.18
78 Oakhill Road Putney London SW15 2OP	22.12.17
3 Southfields Mews London SW18 1QU	07.03.18
P O Box 63958 London SW15 9AH	12.01.18
76 Charlwood Road London SW15 1PZ	08.02.18
45 Coombe Gardens New Malden KT3 4AB	12.12.17
125 Ullswater Crescent Kingston Vale London SW15 3RE	28.12.17
50 Ringford Road London SW18 1RR	12.12.17
Flat 6 Willow Lodge 71 Stevenage Road London SW6 6NW	21.02.18
4 Willow Lodge River Gardens Stevenage Road London SW6 6NW	03.02.18
33 Clarendon Drive London SW15 1AW	08.03.18
Petley Rd London W6 9ST	09.03.18
Flat 11 Willow Lodge 71 Stevenage Road London SW6 6NW	19.02.18
Willow Lodge 71 Stevenage Road London SW6 6NW	23.02.18
25 Alder Lodge 73 Stevenage Road London SW6 6NP	18.12.17
719 Lewis estates ixworth place Chelsea London sw33qf	06.02.18
106 Bishops Mansions Bishop's Park Road London SW6 6DY	14.12.17
49 Alder Lodge 73 Stevenage Road London SW6 6NR	21.12.17
Oak View 19 Manor Road Burgess Hill RH15 0NW	12.01.18
122 Riverview Gardens London SW13 8RA	20.02.18
Doneraile St London SW6 6EW	04.02.18
184 High St Penge London SE20 7QB	06.02.18
31 Foxdell Way Chalfont St Peter Gerrards Cross SL9 0PL	07.02.18
24 ALDER LODGE 73 STEVENAGE ROAD LONDON sw6 6np	20.02.18
68 Inglethorpe St London SW6 6NX	20.02.18
26 Luttrell Avenue Putney SW15 6PF	04.01.18
48 Greswell Street London SW6 6PP	05.01.18
Flat 23 ranelagh gardens mansions Ranelagh gardens London Sw6 3ug	07.03.18
78 Oakhill Road Putney SW15 2QP	09.01.18
7 Willow Lodge Stevenage Rd London SW6 6NW	09.01.18
1 Shannon Mews 78a Meadowcourt Rd London SE3 9DP	07.03.18
24 Fitzgerald House London SW9 0UG	07.03.18
30 Butler Court Hyde Lane Battersea SW11 3EX	07.03.18
34 Stevenage Road London SW66ET	09.03.18

14 Claylands road London Sw81nz	09.03.18
131 Harbord Street London SW6 6PN	11.12.17
63 Doneraile Street London SW6 6EW	01.01.18
63 Doneraile Street London SW6 6EW	01.01.18
63 Doneraile Street London SW6 6EW	01.01.18
6 Christabel Close Isleworth TW76EJ	19.01.18
44 Colesbourne Rd Cheltenham GL51 6DL	19.01.18
30 Lavender avenue Worcester Park Kt4 8rr	19.01.18
11 kilkie street fulham london sw6 2 sh	19.01.18
6 Rochdale road abbeywood se2 0xd	20.01.18
4 Glebeland Hatfield AL10 8AA	20.01.18
36 Teynton Terrace London N17 7PZ	09.03.18
Flat 66 Alder Lodge Fulham SW66NR	15.02.18
NAG	23.02.18
2Longfellow Close Bicester Ox262xx	06.02.18
4 Brooklands Gardens More Lane Esher KT10 8AR	07.02.18
17 Richmond Way East Grinstead RH19 4TG	12.01.18
10 Triumph Place Teignmouth TQ14 8GL	08.02.18
2/2 7 OLD CASTLE GARDENS GLASGOW G44 4SP	17.01.18
24 hampton grove epsom kt17 1la	19.01.18
Flat 5 13 Highfield Close London SE13 6UX	19.01.18
2 Worcester Gardens WORCESTER PARK KT47HN	19.01.18
12 Ranmere Street London SW12 9QQ	19.01.18
Walton Heath Golf Club Tadworth KT20 7TP	19.01.18
22 Woodend green road Hayes UB3 2SH	19.01.18
36 Parkstead Road London SW15 5AP	19.01.18
7 Applewood Close London NW2 6YJ	19.01.18
17 Upper Mall Hammersmith London W6 9TA	06.02.18
H&F Town Hall Hammersmith W6 9JU	27.02.18
NAG	25.02.18
67A Radipole Road London SW6 5DN	25.02.18
NAG	01.03.18
NAG	06.03.18
NAG	06.03.18
74 Kingsway London SW14 7HW	07.03.18
493 Flat 3 Fulham Palace Road London SW6 6SU	07.03.18
18 Blenkarne Road London SW11 6JD	07.03.18
348b Fulham Palace Road London SW66HT	09.03.18
85 Felsham Road London SW15 1BA	09.03.18
353 Hatton Road Bedford Tw149qs	19.01.18
54 bendemeer road London Sw151ju	19.01.18
50 Cuckoo Hill Drive Pinner HA5 3PJ	19.01.18
9 Queensmill Road Fulham SW66JP	06.02.18
9 Queensmill Road Fulham SW66JP	19.01.18
59 Doneraile St London SW6 6EW	13.12.17
111 Harbord st Fulham SW66PN	23.01.18
64 Ellerby Street London SW6 6EZ	24.02.18
60 Harbord Street London SW6 6PJ	06.03.18
The Glass House 51-57 Flat 19 Lacy Road LONDON SW15 1PR	07.03.18
Flat 94 Rosebank Holyport Road London SW6 6LJ	08.03.18
54 Park Road London W4 3HH	08.03.18

11 Felsham Road Putney London SW15 1AX	18.01.18
Ground Floor, 106 Lower Richmond Road London SW151LN	19.01.18
35 Guildford Road Horsham RH12 1ND	19.01.18
35 Guildford Road Horsham RH12 1ND	23.02.18
1 Grassingham End Chalfont St Peter SL90BP	19.01.18
Flat1 14 Fulham Park Gardens Fulham SW6 4JX	19.01.18
17 Cloncurry Street London SW6 6DR	20.12.17
Flat 22, Holyoake House Holyoake Walk London W5 1QW	06.02.18
17 Oakley Street London SW3 5NT	19.02.18
7 The Mount New Malden KT3 4HU	07.02.18
11 Avalon Road London SW6 2EX	16.02.18
5 Servalan Court Vernon Close Ewell kt19 9al	18.02.18
54 stevenage rd london sw6 6ha	22.02.18
54 Stevenage Road London SW6 6HA	22.02.18
GFF 28 Wardo Avenue Fulham London SW6 6RE	08.03.18
Flat 3 65 Parkway London NW1 7PP	07.03.18
25 Heath Royal 20 Putney Heath Lane London SW153LD	08.03.18
99 Chaucer House Churchill Gardens London SW1V 3DP	09.03.18
48 Finlay Street London SW6 6HD	05.03.18
19 Finlay Street London SW6 6HE	05.03.18
Thames Path National Trail C/o Speedwell House, Speedwell Street Oxford OX1	16.01.18
8 Carroll Gardens Larkfield Kent Me20 6nq	19.01.18
107 Southwood Drive Tolworth Surbiton KT5 9PL	19.01.18
4 whites lane Pilton Barnstaple Ex31 1pw	19.01.18
27 Churchview Road Twickenham TW2 5bt	19.01.18
7 Ashley Court Morpeth Terrace London SW1P 1EN	19.01.18
8 Somerton Gardens Earley Reading RG6 5XG	19.01.18
23 Oak Close Copthorne Crawley RH103QT	19.01.18
23 Oak Close Copthorne Crawley RH103QT	19.01.18
18 dora way London Sw97ey	19.01.18
33 Beverley Avenue West Wimbledon London SW20 0RL	19.01.18
1 The Drive Warwick Rd Knowle, Solihull B93 0DS	19.01.18
54 Stevenage RD London SW66HA	22.02.18
11 Summer Place Blakebrook Kidderminster DY11 6QH	30.01.18
46 Galveston Road London SW15 2SA	05.02.18
70 Cloncurry Street London SW6 6DU	10.12.17
72 Ellerby St London SW66EZ	26.02.18
28 Kersfield Road Flat 8 South Court Putney SW15 3HQ	19.01.18
116 Bishops Mansions Bishops Park Road London SW6 6DY	25.01.18
5 Kenyon Street London SW6 6JZ	09.03.18
21 Hartswood Road LONDON London W12 9NE	18.01.18
5 Water's Edge Palemead Close London SW6 6QU	19.01.18
38 Bettridge Road Fulham London SW6 3QD	19.01.18
25 The Greenway Ickenham Uxbridge middx Ub10 8ls	19.01.18
51 Burntwood Lane London SW170JY	19.01.18
23 Inglethorpe St London SW66NS	20.01.18
6 Teesdale Avenue Isleworth TW7 6AP	07.02.18
22 Blakes Ride Yateley GU46 6QJ	07.02.18
10 Kingsley Crescent High Wycombe HP11 2UN	07.02.18
2 Langthorne Street London SW6 6JY	22.02.18
3 Ducks walk Twickenham TW1 2DD	23.02.18

Flat 10 57 Star Road London W14 9QE	07.03.18
Flat b, 42 Maygrove Road London nw62eb	07.03.18
57 Lockyer House London SW151EE	08.03.18
5 Finlay Street London SW6 6HE	08.03.18
NAG	08.03.18
21 Ellerby Street London SW6 6EX	08.03.18
57 Woodlawn Road London SW6 6PS	08.03.18
NAG	08.03.18
14 Roseneath road London SW11 6AH	09.03.18
20 Elton road Exeter Ex4 7at	19.01.18
6 Marlborough Court Hungerford RG17 0DT	20.01.18
140 West Street Ewell KT171XR	07.02.18
24 Hampton Grove Epsom KT17 1LA	05.02.18
33 Thrush Green Harrow HA2 6EZ	06.02.18
2 Angela Ave Kirkby-in-Ashfield Nottingham NG179DF	07.02.18
NAG	06.03.18
Bishops Mansions Bishop's Park Road London	06.03.18
9 Rusholme Road Putney London SW15 3JX	07.03.18
27b Kenyon Street London SW6 6JZ	07.03.18
93 Perryfield Way RICHMOND TW10 7SL	07.03.18
Thames Blue Green Economy c/o Netherbury Meadow Close, Bridge, Kent Canterbury CT4 5AT	19.01.18
10 Nicosia Road Wandsworth London SW18 3RN	08.03.18
57 Lockyer House London WC2H9LN	09.03.18
47 Ellerby Street London SW6 6EU	11.03.18
11 Sunte Avenue Lindfield RH16 2AB	07.02.18
29 Hamble Court 1 Broom Park Teddington TW11 9RW	05.01.18
15 Gean Court Cline Road London N11 2nf	17.01.18
263 New King's Road London SW6 4RB	19.01.18
163 wandsworth bridge road Fulham Sw6 2tt	19.01.18
53 Forest Avenue Ashford Tn25 4gb	19.01.18
34 Flowers Avenue Ruislip Ha4 8gh	19.01.18
7 Church Field Saffron Walden CB11 4BG	19.01.18
18 Stanton Close West Ewell Epsom KT19 9NP	19.01.18
Flat 3 Upper Park Place 29-31 Upper Park Road Camberley Gu15 2EG	19.01.18
23 Well way Epsom KT18 7LP	19.01.18
23 Well way Epsom KT18 7LP	19.01.18
The White House Washington DC DC12 4EL	19.01.18
10 Stevenage Road London SW6 6ES	22.01.18
50 Chestnut Grove New Malden KT3 3JN	23.01.18
20 Tanglyn Avenue Shepperton MIDDX	19.01.18
68 Rosebank london sw6 6lj	19.02.18
600 S HEATHERS WAY CORNVILLE 86325	08.02.18
14 Merthyr Terrace Barnes SW13 8DL	19.02.18
76 Ellerby Street Fulham London SW6 6EZ	18.01.18
101 Riley Way Hull HULL Hu3 6du	19.01.18
25 Cotswold close Uxbridge UB8 2NA	19.01.18
14 Spelthorne lane Ashford Tw15 1uj	19.01.18
24 Burnham Drive Worcester Park KT 4 8SF	19.01.18
2 Frederick Court 69a Fulham High Street Fulham Sw6 3jy	19.01.18
2 Frederick Court 69a Fulham high street Fulham Sw6 3jy	19.01.18

40 East Hundreds Elvetham Heath Fleet GU51 1HL	19.01.18
40 East Hundreds Elvetham Heath Fleet GU51 1HL	19.01.18
8 Dundela Gardens Worcester Park Kt4 8ub	22.01.18
3 Prince William Court New Road Brixham TQ5 8PD	07.02.18
245 East End Road London N2 8AY	07.02.18
24 Barnmead Road Beckenham BR31JE	07.02.18
NAG	05.02.18
Riverbank House 1 Putney Bridge Approach London SW6 3JD	06.02.18
14 THE GRANGE THE KNOLL LONDON W13 8JJ	06.02.18
253 Washington St Jersey City 07302	07.02.18
62 Riverview Gardens London SW13 8QZ	13.02.18
2, willow lodge London SW66NW	15.02.18
62 Ellerby Street London SW6 6EZ	28.02.18
Anglesey Inns Valley Anglesey LI65 3du	19.01.18
75 Downhills Park Road London N17 6AS	19.01.18
60 Harbord Street London SW6 6PJ	06.03.18
404 Anchor House Smugglers Way Wandsworth Sw181EN	08.03.18
The Old Rectory Childrey Wantage ox12 9up	19.01.18
Queen Elizabeths Walk Barnes London SW13 9WT	10.01.18
39 lavender grove London E8 3lu	10.03.18
3 Rydal Close Christchurch BH23 2SW	12.01.18
159c Arthur Road London SW19 8AD	19.01.18
CAA House 45-59 Kingsway London wc2b 6te	18.12.17
8 Maltings Lodge Corney Reach Way London W4 2TT	07.03.18
20 Upper Park Road Kingston upon Thames KT2 5LD	08.03.18
21a Elsynges Road London SW18 2HP	08.03.18
17 Misterton Court Westbridge Road London SW11 3NL	09.03.18
101 Ealing Village London W5 2EB	30.01.18
28 cloncurry street London sw6 6ds	09.03.18
Magdalen Road Wandsworth SW18 3NP	09.03.18
c/o South Bank Sailing Club Barn Elms, Embankment London SW15 1LB	09.03.18
58 Prothero Road Fulham London SW6 7LZ	09.03.18
70 Bishops Mansions Bishop's Park Road London SW6 6DZ	20.02.18
NAG	21.02.18
5 ELM LODGE , RIVER GARDENS 75 STEVENAGE ROAD LONDON SW6 6NZ	22.02.18
24, Ewell Park Way Ewell Epsom Surrey KT17 2NP	06.01.18
70 Finlay Street London SW6 6HB	18.01.18
14 Burnand House Redan Street Hammersmith W14 0LW	22.01.18
44 carminia road london sw178ah	07.03.18
70 Queenhythe Road Jacobs Well Guildford GU4 7NX	07.02.18
1a the coach house Hazelwell road Putney Sw15 6lu	07.03.18
58, Prothero Road Fulham London SW6 7lz	08.03.18
9 Wilby Mews Notting Hill London W11 3NP	09.03.18
145,Bishops Mansions Stevenage Road Fulham SW6 6DX	10.03.18
6B Wyfold Road London SW6 6SJ	16.01.18
Dukes Court Mortlake London sw148hs	18.01.18
528 Bath Road Longford West Drayton UB7 0EE	19.01.18
4 aldrige park winkfield row rg42 7nu	19.01.18
154 Putney High Street London SW15 1RS	01.02.18
NAG	25.01.18

108 Pendle Road Furzedown London SW16 6RY	06.02.18
6 Brinkworth Place Old Windsor SI42lh	06.02.18
Rookery Farm Pagham Road Bognor Regis PO21 3PY	06.02.18
15 Standen Place Horsham RH125JS	06.02.18
97 Harbord Street London SW6 6PN	10.02.18
117 HARBORD STREET LONDON SW6 6PN	14.02.18
20 Rosaville Road london SW6 7BL	19.12.17
Flat 48, Rosebank Holyport Road London SW66LQ	18.02.18
100 Inglethorpe Street Fulham London SW6 6NX	13.12.17
60 Mayford Road London SW12 8SN	02.02.18
Flat 23 Electric House 298 Willesden Lane London NW2 5BZ	07.03.18
4 Cloncurry Street London SW6 6DS	06.03.18
Flat 2 Willow Lodge River Gardens London SW66NW	15.02.18
72 Charlwood Road London SW15 1PZ	20.02.18
11 Woodlands Road Barnes SW13 0JZ	20.02.18
37 Woodside Wimbledon SW19 7AG	20.02.18
87 Ardmore Park Bray 00000	20.01.18
22 Carew House London SW162RL	06.02.18
47C Lime Grove Shepherds Bush W12 8EE	07.03.18
10 Danemere Street Putney London SW15 1LT	07.03.18
45, West Towers Pinner Middlesex	22.01.18
RYA House Ensign Way Hamble SO31 4YA	22.01.18
16 ellerby street LONDON SW6 6EY UK	06.03.18
25 Finlay Street SW6 6HE	06.03.18
17 Woking GU22 9BT	22.01.18
30 Lavender Avenue Worcester Park KT4 8RR	29.01.18
5, Greswell Street London SW6 6PR	15.01.18
6 Mainwaring Close Stapeley Nantwich CW5 7GT	19.01.18
6 Mainwaring Close Stapeley Nantwich CW5 7GT	07.02.18
Meadowbrook Brentmoor Road, West End Woking GU24 9QQ	19.01.18
3 Rydal Close CHRISTCHURCH BH23 2SW	05.02.18
15 Elm Lodge 75 Stevenage Road London SW6 6NZ	12.02.18

Officer Report

1.0 BACKGROUND

1.1 Site description

1.2 Craven Cottage football ground has been home to Fulham Football Club (FFC) since 1896. The existing ground is on a site approximately 2.4 hectares, and includes four individual stands known as The Jonny Haynes Stand, Riverside Stand, Putney End Stand and Hammersmith End Stand. The Jonny Haynes Stand fronting Stevenage Road together with the turnstiles at either end and the two storey building in the south-east corner (Craven Cottage) represent the remaining parts of the original stadium of 1905. These buildings have all been designated as Grade II listed buildings. Until the last few years the only significant change had been the erection of the west (Riverside) stand granted planning permission in 1970. The current stadium has a capacity for 25,700 seats; the Jonny Haynes Stand holds nearly 5,900 seats, the single tier Hammersmith End and Putney End stands provide nearly 15,000 general admission seats, and the single tier Riverside Stand provides 4689 seats.

1.3 Craven Cottage Stadium is situated on the east bank of the River Thames and is adjoined on either side by two public parks, to the north by Stevenage Park and to the south by Bishops Park. Stevenage Park is a narrow landscaped open space with an undulating grassed surface planted with deciduous trees that now provide a visual screening of the football stadium for residents of River Gardens, the blocks of flats situated to the north of the stadium. Bishops Park is a much larger area of open space and is one of the principal parks in the borough extending along the river frontage to Putney Bridge with a further section of the park projecting east towards Fulham Palace Road, which includes a number of listed buildings and a Scheduled Ancient Monument. Bishops Park is a Grade II listed Historic Park on English Heritage's Register and is designated as Metropolitan Open Land. Immediately east, on the opposite side of Stevenage Road lies a residential area comprising a grid-iron pattern of roads and footpaths fronted by attractive late 19th century two storey terraced houses. The Thames Pathway wraps around the site as part of the pedestrian route that links the pathway north and south of the ground. The application site, the parks and the surrounding residential area are all situated within conservation areas.

1.4 Pedestrian access to the grounds is from Stevenage Road via access gates/turnstiles. The A219 Fulham Palace Road is located 380 metres north of the site and forms part of the Strategic Road Network (SRN). The nearest section of the Transport for London Road Network (TLRN) is the A4 Hammersmith Flyover, located 1.9 kilometres west of the site.

1.5 This site has a relatively low PTAL of between 1 and 2. Putney Bridge London Underground Station is 1.6 kilometres away and offers services on the Wimbledon branch of the District line. Hammersmith Underground station (Hammersmith and City/Circle and Piccadilly/District lines) is located 2.1 kilometres from the site. There are four bus services within 380 metres of the site on Fulham Palace Road. Bus route 424 operates Monday to Saturday, but not on a matchday and terminates adjacent to the stadium.

1.6 Case history

1.7 As mentioned above until the last few years the only significant change to the site had been the erection of the west (Riverside) stand granted planning permission in 1970.

1.8 More recently, with the Club playing in the Championship in England and Wales, came the requirement for all spectators to be seated. Planning permission was granted in 2001 (2000/0930/P also known as the 'Snell scheme') for the redevelopment of the ground by the erection of a new 30,000 all-seater stadium, including a restaurant, café, club shop, sports injury clinic, beautician, club museum, nursery and conference/hospitality space. It also included the erection of a five storey building with 16 residential units, a new River walk and a new floodlight strategy. Whilst permission was granted this was never implemented.

1.9 Instead, following planning permission granted in 2003 (2003/02744/FUL), the existing stadium was refurbished to provide seating for 22,000 spectators. Primarily, this involved the roofing over of the southern standing terrace (Putney End) together with the provision of seating, the extension of the roof of the northern standing terrace (Hammersmith End) together with the provision of seating and finally the provision of

further seating to the lower section of the east (Stevenage Road) stand. Additionally, three corporate hospitality units were erected, one in each corner of the football stadium except for the corner already occupied by Craven Cottage. This was supported by the Mayor.

1.10 In May 2005, planning permission was granted for further improvements, this time to the Hammersmith End (north) stand proposing a rear extension to the upper part of the stand. This involved raising the roof of the rear part of the stand by 2 metres and projecting it back to meet the stadium boundary with Stevenage Park, a distance of 2.4 metres with a new extension beneath but leaving the existing open undercroft. The changes would allow for the provision of corporate hospitality facilities in the form of a restaurant at either end of the north stand separated by a bar/lounge in the centre. Included in the proposal were the provision of additional toilets and other matchday catering facilities, both underneath the north stand and at the eastern end of the north stand. These facilities would replace those facilities lost by the proposed development and also replace some of the temporary catering facilities removed from the river front. Other temporary catering facilities were to remain along the river front on matchdays only.

1.11 Subsequently, in December 2006 (2006/03377/FUL), planning permission was granted for the erection of a similar extension, again to the Hammersmith End stand, as that described above, but with changes resulting from the applicant's decision to provide 1100 seats in place of the bar/lounge permitted in the previous application and to replace the restaurant at the Stevenage Road end with an admin/matchday control room facility. The development increased the stadium's capacity to 25,690. This scheme was implemented.

1.12 In December 2007 the LBHF Planning Committee resolved to grant permission for the development of the stadium to enable its increase in seating capacity to 30,000 (2007/03866/FUL, also known as 'Project 30'). The additional seating capacity was primarily achieved by an extension to the Riverside Stand and replacing boxes with seats within the Putney End Stand. The scheme also included pedestrian egress into Bishops Park and public access to the Riverside Stand concourse as part of the public river walk. The s106 was however not signed and therefore permission was never issued.

1.13 In 2012 FFC confirmed that, despite the previously approved capacity increases, the abovementioned development did not resolve many shortcomings at the stadium, and as such was not suitable for implementation. The Club had experienced match attendances rise from 9,000 a game in 1997/1998 to 25,700 in 2012, and in turn the stadium was reaching its capacity. While improved facilities had been implemented it was felt that the Club had now reached the limits of what can be done without major redevelopment.

1.14 In response planning permission was sought for the partial demolition of the Riverside Stand and the western ends of the Putney and Hammersmith stands, and the removal of two floodlight masts; and the expansion of the riverside stand and development of a new upper tier to provide additional seats with new accommodation including lounges, suites, concession units, toilets and circulation, and minor works to the riverside ends of the Hammersmith and Putney stands including the installation of new seats to create a 30,000 seat capacity stadium; a new extended section of riverside walkway; leisure/retail provision including up to 1,000sqm use classes A1, A3 and A4

(A1 not to exceed 100sqm) and use for up to 30 days per calendar year of 525sqm of the lower concourse for use class A1, A3, A5, D1; four residential units; a new roof; a new river wall; a temporary construction platform, and associated landscaping, lighting (including floodlights) and ground works (2012/00038/FUL).

1.15 Following a recommendation for approval by the LBHF Planning Committee the proposal was scrutinised by the Mayor's office who, on the 29th May 2013, confirmed that it did not wish to direct refusal of take over the application for their own determination.

1.16 In response to a request to "call-in" the application, on the 26th June 2013, the Secretary of State (SoS) carefully considered the impact of the proposal and the policy issues which this case raised. In his opinion "the proposals do not: involve a conflict with national policies on important matters; have significant long term impact on economic growth and meeting housing needs across a wider area than a single local authority; have significant effects beyond their immediate locality; give rise to substantial cross boundary or national controversy; raise significant architectural and urban issues; or involve the interests of national security of foreign Governments." Nor did he consider that "there is any other sufficient reason to call the application in for his own determination". On this basis the SOS decided the application should be determined at local level, and did not call it in.

1.17 On the 3rd July 2013 planning permission was granted. This permission shall be referred to as the '2013 Scheme' from now on.

1.18 On the 14th August 2013 a JR claim was lodged with the Court against the London Borough of Hammersmith & Fulham and Fulham Football Club. The judicial review (JR) sought an independent review of the Council's decision to grant permission and queried whether approval should have been granted as the development would overhang the River Thames and could preclude the continuation of sailing activity on the river.

1.19 On 17th December 2013 the JR claim against the London Borough of Hammersmith & Fulham and Fulham Football Club was quashed. In his decision the Honourable Mr Justice Foskett stated "...this is nothing more than a challenge to the merits of the grant of a planning permission which was and remains an exercise of planning judgement. The impact of the development on the River Thames and the activities carried out in the relevant area WERE taken into account and the "precedent impact" of the decision assessed not to be significant."

1.20 A subsequent appeal to the High Court for permission to apply for a JR was refused in a court hearing on 29th January 2014.

1.21 The 2013 Scheme has since been the subject of four non-material amendment applications and a series of applications to discharge the planning conditions, all of which have been approved. And, in August 2016 the Council approved a Certificate of Lawfulness of Proposed Use or Development (2016/02878/CLP) which confirmed that the 2013 permission had been implemented through works undertaken by the contractor between 3 and 6 June 2016. Consequently, the Club can bring forward the 2013 Scheme at any time should it wish. It is therefore a material consideration in assessing the current proposal.

1.22 A separate planning application, (2016/00112/FUL), was granted permission in March 2016 for the partial deconstruction and reinstallation of the Putney Stand. This was required to improve the layout and relationship with the Riverside Stand redevelopment which, in turn, would improve supporter comfort and safety and meet licensing requirements. The Putney Stand permission partly overlaps with the boundary of the Riverside Stand 2013 permission and Condition 3 of the Putney Stand permission requires the development to be undertaken simultaneously with the Riverside Stand development. The effect of implementing the Putney Stand permission would be that within the area of overlap the Putney Stand approved works supersede those approved in the 2013 scheme.

1.23 Current Proposal

1.24 The Council's approval of the 2013 Scheme coincided with a change in ownership of the Football Club, and the current owner has his own vision about how he wants to develop the football club. Despite having been relegated to the second tier of the Championship the Club remains ambitious and wants to return to the Premier League as soon as possible. It is the Club's opinion that the football stadium has to match this ambition and deliver a memorable experience for the supporters. Aligned with this, the Club want to make more of the opportunities presented by the stadium's riverside location and introduce year-round non-matchdays uses to be used by the general public.

1.25 In summary the current application seeks consent for the redevelopment and expansion of the Riverside Stand to increase the capacity of the ground by approximately 3,900 seats to provide a maximum seating capacity of 29,600 seats.

1.26 The main elements of the application can be summarised as follows:

- The redevelopment and expansion of the current Riverside Stand to increase its capacity from 4,689 to 8,650, including a new basement, match day and non-match day uses comprising retail/leisure provision for A1, A3, A4, A5 and D2 use classes at ground floor up to the fourth floor (max. of 5363sqm) and associated roof terrace at fifth floor, and nine short-term stay, serviced apartments (Use Class C1) at either side of the stand at second, third and fourth floor level, and associated parking for 9 cars.
- The use of the concourse space, and first and fourth floors (in conjunction with the roof terrace) for up to 200 events per calendar year, 10 of which will enable a maximum of 5,000 people.
- Partial reconfiguration of the Putney Stand (western end) and Hammersmith Stand (western end), to facilitate access to the proposed Riverside Stand, provide suitable construction and servicing access to the new proposed Riverside Stand and riverside walk, as well as general operational improvements.
- A new river wall, and creation of a new riverside walkway to be open to the public on non-match days (and limited hours on match days);
- Provision of new entrance and exit arrangement, including a new entrance from Bishops Park, and associated works to the south-west corner of Bishops Park to ensure adequate and safe access to the Riverside Stand and new riverside walkway;
- A temporary construction platform in the River Thames and contractor's compound in Bishops Park for the duration of the construction programme – approximately 32 months;

- Associated landscaping (including boundary work), lighting (including new and replacement floodlighting), ground works, and all ancillary or incidental works and structures.

1.27 Comparisons between 2013 Scheme and current proposal

1.28 In summary both schemes provide approximately the same seating capacity in the new stand, and the height of the stands is similar. The 2013 Scheme is 5.2m higher overall when measured to the top of the main roof truss, but the rear edge of the roof of the current proposal is 2.8m higher. However as there is a large horizontal 'slot' formed by the roof terrace at fifth floor level, the height of the accommodation appears to be 1.9m lower in the current proposal than the 2013 Scheme.

1.29 The length and the overall massing is not dissimilar. The three dimensional forms however are very different. The consented scheme takes a curvilinear form with a large truss spanning from one end of the stand to the other. The current proposal takes a rectilinear form, stepping in the elevation profile and in plan includes a roof that cantilevers forward from a series of columns behind the seating, and the steel trusses of the structure are clad.

1.30 Both schemes remove the floodlight masts either end of the existing Riverside Stand, and provide illumination for the pitch in a linear arrangement of light fittings incorporated into the roof design.

1.31 Both schemes provide a new section of riverwalk, although the current proposal includes more facilities along the building frontage at ground level for use by the general public on non-match days. They share the same line of the riverwall and the edge of the riverwalk, and the level of the riverwalk is identical in both schemes. The same area of reed beds is included in each scheme, although the configuration is slightly different.

1.32 Both buildings include accommodation at each end. There were four residential units in the 2013 Scheme, and nine serviced apartments to be operated by FFC in the current proposal which is approximately 90sqm larger in floor area.

1.33 At the upper levels, the current proposal also includes commercial space and hospitality both for match day and non-match day use. There is an increase to the number of events throughout the year, rising from 100 events per year, each with a maximum attendance of 1000 people, to 200 events per calendar year, 10 of which will enable a maximum of 5,000 people.

2.0 PUBLICITY AND CONSULTATION

2.1 Statement of Community Involvement

2.2 The Statement of Community Involvement (SOVI) submitted in support of the current planning application summarises the pre-application engagement undertaken on behalf of the applicant for its plans to redevelop and expand the Riverside Stand. A two-week consultation process commenced on 12 October 2017 and ran until 31 October 2017. Various methods of consultation were used through leaflets, the FFC Website and in the Match Day Programme, newsletters/mailshots and social media. In addition, two public exhibitions were held at the 'Café at the Cottage' on Thursday 12 October 2017 and Saturday 14 October 2017 which were attended by 375 people in total. Feedback was recorded via questionnaires that were available to complete at the exhibition or online. Stamped address envelopes were provided for those wishing to return the questionnaires later.

2.3 In response to the above consultation 461 questionnaires were completed, and of these 151 responses were provided at the public exhibition events, with a further 10 received in the post, and an additional 300 responses were received online. Of these

64% of respondents defined themselves as a supporter of the Club and 19% as residents.

2.4 The SOCI confirms that a majority of the comments received were in favour of the proposal. 86% were supportive of the new stand, alongside 69% who considered the revised design to be an improvement, 95% agreeing that the Club's aim to enhance the relationship with the River, including providing a new riverside walkway would be a major benefit, and 88% wanting to see additional facilities. Predominant areas of concern raised focused around the design of the scheme with residents seeking reassurance it will preserve the historic elements of the Stadium and that there will not be a detrimental impact on the area; increased traffic and parking issues during construction and on match and non-match days; increased noise on match days and other event days and in the evenings; the importance of sustainability; the impact on wind conditions and sailing on the River; the use of Bishops Park for a construction compound and by increased number of fans; increased litter; and the encroachment into River.

2.5 In addition to the above-mentioned public exhibitions FFC have also been liaising directly with local amenity groups. This includes the Ranelagh Sailing Club and the South Bank Sailing Club, who have ongoing concerns about how the development may affect the microclimate and available width of the river for sailing. Consultation has also been held with, or offered to, the Fulham Society, the River Gardens Resident's Association, the Hammersmith and Fulham Historic Buildings Group (H&FHBG) and Friends of Bishops Park.

2.6 More recently, in parallel with the Council's Statutory publicity and consultation of the current application described below, Fulham Football Club also undertook an online petition of fan support for the current proposal. In summary, 3,386 fans completed the petition. Fans were asked to confirm their address, and the results are set out below:

- Residents in the UK (outside of London) – 1591 respondents, 47%
- Residents of another London Borough – 1294 respondents, 38%
- Residents in LBHF – 260 respondents, 8%
- Residents outside UK – 241 respondents, 7%

2.7 Statutory Consultation

2.8 In addition to the publicity/community engagement carried out by FFC the application has been the subject of separate publicity and consultations by the Council, in accordance with statutory requirements.

2.9 The application was advertised by means of a press advert and site notices. In addition, approximately 774 individual notification letters were sent to the occupiers of neighbouring properties, and letters were also sent to local amenity groups.

2.10 355 representations have been received in response. Of these 179 are in support of the development and 157 raise objection to the development. 1 representation was neutral.

2.11 The objections contained in these representations can be summarised as follows:

- Food and beverage will be noisy and light spill will affect the wildlife (eg bats)
- Increased traffic to the area on a daily basis (both by car and pedestrian)
- Height of the stand out of keeping with conservation area
- Higher than 2013 Scheme
- Removal of trees
- FFC should relocate to another area
- Flooding implications of new river wall
- Riverwalk will encroach into the River and destroy this area
- Encroachment into River is contrary to policies
- Riverwalk should not be on public land
- Other developments have extended without encroachment into the river
- Sets unwanted precedent
- Riverwalk should always be publicly accessible
- Provision of riverwalk does not outweigh harm in other areas
- Use of Bishops park for construction compound is inappropriate
- 2-3 years loss of Bishops Park is unacceptable to allow construction
- Construction noise and increased traffic
- Impacts of queuing within Bishops Park which is a public facility
- Bishops park will not be able to be used by the public to its full extent
- Stand is out of keeping with Grade II listed stand and low-rise houses in the conservation area
- Unsympathetic structure which will ruin the riverside Skyline
- Drawings do not make it easy to envisage impact
- Harmful increase to air pollution levels
- Increased rubbish in the local area
- Increase in noise and air pollution from more coaches
- Match day disturbance from spectators (noise and nuisance)
- Reduction of light and outlook to residences
- C1 and commercial uses are not football related
- Events and commercial floorspace alters the quite residential area
- The extent of commercial uses and events was concealed by FFC during the public consultation
- Looms over residential properties and reduces sense of openness
- Impacts on privacy from the residential unit/serviced apartments balconies/roof garden on adjoining properties
- The proposed stadium is out of scale and the design is not appropriate
- Construction will have a detrimental impact on the park and river
- Public transport will be overwhelmed
- Lack of parking and loading and increased traffic generation
- Impacts of smell/odours from the proposed restaurants
- Impact on use of the river and safety of river users from the encroachment
- Impact to sailing on river
- Closure of sailing clubs
- Proposed uses are incompatible with residential nature of the area
- Negative environmental impacts to bird life, marine life, and wind patterns
- Increased light pollution from stadium floodlights
- Negative visual impacts on the river and amenity of the riverside

- Proposed architecture does not respond to the existing architecture of the local area
- Impact on the adjacent Wetlands Centre
- Residential apartments are not an acceptable use on the site and are not affordable.
- Not sufficient time to comment on the application.
- Number of events is excessive.
- Church needs to approve use of Bishops Park
- Increase in crime

2.12 Amenity groups

2.13 During the application, in response to comments received from the PLA additional modelling and assessment has been undertaken to provide further evidence of the likely effects on the river environment. This has been detailed in two Supplementary ESs submitted to the Council in January and February 2018. Where additional comments have been received in response these have also been identified.

2.14 Hammersmith and Fulham Historic Buildings Group (HFHBG) raise the following summarised concerns:

- The new entry and exit routes through Bishops Park will create a strain on the fragile nature of the Historic Park and could result in increased hard surfacing
- The proposal is contrary to National and Local Policies, as it neither preserves or enhances the Conservation Areas, and the harm to the Park is not outweighed by the public benefits
- The Stadium will compromise views of this stretch of the River
- The extension of the riverwalk is welcomed, however this should be achieved without encroachment into the Thames River
- The proposal belittles the scale and grain of surrounding residential areas and strikes a harsh contrast with the open spaces of the Parks and Surrey Bank
- The introduction of rushes below the riverwalk will not help to reconnect the scheme to the River. The reed bed will become a repository for plastic bottles etc.
- The use of the Stadium on non-match days will put added strain onto the entrances and exits through the Park, and will result in the riverwalk being inaccessible on event days
- Light spillage could seriously impact on the river wildlife and Barnes Wetlands Centre
- The glass balustrade along the riverwalk is out of keeping with the metal balustrades along the remaining riverwalk.
- The use of the river for the transportation of construction material is welcomed
- The extension over the River will impact on waterborne activities.

2.15 Fulham Society (FS) states the current design is an improvement to the 2013 Scheme, and it is important for the Club to develop in a way that gives it a long-term future in the current site. While the FS would like to see the development proceed it is believed more needs to be done to address the following summarised concerns:

- The conclusion that the impact to Bishops Park is “localised moderate adverse effects (not significant)” is a serious error. The effects are much more significant
- Encroachment into Bishops Park during construction for 3 years is wholly unacceptable unless there are clear and significant improvements to the park itself to compensate for the use

- The intensification of spectators using the park, some of who will have consumed alcohol, would make the use of Fielders Meadow after matches unattractive to vulnerable park users
- The proposed entrance from Stevenage Park is not practical as it is too narrow and would cause obstruction to other users of the path
- The introduction of commercial uses in a residential area, with an 11pm closing time is unacceptable
- More needs to be done to minimise light spill at night from the flats and commercial uses
- There should be controls imposed to the construction phase which prevents construction occurring at weekends and at night, and limits on deliveries to the same hours as construction works
- The suggestion that both the Hammersmith and Putney Stands could be developed in the future is unacceptable. The extension to the Riverside Stand is a special case and does not set a precedent.

2.16 The Friends of Bishops Park (FOBP) supported by Bishop's Park Co-ordinating Group and West London River Group raise the following summarised concerns:

- The 2013 Scheme should not be treated as a precedent. The planning system has moved on and there is greater appreciation of the importance of open space, parks, and the river
- The proposed stand is considerably higher than the existing stand
- With alterations to the ends of the Putney and Hammersmith Stands ingress and egress could still be achieved from Stevenage Road without the need to use Bishops Park
- Final details of the landscaping of Bishops Park has not been provided
- If permission is granted for the use of Bishop's Park payments should be made in perpetuity and not a one-off payment
- The use of Bishops Park and the River as a construction compound and associated floating pontoon would adversely impact the parks, the riverside path, and the surrounding residential area
- The scale is inappropriate in a Conservation Area
- There is not an identified need for further facilities
- The plans are vague in terms of the facilities
- Other parts of the Thames Path have been completed recently without the need to encroach into the River
- The new walkway should be a National Trail and should be open at all times, and controlled by the local authority. This should be secured by a legal agreement
- It would be a cliff like structure overhanging the river which will block wind and seriously threaten the use of the river for recreational and competitive sailing, and be a safety hazard
- The structure would be a trap for debris
- The plan that reeds and plant will thrive under the walkway is fanciful
- Conditions should restrict the use of the serviced apartments for use by guests of the Club, and not for short term lets such as Airbnb
- The FOBP should be consulted on any proposed means of mitigation.

2.17 Friends of Bishops Park in relation to ES (February 2018) raise the following additional concerns:

- The number of proposed non- match events far outweigh the number of football related events
- It is a plan to convert the site to an “events space” for activities which have little if any connection with football
- It is an over use of the ground and will, determinately impact on residents amenity
- Events would require additional possibly temporary furniture, but there is no road access
- Events would go on until 23:00, but Bishops Park is closed at dusk.
- It threatens the long established and much valued safe and quiet ambiance and damage the fabric of the parks at both ends of the ground and the locality
- The number of events will change the character of the Conservation Area beyond recognition
- The applicant has submitted a number of documents since it original application. We say this “stream process” of applying is to be deplored
- There has been a lack of publicity and transparency about this application
- More time should be given to provide comments

2.18 Bishop’s Park Co-ordinating Group/River Gardens Amenity Limited in relation to ES (February 2018) raise the following additional concerns:

- We are happy to have a football ground next to us with about 35 games per year, mostly in winter, perhaps lasting 2-3 hours, but to have frequent events going on all year round, lasting longer, most of which will have nothing to do with football, is very different, and is a significant change of use of the site.
- We doubt if the layout as set out in the application would have adequate access and egress without putting further strain on the parks at both ends. But such use would gravely impact the safe and quiet ambiance of the locality – the alphabet streets.

2.19 Bishops Mansions Ltd raise the following summarised concerns:

- The council must protect the quiet and peaceful character of the alphabet streets
- Allowing pubs and restaurants and a programme of non-football events at the stadium would significantly impact on peaceful enjoyment for local residents and negatively affect the conservation area
- A pub would change the rhythm of match days as fans would start to congregate in the immediate vicinity of the ground much earlier in the day and stay much later after the match is over. This would completely change the level of disruption for local residents and park users
- The impact of entrance and exit gates in the park on the park is also unclear and needs further investigation
- The events venue would constitute a substantive and unacceptable change to the nature and use of Craven Cottage, and would significantly change the character of the conservation areas
- The proposed multi use stadium would generate more traffic, making parking more difficult for local residents and park users, create noise and disturbance and increase the likelihood of anti-social behaviour, with up to 5,000 people attending events where alcohol is on sale.

2.20 Association of Thames Yacht Clubs (ATCY) object on grounds relating to river safety. In particular, the narrowing of the river and increased river flow would make

navigation and manoeuvring more difficult; and would create standing waves causing small craft to capsize and sink.

2.21 Royal Yachting Association (RYA) raises the following summarised concerns:

- The 11metre encroachment will force boats out into the strong tide, and the increased height and change of structure will alter the wind patterns on the River
- The navigation of recreational boats, and the ability of sailing clubs to race on the River will be compromised
- Soft and hard landscaping is proposed as a means of mitigation, however these could further compromise the wind conditions and should be formally assessed
- The principle of encroachment into the River Thames is contrary to the objectives of the PLA and LBHF Policies
- The impact to sailing will in turn affect the ability of the sailing clubs to attract and retain members.

Supplementary ES (February 2018)

- The Supplementary ES states the proposed stand will lower the overall sailing speed and quality of sailing compared to the existing stand.
- The construction of a pontoon for 3 years will mean further restriction in available river width, and increased traffic on the river for a considerable time, which will impact upon sailing activities and increase safety hazard and risk of vessel collisions.

2.22 Ranelagh Sailing Club (RSC) raise the following summarised concerns:

- The current proposal should be considered on its own merit against current policies and up to date wind conditions. The 2013 Scheme should not be used as a comparison
- The proposals fail to comply with provisions of current and emerging policies
- The proposal would cause 42% of races being impossible, 41% being a frustrating lottery and only 17% being raceable
- The reports are flawed and misleading as they do not capture real conditions
- The application should be refused on the following grounds:
 - a) loss of established sporting and leisure activities
 - b) impedes navigation
 - c) public Safety
 - d) prohibited encroachment into the Thames
 - e) effect of tall large building
 - f) harm to character and appearance of the River, Conservation Areas and views
 - g) no overriding material benefits
- RSC recommend mitigation measures including: works to trees on both banks, and the provision of two safety boats with full funding for manning, maintenance, insurance and regular replacement in perpetuity to enable the RSC to sail further down river on occasions when they are unable to sail adjacent to the new stand
- Request the Council enforces any S106 Agreement and FFC should pay for any associated legal costs the RSC may be liable for.

Supplementary ES (February 2018)

- The construction platforms and associated barges will make it impossible to pass against the tide, and will be a huge safety hazard

- There will be considerable inconvenience for three years and would result in members leaving and a loss in income for the RSC.
- Mitigation should include payment for re-roofing the RSC's premises (£50,000).

2.23 South Bank Sailing Club (including 46 supporting representations from its members) raise the following summarised concerns:

- South Bank Sailing club is predominantly a racing club.
- Sailing mainly involves tacking along the Fulham Bank as the tide is weaker closer to the edge
- The current stand already makes it difficult to sail up the Fulham Bank
- The new stand will be much taller than the existing stand, which will affect wind and gustiness
- Extending 11 metres into the river will push the boats into the faster tide making it impossible to sail, and will result in dangerous capsizes, congestion and interference of the areas reserved for rowing clubs
- If the development goes ahead there is a strong likelihood that there will be an end to the sailing club which has existed since the 1960s
- The loss of sailing clubs and river related uses is contrary to the Mayor's policies
- The application is purely for commercial purposes and is not an enhancement of sports activities in any way
- The proposed development is excessive, projecting beyond the applicant's ownership boundary and substantially into the publicly owned river
- It is very difficult to accurately measure and thus create a true wind model of the real impact of the new building as there are many variables.
- Measuring gustiness is difficult
- The proposed stand would look totally out of character and scale compared to all the buildings nearby
- The restoration of the stadium should not be at the expense of the sailing clubs.

2.24 Fulham Supporters Trust support the application for the following reasons:

- The proposal would enable the Club to continue at its historic home
- Improved experience for spectators
- Tangible benefits to the wider community from non-matchday uses and the new river walkway
- Improvements to Bishops Park
- Enhancement of the history value of the stadium.

2.25 Thames Path National Trail Manager request amendments to the designation of the Riverside Walk to a Public Right of Way open and available to walkers, having the right to pass and repass at all times and to form part of the Thames Path National Trail.

2.26 Thames Blue Green Economy objects to the encroachment into the River Thames and the precedent this will set, and the interference with navigation on the River.

2.27 The Putney Society state the proposal would impact upon the setting of Putney's unique Embankment Conservation Area and river sports.

2.28 River Thames Society (RTS) raises the following summarised concerns:

- The development in/over the river should only be for river related purposes
- The river is a public asset and should not be taken over for private gain
- The extension to the Thames Path should be on the existing riverbank and should be accessible at all times
- It is unclear how flotsam will be retrieved from under the walkway
- The dark corridors to bats will be compromised by the additional lightspill
- Light spill and reflection from the glazing will have the potential for distracting birds
- Sailing of small boats in the vicinity will be impaired.
- The visual impact is pretty gross for those on the river and on the opposite bank and in the adjacent parks
- Access to and from the foreshore must be preserved, Craven steps are being made more unusable.

2.29 Technical Consultations

2.30 Port of London Authority (PLA)

January Response to ES (November 2017):

- Further information/clarification is required in relation to the wind assessment.
- The PLA is supportive in principle to the use of the River during construction, subject to conditions securing a CLP and CEMP.
- A lighting plan should be secured by a condition.
- Supportive of fendering however final details should be secured by conditions.
- A River Works Licence is required

February response to Supplementary ES (January and February 2018):

- PLA are generally satisfied that additional information satisfies previous concerns relating to wind assessment, however discussions are ongoing regarding the gustiness and its potential impact upon sailing activities and navigational safety.

2.31 Transport for London (TfL) raises no objections to the current proposals subject to a number of mitigation measures including: improvements to accessibility at Putney Bridge station; provision of Legible London signage; improvements to cycle infrastructure; and provision of a permanent jetty for corporate transportation &/or passenger pier.

2.32 The Environment Agency (EA) raises no objection subject to conditions regarding a scheme for river wall maintenance and improvement, and a construction method statement for all works (including temporary works) within and directly adjacent to the River. An informative will draw attention to the need for a flood risk activity permit.

2.33 Secretary of State confirm they have no comments to make on the environmental statement.

2.34 Thames Water raises no objection subject to conditions and informatives.

2.35 Sport England is satisfied that the proposed development does not adversely affect the quantity or quality of pitches or adversely affect their use.

2.36 Historic England do not wish to comment on the application, however recommend the application is determined in accordance with national and local policy guidance.

2.37 Greater London Archaeological Advisory Service (GLAAS) raises no objection subject to a condition relating to a written scheme of investigation (WSI).

2.38 Natural England do not consider the proposed development will have an adverse impact on designated sites and therefore raises no objection.

2.39 WWT London Wetland Centre support the removal of the western floodlights, however state: future proposals should include the incorporation of the eastern floodlights thereby reducing the light spill reaching the Wetland site; more up to date bat population and habitat data should be used; and there is concern that the encroachment onto the foreshore could disturb feeding areas of wildfowl and their movement corridors.

2.40 Wandsworth Council raise no objection.

2.41 London Borough of Richmond Upon Thames raise no objection subject to: additional details of materials; the protection of the dark corridor along the River Thames allowing bat movement; the eradication of knotweed along the revetment wall near to Bishops Park; and deliveries hours should be amended from 9:30am – 4:00pm to 9:30am – 3:00pm to avoid morning/afternoon school peak vehicular, pedestrian and cycle traffic.

2.42 Civil Aviation Authority request the applicant notify the aviation world of crane activity and to ensure all cranes are adequately lit.

2.43 GLA Stage I

2.44 The GLA Stage 1 report (received 5 February 2018) states that the application does not comply with the London Plan and draft London Plan, for the reasons set out below, but it goes on to identify possible remedies that could address these deficiencies.

- Retail: The provision of small shops and affordable retail should be considered in line with draft London Plan Policy E5 and London Plan Policy 4.9. The Council must ensure, through section 106 legal agreement, that the proposed retail uses do not contain hot food takeaway uses in accordance with draft London Plan Policy E9.
- Hotel: Given the fundamental concerns regarding the operation of the apart-hotel, the applicant should change the proposed use to residential and the Council should secure an appropriate payment towards off-site affordable housing in accordance with draft London Plan Policy H2 and London Plan Policy 3.13.
- Urban design: Access to the Riverside walkway should be maximised and arrangements satisfactorily secured by s106 legal agreement in line with draft London Plan Policy T2 and London Plan Policy 6.1.
- Inclusive design and access: Accessible accommodation should be secured in accordance with the detailed guidance set out in draft London Plan Policy D5 and London Plan Policy 3.8.

- Energy: The applicant must provide further information relating to the buildings cooling demand to confirm compliance with draft London Plan Policy SI2 and London Plan Policy 5.2.
- Transport: Parking provision must be reconfigured in line with draft London Plan Policies T6 and T6.4 and London Plan Policies 6.10 and 6.13. Appropriate planning obligations, a construction management plan, delivery and servicing plan, travel plan and stadium management plan must be appropriately secured in line with draft London Plan Policy T4 and London Plan Policy 6.3. A condition relating to a permanent boat landing must be secured, in line with draft London Plan Policy SI15 and draft London Plan Policy 7.30.

Design Review Panel

2.45 The scheme was presented to the Councils Design Review Panel in November 2017. The Panel found the scheme well considered and supported the concept of the dual-aspect stand maximising the use of its locational advantages. The proposed roof design was particularly liked; the Panel considered it to be bold ambitious and elegant. The Panel concluded by stating that the proposal would be an improvement over consented scheme.

3.0 ENVIRONMENTAL STATEMENT

3.1 The development falls within Part 10(b) (Urban Development Projects) of Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) Regulation 2017. An Environmental Impact Assessment (EIA) has been undertaken and an Environmental Statement (ES) supports the application. This follows on from a Scoping Opinion issued by the Council 23 October 2017, and subsequently updated 10 November 2017.

3.2 The ES comprises:

- Volume I: Main Technical Assessments– the main body of the ES, detailing the results of environmental investigations, effects arising and proposed mitigation measures:
 - Chapter A: Introduction and Background
 - Chapter B: Scope, Methodology and Consultation
 - Chapter C: Site and Scheme Description
 - Chapter D: Water Resources and Flood Risk
 - Chapter E: Ecology and Nature Conservation
 - Chapter F: Heritage
 - Chapter G: Townscape and Visual Impact Assessment
 - Chapter H: Transportation
 - Chapter I: Air Quality
 - Chapter J: Noise and Vibration
 - Chapter K: Wind Assessment
 - Chapter L: Ground Conditions and Contamination
 - Chapter M: Socio-Economics
 - Chapter N: Cumulative Impact Assessment
 - Chapter O: Mitigation and Monitoring

- Volume II: Figures and Appendices to the Technical Assessments comprises survey data, technical reports and background information supporting the assessments and conclusions given within the main ES.
- Appendix G1: Analysis Plans and Key Representative Views.
- Volume III: Non-Technical Summary - summarises the key findings of the ES in non-technical language.

Subsequently two Supplementary Environmental Statements (January 2018, and February 2018) have been submitted in response to additional microclimate and hydrology survey work which has since been carried out.

3.3 The ES informs readers of the nature of the Proposed Development and the likely environmental effects. It also presents the measures proposed to eliminate, reduce or mitigate any likely significant adverse effects on the environment (referred to as 'mitigation' measures). The ES identifies environmental effects during the demolition and construction phase, and on completion and occupation of the Proposed Development.

3.4 The significance of effects has been defined with reference to specific standards, accepted criteria and legislation where available. Effects have been classified as being:

- Adverse – detrimental or negative effects to an environmental / socioeconomic resource or receptor (a component of the natural, created or built environment that is affected by an impact);
- Negligible – imperceptible effects to an environmental / socio-economic resource or receptor. These effects are beneath levels of perception, within normal bounds of variation or within the margin of forecasting error. These effects are unlikely to influence decision making; or
- Beneficial – advantageous or positive effect to an environmental / socioeconomic resource or receptor.

3.5 Where adverse or beneficial effects have been identified, these have primarily been assessed against the following scale (and are further defined within Volumes I and II of this ES):

- Minor – slight, very short or highly localised effect of no significant consequence;
- Moderate – limited effect (by extent, duration or magnitude), which may be considered significant; or
- Major – Considerable effect (by extent, duration or magnitude) of more than local significance or in breach of recognised acceptability, legislation policy or standards.

3.6 Effects are also generally assigned a geographic extent (local, regional or national) and duration (temporary or permanent). In addition, the ES identifies the potential for direct and indirect effects, and interactions¹ and cumulative effects².

3.7 The EIA submitted has considered the effects during construction (including the temporary platform and construction compound) and the operation of the proposed new stand. The main conclusions from the ES on topic by topic basis are summarised below and demonstrate that compared to the 2013 Scheme the impacts are largely unchanged. There is additional construction phase impact on Heritage and Townscape topics, due to the use of Bishops Park, and additional intermittent noise impacts during the evening when the rooftop bar is in use, however these can both be managed. There

are additional operational phase benefits to the new uses on the riverside, and pedestrian environment benefits arising from the river walkway. Any relevant mitigation is discussed in the body of the report below and conditions or planning obligations have been recommended accordingly.

Environmental Topic	Summary of impacts on scheme following mitigation measures (compared to existing baseline)		Summary of impacts as compared to the 2013 approved scheme	Summary of impacts of 2013 approved scheme	
	Demolition & Construction	During Operation		Demolition & Construction	During Operation
Water Resources and Flood Risk	Minor adverse to no change	Negligible/nil	Unchanged	Largely neutral/negligible	Neutral
Ecology and Nature Conservation	Minor adverse to minor/moderate beneficial	Negligible	Unchanged	Minor beneficial/neutral	Neutral/negligible
Heritage	Negligible to minor negative effects on archaeology/moderate, temporary moderate adverse effects on Bishops Park	Nil	Largely unchanged but additional construction phase impact due to use of Bishops Park	Minor adverse/negligible	Minor beneficial
Townscape and Visual Effects	Temporary minor to moderate adverse effects (not significant) on Bishops Park and the River Thames, otherwise neutral	Minor to major beneficial townscape and visual effects, and minor to moderate beneficial night time effects	Largely unchanged but additional construction phase impact due to use of Bishops Park	Minor adverse/negligible	Neutral to substantial beneficial, subject to location
Transport	Negligible	Negligible to moderate beneficial	Largely unchanged but with additional pedestrian environment benefits arising from the Riverside Walk	Neutral/negligible	Minor beneficial/neutral
Air Quality	Neutral	Neutral	Unchanged	Neutral/negligible	Neutral/negligible
Noise and Vibration	Minor adverse to neutral	Moderate adverse to neutral effects	Possible additional intermittent noise impacts during the evening when the rooftop bar is in use	Minor adverse	Neutral/negligible

			(but capable of being managed)		
Wind Assessment	Moderate Negative to Moderate Positive (depending on receptor location)	Moderate Negative to Moderate Positive (depending on receptor location)	Unchanged	Neutral/negligible	Mixed (depending on receptor location)
Ground Conditions and Contamination	Negligible	Negligible to moderate beneficial	Largely unchanged	Neutral/negligible	Neutral/negligible
Socio-Economics	Moderate beneficial	Negligible to moderate beneficial	Additional operational phase benefits due to the new uses on the riverside	Minor beneficial	Moderate beneficial

4.0 PLANNING CONSIDERATIONS

4.1 The National Planning Policy Framework (NPPF) was published on 27 March 2012. NPPF sets out Government planning policies for England and how these are expected to be applied in favour of sustainable development. The NPPF replaces Planning Policy Guidance and Planning Policy Statements and is a material consideration in decisions on planning applications.

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

4.3 The new draft London Plan was published on 29 November 2017. The consultation ends on 2 March 2018. An Examination in Public (EiP) is due to be held in autumn of 2018, and publication of the new London Plan is expected in the autumn of 2019. Once adopted it would supersede the current London Plan. As the document is in the early stages towards adoption, it is considered that limited weight should only be given to the draft policies in determining this application.

4.4 On 28th February 2018 the Council formally adopted the new Local Plan. The policies in the Local Plan together with the London Plan make up the statutory development plan for the borough. The Planning Guidance Supplementary Planning Document (SPD) (2018) is also a material consideration in determining planning applications.

4.5 The main considerations relating to the application are:

- The principle of the re-development of the Riverside Stand and modification of the Putney and Hammersmith Stands to increase the overall seating capacity and provide non-matchday uses and serviced apartments.

- The impact of the proposed cantilevered river walkway and temporary construction river platform on the Blue Ribbon Network in terms of the navigation, hydrology, biology, and flood risk of the River Thames.
- Design and conservation issues and the impact of the development in relation to neighbouring heritage assets.
- Highways and transport impacts, including traffic generation, effect on street parking, access points and highway safety for both vehicles and pedestrians and site servicing and waste management.
- Stadium Operations and Inclusive Design.
- The impact of the development on surrounding properties and occupiers, particularly in terms of daylight and sunlight, privacy, outlook and environmental nuisance (noise and light pollution).
- Other Environmental Considerations.
- Planning obligations

4.6 LAND USE

4.7 Principle of New Football Stadium

4.8 Locally the site is identified in Appendix 3 of the Local Plan in the hierarchy of open spaces as 'outdoor sporting facilities' – 'OS41 Fulham Football Club, Stevenage Road' (0.28 hectares). There is no define site designation/policy within the London Plan or Local Plan for the application site. There are however several policies relating to the protection of open space, sports development, community facilities and general leisure/tourism which are relevant to this application.

4.9 The NPPF (para. 70) supports sport venue provision, retention, and enhancement.

4.10 London Plan Policy 2.1 advocates the Mayor's commitment to ensuring that London retains and extends its global role.

4.11 London Plan Policy 3.16 supports the protection and enhancement of social infrastructure and states facilities should be accessible to all sections of the community (including disabled and older people) and be located within easy reach by walking, cycling and public transport. Policy 3.19 affirms the Mayor's Sports Legacy Plan and provides that new proposals that increase the provision of sports and recreation facilities will be supported. London Plan Policy 4.6 states The Mayor will and boroughs and other stakeholders should support the continued success of London's diverse range of arts, cultural, professional sporting and entertainment enterprises and the cultural, social and economic benefits that they offer to its residents, workers and visitors.

4.12 London Plan Policy 7.18 states the loss of protected open spaces must be resisted unless equivalent or better quality provision is made within the local catchment area.

4.13 Local Plan Policies CF1 and CF3 support the retention and enhancement of sports facilities and the continued presence of major public sports venues for football, subject to the local impact of venues being managed without added detriment to local residents (assessed below).

4.14 Local Plan Policy CF4 actively promotes the continued presence of football clubs in the borough and states that in considering any redevelopment proposal for all or part of an existing football ground, the Council will require the provision of suitable facilities to enable the continuation of professional football. Paragraph 7.146 of the policy acknowledges the contribution professional football clubs provide to the local community, stating that the council wishes to retain professional football in the borough, because it provides a major source of entertainment and contributes to the life of the community.

4.15 Local Plan Policies OS1 and OS2 seek to protect, enhance and increase provision of parks, open spaces and biodiversity in the borough.

4.16 The principle of development in land use terms was supported by the Council and the previous Mayor under the 2013 Scheme, subject to other material considerations. Officers also consider the current proposal to be acceptable in land use terms.

4.17 Craven Cottage has been home to FFC since 1896 (122 years). The current football ground plays a continuing role in London's function as a World City in terms of its continued exposure and investment that it attracts to London through its contribution to the Championship. In order to remain competitive in the fast-evolving football industry, the Club has identified the need to expand capacity, improve its facilities and improve spectator experience.

4.18 The proposal would not result in the loss of open space, and would retain the presence of a landmark football stadium in the Borough. Other football and sporting events could also be hosted at the stadium, supporting London's reputation as one of the leading global cities for sporting events. The Council also seeks the retention of the existing three professional football clubs in the borough on account they provide a major source of entertainment and contribute to the life of the community. The impacts on local residents and the highway have been considered below and are found to be acceptable.

4.19 In brief the continued use and enhancement of the application site as a professional sports venue would increase the economic, cultural, and social benefits the existing stadium brings in accordance with the above policies, and is therefore supported. However, the impacts of the proposed new stand adjacent to, and its projection over the River Thames, and its potential impacts on river users, in particular sailing and rowing clubs that use this part of the Thames and the effects on navigation should be considered. The Mayors Policy on sports facilities needs, therefore, to be considered in terms of the wider impacts on other sports and recreation that may be affected by the proposed development. The specific impacts relate to the Blue Ribbon Network Policies which are considered in further detail later in the report.

4.20 Land Use Mix

4.21 The primary functionality of Craven Cottage football ground, including the proposed Riverside Stand, is to provide seating capacity for supporters attending Fulham FC football matches. The rear of the seating area of the new stand however would consist of five storeys of accommodation plus basement, providing a variety of additional floor space which will be available for a variety of other uses on both match days and non-match days.

4.22 On match days, as would be expected, the majority of the floorspace will comprise circulation, hospitality / meeting spaces, press areas, staff facilities, toilets, food and drink concessions, café, bars and restaurants.

4.23 On non-match day, a range of commercial and leisure uses are proposed at all levels, including restaurants, cafes and bars, fitness space and event space, providing a total of 5,363sqm of floorspace. In addition, a total of nine serviced apartments will also be provided within the proposed development, for use by the club/people affiliated to the club, and visitors.

4.24 The proposed land use mix of the commercial uses (defined as those uses with a commercial function i.e. not including general operational facilities, storage space, plant etc), by floor, is summarised in Table 1 below.

4.25 Table 1: Proposed Uses (by floor) within the new Riverside Stand

Internal Commercial Floor Area (GIA)	Summary of Proposed Commercial Uses	Use Class	Commercial Floor Area (GIA)
Basement	<ul style="list-style-type: none"> Storage, kitchen and plant area, Match days - limited access lounge Non-match days - Function Room 	A4	665sqm (A4)
Lower concourse	<ul style="list-style-type: none"> Match days - general circulation space and admissions for fans, bars, and pop-up food outlets Non-match days – flexible space including bar, café, and leisure/exercise uses, and temporary pop-up units and market space. Openable glazing along frontage to allow movement between concourse and riverside walk 	A1, A3, A4, A5	1,377sqm (100sqm max. of A1)
Upper concourse	<ul style="list-style-type: none"> Match days - general admissions space and a food court to serve the fans Non-match days - Conferences and event space (e.g. weddings, events, local group meetings and conferences) 	D2	1,107sqm
Second floor	<ul style="list-style-type: none"> Dedicated restaurant on match and non-match days. Serviced apartments 	A3 & C1	1,162sqm (A3)

Third floor	<ul style="list-style-type: none"> Match days – sponsor and lounge hospitality Non-match days - Flexible space functions Serviced apartments 	D2 & C1	675sqm (D2)
Fourth Floor	<ul style="list-style-type: none"> Match days - Member's area (with ancillary bar) Non-match days – events Serviced apartments 	D2 & C1	377sqm (D2)
Fifth Floor	<ul style="list-style-type: none"> Open terrace to be used in conjunction with events taking place on fourth floor 	D2	

4.26 The proposed uses will operate within the parameters set out in Table 2.

4.27 Table 2: Hours of Use/Capacity (Year-Round Uses)

Frequency	7 days per week	
Hours of Use	Central Area	08:00 – 23:00
	Bar/Club	09:00 – 23:00
	Fitness	08:00 – 23:00
	Meetings (boxes)	08:00 – 18:00
	Cafe	08:00 – 20:00
	Restaurants/Cafes	11:00 – 23:00
Assumed upper capacity/useage (maximum) Weekday	1,000	
Assumed upper capacity/useage (maximum) Weekend	2,000	

4.28 It is estimated that up to 200 events per year will use the proposed concourse space at ground, first and fourth floors (in conjunction with the roof terrace at the upper level) and external riverside walk area. A maximum of 5,000 people could use these facilities at any one time, however the applicant stresses that this would only be during an 'exceptional event' such as the boat race, and that there would only be 10 such events each year. Other more frequent events are likely to be medium to small scale.

4.29 Table 3: Hours of Use/ Capacity on Non-Match Day Events.

Event	No. per annum	Capacity	Hours of operation
High capacity	10	5,000	11:00-23:00
Medium-high capacity	100	75-500	09:00-18:00
Low-medium capacity	40	35-195	14:00-23:00
Low capacity	50	50-100	08:00- 23:00

4.30 Commercial and retail uses

4.31 NPPF paragraphs 22 to 27 require LPAs to apply the sequential test to planning applications for main town centre uses that are not in an existing centre and are not in accordance with an up-to-date Local Plan (Para. 24). Furthermore, it requires a retail impact assessment to be carried out if the development is over a proportionate, locally set floorspace threshold (if there is no locally set threshold, the default threshold is 2,500 sq.m), (para. 26). Should an application fail to satisfy the sequential test, or is likely to have a 'significant adverse impact' on one of the factors set out in paragraph 26, it should be refused (unless material considerations indicate otherwise) (para. 27).

4.32 London Plan Policy 4.7 establishes that proposals for new or extensions to existing, edge or out of centre development will be subject to an assessment of impact.

4.33 Policy 4.8 states that the Mayor and boroughs should support a successful, competitive and diverse retail sector which promotes sustainable access to the goods and services that Londoners need.

4.34 London Plan Policy 4.9 provides that the Mayor will consider the use of conditions or planning obligations to secure shop units suitable for small and independent traders.

4.35 The GLA's recent draft SPG on 'Culture and the Night Time Economy' published in April 2017 supports this strategic policy position by recognising that there is a significant opportunity to make London's night time economy "an even richer proposition" based on Boroughs encouraging a wide range of night time activities and "integrating leisure and other uses [to] promote customer cross-over and create bridges between the day and night-time economy."

4.36 Local Plan Policy TLC1 sets out the hierarchy of town and local centres and advises that impact assessments are required for out of centre retail proposals which are in excess of 300m² (gross). Part (f) states that new developments for town centre uses should be appropriately located, of an acceptable scale, and should not negatively impact on the existing hierarchy, in accordance with national and regional policy and local needs. Part (l) requires the Council to negotiate planning obligations where appropriate, to mitigate the loss of, and/or secure or support, affordable retail space to encourage small or independent traders.

4.37 FFC state the success of the commercial aspects of the development are essential because they will help generate the revenue required to enable the Club to be financially independent and secure, which, in turn, will give it the confidence to continue investing in the club and its players to deliver long term, sustainable football success.

4.38 The application site is not within an existing retail centre and the scale of the commercial floorspace proposed (5,363 sq.m GIA) is above the threshold where an impact assessment is required by national policy. Accordingly, a Retail Sequential and Impact Assessment has been prepared. Section 5 of the report provides the Sequential Site Assessment. This concludes that there is an operational need for the proposed commercial floorspace to serve the football stadium and the commercial rationale for the new facilities is to serve the new expanded stadium. It states the proposed development complies with the sequential test, because alternative sequential sites

would not be suitable or viable due to the very specific market and locational requirements.

4.39 Notwithstanding the location specific nature of the development, for completeness, an assessment of potentially sequential sites within or on the edge of centres in the surrounding area is provided in the report. This includes a review of sites in Fulham Town Centre, Hammersmith Town Centre, North End Road Key Local Centre, Fulham Road Key Local Centre, Wandsworth Bridge Road (Emerging) Key Local Centre, Barnes Local Centre, Richmond, and Putney Town Centre, Wandsworth. The assessment concludes there are no available, suitable and viable sites that can accommodate the proposed commercial development, and therefore the application site is the most sequentially preferable site to accommodate the proposed development. On this basis the sequential test is passed.

4.40 Section 6 of the report provides a retail impact assessment in accordance with policy. This considers the extent to which the forecast food and beverage turnover of the proposed development will impact upon the vitality and viability of Hammersmith and Fulham Town centres and other designated centres. It concludes that there are no expected significant adverse effects on town centres or planned investment, as a result of the proposed development. The impact is predicated to be dispersed amongst several destinations, which reflects existing trade patterns and high levels of expenditure leakage from the area. The predicted levels of trade diversion and impact on all centres are expected to be offset by future population and expenditure growth.

4.41 In addition, the applicant states the ground floor concourse area has been intentionally designed to provide flexible space, to allow a range of different uses and functions to be accommodated on non-match days. In accordance with London Plan Policy 4.9 and Local Plan Policy TLC1 FFC agree that some of the space could be leased to smaller independent traders at affordable rates. This is welcomed by the GLA, however they have questioned how this would be secured. It is proposed that this would form part of the package of economic development obligations to be secured by the s.106 agreement, discussed later in the report. Officers are satisfied with this approach.

4.42 Overall, the commercial uses provide additional facilities for football fans, to enhance their match day experience. To disaggregate them from the development and provide them elsewhere would not be viable and would undermine the whole development rationale. Equally, on non-match days the association with the football club, the riverside setting, and the ability to provide a range of leisure and retail facilities in one place will assist to create a successful development during the day and into the evenings. Given the permeability to be introduced to the site, the proposed uses would activate the site for local residents, and together with the commitment to providing affordable retail space to small or independent traders the proposal is considered beneficial to the local economy.

4.43 Local Plan Policy TLC6 states when considering proposals for hot food takeaways (Class A5), the council will consider the proximity to areas where children and young people are likely to congregate, such as schools, parks and youth facilities. The principle of this policy is to promote healthy eating for young people.

4.44 The site is within walking distance of schools, and of course parks. However, the proposed 'permanent' ground floor commercial units are intended to be cafés, shops and leisure facilities (A1, A3, A4, and D2). As such, it is envisaged that food that can be

purchased and taken away is likely to be sandwiches or similar foods typical of café establishments, as opposed to 'fast-food' alternatives. There may be free standing stalls/pop up food outlets on event days which could sell takeaway food, however this would be restricted to 30 days per year. The GLA have requested a planning restriction is imposed to prevent the introduction of take away uses. In response FFC are willing to accept a planning condition which prevents 'permanent' hot food takeaway units at the site (Class A5) on non-match days. Officers are satisfied with this approach.

4.45 On match days, as is currently the case, there will be temporary mobile vans serving hot food to football fans but these will operate mainly on weekends and in the early evenings, beyond school hours. Officers consider this arrangement to be reasonable on match days.

4.46 On this basis the proposal would accord with Local Plan Policy TLC6.

4.47 Based on the above, it is considered that the proposed provision of commercial and retail uses would be consistent with the requirements of the London Plan Policies 4.7 to 4.9, GLA's draft SPG, and Local Plan Policies TCL1 and TCL6, and would also be in accordance with the policies regarding employment generation in the area.

4.48 The proposal in terms of environmental nuisance and transport and highway impacts is considered later in this report. However, in summary, subject to conditions and a s.106 agreement the proposal is deemed to be acceptable.

4.49 Serviced apartments (Class C1)

4.50 London Plan Policy 4.5 provide that London's visitor economy should be strengthened by enhancing and extending its attractions and a sufficient supply of serviced accommodation (or apart-hotels) for business visitors should be maintained, especially where there are good transport connections to central London and international transport termini.

4.51 The policy considers that it may be appropriate to locate visitor accommodation related to major visitor attractions in areas other than the CAZ, opportunity areas and town centres, but only where it can be shown that no suitable site in one of these locations exists and that there is a clear link in scale, nature and location between the accommodation and the attraction being served.

4.52 Local Plan E3 requires major new visitor accommodation will be directed to the three town centres and the Earls Court and West Kensington and White City Opportunity Areas.

4.53 Outside of the identified areas, the policy allows the provision of visitor accommodation related to major visitor attractions of sub-regional or greater significance to be appropriate, subject to a set of criteria.

4.54 These include:

- the development being well located in relation to public transport;
- the development and any associated uses not having a detrimental impact on the local area;
- no loss of priority uses such as permanent housing;

- provision of adequate off street servicing and pick up points for the type of facility proposed;
- at least 10% of hotel bedrooms designed as wheelchair accessible;
- the facility being of a high standard of design; and
- the scheme adding to the variety and quality of visitor accommodation available locally

4.55 The application site is outside of Hammersmith Town Centre and the Earls Court and West Kensington and White City Opportunity Areas, however it would provide serviced accommodation in connection with FFC Stadium, which is considered to be a major visitor attraction within the Borough.

4.56 Both the Council and the GLA have no objection to the principle of providing serviced accommodation as part of the proposed development. However, the GLA is concerned about how the units could operate in practice, which it considers could result in them “*being rarely fully occupied*”. It notes that this would, in turn, mean the serviced apartments provide little activity and overlooking on the Riverside walkway and adjacent parks and would not contribute to meeting London’s business needs for serviced accommodation.

4.57 In response FFC state they are committed to providing serviced accommodation (Use Class C1) as it will secure a sustained source of income adding to the financial resilience of the scheme and provide important flexibility to service the needs of the football club. The serviced accommodation would allow the Club to address an ongoing need for short-stay overnight accommodation at the site that currently it is unable to meet and would reduce the Club’s current annual spend on temporary accommodation for players and support staff – a significant overhead.

4.58 The accommodation would be used by football players that have recently transferred to the Club and require accommodation, often at short notice, and general help settling into the area. The serviced apartments would be used by visiting sponsors; other groups affiliated with the Club, including the owner’s other business interests. For these, the ability to attend meetings, football games, marketing events etc. at the stadium and then retire to their apartment on-site represents a very attractive proposition and has obvious practical operational benefits. By virtue of its ownership link with the American-based Jacksonville Jaguars, the Club has many visitors from overseas on a regular basis – especially in and around the National Football League (‘NFL’). The ability to accommodate these visitors on-site will help to enhance the links between these two businesses and London’s growing reputation as a partner to the NFL.

4.59 If rooms become available for a period when the serviced apartments are not required by the Club for football-related reasons, there could be an opportunity for them to be advertised for more general use as short-stay overnight accommodation. This could be linked to corporate hospitality packages offered by the club or relate to non-match day events (weddings, conferences etc.). Given the quality and size of the rooms (which can accommodate single people, couples and families) and the unique location within a famous football stadium overlooking the River Thames it is considered that the serviced apartments will attract significant demand.

4.60 The Club asserts the flexibility offered by serviced accommodation therefore ‘fits’ with the unique business model for the football club and the multi-occupancy profile will

help to avoid any issues with rooms being vacant or under-utilised. Contrary to the GLA's concerns the Club believes the rooms will make an important contribution to meeting London's and FFC's business and leisure visitor needs for serviced accommodation, in accordance with London Plan Policy 4.5 which specifically supports the role of serviced apartments and short-term lettings. The Club is however, willing to accept a planning condition requiring the agreement of a management plan for the serviced apartments, and which will also restrict the use to Class C1. This will ensure the serviced apartments will operate in the way that optimises their use, to the benefit of the business needs of the Club, and supply overnight accommodation for use by other businesses and leisure visitors.

4.61 In terms of the criteria set out under Local Plan Policy E3, the proposal will provide new visitor accommodation at a development that currently attracts significant numbers of visitors and will continue to do so, including on non-match days, and is clearly of strategic importance to the Borough and London. The level of provision comprising nine serviced apartments is an appropriate scale with regard to public transport accessibility and the prevailing surrounding residential use, with no adverse amenity impacts anticipated. Also, there will be no significant impact on the vitality and viability of Hammersmith, Shepherds Bush or Fulham town centres nor on the Earl's Court and West Kensington and White City Opportunity Areas. Accordingly, the Local Plan requirements of Policy E3 are met.

4.62 Based on the above, subject to the suggested conditions, the proposed serviced apartments would accord with London Plan Policy 4.5 and Local Plan Policy E3.

4.63 COMMUNITY, SOCIAL, LEISURE, RECREATION, AND SPORTING INITIATIVES

4.64 LBHF has a wide range of community initiatives, services and uses, provided by the public, private, and voluntary sectors. These are located across the borough in numerous buildings and spaces of varying quality. Although these community activities are a valuable resource they often do not work in a joined up and focused way to meet the needs of vulnerable households.

4.65 In addition, LBHF recognises accessible, recreation, and sporting facilities contribute greatly to the quality of life of all members of the community, and help to foster social wellbeing amongst the community.

4.66 NPPF Paragraph 17 sets out a core planning principle that planning should take account of and support local strategies to improve health, social and cultural well being for all and deliver sufficient community and cultural services to meet local needs.

4.67 NPPF Paragraph 73 states opportunities for sport and recreation can make an important contribution to the health and well-being of local communities.

4.68 London Plan Policy 3.1 highlights the Mayor's commitment to ensuring equal life chances for all and requires development proposals to protect and enhance facilities and services that meet the needs of particular groups and communities.

4.69 London Plan Policy 3.19 states The Mayor's Sports Legacy Plan aims to increase participation in, and tackle inequality of access to, sport and physical activity in London particularly amongst groups/areas with low levels of participation. Development

proposals that increase or enhance the provision of sports and recreation facilities will be supported.

4.70 Local Plan Policy CF1 seeks to improve the range of leisure, recreation, sport, art, cultural and entertainment facilities.

4.71 Local Plan Policy CF2 relates to the enhancement and retention of community uses and seeks the provision of new or expanded community uses as part of the necessary supporting social infrastructure for significant new housing and other development proposals.

4.72 FFC currently actively engages in several local community initiatives and schemes within the Borough. In addition, the FFC Foundation provides sports development and community development opportunities, including football skills training, educational programmes and sporting activities to empower individuals, local schools and groups of people to 'build better lives' in their own communities. It also supports a range of social inclusion schemes to raise awareness and tackle deprivation.

4.73 The design of the stadium is such that it's not possible to provide a community use on the site as part of the proposed development. However, to maximise the benefits for the local community, FFC are committed to working with the Council to build upon existing initiatives, as well as to deliver new and enhanced community, leisure, recreation and sporting initiatives and opportunities. The s.106 agreement will secure an agreed strategy.

4.74 ECONOMIC CONSIDERATIONS

4.75 A key consideration within the NPPF is the desire to secure economic growth in order to create jobs and prosperity along with securing the wellbeing of communities.

4.76 London Plan Policy 4.1 relates to London's economy and states The Mayor will work with partners to: promote and enable the continued development of a strong, sustainable, and increasingly diverse economy across all parts of London, ensuring the availability of sufficient and suitable workspaces in terms of type, size, and cost, supporting infrastructure and suitable environments for larger employers and small and medium sized enterprises, including the voluntary and community sectors.

4.77 London Plan Policy 4.12 requires strategic development proposals to support local employment, skills development, and training opportunities.

4.78 Local Plan Policy E1 supports the retention, enhancement, and intensification of existing employment uses. When considering new employment floorspace or the extension of existing floorspace the council will also take into account whether the scale and nature of the development is appropriate, having regard in particular to local impact, the nature of the surrounding area, and public transport accessibility (discussed later).

4.79 Local Plan Policy E4 relates to Local Employment, Training and Skills Development Initiatives and requires the provision of appropriate employment and training initiatives.

4.80 The site is a fully operational football stadium employing a workforce for 41 full time employees (FTE). On matchday, at full capacity, an average of 924 additional staff

are employed, who fulfil many roles including catering and hospitality, player and squad management and safety and security. The Economic Statement considers that the permanent, and part time jobs are equivalent to 129 FTE jobs.

4.81 The proposed development would provide additional employment opportunities in terms of its ability to create direct and indirect jobs from both the construction phase and from the operation of the stadium following completion, in accordance with London Plan Policy 4.1 and Policy E1 of the Local Plan.

4.82 Specifically, the construction phase would employ approximately 749 jobs, or 75 FTE jobs over a 32-month period. In terms of the completed stadium there will be a net increase of 350 new match day staff (33 FTE jobs), and it is estimated 245 jobs (180 FTE) will be created by the new non-matchday commercial operations and events, thereby creating a total of 213 FTE jobs.

4.83 In accordance with London Plan Policies 4.1 and 4.12 and Local Plan Policy E4, to ensure that local people and local businesses can access employment during both the construction phase and operational phase, the Council is keen to set in place mechanisms that produce tangible benefits to these groups.

4.84 In this case FFC have agreed to work with the Council on a range of employment and training initiatives that will include creating apprenticeships and work placements for local people and procuring services from local businesses during the construction phase and, beyond this, providing day-to-day services once the development is operational. The latter will also address the provision of affordable retail space for small independent traders, discussed earlier in the report. The above will be secured through the s.106 agreement.

4.85 It is therefore considered that arising from employment and training initiatives the proposal has the potential to bring significant economic benefits to the local area. In this regard the proposal accords with the above policies.

4.86 BLUE RIBBON NETWORK

4.87 The application seeks to redevelop/extend the Riverside Stand on the existing footprint, but also on land reclaimed from the river by encroachment onto the foreshore. In summary, a riverside walkway will be created which will cantilever over the River between 9 and 11 metres, connecting Stevenage Park and Bishops Park and providing continuity to the Thames Path. At present the existing Thames Path currently terminates at either side of the Putney and Hammersmith Stands and pedestrians are required to divert around Craven Cottage via Stevenage Road. The proposed walkway itself will be approximately 6 to 11 metres wide. The new walkway will be open to the public and will only be closed for a limited time prior to, during, and following football matches at the stadium, when it will be part of the circulation space for spectators and necessary for security and crowd control purposes. A new riverwall will also be created, and a temporary platform in the River Thames is proposed for the duration of construction works to enable equipment and materials to be transported by river. In this respect the proposal is consistent with the approved 2013 Scheme.

4.88 The London Plan identifies the 'Blue Ribbon Network' as London's strategic network of water spaces, including the River Thames, canals, tributary rivers, lakes, reservoirs and docks; alongside smaller water bodies. It recognises the strategic and

multi-functional role of the network as a transport corridor; for drainage and flood management; as a source of water; for the discharge of treated effluent; and in providing a series of diverse and important habitats, green infrastructure, heritage value, recreational opportunities, important landscapes and views.

4.89 Thus, from a strategic land use perspective, the principle of constructing out into the River Thames should be assessed against London Plan Policies 7.24 to 7.30 on the Blue Ribbon Network; the latter policy relates specifically to the River Thames.

4.90 Policy 7.24 aims to ensure that the Blue Ribbon Network contributes to the overall quality and sustainability of London by prioritising uses of the water space and the land around it safely for water-related purposes, particularly for passenger and freight transport. Policies 7.25 and 7.26 affirm the Mayor's commitment to secure an increase in the use of the Blue Ribbon Network for passenger and tourist river services and to transport freight; and his support for the principle of providing additional cruise liner facilities on the River Thames.

4.91 Policy 7.26 requires development proposals to ensure the protection of existing facilities for waterborne freight traffic. In particular part B d) notes that 'Development proposals close to navigable waterways should look to maximise water transport for bulk materials, particularly during the demolition and construction phases'.

4.92 Policy 7.27 requires development proposals to enhance the use of the Blue Ribbon Network by supporting waterway infrastructure and recreational use. In particular part A a) resists the loss of existing facilities for waterborne sport and b) notes that development proposals 'protect and improve existing access points to and alongside the Blue Ribbon Network.'

4.93 Policy 7.28 'Restoration of the Blue Ribbon Network' also specifically states (part A) that:

Development proposals should restore and enhance the Blue Ribbon Network by:

- a) taking opportunities to open culverts and naturalise river channels.
- b) increasing habitat value; development which reduces biodiversity should be refused.
- c) preventing development and structures into the water space unless it serves a water related purpose (see paragraph 7.84).
- d) protecting the value of the foreshore of the Thames and tidal rivers.
- e) resisting the impounding of rivers.
- f) protecting the open character of the Blue Ribbon Network.

4.94 The test regarding whether the scale and level of encroachment of the proposed development brings it into potential conflict with part A f) is set out in the 'design and appearance' section of this report.

4.95 Of relevance in paragraph 7.84 is that 'The BRN should not be used as an extension of the developable land in London nor should parts of it be a continuous line of moored craft'

4.96 With respect to the River Thames, Policy 7.29 acknowledges its status as a strategically important and iconic feature that should be protected and promoted. To that end, development proposals within the Thames Policy Area identified in Local Development Frameworks are required to be consistent with the published Thames

Strategy for the particular stretch of river concerned. In this case this is the Thames Strategy - Kew to Chelsea 2002.

4.97 Policy 7.30 Part A states development proposals along the river should respect their local character and contribute to their accessibility and active water related uses, in particular transport uses, where these are possible.

4.98 In addition to the above London Plan Policy 7.6 'Architecture' and Policy 7.7 'Tall and large scale buildings' picks up on microclimate impacts. In particular Policy 7.6 B d) notes 'buildings and structures should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy, overshadowing, wind and microclimate. This is particularly important for tall buildings.' And policy 7.7 D notes that 'Tall buildings should not affect their surroundings adversely in terms of microclimate, wind turbulence, overshadowing, noise, reflected glare, aviation, navigation and telecommunication interference.'

4.99 Local Plan Policy RTC1 states the council will work with its partner organisations, including the Environment Agency, Port of London Authority, Thames Water and landowners to enhance and increase access to, as well as the use of the River Thames. The policy proposes several ways to achieve this, namely

- c. protecting existing water dependent uses and requiring new development to provide opportunities for water based activities where appropriate and enhance river and canal related biodiversity, safeguard and enhance where necessary flood defences, as well as encouraging public access especially for leisure and educational activities;
- d. ensuring the provision, or improvement and greening, of the Thames Path National Trail (the riverside walk) in all riverside developments;
- e. promoting use of the River Thames for transport uses, including passengers and freight; and
- f. seeking improvements to the tidal foreshore in line with the requirements of the Thames River Basin Management Plan and the Thames Estuary 2100 Plan.

4.100 Local Plan Policy RTC2 outlines the Council's Aspirations for a continuous riverside walk through the borough alongside the River Thames. The riverside walk should generally be at least 6 metres wide and should be accessible to cyclists if this can be achieved without risk to the safety of pedestrians or river users. All proposals will need to ensure that flood defences are not adversely affected.

4.101 Policy RTC3 requires development to respect the riverside, including the foreshore, context and heritage assets. The policy welcomes schemes that encourage the greening and naturalising of the river bank and/or flood defences with reference to the Thames Estuary 2100 Plan to create habitats for wildlife and improve the visual attractiveness of the area.

4.102 Policy RTC4 resists development that would result in the loss of existing facilities in the river for water-based activities and uses. Developments that include provision in the river for water-based and river-related activities and uses, including new permanent moorings, passenger services, and for facilities associated therewith, particularly where these would be publicly accessible, will be welcomed, provided:

- a. they are suitably located and compatible with the character of the river, the riverside, and the importance of the river as a wildlife habitat;
- b. they do not impede or give rise to hazards to navigation, water flow, the integrity of flood defences or public safety; and

c. they accord with other objectives and policies of the Plan.

4.103 Finally, Local Plan Policy T3 requires larger developments to provide accessible and inclusive pedestrian access to the river.

4.104 In the first instance the proposal fails to comply London Plan Policy 7.28 c) and Local Plan Policy RTC4 (development in the water space that does not serve a water related purpose).

4.105 However, the principal of 'encroachment' is established under the extant 2013 Scheme, which has already been implemented. Consistent with the 2013 Scheme Officers acknowledge the applicant's unique circumstances and the site's unique characteristics (site constraints including the location in a residential area and adjacent to listed buildings, parks and MOL, prevents alternative opportunities to expand) would reduce the likelihood of a precedent being set for other sites to encroach into the river. The proposals do not seek to build out beyond the extent of the approved 2013 Scheme.

4.106 Notwithstanding this, the proposal supports London Plan Policy 7.27 A b), Local Plan Policy RTC1 c and d) and Policies RTC2 and T3 by improving access along the waterways, through the completion of a missing link of the Thames Path identified in the Council's Proposals Map. Due to site constraints, it is accepted that this could not be achieved without encroaching into the River. In accordance with Policy RTC2 the proposed river walk will not be less than 6m at any point, which should ensure sufficient space for users. While policies seek to ensure these paths are public and not private spaces, it is acknowledged that access arrangements for supporters and matchday security concerns would necessitate the path being closed to the general public for limited periods during match days. During this time turnstile gates will be installed. On non-match days the river walkway will be open to the public, however access to Bishops Park will be restricted to the Park opening times. This is consistent with the 2013 Scheme, and again the access arrangements will be secured by the s.106 agreement.

4.107 The proposed use of the River Thames for transport of bulk demolition and construction material is also in line with London Plan Policy 7.26 B d) and Local Plan Policy RTC1 e), and is supported by the PLA. An outline Construction Logistics Plan (CLP) has been submitted with the application (ES Appendix C2), and this includes measures relating to the construction and operation of the river platform and management of barge movements to and from it. The final Plan will be secured by the s.106 agreement.

4.108 London Plan Policies 7.24, 7.25, 7.26 7.30 and Local Plan Policies RTC1 e) and RTC4 seek to increase the use of the Blue Ribbon Network for passenger and tourist river services, and support the Mayors aspiration of providing additional cruise liner facilities on the River Thames.

4.109 On this basis the GLA and TfL have requested that consideration be given to a permanent boat landing to serve the new development. If this is found to be feasible its delivery should be secured.

4.110 As detailed in the 'Transport' section of this report a new passenger pier is not required to mitigate the transport impact of the scheme, as evidenced by the ES.

4.111 Notwithstanding this, FFC acknowledge the benefits of providing new passenger transport piers to enhance existing services on the Thames, and in response to the GLA and TfL comments the Club have considered the feasibility of providing one at the development site. It is however concluded that this would not be feasible due to several fundamental constraints, including:

1. Tidal effects: the tide on this section of the river is quite severe. The ability to run a regular passenger service close to the Fulham Bank would therefore be inhibited by low tide and require the pier to extend a significant distance into the central area of the river. This would introduce a range of issues (described below).
2. Navigational issues for other river users: extending to a suitable distance into the river the river may affect existing commercial navigation and leisure users of the rivers, by giving rise to safety concerns. On this basis, it is expected there would be a strong in-principle objection from the Port of London Authority and the local sailing clubs.
3. Ecology impacts: the current application has been developed in close consultation with the Environment Agency ('EA') to address ecology issues associated with extending into the river, to accommodate the riverside walkway. However, the extent of encroachment into the river by a passenger pier to overcome tidal issues will be far greater. This could result in impacts on, for example, commuting and foraging bats, birds, aquatic invertebrates, and fish. It is envisaged that such a proposal would be objected to by the EA.

4.112 FFC also question whether there would be a demand for a new additional passenger pier in the area. The Putney Pier passenger service already operates a short distance away further to the south, and comparatively is better located to provide a passenger link to the town centres in Fulham and Putney. It is likely that a new pier would be used by some fans on match days but other times there would be limited usage, which would undermine the viability of the new service.

4.113 In the context of the above constraints and likely opposition FFC conclude that it is unlikely that a strong need case could be made to justify the development and outweigh the anticipated adverse environmental impacts and disruption to commercial and leisure users on this section of the river.

4.114 Officers have considered the above and agree that it would not be appropriate to undertake any further feasibility work in relation to a permanent pier.

4.115 Separately, such a proposal is also outside of the scope of the current planning application and is not required to mitigate the impacts of the proposed development. If this development was to be applied for it would therefore require a separate planning application and associated Environmental Impact Assessment.

4.116 The proposal would be contrary to London Plan Policies 7.24, 7.25, 7.26 and 7.30 and Local Plan Policies RTC1 e) and RTC4 as it would fail to increase the use of the Blue Ribbon Network for passenger and tourist river services. However, considering the above justification it would be unreasonable to refuse planning permission on this basis.

4.117 Notwithstanding the above, the principal of encroachment into the River Thames is also subject to other material considerations. The current ES has been updated, and the impact of the proposal on the wider Blue Ribbon issues covered by the above policies has been reassessed.

4.118 In summary, as per the 2013 Scheme, it is concluded that the development would not compromise navigation, hydrology, biology and flood risk of the River Thames. These issues have again involved extensive discussions between the applicant and the Greater London Authority (GLA), the Port of London Authority (PLA), the Environment Agency (EA) and local sailing clubs, and are discussed in detail below.

4.119 Microclimate

4.120 London Plan Policies 7.24 and 7.27A a) and Local Plan Policies RTC1 c) and RTC4 resist development that would result in the loss of existing facilities in the river for water-based activities and uses, or that would impede or give rise to hazards to navigation. In addition, London Plan Policy 7.6 and 7.7 and Local Plan Policy DC3 requires that the area surrounding tall buildings is not detrimentally affected in terms of microclimate and wind turbulence.

4.121 In terms of river users, the sailing clubs, particularly the Ranelagh Sailing Club (RSC) and members of the Southbank Sailing Club (SSC), claim the increasing obstructions to wind flows caused by the incremental developments to Craven Cottage are gradually making sailing on the river more difficult. This is particularly relevant to racing. They say that this has resulted in their membership falling since new members cannot be retained given the inconsistency of wind conditions, and if that situation were to continue then eventually the clubs would fold and sailing would cease on this stretch of the river.

4.122 Sailing on this part of the River Thames is dictated by the tide and wind conditions. A variety of conditions occur on the River Thames and therefore the assessment of wind conditions and its impact on sailing is a complex matter. The impact of wind flows and sailing has been examined under several previous planning applications for redevelopments at FFC, and none have been refused. Of particular relevance is the most recent 2013 Scheme.

4.123 As part of that application a Sailing Microclimate Assessment Wind Tunnel Study was submitted and extensive discussions took place between the applicant, the local sailing clubs, and the PLA. Whilst it was accepted that based on the evidence sailing on this part of the river would be affected by the proposed development, it was concluded that the development would not result in conditions that would preclude the continuation of sailing activity on the river. On this matter the Council determined that demonstrable harm would not be caused to justify refusing the 2013 planning application.

4.124 As outlined in more detail under paragraphs 1.13 - 1.20 the Council's recommendation to approve the application was then scrutinised by the Mayor's Office and the Secretary of State, both of which agreed that planning permission should be granted. A subsequent JR claim against the Council's assessment of the impact to sailing conditions was quashed. In his decision the Honourable Mr Justice Foskett stated "...this is nothing more than a challenge to the merits of the grant of a planning permission which was and remains an exercise of planning judgement. The impact of

the development on the River Thames and the activities carried out in the relevant area WERE taken into account and the "precedent impact" of the decision assessed not to be significant." Finally, a further appeal to the High Court for permission to apply for a JR was refused.

4.125 The extant planning permission is a material consideration. Notwithstanding, the current application has been assessed on its own planning merits in view of existing planning policy. Similarly, the current planning application provides an appraisal of the scheme against up-to-date planning policy and other material considerations. As part of this there has been substantial work undertaken on the proposed development's potential effect on the microclimate of the River Thames. The extent of this work has been informed by the PLA and its adviser, Professor Bearman. The PLA is considering the River Licence in parallel. Members are advised that a River Licence has to be issued by the PLA before the development can go ahead.

4.126 ES Chapter K provides an assessment of the effect of the development on the wind environment (pedestrian and over the River Thames). This has been carried out by specialist engineering firm RWDI. The assessment has also been informed by an appraisal by the Wolfson Unit for Marine Technology and Industrial Aerodynamics at the University of Southampton which has assessed the effect of the wind environment arising from the development on the racing activities of local sailing clubs. In response to comments received from the PLA additional modelling and assessment has been undertaken to provide further evidence of the likely effects on the river environment. This has been detailed in two Supplementary ESs submitted to the Council in January and February 2018.

4.127 The sailing clubs state the air flow is already disturbed, and this is generally agreed upon by all parties. The key question is, when compared to the 2013 Scheme, how much more (if any) disturbance would be caused by the new stand, and how much (if any) this lowers the sailing quality. The assessments, however have considered this in respect of both the existing and consented stands. It is then a planning judgement as to whether any disturbance and the resulting implications for sailing quality result in demonstrable harm.

4.128 A model of the development has been constructed and has been tested in a wind tunnel which is a well-established and robust means of assessing wind. The wind tunnel data and the Wolfson Unit analysis indicate that there is some additional disturbance (in the horizontal plane), and it is to be expected that vertical airflow will increase with the additional height of the stand. There are numerous sailing venues around the country where light winds are common, so it is not the presence of the wind shadow itself that is critical, it is the combination of strong tide (which is transitory, and is predicted by HR Wallingford to drop slightly on the Fulham shore) combined with the level of changeable/random wind speed and direction.

4.129 Whilst the variability in wind direction and speed would increase because of the proposed development, the sailing modelling and its analysis undertaken by the Wolfson Unit confirms that making way against a maximum expected tidal flow (i.e. the very worst-case situation, which RSC times its races to avoid) is still possible.

4.130 Results of the further testing of the existing site in respect to the directional wind assessment with the proposed development in place are presented in the Supplementary ES (January 2018, Appendix 4). In comparison to the existing stand, the

proposed development is anticipated to introduce changes in wind direction and speed along the River adjacent to the western façade of the building. In particular, wind direction and speed on the River would be expected to change as a result of the proposed development when the direction of wind flow would interact with the new stand before moving over the River. In a limited number of cases, with wind flow from the east, the proposed development massing results in a wider effect across the west of the River.

4.131 Appendix 5 of the Supplementary ES (January 2018) provides a quantitative assessment of the impact on sailing activities associated with the proposed development that has been prepared by the Wolfson Unit. Its assessment concludes that sailing would be marginally easier in the presence of the current proposed stand compared to the 2013 consented scheme.

4.132 Additional evidence is presented in the more recent Supplementary ES (February 2018), to specifically address a request from the Port of London Authority ('PLA'). The document at Appendix 4) provides the results of further modelling work undertaken by RWDI, which specifically examines 'gustiness' on both the existing and proposed stands. This modelling has utilised 'Irwin Probes', as discussed with the PLA and its adviser, and considers 3 representative wind directions 210°, 150° and 270°. Interpretation of this new data in the context of the sailing environment is provided at Appendix 2 of the Supplementary ES, 'Wind Effects on Local Sailing Clubs' (Wolfson Unit report 2693).

4.134 The assessment shows that although the level of wind gusts will increase marginally, for the majority of the wind directions, any changes to wind unsteadiness are small and classified as insignificant when averaged across the river. The most variation is apparent close to the Fulham bank, with an average increase in wind variance in this area of 7% (from 35% to 42%), with small decreases in other areas.

4.135 A westerly wind results in higher wind variance, and hence larger gusts, particularly in the middle of the river. The prevailing (south westerly) wind, which blows 40% of the time, shows the least change in wind variance however, with a 2% increase on average across the river.

4.136 Wolfson Unit conclude that changes in wind variance and gustiness of this order are not adequate to make sailing too difficult. The combined effect of wind variance and mean wind speed are considered to make sailing past the stadium on the Fulham bank more onerous, but not excessively so. Furthermore, high levels of wind unsteadiness are already present in these areas, so rapid changes in wind strength are already expected and accepted by the sailors.

4.137 The PLA and its adviser have considered the most recent analysis on gustiness and its potential impact upon sailing activities, and have requested that the data provided within the assessment is also explained for other wind directions.

4.138 For the planning application process the Wolfson Unit maintains that the wind directions assessed are representative as they cover the most onerous case (150, sailing upwind), and two wind directions representative of the prevailing wind direction (210 and 270). In addition, these are the 3 angles used for all other sailing assessment studies, including the 2013 consented scheme, hence provide consistency and direct comparison between the studies. However, the Wolfson Unit has agreed to provide

additional plots of the data to assist the PLA in its discussions relating to the PLA Licensing Process.

4.139 Overall, the ES (November 2017) concludes that with the new Riverside Stand in place, sailing downstream will continue to be achievable in conditions where it is currently possible, including peak flood tide which represents the most challenging scenario faced for sailing, with the majority of sailing time experiencing better tidal conditions than those assessed. Additional wind modelling assessed in the Supplementary ESs (January and February 2018) verifies this conclusion.

4.140 For planning purposes, the testing undertaken in the ES and subsequent supplementary ESs relate to the worst case scenarios. The testing of the worst case is a common methodology and accepted approach for Environmental Statements the purpose of which is to assess environmental impacts. The proposal will be subject to a River Licence from the PLA, whereby the impact to sailing conditions and navigational safety will be determined further against separate legislation.

4.141 Based on the evidence available it is concluded that the wind effects on sailing on the river will not be sufficiently worse than the 2013 Scheme which was deemed acceptable. In this respect the planning judgement of Officers is that whilst sailing would be affected, based on the available evidence the development would not result in conditions that would preclude the continuation of sailing activity on the river. Demonstrable harm will not result and therefore the proposal is considered to comply with London Plan Policies 7.24, 7.27A a), 7.6 and 7.7 and Local Plan Policies RTC1 c) and RTC4.

4.142 The RSC suggest that, if planning permission is granted, a range of mitigation measures must be secured by a s.106 agreement to improve sailing conditions and safety. These are summarised in paragraph 2.17 of this report. However, given the proposal is considered acceptable in this case, the proposed mitigation measures are not justified, and would be unreasonable.

4.143 In terms of pedestrian comfort, the wind assessment work (Appendix K1) currently identifies 3 receptor locations along the river front where mitigation is required to provide shelter to seated visitors during the summer. The assessment suggests a combination of soft and hard landscaping in the form of localised 1.5m high screening / planting (RWDI has confirmed this would be low level shrubs, not trees), which would likely be required to allow the comfortable use of these seating areas during the majority of the summer season.

4.144 When compared to the massing of the stadium, the localised mitigation would not significantly impact on wind conditions across the river, with sailing conditions expected to be consistent with and without these localised mitigation measures. Notwithstanding, the Club does not intend to provide seating at these more sensitive locations on the river front and, as such, no permanent mitigation (planting or screening) will be provided at these locations. Landscape details for these areas and elsewhere at the application site will be secured by a condition. On this basis the proposal is judged to comply with London Plan Policies 7.24, 7.27A a), 7.6 and 7.7 and Local Plan Policies RTC1 c), RTC4 and DC3.

4.145 In addition, the navigational safety of the structure for river users has been considered. Consistent with the 2013 Scheme, to ensure that users of the river, as well

as debris and birds, do not become trapped beneath the walkway it is proposed to install vertical fenders fixed to vertical steel structural posts set into the river bed. These vertical timber members will be suitably spaced to allow the river water to flow between them but close enough to fulfil their purpose. In front of the reed beds, the timber members will be more widely spaced to allow as much natural light through as possible, while also preventing boats getting trapped in these spaces at high tide. The location of access chambers will be coordinated with the architectural and structural layouts and the above ground drainage proposals, to ensure that these are located in positions that provide sufficient access for maintenance.

4.146 The PLA have confirmed they are satisfied with the approach to fendering, subject to further design details including heights and fittings, and treatment to demonstrate the suitability for use in the water environment, as well as further details of riparian lifesaving equipment and suicide prevention measures, and means of maintenance access. This will be secured by a condition.

4.147 In view of the above the proposal is judged to comply with London Plan Policies 7.24, 7.27A a), 7.6 and 7.7 and Local Plan Policies RTC1 c) and RTC4.

4.148 Hydrology

4.149 Both permanent and temporary works required as part of the proposed approach to construction involve significant piled structures located within the river, including a temporary construction platform and the river walkway itself. 4.150

Chapter D of the ES and Supplementary ES assess the potential impact of the proposed piled structures on the hydrodynamics of the River Thames in this location. As part of the 2013 Scheme Hydraulic Modelling was undertaken in this respect. It concluded that the new marine piling arrangement would have a minimal effect on the flow regime. Despite the EA confirming they are satisfied with the original assessment, for completeness the modelling has been re-done to demonstrate that the proposed works will not have any unforeseen impact that was not demonstrated in the 2012 modelling.

4.151 In summary, the report notes that flow speeds are expected to decrease in the vicinity of the proposed development during both the ebb and flood tides and that this impact is situated primarily within the intertidal area. Expected flow differences within the channel are predicted to be minimal. Whilst the area of expected flow change is predicted to be larger during the temporary (construction) phase, this is not expected to result in anything more than localised effects. The EA have reviewed the updated water resources and flood risk ES chapter, including the hydrodynamic assessment of revised piling arrangement, and are satisfied that the updated material does not lend itself to a change in the proposed designs.

4.152 Consistent with the 2013 Scheme the report also concludes that the expected reductions in flow, combined with the existing bed material, may well result in localised accretion of muddy sediments under and in the vicinity of the proposed development. As such the monitoring regime of the riverbed in the vicinity of the proposed development - together with the implementation of appropriate mitigation measures if necessary- will be required as a condition within any River Works Licence from the PLA (if one was granted).

4.153 Ecology and Nature Conservation

4.154 The River Thames, which is designated as a 'Site of Metropolitan Importance for Nature Conservation' (area M31 in the Local Plan) is also currently designated under European legislation known as the 'Water Framework Directive' which aims to improve water quality of key water courses. In this part of London, the River is currently designated as being of 'moderate ecological potential' and there is an aspiration to achieve 'good ecological potential' by 2027. Bishops Park is designated as an Area of Grade I Borough Wide Importance for Nature Conservation (area BI.4) in the Local Plan. The foreshore affected by this proposal is also habitat for a number of species, and Barns Elms Wetlands Centre Site of Special Scientific Interest (SSSI) is approximately 0.3km to the north west of the site.

4.155 The NPPF states the planning system should contribute to and enhance the natural and local environment, and lists a range of protection, mitigation, preventions and enhancement measures with which this should be achieved. Of relevance to the proposal is the minimisation of impacts on biodiversity and provision of net gains in biodiversity where possible.

4.156 London Plan Policy 7.28 part A b) and d) notes that development proposals should restore and enhance the Blue Ribbon Network by: increasing habitat; and protecting the value of the foreshore of the Thames and tidal rivers.

4.157 London Plan Policy 7.19 requires proposals for new development to make a positive contribution to the protection, enhancement, creation and management of biodiversity wherever possible. Part D of the policy states on Sites of Importance for Nature Conservation, development proposals are expected to: b) Give strong protection to sites identified by the Mayor and the borough councils as having of metropolitan importance for nature conservation (SMIs), and c) give sites for borough and local importance for nature conservation, the level of protection commensurate with their importance.

4.158 The Policy further states (part E) that in considering proposals that would directly, indirectly or cumulatively affect a site of recognised nature conservation interest, the following hierarchy would apply:

- a) Avoidance of adverse impact to the biodiversity interest.
- b) Minimising the impact and seeking mitigation.
- c) Seeking appropriate compensation only in exceptional cases, where the benefits of the proposal clearly outweigh the biodiversity impacts.

4.159 London Plan Policy 7.21 seeks the retention of existing trees of value with new development, and their replacement when lost.

4.160 Local Plan Policies RTC1 c), d), and f), RTC3 and RTC4 restrict development within the Thames Policy Area unless it respects and enhances the riverside, including its biology and the foreshore.

4.161 Local Plan Policy OS4 seeks to protect the nature conservation areas and green corridors identified on the Proposals Policies Map (and shown on Map 7 and listed in Appendix 4) from development likely to cause demonstrable harm to their ecological (habitats species) value.

4.162 Local Plan Policy OS5 seeks to enhance biodiversity and green infrastructure in the borough by seeking to prevent the removal or mutilation of trees and to provide new trees.

4.163 SPD Key Principles CAG6, BD1 and BD3 to BD10 support the above policies.

4.164 Chapter E of the ES draws upon a number of appraisals, surveys and reports to assess the impacts of the proposed development on the ecology and nature conservation of the application site and surrounding areas, including the River Thames. A 'Water Framework Directive' assessment has also been conducted as part of the EIA process to consider how the development affects the aspiration of this part of the River Thames to achieve 'good ecological potential' by 2027.

4.165 Under the 2013 Scheme the Environment Agency (EA) were concerned that without significant ecological mitigation, the development would create a precedent for allowing development into the river space along the River Thames throughout London. The enhancement of biodiversity and on site and off site ecological mitigation works to compensate for building out over the foreshore therefore involved extensive discussions between FFC and the EA.

4.166 Consistent with the 2013 Scheme it is proposed to remove the concrete revetment at the base of the existing riverwall and steps into Bishops Park thereby minimising the physical encroachment (i.e. the line of the new river wall) of the development, and creating areas of new foreshore comprising soft-sediment and inter-tidal habitat (182 sqm). The new river walkway will also incorporate 102sqm of planted reed bed, which will provide a habitat for fish, invertebrates, and birds. The area of reed beds is equivalent to the consented scheme, and they are located at the same level between Mean High Water Springs and Mean High Water Neap. This replicates the natural level at which reed beds would form at the top of the intertidal range on a natural river bank. In this case however the reed beds are arranged in two slimmer sections beneath the edge of the river walkway, thereby providing a greater length of contact with the river. This represents an ecological benefit. The reed beds would be covered by glass block pavement lights to receive sufficient natural light. Beneath the edge of the river walkway a vertical plane of timber rubbing stakes (or fenders) is proposed to prevent boats, birds and debris being trapped. It is also proposed to remove the Japanese Knotweed on the site. Overall these measures provide a positive impact.

4.167 In addition, Natural England confirm they strongly support the measures outlined in the ES which makes provisions to 'avoid in-river works during smelt spawning times (March to May inclusive).

4.168 The lighting effects on ecology, including the Wetland Centre, are also assessed in Chapter E. The ES concludes that there are tangible benefits in match-day light spill effects brought about by the new directed, integrated lighting in the new Riverside Stand roof, and the removal of the existing floodlight masts. While there would be some incidental light spill from the glazed façade, the lighting study concludes no impacts on commuting/foraging bats or migratory fish are anticipated. The PLA support the approach subject to the submission and approval of a lighting plan which will require the applicant to demonstrate compliance or justify non-compliance with the Institute of Lighting Engineers (ILE) Guidelines, for both construction and operational phases. This will be secured by a condition.

4.169 The ES also concludes that there would be no significant impact upon Barn Elms Westland Centre SSSI.

4.170 Overall, the EA and PLA remain satisfied that the proposed mitigation measures will reduce the environmental effects of the development on-site. The proposal will bring benefits of a new foreshore and reed bed habitat, and the proposal will not preclude the achievement of ecological objectives specified under the Water Framework Directive (WFD). On this basis the proposal is judged to accord with the above policies.

4.171 Chapter C of the ES contains an Arboricultural Report which focuses on the impact of the siting and operation of the temporary construction compound on trees within Bishops Park.

4.172 The Council's Arboricultural Officer has considered the report and confirms he has no objection to the proposal, providing the compound is situated outside the Root Protection Areas of all the trees in Bishops Park, and the site compound fences area installed under the direct supervision of the project arboriculturalist. It is also recommended that all demolition and construction work should be carried out in accordance with BS5837:2012. Conditions will be attached accordingly.

4.173 The Arboricultural Officer accepts that two trees, an Ailanthus in good condition T62, and a multi-stemmed London plane, both located in the north-east corner of the park alongside Stevenage Road may need to be removed for lorry access to the compound by road. It is recommended a condition secures their replacement with substantial semi mature trees after the work is complete.

4.174 The main access for deliveries will be by river. In this respect the report proposes ground protection measures to avoid damage to the two Category A London planes T27 and T28, which are significant historical features of Bishop's Park. For example, this could take the form of a bridge. A condition will secure the implementation of the measures.

4.175 It is advised that any other pruning or tree removal work should be agreed in advance with both the council's Parks Officers and Arboricultural Officers, and be in accordance with BS3998:2010. This will be secured by a condition.

4.176 On this basis, subject to the above conditions the Arboricultural Officer is satisfied that the proposal is acceptable.

4.177 Flood Risk and Drainage

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

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

4.180 As mentioned earlier Local Plan Policies RTC1 c and f), RTC2, RTC3 and RTC4 require development to safeguard and enhance where necessary flood defences.

4.181 Local Plan Policy CC3 requires that new development reduce the use of water and is designed to take account of increasing risks of flooding. In line with the requirements of the Thames Estuary 2100 Plan, developments adjoining the River Thames must maintain and where necessary enhance or raise flood defences demonstrating that they will continue to provide adequate flood protection for the lifetime of the development.

4.182 Local Plan Policy CC4 states that new development would be expected to manage surface water run off by implementing a range of measures, such as sustainable drainage systems (SuDs) where feasible and the use of water efficient fittings and appliances.

4.183 These are supported by SPD Key Principles SuD1, SuD2 and SuD4 to SuD6, and FR1 to 3 and FR6 to FR10.

4.184 Chapter D of the ES assesses the risks from various sources of flooding including the River Thames, surface water, sewers and groundwater and proposes appropriate mitigation measures to minimise the risks.

4.185 This has been considered by the Council's Environmental Policy Officer and the Environment Agency (EA) and is broadly acceptable, however conditions are required to be attached.

4.186 A Flood Risk Assessment (FRA) has been produced to assess the potential risk of flooding and the need for mitigation measures on site, which is directly adjacent to the River Thames and in the Environment Agency's Flood Zone 3. This zone is regarded as being in an area at high risk of flooding (1 in 100 (1%) or greater annual chance of flooding from the river), although this rating does not take account of the existence of flood prevention measures such as the river wall and the Thames Barrier that protect the site. Due to its proximity to the river, the site is in a rapid inundation zone should these defences be breached. Surface water/sewer flooding is a known problem in the borough.

4.187 The existing river wall adjacent to the site is maintained to provide a flood defence. The Environment Agency (EA) has categorised its condition as grade 2 (good), on a scale of 1 very good and 5 very poor. The most recent condition survey has identified a number of defects in the wall, but none were considered to be significant. As per the 2012 permission it is however proposed to replace the existing riverwall with a new sheet piled wall with concrete capping beam connected to a new concrete riverside walkway supported on concrete piling with a concrete upstand on the riverside edge. In addition, the flood defence level is being raised compared to the current level which helps to provide continued protection to account from potential sea/river level rises as a result of climate change impacts. As the new river defence will replace an existing wall with defects it will increase the current and future standard of protection within the area. The EA welcomes this approach, however recommends conditions regarding a scheme for river wall maintenance and improvement works, to ensure that the tidal defence wall is brought up to standard, and a construction method statement for all works (including temporary works) within and directly adjacent to the River Thames to demonstrate how a continuous, fit for purpose flood defence line will be maintained throughout and

following the completion of the works. Separately the applicant would require a flood risk activity permit from the EA.

4.188 Additional flood mitigation measures that will protect the site include finished floor levels for the ground floor and set at levels above the modelled levels of flood water in the event of a breach of the defences at the site. There is a basement proposed which will be used for commercial purposes which are less vulnerable uses in terms of flood risk and it is noted that all entrances to the basement uses are from the ground floor which are raised. There are some extreme circumstances where flooding might impact on the basement levels but these can be managed through an appropriate flood warning and emergency planning approach. Internal evacuation routes will be provided from the basement to refuge areas at higher floor levels. The principles of this Flood Warning and Evacuation Plan have been provided in the FRA however the submission of the full plan for approval will be secured by a condition.

4.189 In terms of groundwater, flows in this part of the borough are expected to be towards the River adjacent to the site. Minimal impacts are expected on groundwater as a result of the development with impacts on neighbouring sites considered to be unlikely. The basement will be designed in compliance with British Standard BS 8102: 2009 Code of Practice for the protection of below ground structures against water from the ground using two types of water-proofing protection (external tanking in combination with a waterproofing additive).

4.190 Although the FRA says that the risk of sewer flooding is low for the site, the development includes the provision of a pumped solution incorporating non-return valves to prevent water entering the basement from drains and sewers. This would be secured by condition.

4.191 Surface water issues are also covered in Chapter D of the ES. Potential impacts are identified, both during the construction phase and the operational phase. For the construction phase, it is proposed to implement a Construction Environmental Management Plan (CEMP) to mitigate impacts. This will also be subject to separate agreement of allowable discharges with Thames Water during the construction activities under appropriate permitting and temporary licencing arrangements. To mitigate potential impacts of the development on surface water run-off, a Surface Water Management Strategy has been developed. It is noted that currently, surface water run-off flows freely from the site into the River Thames via the onsite private drainage network. Once the new stand is operational, the Strategy outlines that surface water will continue to discharge into the Thames. The EA already consent direct discharge of surface water from the site into the River and a continuation of this arrangement is broadly acceptable in terms of compliance with the London Plan and the Local Plan.

4.192 It is noted in the Sustainability Statement that non-potable water for WC / urinal flushing and wash down will be derived from the existing borehole extraction point, but that should the proposed borehole extraction peak flowrate/volume exceed the existing agreement, then rainwater harvesting will be investigated as a potential option for supplying WC's and urinals. The Council would encourage this investigation of collection and reuse of rainwater as this is prioritised in the London Plan Drainage Hierarchy. The use of the River for direct discharge of surface water means that it is important that the quality of surface run-off is controlled effectively to minimise the risk of pollution. In broad terms, the proposals would be acceptable, although further details of the surface water discharge arrangements into the river, maintenance, and the

feasibility of the collection and reuse of rainwater in line with the London Plan Drainage Hierarchy would be required. A revised full surface Water Drainage scheme will therefore be secured by a condition.

4.193 As the proposed works will be in close proximity to underground water utility infrastructure Thames Water have requested a Piling Method Statement to be secured by a condition.

4.194 In conclusion, subject to conditions the proposed development would be acceptable in accordance with London Plan Policies 5.11 to 5.15, Local Plan Policies RTC1 to RTC4, CC3 and CC4, and supporting SPD Key Principles.

4.195 CONCLUSION

4.196 In summary, the Council maintains the view that the current proposal supplies appropriate reasoning and shows satisfactory material considerations to justify the proposal. Overall, the design will result in a marginal encroachment into the river but will deliver a number of benefits, including:

- The ability to connect the Thames Path along the river edge – a longstanding policy objective;
- The use of the river for delivering the bulk of construction materials and removing the excavated material will remove significant vehicle traffic movements from the local highway network;
- The wind effects on both the pedestrian environment, and on sailing on the river will be a marginal improvement on the 2013 Scheme;
- It will also result in a gain of soft-sediment inter-tidal habitat and new sections of reed bed, and reduce light spill to the benefit of the river ecology;
- The replacement of the existing riverwall which has a number of defects will increase the current and future standard of flood protection within the area.

4.197 On this basis, and subject to conditions and a s.106 agreement the proposal is deemed acceptable when assessed against the Blue Ribbon Network Policies.

4.198 **HERITAGE AND TOWNSCAPE**

4.199 **Overview**

4.200 Fulham Football ground occupies a prominent and sensitive site, bounded by the River Thames, Bishops Park, Stevenage Park, and residential development to the north and east. The ground extends to the river wall making the riverside inaccessible to the general public at this point. The riverside walk detours inland around the ground

4.201 The existing ground fills the site. The four stands surrounding the pitch date from various times. The three unlisted stands have some consistency in their use of cladding materials, but only the listed Stevenage Road stand and the adjacent listed Craven Cottage have architectural quality.

4.202 The surrounding context makes expansion extremely difficult. The stands at the northern and southern ends of the ground lie adjacent to open space. At the northern end, the Hammersmith Stand neighbours Stevenage Park and the River Gardens residential development dating from the 1970's. Adjacent to the Putney Stand, Bishops Park is Grade 1 listed on the statutory Register of Parks and Gardens. It is

designated Metropolitan Open Land, and the focus of a conservation area. The Stevenage Road [Johnny Haynes] stand to the east by Archibald Leitch 1905, is listed grade II. Craven Cottage, alongside, is also grade II listed.

4.203 In this context, the existing Riverside Stand offers the best opportunity to meet the proposed expansion. Any development here could take the opportunity to open up the riverside for general access with a connecting walkway and assist in providing new access and egress arrangements for supporters attending matches.

4.204 On the basis of this analysis the 2013 Scheme was approved.

4.205 The current scheme has been developed using many of the overarching design principles and design elements of the consented scheme. The proposed design develops the original concept and retains a core aim of meeting the clubs operational and sporting requirements during the football season. In addition, the new scheme builds on its Thames side location and recognises that this important and prominent riverside site should not lay dormant / underused for half of the year, and introduces new uses/facilities to achieve year-round functionality.

4.206 History and Designations

4.207 The ground has been home to Fulham Football Club since 1896. The club gained access to the Football League in 1907, and there were limited changes to the ground over the next fifty years.

4.208 It lies within the Fulham Reach conservation area, having been developed at the same time as the residential neighbourhood in the conservation area was being laid out. It is therefore considered to contribute to the significance of the conservation area. The ground lies adjacent to the Bishops Park and Crabtree conservation areas. The Johnny Haynes stand dating from 1905 by Archibald Leitch and Craven Cottage, a rare surviving pavilion, within the curtilage of the ground are listed Grade II. These buildings provide an attractive street frontage, setting and backdrop to the residential streets to the east. Together they give the ground a unique architectural quality.

4.209 Other heritage assets within the surrounding townscape which would need to form part of the assessment of impacts from the proposed development would include –
Bishops Park registered park and garden – Grade II
Fulham Palace moated site scheduled monument
Fulham Palace Grade I listed registered park and garden Grade II* and Chapel at Fulham Palace, Gothic Lodge and Moat Gates and Piers - all Grade II
Hammersmith Bridge – Grade II*
Craven Steps – BoM
Boundary railings and gates to Bishops Park - BoM
And outside of the London Borough of Hammersmith and Fulham
Castelnau CA
Putney Embankment CA
Putney Bridge – Grade II

4.210 The Existing Stand

4.211 The existing Riverside Stand is single tier and has 4680 seats. It is steel framed clad in aluminium. The roof is mono pitched and flanked by two tall floodlight

pylons. Its design focusses on the pitch turning its back to the river and presenting a large blank elevation to the riverside. It detracts from the appearance of this part of the conservation area. The two adjoining stand at the Hammersmith and Putney ends are similar in form and height.

4.212 The views of the football ground from the River Thames and Bishops Park are disappointing in that the three visible stands are utilitarian in design and appearance and contribute little to the surrounding environment.

4.213 The Existing Stand – Proposed Demolition in a Conservation Area

4.214 The existing riverside stand “turns its back onto the river” and does not take advantage of its privileged location. The elevation presents a poor aspect to the river due to its design and cladding materials. Any evaluation of a proposal for demolition in a conservation area should be mindful of the reasons for designation, namely that it is the quality and interest of areas rather than specific buildings which should be the prime consideration in identifying conservation areas. It is therefore important that any evaluation addresses the significance of the asset under scrutiny, and whether it makes a positive contribution to the quality and interest of the area.

4.215 It is concluded that the existing riverside stand, for the reasons outlined above, does not make a positive contribution to the conservation area. The demolition of this building would be acceptable if the proposal for its replacement leads to enhancement of the conservation area through improved design and setting to the riverside, and meets policy objectives.

4.216 URBAN DESIGN

4.217 Overview

4.218 The design objectives set by the applicants included –

- A clear and iconic architectural identity resonating with the sense of place and capturing the unique opportunity the site affords.
- A signature piece of riverfront architecture that respects and complements the surrounding heritage and riverfront, responds to the historic assets on the site and is not just a stadium grandstand

4.219 The River Thames provides an event space and amenity space throughout the year. The design of most developments close to the Thames is influenced by the riverside location taking full advantage of the visual amenity that it offers. The current design attempts to maximise the potential of the unique riverside setting.

4.220 Policy Context

4.221 The successful integration of the site with its surroundings is key to any development on this site. The design of the stadium would need to be of high quality with new spaces and new connections as necessary ingredients to any successful development.

4.222 The NPPF seeks to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings. The NPPF also requires that proposals should conserve heritage assets in a manner appropriate to

their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations.

4.223 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
- Be visually attractive as a result of good architecture and appropriate
- landscaping.

4.224 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.

4.225 Policies 7.4 - Local character, 7.5 - Public realm, 7.6 – Architecture and 7.7 - Location and design of tall and large buildings of the London Plan are all relevant and promote the high quality design of buildings and streets. Policy 7.4 states that development should have regard to the form and function, and structure of an area, place or street and the scale, mass, and orientation of surrounding buildings whilst policy 7.6 states that buildings and structures should not cause unacceptable harm to the amenity of surrounding land and buildings. Policy 7.7 states the impact of tall buildings proposed in sensitive locations should be given particular consideration, and tall buildings should not impact on local or strategic views adversely. 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.

4.226 Local Plan Policy DC1 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.

4.227 Local Plan Policy DC2 builds on the above-mentioned 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.

4.228 Local Plan Policy DC3 resists buildings which are significantly higher than the general prevailing height of the surrounding townscape and which have a disruptive and harmful impact on the skyline.

4.229 Local Plan Policy DC7 states Local views afforded by the open nature of the borough's riverfront are important in determining the character of each stretch of the riverside. Many heritage assets are located along the river, and it is important that their setting and relationship with the river is preserved or enhanced. It goes on to list the points from which development within the Thames Policy Area will not be permitted if it would lead to substantial harm to the significance of a designated heritage asset and townscape generally, unless it can be demonstrated that the harm is necessary to achieve substantial public benefits that outweigh the harm caused. In this case views of Bishops Park would be applicable.

4.230 Local Plan Policy DC8 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.

4.231 Local Plan Policies RTC2 and RTC3 require development within the Thames Policy Area to be of a high standard and to maintain and enhances the quality of the built and historic environment.

4.232 These are supported by SPD Key Principles CAG2, CAG3, AH1 and AH2.

4.233 Design Evolution and Scheme

4.234 The target capacity remains the same as that which governed the earlier proposal. The height and volume of the proposed stand is similar to the approved design. The maximum height of the proposed stand would be 28.6m to its highest point which compares to a maximum height on the approved scheme of 33.8. It represents an increased height of 16.6m over the existing stand. The two floodlight pylons would be removed with lighting incorporated into the roof of the stand. The underlying concept driving the design of the proposed stand is that it is not simply a football stand which is focussed towards the pitch but one which also delivers an architecture appropriate for its riverside location and is outward looking as well.

4.235 Proposed riverside stand would accommodate 8650 seats within two tiers – an increase of 3900 seats. The capacity of the ground would increase the capacity of the ground from 25700 to approximately 29600 seats.

4.236 The cross section of the stand is fixed for achieving appropriate viewing standards for the match. Sightlines are measured in C values, where the C-value is the height in millimetres above the eye of the person in front when looking at the focal point, in this case the near touchline. The C value designed for is 60 which is the minimum requirement thereby keeping the height of the stand as low as possible. Similarly, the row depth is 780mm which whilst higher than the minimum, is nevertheless just short of the industry standard. This has enabled a compact footprint to be achieved.

4.237 The hospitality areas mentioned under 'Land Use' are then detached from the pitch side and are set behind the seating, making use of the valuable accommodation at the upper levels of the stand and taking advantage of the river views. The space between the roof and cores at each end of the stands would be designed for residential accommodation in the form of short stay serviced apartments.

4.238 The proposed stand maintains the traditional four stand concept for the ground. In this respect, the free standing arrangement of the existing stands and the Cottage would be retained. The architecture of the new stand breaks the mould of a traditional football stand both in its design and use. The aspiration is that it would provide all year-round use for a number of different activities.

4.239 The heights, length and massing are similar to the consented scheme, but the roof design is fundamentally different. The consented scheme includes an exposed roof truss spanning from one end of the stand to the other and is characteristic of many new football stands. The current proposal cantilevers the roof forward from a series of columns and the steel trusses are clad to appear as a solid aerofoil form hovering over the stand. The roof would become the unifying element. The structure of the roof is concealed within a timber clad curved soffit, which transitions to a transparent section at its leading edge to limit the effect of shadowing of the pitch. The roof is curved both in plan and elevation on the riverside façade to respond to the curve of the river at this point and to blend with the stepped form of the Stand below. The contemporary design of the roof would create a new landmark feature along this part of the Thames side, and will no doubt become part of the identity of the ground in years to come.

4.240 The consented scheme adopted a curvilinear form whereas the proposed design is rectilinear in form and has a stepped modular composition which results in a move towards breaking down the appearance of one continuous mass and replacing it with a series of "events along the façade.

4.241 The proposed stand would have a stronger interaction with the riverside. The ground floor would be animated with uses to connect directly with the riverside walk. The riverside elevation becomes a high-quality elevation of modular design with a large degree of openness and glazing responding to and respecting its riverside location. The design of the main façade has been influenced by the boathouses along this part of the Thames and reflects the open interactive ground floor frontages as well as the use of balconies and larger glazed openings at the upper levels. Thereby ensuring animation and activation of the frontage and maximising the potential of the river views from the new stand.

4.242 The main façade is expressed as a series of glazed modules that step in both plan towards the end of the stand, and in elevation. The curtain wall glazed units would extend between the floor slabs. Ventilation would be achieved through a recessed zone of dark grey aluminium louvres at the horizontal joint between each panel. The curtain walling would be detailed with clean, simple detailing. The glazing would be fitted flush and avoid cappings and framing.

4.243 It is intended that the elevation would be planted with planter boxes mounted in a number of places across the facade, and the use of the open mesh on balustrades to act as a base for climbing plants.

4.244 At ground level, the facade is composed of large areas of glazing organised into a series of aluminium framed “up and over” opening glazed doors. This would allow large sections of the facade to be opened up both for match day or non-match day use.

4.245 At first floor level, the façade is fully glazed with flush glazed full height curtain walling. At the edge of the slab a structural glass balustrade of linear balcony runs the length of the stand.

4.246 Whereas the consented scheme had four residential units at each end of the stand, the current proposal would replace these with nine serviced apartments. These are satisfactorily incorporated into the elevation which has been designed to accept the range of uses proposed from bar, restaurant, event space and the residential apartments. The apartments located at each of the stand would have views across and along the river. They allow for the mass of the stand to be stepped down at the ends, and balconies are incorporated into the façade as it steps back. The apartments would provide some level of surveillance of the riverside walk on non-match days.

4.247 Similar to the approved scheme the current proposal would provide for the connection to the riverside walkway, a long-standing Council objective. The proposed walkway would vary in width between 6m and 11m and would cantilever over the river in a similar manner and extent to the approved scheme.

4.248 Plant would be located in the basement allowing for the more valuable riverside space to be used by bars restaurants and event spaces.

4.249 Riverside Walk and Landscaping

4.250 One of the main public benefits of the proposal is the opportunity to link the riverside walk. Currently the route has to detour onto Stevenage Road around the football ground. The line and level of the proposed riverside walk would match that secured in the consented scheme. The river extends beneath the walkway and the proposal includes reed beds beneath the walkway. The existing Craven Steps are proposed to be retained beneath the walkway but would no longer be visible to the general public.

4.251 The walkway would need to be closed to the general public before during and after the match, but would available at other times. The facilities at ground floor level are accessed directly from the Riverwalk. Large glazed openings would provide the maximum amount of connection between the facilities provided in the stand and the riverside. The space internally has been designed such that it could be converted to a range of issues which would support the amenity and provide an attractive frontage along the river’s edge.

4.252 Planting on the riverside walk is introduced in the form of planters at the base of the inclined columns and integrated with seating which form a regular grid greening along the route. Planters would also be used across the facade and to “green” the roof terrace and form a landscaped top to the façade beneath the floating roof.

4.253 Other Works

4.254 Works to both the Putney Stand and the Hammersmith Stand are required in association with the redevelopment of the Riverside Stand.

4.255 For the Putney Stand these would include modifications to seating areas and concourse, replacing the hospitality boxes with a new safety and security room and alterations to the main roof. These alterations would be relatively minor in nature and are acceptable. With regard to the Hammersmith Stand, the alterations are primarily required to give access for the Riverside Stand construction purposes.

4.256 Design Review Panel

4.252 The scheme was presented to the Councils Design Review Panel in November 2017. The Panel found the scheme well -considered and supported the concept of the dual-aspect stand maximising the use of its locational advantages. The proposed roof design was particularly liked; the Panel considered it to be bold ambitious and elegant. The Panel concluded by stating that the proposal would be an improvement over consented scheme.

4.257 Townscape and Visual Impacts

4.258 The River is approximately 190m wide at this point, affording generous views from the opposite bank. Development of the riverside stand would impact to some degree on the conservation areas which align the river, namely; Fulham Reach, Crabtree and Bishops Park in this borough. Development would also impact on Castelnau and Putney Embankment conservation areas on the opposite bank.

4.259 The curve of the river at this point means that the Riverside Stand is only visible from limited stretches of the riverside walk. The existing floodlights, due to their height are visible from a slightly wider envelope. Undoubtedly, the greatest visual impact of the development, however, would be from the opposite side of the river.

4.260 Views from surrounding streets would be limited in their extent to those from streets running perpendicular to the ground of which Greswell Street / Woodlawn Road offer the limited viewpoints. Views from Bishops Park would be possible where the new stand would be seen through the tree screen and over the Putney stand.

4.261 Development of the Riverside Stand would not be seen from Putney Bridge, but would be visible from the south side only of Hammersmith Bridge, where the silhouette of the roof would be visible.

4.262 Townscape and Visual Impacts Assessment

4.263 A Townscape and Visual Assessment (TVA) of the proposals has been undertaken in ES Chapter G. This considers the potential for significant effects arising from the replacement of the existing Riverside Stand with a taller new stand with integrated floodlights.

4.264 The viewpoints identified in the previous study for the earlier approved Riverside Stand which was of a similar form and volume were the basis of the new assessment. A new vantage point is available at the new piece of riverside walk in front of the Queens Wharf development, and this was added to the series of views. The study area, informed by the earlier proposal of around 2km., extends along the Thames between Putney and Hammersmith Bridges.
The key townscape character areas assessed were –

Crabtree
Bishops Park and Fulham Palace
The Thames
London Wetland Centre
Barns Elms playing fields
Barnes Common

4.265 A total of 22 views were identified and assessed. The study found that views of the stand will be mainly obtained along the River Thames with some limited views from the north end of Bishops Park and the adjacent residential streets in the conservation area.

4.266 Following an assessment of these views it is concluded that once built there will be no adverse townscape impacts. The scale sitting comfortably within the mature tree line to the south in Bishops Park and the schemes positive architectural response to the riverside addressing the width of the river of this point.

4.267 There are some localised glimpsed views from the residential area to the east where the new stand may be seen over the Johnny Haynes stand but at the distance of the width of the football pitch. These are relatively limited and the views would benefit from the removal of the floodlight pylons.

4.268 HERITAGE ASSETS

4.269 Policy Context

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

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

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

4.273 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.

4.274 Paragraph 132 of the NPPF states that: When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater

the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification. Substantial harm to or loss of a grade II listed building, park or garden should be exceptional. Substantial harm to or loss of designated heritage assets of the highest significance, notably scheduled monuments, protected wreck sites, battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.

4.275 Paragraph 134 of the NPPF states that: Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.

4.276 Paragraph 135 of the NPPF concerns itself with non-designated heritage assets and states: The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that affect directly or indirectly non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

4.277 The Planning Practice Guidance notes which accompany the NPPF remind us that it is the degree of harm to the asset's significance rather than the scale of the development that is to be assessed.

4.278 A heritage assessment is included in ES Chapter F. Officers agreed the study area for assessment with the applicants, which covered the heritage assets listed in paragraphs 2.208 and 2.209. The applicant's statement submitted with the application seeks to identify the significance of heritage assets within the study area.

4.279 In the first instance, the assessment to be made is whether the development within the setting of a heritage asset will cause harm to that asset or its setting. If no harm is caused, there is no need to undertake a balancing exercise. If harm would be caused, it is necessary to assess the magnitude of that harm before going to apply the balancing test as set out in paragraph 134 of the NPPF as appropriate.

4.280 The general presumption remains to protect the historic environment. However, National guidance recognises that change can be beneficial to the area if it sustains or enhances the significance of a heritage asset and supports its long-term conservation, and if it "better reveals the significance of the heritage asset and therefore enhances our enjoyment of it and the sense of place". With the current proposal, the design of the riverside elevation of the proposed stand respects its setting and allows for public access to the riverside and a connected riverside walk. It is considered that the development better reveals the significance of the riverside as a heritage asset.

4.281 The ground forms part of the built heritage of the area and the improved high-quality design of the riverside stand could be seen to enhance the character and appearance of the conservation area and adjoining conservation areas, and provide an improved setting of both the listed Johnny Haynes stand and the listed Craven Cottage.

4.282 Following an assessment of the impacts on heritage assets, it is concluded that the proposal would not cause harm to the significance of the heritage assets

identified, with the exception identified by the applicants of Craven Steps. The visibility of the steps albeit limited at present, would be lost due to the construction of the riverside walk which would be extended over them. The steps would remain in situ, but would no longer be readily visible to the general public.

4.283 It is concluded that the proposal would have limited adverse effect on the steps but this would be outweighed by the benefits the scheme would bring including the completion of the riverside walkway in this area.

4.284 CONCLUSION

4.285 The proposed design has been assessed against the relevant National guidance and regional and local policies. Subject to conditions relating to design matters the proposal is acceptable.

4.286 The proposed design has met the demands of a potentially difficult brief of achieving increased capacity for Fulham Football Club on this complex and sensitive site. The form of the proposed stadium has been developed to address its privileged riverside location and offers a high quality elevation to the riverside. It would have the landmark qualities of a significant sporting venue with a clear identity.

4.287 A detailed townscape assessment of views has been carried out. It is concluded that there will be no significant adverse effects as a result of the proposed development on any of the identified heritage assets, with the exception of Craven Steps, a Building of Merit [non-designated heritage asset].

4.288 The impact of the proposed riverside walkway structure on Craven Steps has been assessed. It is concluded that the proposals would cause less than substantial harm to the Building of Merit, but in applying the balancing test set out in paragraph 135 of the NPPF, this harm is outweighed by the substantial public benefits the scheme, and in particular the link to the riverside walk, would bring.

4.289 Officers have assessed the impact of the proposal on the heritage assets and consider that it is compliant with Section 66 and section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

4.290 Archaeological

4.291 The site lies within an area of high archaeological potential.

4.292 Paragraph 128 of the NPPF relates to archaeology and requires developers to submit appropriate desk based assessments where a development site has the potential to include heritage assets with archaeological value.

4.293 Policy 7.8 of the London Plan advises that development should incorporate measures that appropriately address the site's archaeology.

4.294 Local Plan Policy DC8 states the council will conserve the significance of the borough's historic environment by protecting, restoring and enhancing its heritage assets. Where archaeological remains of national significance may be affected applications should also be supported by an archaeological field evaluation. Local Plan Policy DC1 and SPD Key Principle AH2 support this.

4.295 A full consideration of the archaeology issues is included in ES Chapter F. Historic England (Greater London Archaeology Advisory Service) has considered the supporting Greater London Historic Environment Record (GLHER) and updated Desk-Based Assessment report by ASE which indicate that the proposed development could impact upon significant prehistoric, medieval and post-medieval remains which may be present on the site. The documents also note that if present, these are likely to be truncated by the development of the football ground during the late C19 and beyond.

4.296 As part of the 2013 Scheme, two Written Schemes of Investigation were considered under the subsequent consents for both historic building recording of the Stand and an archaeological investigation during the groundworks with provision for excavation and recording. A foreshore survey was also advised as part of the mitigation. Having reviewed the current proposals, Historic England conclude similar advice should apply. As the historic building recording report was recommended as satisfactory under the previous consent, no further historic building recording is required. The programme of archaeological investigation and recording however is still to be completed and therefore an updated WSI should be provided to reflect the current scheme. This will be secured by a condition.

4.297 Historic England conclude the development is likely to cause some harm to archaeological interest but, subject to the above condition, not sufficient to justify refusal of planning permission. On this basis, the proposal complies with the NPPF, London Plan Policy 7.8, Local Plan Policies DC1 and DC8, and SPD Key Principle AH2.

4.298 Bishops Park

4.299 The principal of creating a new ingress and egress point to the Stadium at the north-west corner of Bishops Park was established under the 2013 Scheme. It was acknowledged the whilst there is likely to be little evidence of damage to surrounding streets other than from additional litter, this is not the case in Bishops Park, where the introduction of new gates on the Football Club boundary and more activity would undoubtedly lead to the physical wear and tear to the park. The impact to Bishops Park was of particular concern in view of the extensive restoration works the park has undergone, funded primarily by the Heritage Lottery Fund.

4.300 Like the 2013 Scheme the Club would have exclusive use of the river walkway as a means of access to and from the stadium, and through Bishops Park on matchdays. The provision of access to and from the stadium via Bishops Park by football spectators is considered necessary by the Council, due to Safety at Sports Grounds legislation, if further spectator capacity is to be provided within the stadium. It would also assist with the current dispersal of spectators when high attendance levels are achieved. The supporters leaving the stadium via this route would be those who would occupy the south west corner of the stadium. The Club would maintain the current arrangement with the Council for spectators to attend and leave evening matches via the Park when it would otherwise be closed. On non-match days, visitor access will be from the riverside walkway and from Bishops Park and Stevenage Park linking to Stevenage Road. Visitors will exit using the same routes, except later in the evening when Bishops Park is closed, when they will exit through Stevenage Park.

4.301 The Policies outlined in the design section above in regard to historic parks and gardens, of which Bishops Park is one, states that development will not be

permitted if it would cause demonstrable harm to the character or appearance of those sites. Under the 2013 Scheme it was acknowledged that because a considerable number of spectators use Bishops Park as their route to and from the stadium both before and after matches Bishops Park exhibits a different character on matchdays compared to other times. On matchdays the vast majority of pedestrian activity in the park takes the form of football spectators all walking in the same direction along the same footpath route from Putney Bridge to the park gates next to the stadium entrance before a match and then in the opposite direction after a match. However, from officer's observations, it was concluded that this constant use of one route through the park does not appear to significantly disrupt the activities of other park-users who are in the park at the same time and is an established part of the character of Bishops Park.

4.302 In the interests of preserving the character and appearance of the Park the applicant agreed to make financial contributions towards works necessary for the restoration and ongoing maintenance of Bishops Park, which also included the installation of lighting along the Riverwalk to manage the match day crowds access/egress from the stadium on evening matches. FFC also agreed to steward fans through Bishops Park to the Council's satisfaction. It is considered that these contributions and mitigation measures remain appropriate and the Club have agreed to these under the current proposal, together with park cleaning following the match. The S106 Agreement will secure the measures.

4.304 It is also intended to use part of the northern area of Bishops Park, directly south of the stadium, for a temporary period during the construction phase (32 months). The area will accommodate the contractor's compound, providing temporary worker welfare and office space, as well as storage and off-road delivery areas. The operations described constitute development permitted by Class A, Part 4, Schedule 2, Article 3 of the Town and Country Planning (General Permitted Development) (England) Order 2015. Specifically, Class A(b) permits the provision on land of buildings, moveable structures, works, plant or machinery required temporarily in connection with and for the duration of operations being or to be carried out on land adjoining that land where planning permission is required for those operations has been granted or deemed to be granted. Development is permitted by Class A subject to conditions that, when the operations have been carried out any building, structure, works, plant or machinery is removed, and the land is reinstated to its original condition before. On this basis the use of the same area of the Park as a site compound, in connection with the 2013 Scheme, was deemed lawful under ref: 2016/00540/CLP. To implement this a separate license from the Council's Parks Department would be required and appropriate mitigation would form the basis of this agreement.

4.305 Notwithstanding the above Chapter F of the ES assesses the impacts of the construction compound during the temporary period, and proposes a number of mitigation measures. These include the safe storage and reinstatement of the railings and gates from Stevenage Road; the submission of a construction management plan to ensure the listed structures are protected from construction activity; and the protection of Craven steps during and after construction works. Following the works FFC are committed to reinstating the area of the Park to an improved standard. This will require a scheme of reinstatement and restoration to be submitted to and agreed with the Council, which shall include working with the relevant Council departments and local stakeholders. The above mitigation measures will be secured under the s.106 agreement. Tree matters are discussed in the ecology section of this report above. The Council can also ensure the operation of the site compound is not detrimental to

residential and highway amenity through the final approval of a Construction Environmental Management Plan and Demolition and Construction Logistics Plan. A condition and the s.106 agreement will secure these.

4.306 TRANSPORT

4.307 Introduction

4.308 The site is in the south of the Borough and bounds Stevenage Road, Bishops Park, and Stevenage Park. Fulham Palace Road (A219) is located 380m north of the site and is designated a London Distributor Road by the local highway authority, indicating that it is a key link between the strategic route network. The nearest section of the Transport for London Road Network (TLRN) is the A4 Hammersmith Flyover, which is located 1.9km west of the application site.

4.309 Public transport accessibility level or PTAL is measured on a scale of 1 to 6b where 6b is the most accessible or 'excellent'. This site has a PTAL of 2 which is categorised as 'poor' using Transport for London's methodology. Putney Bridge London Underground Station is located 2.5km away from the site and offers services on the Wimbledon branch of the District line. Hammersmith Underground station (Hammersmith and City / Circle and Piccadilly / District lines) are located 1.6km from the site. There are 3 bus services within 380m of the site on Fulham Palace Road, (74, 220 and 430). In addition, bus route 424 (Putney Health to Craven Cottage), operates Monday to Saturday, but not on a matchday and terminates adjacent to the stadium. The site currently severs the Thames Riverside Walkway which offers continuous footpath to Hammersmith to the north and Putney Bridge to the south.

4.310 Relevant Transport Policies

4.311 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.

4.312 The London Plan 2016 contains several policies relating to sustainable transport modes, highway safety, traffic congestion and car parking and cycling spaces. The following policies are applicable:

4.313 Policy 6.1 sets 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 to a range of public transport services. The policy also provides guidance for the establishment of minimum cycle parking standards. This policy also promotes the use of the Blue Ribbon Network, especially the River Thames, for passengers and freight. The policy supports measures that facilitate the efficient distribution of freight whilst minimising its impacts on the transport network.

4.314 Policy 6.3 requires planning applications for new development to provide a Transport Assessment detailing the impacts on transport capacity and to ensure that new development do not compromise highway safety.

4.315 Policy 6.5 states contributions will be sought from developments likely to add to, or create, congestion on London's rail network or other strategically important transport infrastructure.

4.316 Policy 6.9 seeks to facilitate an increase in cycling in London and requires that new development provides for the needs of cyclists, whilst Policy 6.10 seeks an increase in walking in London through the provision of high quality pedestrian environments.

4.317 Policy 6.10 of the London Plan encourage a higher quality pedestrian and street environment, including the use of shared space principles such as simplified streetscape, decluttering, and access for all.

4.318 Policy 6.11 seeks a coordinated approach to smoothing traffic flow and tackling congestion through a range of sustainable development principles, public transport improvements, greater use of the Blue Ribbon, pedestrian and cycling routes and corridor management.

4.319 Policy 6.13 outlines an objective for promoting new development while preventing excessive car parking provision, and states that new developments should be in accordance with the London Plan car and cycle parking standards.

4.320 Policy 6.14 seeks to improve freight distribution (including servicing and deliveries), promotes the uptake of construction logistics plans, delivery and servicing plans and the movement of freight by rail and waterway.

4.323 The following Local Plan are also applicable:

4.324 Policy T1 seeks improvements with new stations and enhanced local and sub-regional passenger services on the West London Line, opportunities for walking and cycling within the Borough and promotes localised highway improvements. It also requires that new developments seek to improve accessibility and air quality across the borough.

4.325 Policy T2 requires the submission of Transport Assessments (TA), together with a Travel Plan where a development is likely to generate a level of trips that impacts on the Local or Strategic networks. It is also stated that Delivery and Servicing Plans should be secured and coordinated with Travel Plans.

4.326 Policy T3 seeks to increase and promote opportunities for cycling and walking through policy requirements provisions and securing developer contributions to deliver the required infrastructure.

4.327 Policy T4 states the requirement of all new developments to conform with its car parking standards. It is also stated that car parking permit free measures shall be imposed on all new developments unless evidence suggests low accessibility to public transport.

4.328 Policy T5 states the requirement of the provision of accessible off-street car parking from blue badge holders.

4.329 Policy T6 states that developments will not be permitted if they prejudice the effectiveness of the borough's road network across the Strategic Routes (TLRN), London Distributor Roads, Borough Distributor Roads, and Local Access Roads.

4.330 Policy T7 states that construction, demolition, utilities, and major activities within the borough will be required to work with the council to mitigate the impact on the highway network. It also states that alternative delivery modes such as by rail or river transport should be considered and Construction Logistics Plans will be required to assess the possible impacts of construction vehicles.

4.331 The above policies are supported by SPD Key Principles TR1 to TR4, TR6, TR9 to TR17, TR21 and TR27.

4.333 Transport Impact Assessment

4.334 In accordance with Local Plan Policy T2 and SPD Key Principles TR1 and TR2 the application is supported by a Transport Assessment which provides a comprehensive review of all the potential transport impacts of the proposed development, together with recommended measures to mitigate any adverse impacts of the proposed development. Trip generation has been estimated using supporter surveys undertaken for weekend and weeknight games for the increase in stadium capacity and the TRICS database for relevant sites for the non-matchday restaurant and conferencing facilities uses. This is considered to be a robust method of assessment.

4.335 In summary the assessment indicates that the proposed car modal share remains high, however this is slightly lower than the 2013 Scheme due to an uplift in the number of taxis due to proposed hospitality guests. Car driving could be reduced considerably by travel planning measures. The assessment also indicates that the additional trips generated by the hospitality and conferencing facilities will be predominantly outside of peaks hours and alters the arrival and departure profile. There is a slight reduction across the use of public transport underground, however it remains the primary mode of travel. The impact of the proposed development on congestion, particularly on the primary road network and on public transport are discussed in more detail below.

4.336 The current capacity of the stadium is 25,700. The applicant has stated 24,577 are general supporters, of which 3,000 are away fans. Hospitality/Corporate guests make up 943 of guests and 180 wheelchair users and the media.

4.337 It should be noted that whilst the proposed spectator capacity is 29,589, for this transport assessment, a total capacity of 30,000 has been assessed. The proposed capacity of 29,589 will result in an increase of 3889 supporters, with a significant increase in hospitality guests, as can be seen in the table below. Though hospitality guests are increasing, the travel profiles of the guests will differ from those of general supporters. The table below compares the existing, consented, and proposed capacities.

4.338 Table 4: Stadium Capacity

Ticket Type	Existing	Consented	Proposed
General Admission	24,577	28,320	25,927
Hospitality/Corporate	943	1,500	3,893
Wheelchair User (WCU) & Media	180	180	180
Total	25,700	30,000	30,000

4.339 Modal Share

4.340 The following tables forecast the modal split of travel for the stadium, comparing the existing, previously consented scheme and proposed development on both weekend and weeknight matches. The forecasts indicate an increase in the use of taxis across both days and a slight reduction in car use and across public transportation.

4.341 Table 5: Forecast- Weekend match modal share

Mode	Existing	Consented	Proposed
Car Driver	23.2 %	23.1 %	23 %
Car Passenger	7.9 %	7.9 %	7.9 %
Taxi	0.7 %	0.7 %	1.2 %
Cycle	3.7 %	3.7 %	3.7 %
Bus	7.1 %	7.1 %	7 %
Train	15.5 %	15.5 %	15.4 %
Tube	27.4 %	27.4 %	27.3 %
Walk	14.5 %	14.5 %	14.5 %
Total	100 %	100 %	100 %

4.342 Table 6: Forecast- Weeknight match modal share

Mode	Existing	Consented	Proposed
Car Driver	27.8 %	27.8 %	27.7 %
Car Passenger	6.3 %	6.3 %	6.3 %
Taxi	0.5 %	0.5 %	1.0 %
Cycle	2.8 %	2.8 %	2.8 %
Bus	5.4 %	5.4 %	5.4%
Train	11.8 %	11.8 %	11.8 %
Tube	32.1 %	32.1 %	31.9 %
Walk	13.3 %	13.3 %	13.1 %
Total	100 %	100 %	100 %

4.344 Highway Network Impact

4.345 The impact on the existing road network has been considered with the proposed increases in spectator capacity. To consider this impact, the difference between a current matchday and non-matchday has been established and this difference is the result of existing football traffic. This increase has then been pro-rata increased further to account for capacity increase.

4.346 The results of this assessment indicate that on a weekend (Sunday) when a game is being held traffic flows do decrease marginally at two of the three junctions being considered (Fulham Road/Fulham High Street/Fulham Palace Road & Fulham High Street/New Kings Road/Putney Bridge Approach) with a slight increase being recorded at the junction of Fulham Palace Road/Lillie Road/Silverton Road.

4.347 The results also indicate a slight increase in traffic on weeknight fixtures at two of the three junctions which were assessed. The junctions of Fulham Road/Fulham High Street/Fulham Palace Road and Fulham High Street/ New Kings Road/Putney Bridge Approach experience increase of 6.9% and 6.1% respectively in traffic flows compared to a reduction of 7.8% at the junction of Fulham Palace Road/Lillie Road/Silverton Road.

4.348 The proposed development will introduce non-matchday uses including restaurants, bars, and corporate uses of the site. It is noted that the Saturday evenings are the peak periods for trip generation and the proposed non-matchday uses will generate 159 two-way movements, consisting of 40 two-way movements by private car (including car passengers) and 119 two-way movements by taxi. A total of 12 vehicles are forecasted during the weekday peak compared to 66 two-way vehicles during the Saturday peak. It is concluded however, that the proposed increase in traffic flows will not have a significant impact on the local highway network and is in accordance with London Plan Policy 6.3, Local Plan Policy T1 and SPD Key Principle TR1.

4.349 Public Transport

4.350 It is considered that the development proposals are unlikely to constrain capacity on existing public transport services. It is noted that on match days the proposed development forecasts additional public transport trips in relation to the existing stadium. However, there is a reduction in the use of public transport associated with the proposed development compared to the consented scheme, because of the proposed hospitality spectators who typically arrive and depart the stadium over a greater period or may order a taxi. The forecast for a reduction in public transport use can be seen for bus, train, and London underground services. It is noted that the Matchday/Non-Matchday Travel Plans will seek to encourage the use of sustainable modes of travel to the stadium to reduce trips made by car and taxi.

4.351 The non-matchday element of the Riverside Stand includes permanent uses of bars and restaurants, which will generate trips daily. The forecast demand for public transport indicates that the additional trips generated would have a negligible impact on the public transport network. Temporary non-matchday events are to be limited in frequency and in capacity and are therefore expected to operate at a similar or lower level to matchdays.

4.352 The predicted future year level of demand on Underground and Overground services is also set out in the Transport Assessment. TfL considers that the London Underground District and Piccadilly lines and Putney Rail Line can accommodate the increased demand, however confirms there are station impacts.

4.353 Putney Bridge Station is the closest to Craven Cottage and experiences the highest spectator numbers for matches. The station ticket hall at Putney Bridge is limited in size and cannot easily be expanded. The current arrangement for fans wishing to use the station at full time requires a queuing system adjacent to the bus turnaround

area. Passengers can enter the station in waves via the conventional ticket hall and the emergency exit staircases. The staircase is designed as an emergency exit and is uncovered with metal steps which can become a safety hazard when footfall is high. TfL request that the applicant funds the installation of a canopy over the staircases to improve safety on the staircase and help flow through the station, reducing queuing time in the bus turn around area and on the platforms, in accordance with London Plan Policy 6.5. This will be secured by the s.106 agreement.

4.354 Taxi

4.355 The development proposals forecast an increase in taxi trips which include private hire vehicles. The increase is a likely result in the proposed uplift in hospitality seats in the stadium and the travel profiles of those guests. It is estimated that a maximum of 22 additional taxis will be generated in the 'peak hour' in comparison to 13 additional taxis in the consented scheme. Taxis and private hire vehicles are to be managed by stewards of the football club and a strategy is included within the submitted Stadium Management Plan which is secured by the s.106 agreement.

4.356 Coaches

4.357 Coaches associated with away supporters currently utilise designated bus stops on Fulham Palace Road. The applicant has acknowledged the issue of idling coaches during matchdays and has included details regarding managing the issue within in the framework Stadium Management Plan which is to be secured by s.106 agreement.

4.358 Car Parking

4.359 The proposal seeks to provide 9 on-site car parking spaces (6 blue badge car parking spaces) for the 9 serviced apartments (Class C1). This is at a level of 1 car parking space per unit. A car parking management plan will be secured by condition. In addition, the C1 use would also be subject to a legally binding agreement stating that no on-street parking permits would be issued to any future occupiers. The proposed parking spaces are to all be fitted with electric vehicle charging points (secured by a condition).

4.360 The applicant has undertaken parking surveys for a matchday and non-matchday in the Controlled Parking Zones of T, H, W, U, R, X, and Y. The analysis indicates that total on-street parking spaces (12,837 parking spaces) are typically 57% and 60% occupied for a weekend match and non-matchday respectively. For weeknights, the on-street parking spaces were recorded to be 71% and 63% for matchdays and non-matchdays respectively.

4.361 Given the limited spare parking availability on matchdays in the CPZ's without matchday restrictions (T, H, W, U& R), it is considered that parking demand will disperse into neighbouring CPZ's where there is capacity, including into the London Borough of Wandsworth, where some spectator parking already occurs. It should also result in a modal shift away from the car to modes that provide better and more direct access to the ground.

4.362 Due to the likelihood of CPZ's X & Y experiencing the most pressure from the development proposals, the applicant has agreed to fund a review of these zones and

contribute to funding any changes stemming from this, one year after completion of the development. This will be secured by the s.106 agreement.

4.363 Stevenage Road is subject to temporary road closures and parking bay suspensions associated with matchdays. FFC have agreed to continue with existing matchday arrangements, with funding for the traffic management secured by s.106 agreement.

4.364 In this respect Officers do not consider that the development would have an unacceptable impact on existing levels of on-street overnight car parking stress in the vicinity of the application site, in accordance with London Plan Policies 6.1 and 6.13, Local Plan Policies T1, T4 and T5 and SPD Key Principles TR3, TR6 and TR7.

4.365 Cycling

4.366 The nearest cycle parking facilities to the site are in Bishops Park, adjacent to the stadium (10 Sheffield Stands), at Putney Bridge Station (16 Sheffield Stands) and at various locations along Fulham Palace Road. Santander docking stations are also available near the stadium at Bishops Park Road (46 bicycles) and Fulham Palace Road (22 bicycles).

4.367 The current cycling mode share for the stadium is 3.7% for a weekend game and is expected to rise in the future due to the increase in spectators and delivery of Cycle Superhighway 9 (CS9), which is proposed to run along Fulham Palace Road. Cycle improvements involving the provision of cycle parking, improved connectivity to CS9 and the extension of the Riverside Walkway would make cycle use more attractive and ensure that car trips are reduced.

4.368 The applicant has submitted a Cycling Level of Service (CLoS) Audit, which assesses the quality of the cycling environment and infrastructure in a study area. The CLoS audit indicated that the cycling environment near the proposed development is in generally acceptable condition. Stevenage Road and Bishops Park were attractive due to low levels of traffic. Fulham Palace Road, Putney Bridge and Fulham Road were the least attractive for cycling due to high volumes of motorised traffic with narrow lanes for cycling.

4.369 31 long-stay cycle parking spaces are being provided for occupiers of the serviced apartments and stadium staff. These will be secured by a condition. No short-stay cycle parking spaces have been proposed due to constraints within the site. Off-site locations have been identified and short-stay cycle parking spaces will be provided with the contribution to Cycle Infrastructure; which will be secured by s.106 agreement. This proposal would be in accordance with London Plan Policy 6.9, Local Plan Policy T3 and SPD Key Principles TR9 and TR11.

4.370 Walking

7.371 Current access for pedestrians to Craven Cottage is only provided via Stevenage Road. All turnstiles are accessed from this side of the ground. Egress is primarily onto Stevenage Road although an exit gate onto Stevenage Park does provide some additional egress options to the Riverside and Hammersmith Stands.

7.372 The increased capacity, extension of the Riverside Walk and additional non-matchday events will result in an increase in pedestrian activity in an around Craven Cottage.

7.373 On match days, additional turnstiles and gates are proposed to be provided to the southwest boundary with Bishops Park and Hammersmith End (northwest corner). The implications of the revised access and egress strategy have been tested using LEGION modelling in conjunction with capacity increases proposed. The modelling of the proposed access and egress conditions demonstrate that the additional turnstile capacity should ensure significantly improved pedestrian access and egress and alleviate pressure on Stevenage Road.

4.374 A review of pedestrian routes to and from Craven Cottage has also been carried out by the applicant using the Pedestrian Environment Review System (PERS). The review highlights that crowds disperse relatively quickly along the streets between the stadium and Fulham Palace Road. FFC will continue to provide marshals to ensure the safe movement of spectators through the local residential streets, and this will be secured as part of the s.106 agreement.

4.375 In addition, a financial contribution has been secured for safety measures which include the provision of new CCTV on the main routes to the stadium. A further contribution has been secured to provide a hard fibre link from the nearest point of the Council's existing fibre network to Craven Cottage.

4.376 In terms of the river walkway itself, this will not be less than 6m at any point, which should ensure sufficient space for users. On non-match days the walkway will be open to the public at the same times as Bishops Park. The walkway will be closed by locking gates located on either side of the extended Riverside Stand. On match days the Riverside Walk will be closed for the duration of the match and for three hours either side to allow for maintenance and for security/safety reasons. This is consistent with the 2013 Scheme, and as confirmed earlier in the report the access arrangements will again be secured by the s.106 agreement.

4.377 As Bishops Park is kept open during matchdays FFC have agreed to contribute towards improved lighting along the riverside walkway through the introduction of lighting columns and improved wayfinding in the form of Legible London signage between the station and the park. This will also form part of the s.106 agreement.

4.378 These improvements will ensure consistency with London Plan Policies 6.10 and 7.27, Local Plan Policies T1, T3, RTC1 and RTC2, and SPD Key Principles TR12 and TR13.

4.379 Pedestrian Jetty

4.380 London Plan Policies 7.24, 7.25, 7.26 7.30 and Local Plan Policies RTC1 e) and RTC4 seek to increase the use of the Blue Ribbon Network for passenger and tourist river services, and support the Mayors aspiration of providing additional cruise liner facilities on the River Thames.

4.381 Discussed in detail under the Blue Ribbon Network section of this report, in response to comments from the GLA and TfL, the feasibility of providing a new pier for

passenger and tourist river services was considered and rejected on a number of justified grounds.

4.382 Travel Planning

4.383 The applicant has submitted an outline Matchday Travel Plan and Non-Matchday Travel Plan alongside the Transport Assessment. The documents should assist in reducing the reliance on car travel to the site and encouraging the use of more sustainable forms of transport.

4.384 It will be the responsibility of a Travel Plan Co-ordinator acting for the applicant to consult and agree with the Council on the administration, implementation, and monitoring of the travel plan. Monitoring of the travel plan will be conducted as necessary in line with the London Travel Plan Monitoring Protocol. Annual progress reports will give an overview of progress towards targets and details of actions and measures to be implemented over the next one-year period to ensure that targets continue to be met. A full review of the travel plan should be conducted annually.

4.385 The submitted travel plans are robust and set ambitious targets to promote sustainable modes of travel and to reduce car use to existing levels.

4.386 The applicant is required to submit an outline Construction Workers Travel Plan, to ensure that construction workers are informed of the various sustainable modes of travel available, restrict car use and promote walking and cycling.

4.387 In line with the above it is proposed that final travel plans (non-matchday, matchday and construction workers) will be secured, monitored, reviewed, and enforced through the s.106 agreement in consultation with LBHF and funding is included for monitoring purposes. Overall, it is concluded that the on-site proposals would encourage sustainable travel patterns from the outset but these would be reinforced through the Travel Plan measures to encourage sustainable transport, and provide a basis for monitoring the actual movement patterns which result from the development. This will ensure consistency with London Plan policy 6.3, Local Plan Policy T2 and SDP Key Principle TR2.

4.388 Construction Traffic

4.389 The applicant has submitted a Framework Construction Logistics Plan. Construction is due to take place over a 38-month period. Home matches are planned to continue at the stadium throughout construction of the Riverside Stand and is detailed within the transport assessment.

4.390 Due to the constraints of the site and local road network, the river will be used for all major construction loads, including piling equipment, piling materials, removal of demolition, etc. A new jetty is to be constructed to enable materials to be brought up stream and for construction. A Wharf at Northfleet will be utilised, transferring materials from road to river. This is welcomed as being in line with London Plan Policies 6.14 and 7.26 and Local Plan Policy RTC1. The works are located adjacent to the river and therefore the impact on Stevenage Road and adjacent areas will be limited to access and egress of people and vehicular deliveries. It is stated that the use of the river for construction materials will result in a reduction of over 3000 lorry movements on the roads in and around Fulham.

4.391 The number of river boat trips will vary over the course of the construction period but it is not forecast to exceed 1 or 2 trips per day. The most intensive use of construction vehicles to and from the site will be during the enabling works, when deliveries will peak at approximately 25 deliveries per day (50 two-way movements per day).

4.392 A detailed Construction Logistics Plan (CLP) is required prior to the commencement of construction for each phase of the development. The CLP shall be in accordance with Transport for London (TfL) requirements, which seeks to minimise the impact of construction traffic on nearby roads and restrict construction trips to off peak hours only. These would be secured as part of the s.106 agreement in accordance with London Plan Policies 6.3, 6.14 and 7.26, Local Plan Policies T7 and RTC1.

4.393 Delivery and Servicing

4.394 London Plan Policy 6.11 and SPD Key Principle TN27 require development to provide off-street servicing, and adequate space for loading, unloading, and waiting of goods for non-residential developments.

4.395 The applicant has submitted a Framework Delivery and Servicing Plan (DSP) for Craven Cottage. Most servicing trips for the site will be contained within the site and accessed from Stevenage Road and goods trolleyed around the site. The size of vehicles able to service the occupiers of the site is limited to a large refuse vehicle and a Transit van, due to physical constraints. Larger vehicles service the site directly from Stevenage Road, it is noted that this is not an often occurrence. Analysis has indicated that daily servicing trips are to significantly increase from 15 per day to 53 servicing trips per day. Objectives and measures within the outline DSP indicate that improved efficiency and management may lead to a reduction in servicing trips. The Delivery and Servicing Plan will be secured by the s.106 agreement.

4.396 Conclusion

4.397 The assessment has identified the highways implications and detailed the impact and mitigation proposed. The mitigation measures identified will minimise the impact of the new development on the public transport infrastructure and the highway network. Officers are satisfied that the proposal meets the above policy requirements and achieves an overall objective of minimal disruption to the existing highway arrangement.

4.398 STADIUM OPERATIONS AND ACCESSIBILITY

4.399 Stadium Operations (Match day and Non-Match day) and Secure by Design

4.400 Policy 7.3 of the London Plan advises that new development should seek to create safe, secure, and appropriately accessible environments.

4.401 Local Plan Policy DC2 (i) advises that all proposals must be designed to respect the principles of Secured by Design.

4.402 The applicant confirms that consultation with the Metropolitan Police, Counter Terrorism officers and Secure by Design officers has been carried out during design development to ensure security features are naturally built in to the proposals.

4.403 Secured by Design principles in terms of site security and crime prevention measures would form an intrinsic part of the design and management of the development, to reduce the opportunity or fear of crime. The development would need to be designed to Secured by Design requirements and therefore, a condition would be attached requiring final details of the measures to be confirmed, submitted for approval, and implemented.

4.404 All stadia under the umbrella of the Football Association (which includes the Premier League and the Football League) are required to satisfy the Sports Ground Safety Authority (SGSA) in order to get a license to open their stadia to an approved capacity under their authority. The SGSA is authorised under the Football Spectators Act 1989. The criteria for evaluation include both physical and operational elements and have been established over several years to reflect best practice. They are rigorously enforced. The assessment of grounds for granting of a license is carried out annually by the SGSA.

4.405 The Local Authority would issue a Safety Certificate to permit spectators into this increased capacity Stadia. The Safety Certification will include information including crowd dynamics e.g. the physical factor, the safety factor, ingress, egress, queuing arrangements for the underground station at its maximum capacity; away supporters' ingress/queuing; turnstile flow rates and concourse widths. Other information will include clarification on allocation of tickets for away supporters and evacuation procedures arrangements. The SGSA will oversee the work of the Local Authority and regularly sit on the Safety Advisory Group, which usually includes the emergency services, the Club and Local Safety Advisory Group. As part of that group the SGSA are able take account of the operational and physical performance at the stadium in deciding if a license can be awarded or what capacity a stadium can safely operate at, following the guidance laid out in the Guide to Safety at Sports Grounds.

4.406 Various outline documents in relation to the operation of the proposed development support the planning application. These include an outline Internal Access Strategy, Egress and Emergency Evacuation Plan, Servicing Strategy, and Emergency Vehicle Strategy. Of particular relevance is the Stadium Management Plan (SMP) (ES, Appendix H.1) which includes provisions for all public safety, crime prevention and local transport management issues related to the use of the Stadium on matchdays and non-matchdays.

4.407 The SMP will have five integrated components as follows;

- Events Management Plan;
- Operations Plan;
- Local Area Management Plan (LAMP)
- Travel Plans (as noted above); and
- The Monitoring Programme.

4.408 It is considered that the SMP would provide satisfactory information for the Council to ensure appropriate security/match day operational measures are implemented, monitored, and improved (where necessary). The SMP will be secured by the s.106 agreement and will remain a live document.

4.409 Subject to the detailed stadium design (being secure by design compliant) and the acceptable submission of the SMP, the proposed development would ensure that appropriate measures are incorporated and provided for to minimise incidences of crime and disorder, in accordance with London Plan Policy 7.3, and Local Plan Policy DC1.

4.410 Fire Safety

4.411 The implementation of means of warning and escape, internal fire spread (linings), internal fire spread (structure), external fire spread and access and facilities for the fire service are issues covered under Part B of the Building Regulations 2010. Building Regulations are statutory instruments that seek to ensure that the requirements set out in the Building Act 1984 legislation are carried out. Accordingly, fire safety issues fall outside the remit of The Town and Country Planning Act 1990. An informative requiring the submission of a fire statement, produced by a third party suitable qualified assessor is attached is attached to the recommendation.

4.412 Inclusive Access

4.413 Policy 7.2 of the London Plan requires all new development to achieve the highest standards of accessible and inclusive design.

4.414 Local Plan Policies CF1, RTC3, DC1, DC2 and DC3, and SPD Key Principles DA1, DA4 to DA9 and DA12 to DA13 require new development to be designed to be accessible and inclusive to all who may use or visit the building.

4.415 The Design and Access Statement demonstrates how the application will meet London Plan and Local Plan policies on inclusive design and access. The application has also been presented to the Mayor's Inclusive Design Advisory Panel and the Hammersmith and Fulham Disability Forum.

4.416 As mentioned earlier the development has been designed to satisfy the Sports Ground Safety Authority (SGSA) guidance.

4.417 Current accessibility conditions inside and around the existing stadium are poor and complicated. Officers consider the proposal shows a significant improvement to inclusive access matters.

4.418 Wheelchair users currently gain access via the exit gates on Stevenage Road with assistance from stewards. It is proposed to provide 12 additional turnstiles and gates to the southwest boundary with Bishops Park, 2 of which are wide enough to admit a wheelchair user, and 4 additional turnstiles to the northwest corner with Stevenage Park, 1 of which is wide enough to admit a wheelchair user. Entry to the site would be level with no steps or kerbs, and both the internal concourses and public realm within the new Stand would be designed to create a walkable environment and will be level and clutter free. Lifts would provide accessibility to all the levels and provide an equal and direct access for all users. Dedicated storage/parking spaces with charging points for scooters etc will be provided under the Putney Stands (existing catering stores). Staff members will be available to assist in the storage and removal of scooters

4.419 In terms of wheelchair viewing spaces, based on the existing capacity 167 wheelchair viewing spaces should be available. However, only 40 spaces are currently available, 4 of which are restricted view. There are 14 wheelchair accessible viewing spaces in the current Riverside Stand. The proposals provide 55 wheelchair positions in the new Stand, with a further 18 new positions also being created in the Putney Stand for away fans. All wheelchair positions will be elevated above the row in front enabling good views of the matches even when the spectators in front stand up. In addition, 50 ambulant seats will also be provided with arm rests and step free access. Radar Key operated wheelchair accessible WCs will also be provided and all users will be within 40m of a facility. All concessions will be within easy reach of the wheelchair platforms.

4.420 In addition, arrangements will be made for guide dogs and there is already an existing match commentary for all blind/visually impaired fans which use a radio system.

4.421 The Football Club has a current arrangement with nearby schools to provide disabled parking for Blue Badge holders on match-days. A shuttle bus arrangement operates to and from the local school for blue badge users.

4.422 An Inclusive Accessibility Management Plan as required by the Disability Forum is secured by condition. This is considered reasonable and necessary to secure appropriate accessibility as the design element evolves. 4.423 Officers consider these provisions satisfy the requirements of London Plan Policy 7.2, Local Plan Policies CF1, RTC3, DC1, DC2 and DC3, and SPD Key Principles DA1, DA4 to DA9 and DA12 to DA13.

4.425 ENVIRONMENTAL NUISANCE

4.426 Noise

4.427 The NPPF identifies that planning decisions for new development should aim to avoid noise that gives rise to significant adverse impacts on health and quality of life; and mitigate and reduce to a minimum other adverse impacts, including through the use of conditions.

4.428 Policy 7.15 of the London Plan requires development proposals to contribute to the reduction of noise by:

- Minimising the existing and potential adverse impacts of noise on, from, within or in the vicinity of developments.
- Separating new noise-sensitive developments from major noise sources where practicable through the use of distance, screening, or internal layout in preference to sole reliance on sound insulation.
- Promoting new technologies and improved practices to reduce noise at source.

4.429 Local Plan Policies CC11 and CC13 deal with environmental nuisance and states 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 particularly where commercial and service activities are close to residential properties. Where appropriate the Council will require mitigation measures. Policy CC11 further sets out that noise (including vibration) impacts would be controlled by measures and applicants would be expected to carry out noise assessments and provide details of the noise levels on the site.

4.430 Local Plan Policy TLC5 states that except in predominantly commercial areas, such as parts of town centres use class A3, A4 and A5 food and drink establishments as well as arts, culture, entertainment, and leisure uses shall not be open to customers later than the hour of 23:00.

4.431 Key Principle NN1 (noise survey and report), NN4 (noise generating development, including plant, machinery, and equipment) and NN7 (environmental pollution) reaffirm the above.

4.432 Key Principle NN5 outdoor events and uses will need to be assessed in regard to frequency, times of use and noise from activities, music and PA systems etc.

4.433 Key Principle NN6 requires a Demolition Management Statement and/or Construction Management Statement for basement development, and substantial developments close to other premises.

4.434 Demolition and Construction Impacts

4.435 In this case a noise and vibration assessment is provided in Chapter J and associated appendices of the ES. This is supported by Chapter C which sets out the construction programme.

4.436 The ES notes that for a development of this scale, it is inevitable that there will be potential disturbance caused to residents of nearby properties during the demolition and construction works. It is however considered that any disruption will be localised and temporary. The ES recommends several noise and vibration mitigation measures to be incorporated during demolition and construction. In particular, noisy works will be kept to core hours to be agreed by the Council, and Best Practicable Means (i.e. the use of the quietest methods and equipment that can be reasonably used), as defined in the Control of Pollution Act 1974, and best construction practices and methods will be implemented. In addition, construction traffic noise will be minimised by transporting the majority of construction material by the River Thames.

4.437 If planning permission is granted, a planning condition is recommended which requires the submission of a Construction Environmental Management Plan (CEMP), which will detail the mitigation measures that will be implemented to (amongst all effects) minimise noise and vibration.

4.438 Operational Impacts

4.439 The noise and vibration assessment provided in the ES (Chapter J) also considers the operational impacts. The application is also supported by a draft Stadium Management Plan (ES, Appendix H.1) which, amongst other things, establishes measures to manage visitors to the development on both match day and non-match days, including in the evenings, to help ensure that local residents are not disturbed.

4.440 It is worth noting that there are still a significant number of local residents who support FFC and, even if they do not actively support the football aspect, consider the Club to be part of the character of the area and as such should be allowed to increase its spectator capacity if this would benefit its continued existence. A number of residents are also supportive of the introduction of non-match day uses and the extension of the riverside walkway. However, residents have expressed concerns over

increases in noise, external lighting, smells and litter emanating from the both the increase number of fans and the proposed uses.

4.441 Match day

4.442 Clearly the influx of crowds of people gathering in a residential area, and in what is normally a quiet, lightly trafficked area can be said to give rise to claims of the adverse impact that such activity creates. However, the principle of increasing the seating capacity is established under the 2013 Scheme.

4.443 The use of the site as a football ground is long established, with professional football matches being hosted there since the end of the 19th century. It is part of the character and appearance of the conservation area and its preservation accords with the planning policies of both the Council and the Greater London Authority. This was a major consideration in assessing the impact of the 2013 Scheme on the surrounding area.

4.444 During match days the ES anticipates that the new Stand will result in insignificant changes in noise levels, except for some parts of Eternit Walk, whereby noise would be increased due to the increased capacity and new elevated seating. However, the noise will be occasional and not atypical for the area and stadium, and the impacts will only occur intermittently (i.e. on match days which the applicant expects to be around 30 days a year) and will only be for a short duration before and after a match. In this case it is not considered the noise generated by the increased capacity would be significant or intrusive. However, it is recommended that a condition be imposed to control the location of new speakers and levels of tannoys and/or PA systems.

4.445 Officers maintain the view that the potential pedestrian impact of the additional capacity proposed by this development would not have a significantly greater adverse impact on the environment. 12 additional turnstiles and gates are proposed to be provided to the southwest boundary with Bishops Park and 4 additional turnstiles and gates to the Hammersmith End (northwest corner) which will provide a turnstile capacity for 10,560 spectators. As confirmed in the Transport section of this report, together with the Stevenage Road turnstile upgrade, this should ensure significantly improved pedestrian access and egress and alleviate pressure on Stevenage Road. As already stated, FFC will continue to provide marshals to ensure stadium users respect the residential nature of the area, and this will be secured as part of the s.106 agreement.

4.446 In terms of litter, there would be an increase in spectators and therefore it is expected that the level of litter would increase. The Club say that they already fund the clearance of litter after matches and will continue to do so. This will be secured as part of the s.106 agreement.

4.447 It is clear however that the football club must work with the Council and the police to ensure that proper controls are in place in respect of safe and proper access and egress not only within but also outside the stadium. However, it should be recognised that the ground's proposed capacity represents the upper limit of any potential disruption. Additionally, the impact of the proposals also need to be considered in the light of the number of matches which are likely to take place at the stadium each

year. On this basis, subject to conditions and s.106 agreement the increased seating capacity is acceptable.

4.448 Non- match day

4.449 In comparison to the 2013 Scheme the new Riverside Stand provides an uplift in non-match day uses. A range of commercial and leisure uses are proposed at all levels of the new stand (Use classes D2/A1/A3/A4/A5), providing a total of 5,363 sqm of floorspace. Table 1 under “Land Use Mix” provides a detailed breakdown of the uses.

4.450 In summary, on match days the ground floor (lower concourse) would serve as a general admission area and circulation space, together with ancillary bars and pop-up food outlets. On non-match days, the concourse would provide flexible space that could accommodate a cafe and bar alongside other retail space (A1 not to exceed 100sqm). It is proposed that the space could also accommodate pop-up units and market space, to respond to seasonal consumer demand. Until specific commercial occupiers are identified and to allow flexibility, consent is sought for a range of retail uses. Openable glazing is proposed along the riverside frontage that would allow people to move between the concourse area and the proposed riverside walk.

4.451 The main difference to the 2013 Scheme relates to the new uses at the upper floors. At first, third and fourth floor level, it is proposed that the space will be used for corporate/private hire for private events and functions (D2 Use Class). A roof terrace at fifth floor will be used in conjunction with events taking place on the fourth floor. And at second floor level, restaurants (including bar areas) are proposed (A3 Use Class).

4.452 It is also estimated that up to 200 events per year will use the proposed concourse space at ground (lower concourse), first and fourth floors (in conjunction with the roof terrace at the upper level) and external riverside walk area. A maximum of 5,000 people at any one time is estimated for the largest events, however these events would be held on a very occasional basis; likely to be up to a maximum of 10 events per calendar year. Other more frequent events are likely to be medium to small-scale, and would be attended by a maximum of 500 people. This is an uplift to the 2013 Scheme which proposed 100 events per year, each with a maximum attendance of 1000 people. The typical level of occupancy when events are not taking place in the new proposed stand on non-match days is more likely to be up to 1,000 people at any one time during weekdays and up to 2,000 people on weekends.

4.453 For ease Tables 2 and 3, relating to the proposed parameters of operation, are repeated below.

4.454 Table 2: Hours of Use/Capacity (Year-Round Uses)

Frequency		7 days per week
Hours of Use	Central Area	08:00 – 23:00
	Bar/Club	09:00 – 23:00
	Fitness	08:00 – 23:00
	Meetings (boxes)	08:00 – 18:00
	Cafe	08:00 – 20:00
	Restaurants/Cafes	11:00 – 23:00
Assumed upper capacity/useage (maximum) Weekday		1,000
Assumed upper capacity/useage (maximum) Weekend		2,000

4.455 Table 3: Hours of Use/ Capacity on Non-Match Day Events.

Event	No. per annum	Capacity	Hours of operation
High capacity	10	5,000	11:00-23:00
Medium-high capacity	100	75-500	09:00-18:00
Low-medium capacity	40	35-195	14:00-23:00
Low capacity	50	50-100	08:00- 23:00

4.456 In accordance with Local Plan TLC5 the commercial uses, including events, would not be open to customers beyond 23:00. The applicant stresses that the High Capacity events would only be during an ‘exceptional event’ such as the boat race, and that there would only be 10 such events each year. The proposed uses, including the scale and frequency of events is considered acceptable, subject to suitable mitigation measures. In this case conditions will restrict the hours of use, number of events and associated capacity, in addition to controlling sound insulation, and noise levels, installation, operation, and maintenance of the odour abatement equipment, ventilation and ducting.

4.457 In addition, the Stadium Management Plan (to be secured by the s.106 agreement) would include an Events Management Plan, Operations Plan, and Local Area Management Plan. These will, amongst other things, address matters of crowd control and safety and light and noise impacts. This would be a live document with on-going monitoring, whereby amended or additional measures can be implemented where necessary.

4.458 The current proposal also includes the use of the lower concourse, balconies to the river elevation to the upper floors, and a terrace at fifth floor level in connection with the commercial uses and events.

4.459 The noise assessment shows that noise from the external spaces would be insignificant, however due to the high level the use of the roof terrace would be audible

from Eternit Walk. To mitigate the potential for significant effect from the roof terrace it is proposed to ensure the parapet barriers surrounding the terrace is solid (i.e. not post or rail) to act as a sound barrier. Again, crowd management would form part of the SMP. In addition, given the scale of the development, and flexibility of uses, officers feel it would be reasonable to restrict the hours of use of these external areas. A condition will prevent the use of the external function spaces beyond 22:00 hours.

4.460 Given the size of the terrace areas of the serviced apartments, the nature of their use, and distance from nearby residential properties it is not considered these would require similar restrictions.

4.461 In summary it is recognised that the introduction of non-match day uses has the potential to generate additional noise and disturbance. However, officers are satisfied that, subject to suitable mitigation measures controlled by conditions and the s.106 agreement, the uses can operate without being detrimental to residential amenity. On this basis the proposal is judged to comply with the above policies.

4.462 Lighting

4.463 Local Plan Policy CC10 seeks to ensure that development proposals include lighting that is appropriate for the intended use, is energy efficient and provides adequate protection from glare and light spill to surrounding residential properties. Key Principle Policy NN7 supports this.

4.464 ES Chapter C is supported by a Lighting Strategy and Assessment (Appendix C4) which assess the likely environmental effects of the Proposed Development with regards to light spill and glare, including stadium sports lighting.

4.465 There are currently four floodlight masts, approximately 40 metres in height, and located at each corner of the ground. The floodlights are used between 20-25 times a year for afternoon and evening games. They cause light spill onto adjacent residential properties.

4.466 The proposed Riverside Stand expansion will enable the two existing floodlight masts to the west of the site to be removed and a new floodlighting system incorporated beneath the proposed roof structure. Temporary lighting will be provided to replace the existing west floodlight towers for the duration of the construction works. In addition, the two existing floodlight masts to the east either side of the Jonny Haynes Stand will be replaced with two masts in the same location and at the same height as the existing masts, but with modern LED, directional lighting. New gantry lighting will be installed in the Hammersmith Stand and Putney Stand, and will also utilise modern LED lighting angled down to the pitch. The Lighting Study confirms that the proposed lighting strategy would reduce the existing lighting spill onto houses on Stevenage Road, Greswell Street, and Finlay Street by over 50%; representing a significant improvement during night-time football games. Reduced levels of lighting will also be experienced on the river and in the conservation area. In this respect the proposed lighting is welcomed.

4.467 However, the applicant will be required to submit further details of the specification, levels and hours of the floodlighting, together with similar details of any internal and external lighting across the scheme (including façade, interior, and public realm/landscape), as a commitment to meet the relevant lighting design standards, and to ensure that there is unlikely to be any significant adverse residual effects as a result

of all light spill sources. This will be secured by a condition. On this basis it is considered the proposal would be compliant with the above policies.

4.468 Amenity Impacts (light, outlook, and privacy)

4.469 Paragraph 17 of the NPPF makes specific reference to securing a good standard of amenity for all existing and future occupiers of land and buildings

4.470 Policy 7.6 of The London Plan states that buildings and structures should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy, overshadowing, wind, and microclimate. Policy 7.7 adds that tall buildings should not affect their surroundings adversely in terms of microclimate, wind turbulence, overshadowing, noise, reflected glare, aviation, navigation, and telecommunication interference.

4.471 Local Plan Policies DC2 and Policy DC3 states that all new builds must be designed to respect good neighbourliness and the principles of residential amenity.

4.472 SPD Key Principles HS6 to HS8 require the outlook and privacy of neighbouring occupiers to be protected.

4.473 Due to the location of the development the proposal would not result in a loss of light, outlook, or privacy to the residential properties beyond Stevenage Road. The closest residential properties to the boundary of the site are those to the north within Willow Lodge, part of River Gardens estate, 37 metres away. Its southern sections comprise three connected blocks overlooking Stevenage Park and the rear elevation of the Hammersmith End Stand. The existing substantial tree screen in Stevenage Park would obscure clear views of the development from the north for some months of the year but not all. The following comments therefore relate to Willows Lodge.

4.474 Daylight/Sunlight

4.475 There are no policies within the London Plan and Local Plan specifically about daylight, sunlight or overshadowing in the Local Plan. The Mayor's Housing SPG is focused upon residential development, however it does also provide relevant additional commentary and guidance on the London Plan position with regard to sunlight, daylight and overshadowing, in particular with reference to London Plan Policy 7.6. This guidance states that an appropriate degree of flexibility needs to be applied when using BRE guidelines to assess the daylight and sunlight impacts of new development on surrounding properties as well as within new developments themselves.

4.476 The BRE Guidelines are typically used to assess daylight and sunlight. The Guideline sets out three methods for assessing daylight into a room including the Vertical Sky Component (VSC) method; plotting of the no-sky line method and the Average Daylight Factor (ADF) method. The introduction to the guide however stresses that it should not be used as an instrument of planning policy and should be interpreted flexibly because lighting is only one design factor for any scheme. Sunlight assessment is based on annual probable sunlight hours (APSH) and winter sunlight hours.

4.477 The 2013 Scheme was previously tested in terms of daylight and sunlight. The study focused on a selection of windows at ground floor level within Willow Lodge

that were most likely to be affected by the development. The analysis confirmed that both the daylight and sunlight levels received by the selected windows would be in excess of the BRE guide levels. Stevenage Park was also assessed in terms of sunlight on ground and was found to be in accordance with BRE guidelines. Given that the current scheme is reduced in height and that the 2013 assessment demonstrated that the effects would be compliant with the BRE guide levels, it is not expected that the current proposals will create any adverse effects on the levels of daylight and sunlight experienced by the neighbouring residential properties. Similarly, the proposed development will not cause any adverse effects on the levels of overshadowing to the neighbouring amenity spaces.

4.478 In summary, the proposed development would not give rise to any materially unacceptable daylight, sunlight, and overshadowing effects to justify a refusal of planning permission.

4.479 Loss of outlook and privacy

4.480 There is also no policy criterion within the London Plan or Local Plan which set standards of outlook. Whilst not strictly applicable, SPD Key Principle HS6 adopts a general standard by reference to a line produced at an angle of 45 degrees from a point at ground level on the boundary of the site where it adjoins residential properties. If any part of the proposed building extends beyond these lines, then on-site judgement will be a determining factor in assessing the effect on the amenities of neighbouring properties. In the case of privacy, SPD Key Principle HS7(iii) states that new windows should normally be positioned to that the distance to any residential window is not less than 18m as measured by an arc of 60 degrees taken from the centre of the proposed new window. SPD Key Principle HS8 further states generally, a roof terrace / balcony is unacceptable if it would result in an additional opportunity for overlooking or result in a significantly greater degree of overlooking and consequent loss of privacy than from the access point onto the proposed roof terrace/ balcony.

4.481 Like the 2013 Scheme the proposed development would be a minimum of 60 metres away from Willow Lodge and would accord with the outlook and overlooking measurements prescribed under SPD Key Principle HS6 and HS7. While the proposed Stand would provide a new opportunity for overlooking from the serviced apartments and terraces, given the substantial distance officers are satisfied there would not be a material harm in terms of loss of privacy, in accordance with SPD Key Principle HS8.

4.482 ENVIRONMENTAL CONSIDERATIONS

4.483 Energy and Sustainable Design and Construction

4.484 As required by the NPPF, the application proposes to incorporate design features in order to reduce on-site carbon emissions through the implementation of energy efficiency and low carbon energy generation technologies. Wider sustainability measures are also planned to help reduce resource use, minimise waste generation and mitigate pollution impacts.

4.485 The proposal has been considered against Policies 5.1, 5.2, 5.3, 5.6, 5.7, 5.8, 5.9, 5.11, 5.12, 5.13, 5.14, 5.15 and 7.19 of the London Plan which promote sustainable design, adaption to climate change and carbon emissions reductions.

4.486 Local Plan Policy CC1 requires all major developments to implement energy conservation measures by implementing the London Plan (2016) sustainable energy policies and meeting the associated carbon dioxide (CO₂) reduction targets. It states that all major developments are required to submit an Energy Assessment to demonstrate and quantify how the proposed energy efficiency measures and low/zero carbon technologies will reduce the expected energy demand and CO₂ emissions. Where it is not feasible to make the required CO₂ reductions by implementing these measures on-site or off-site as part of the development, a payment in lieu contribution should be made to the council which will be used to fund CO₂ reduction measures in the borough or elsewhere in London

4.487 Local Plan Policy CC2 seeks to ensure that development reduces pollution and waste, promotes recycling and conserving, biodiversity and the natural environment and ensure that developments are comfortable and secure for users and avoiding impacts from natural hazards (including flooding). Policies seek to promote sustainable design and construction measures, through the implementation of the London Plan sustainable design and construction policies and the provision of Sustainability statements for major developments.

4.488 These are reaffirmed by Local Plan Policies DC2 and DC3.

4.489 SPD Key Principles SDC1 and SDC2 requires major planning applications to provide details of how use of resources would be minimised during construction and meeting sustainability statement requirements and Key Principle EN3 requires submission of a detailed energy assessment.

4.489 The commitment to delivering these sustainability objectives is considered in detail in the Energy Assessment and Sustainability Statement in support of this application.

4.490 The Strategy for the site has followed the London Plan's Energy Hierarchy in prioritising the use of energy efficiency measures before then considering the options for on-site energy generation. Improved insulation levels will be integrated, as will high levels of airtightness to reduce heat loss. Energy efficient lighting, and efficient heating and cooling plant, including heat recovery measures will be used. An assessment of decentralised energy and Combined Heat and Power (CHP) options has been carried out, but there are no existing networks to connect into and energy use in the new Stand would not be at the level that would make CHP an efficient approach. The new building will be served from a central boiler but provision will be made for any future connection to an external heat network should one develop in the vicinity in the future. Further emissions reductions are also provided by a large roof mounted PV panel installation covering 1600m². The Distribution Network Operator (DNO) has confirmed its acceptance of the proposal to connect the solar panels to the grid distribution network. Overall, the sustainable energy measures are demonstrated to reduce CO₂ emissions by 35.7% a year, in accordance with the London Plan's minimum target of 35%.

4.491 The Sustainability Statement outlines measures to be implemented that will help the development achieve policy requirements in terms of sustainable design and construction. In addition to the above energy efficiency and low carbon measures water efficiency measures are proposed such as low flush toilets and low water use showers and other sanitary fittings. Materials with low environmental impacts will be used where possible, including use of recycled materials from the demolition of the original

Riverside Stand. All timber will be sustainably procured and local sourcing of materials will be prioritised where possible.

4.492 In terms of waste, this will be managed during the demolition/construction phase and the operational phase. A detailed Waste Management Strategy has been submitted with the application detailing the proposals for storage and management of waste on site from the new Stand.

4.493 Climate change adaptation measures have been included to tackle potential impacts from heatwaves, flooding and drought. Pollution issues such as noise, light, air quality etc have been assessed and mitigation measures proposed to comply with relevant policies and guidance.

4.494 The implementation of measures outlined in the Energy Assessment, Sustainability Statement and Waste Management Strategy will be secured by conditions. On this basis the proposed development accords with London Plan Policies 5.1 to 5.3, 5.6 to 5.9, 5.11 to 5.15 and 7.19, Local Plan Policies CC1, CC2, DC2 and DC3, and SPD Key Principles SDC1, SDC2 and EN3.

4.495 Air Quality

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

4.497 NPPF Paragraph 124 relates to air quality and it states planning decisions should ensure that any new development in air Quality Management Areas is consistent with the local air quality action plan.

4.498 Policy 7.14 of the London Plan seeks that development proposals minimise pollutant emissions and promote sustainable design and construction to reduce emissions from the demolition and construction of the buildings; not worsen existing poor quality air quality. Where additional negative air quality impacts from a new development are identified, mitigation measures will be required to ameliorate these impacts. This approach is consistent with paragraphs 120 and 124 of the NPPF. Further the Mayor of London's Air Quality Strategy provides a framework of policy which aims to improve air quality in London.

4.500 Local Plan Policy CC10 together with Policy CC1 and Policy T1 are relevant. Policy CC10 states the Council will seek to reduce the potential adverse air quality impacts of new major developments by:

- Requiring all major developments to provide an air quality assessment that considers the potential impacts of pollution from the development on the site and on neighbouring areas and considers the potential for exposure to pollution levels above the Government's air quality objective concentration targets;
- Requiring mitigation measures to be implemented to reduce emissions, particularly of nitrogen oxides and small particles, where assessments show that developments could cause a significant worsening of local air quality or contribute to exceedances of the Government's air quality objectives; and
- 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.

4.501 Additional advice set out in the New SPD Key Principles AQ1 to AQ5

4.502 The impact of transport and energy plant emissions during the demolition, construction, and operational phase that includes additional leisure/retail provision for A1, A3, A4, A5, D2 use classes will have an impact on local air quality. The development site is within the borough wide Air Quality Management Area (AQMA) and the will introduce additional receptors into an area of poor air quality.

4.503 An Air Quality assessment has been carried out by the applicant which examines potential impacts on local air quality from construction activities. The assessment is contained in Chapter I of the ES. The report has been considered by the Council's Air Quality Officer and is broadly acceptable, however conditions are required to be attached.

4.504 The on-road and off-road vehicle emissions from the demolition and construction phases of the development will have an impact on local air quality. It is proposed that an Air Quality Dust Management Plan is secured by condition in addition to the Construction Logistics Plan and Servicing and Deliveries Plan and that these must include how low emissions vehicles (non-diesel) will be used during the demolition and construction phases to minimise the impact of these vehicle emissions on local air quality. Additional conditions relating to Low Emission Strategy, and details of the Ultra-Low NOx Gas fired boilers and Diesel Generators are also required to be submitted for approval.

4.505 In terms of Air Quality Officers consider that subject to the conditions mentioned above the proposed development accords the requirements London Plan Policy 7.14, Local Plan Policies CC10, CC1 and T1, and SPD Key Principles AQ1 to A5.

4.506 Land Contamination

4.507 NPPF Paragraph 121 states planning decisions should ensure that the site is suitable for its new use taking account of ground conditions and after remediation the land should not be capable of being determined as contaminated land.

4.508 Policy 5.21 of the London Plan states the support for the remediation of contaminated sites and that appropriate measures should be taken to control the impact of contamination with new development.

4.509 Policy CC9 states when development is proposed on or near a site that is known to be, or there is good reason to believe may be, contaminated, or where a sensitive use is proposed, an applicant should carry out a site assessment and submit a report of the findings to establish the nature and extent of the contamination.

Development will not be permitted unless practicable and effective measures are to be taken to treat, contain, or control any contamination so as not to:

- (a) expose the occupiers of the development and neighbouring land uses including, in the case of housing, the users of open spaces and gardens to unacceptable risk;
- (b) threaten the structural integrity of any building built, or to be built, on or adjoining the site;
- (c) lead to the contamination of any watercourse, water body or aquifer; and
- (d) cause the contamination of adjoining land or allow such contamination to continue.

Any application will be assessed in relation to the suitability of the proposed use for the conditions on that site. Any permission for development will require that the measures to assess and abate any risks to human health or the wider environment agreed with the authority must be completed as the first step in the carrying out of the development.

4.510 SPD Key Principles LC1 to LC7 deals with contamination and set out the common submission assessment requirements for planning applications relating to contamination.

4.511 The Council's Environmental Quality Team has advised that potentially contaminative land uses, past or present, are understood to occur at, or near to, this site.

4.512 An assessment of the contamination risks of the development is contained in Chapter (L) of the ES. This is supported by a Preliminary Risk Assessment and Quantitative Risk Assessment which identify and target the risks of contamination. These have been considered by the Council's Environmental Quality Officer who is satisfied with the findings. A Remediation Method Statement has also been submitted. The report is broadly acceptable, however further remediation and long-term monitoring would need to be carried out during and following the development works if required, to ensure that no unacceptable risks are caused to humans, controlled waters, or the wider environment. This will be secured by conditions. Finally, a Piling Risk Assessment supports the application. The Environmental Quality Officer is satisfied that this does not identify unacceptable risks to human health.

4.13 In overall terms in respect to contamination, officers consider that subject to the conditions mentioned above the proposed development accords with London Plan Policy 5.21, Local Plan Policy CC9, and Key Principles LC1 to LC7.

5.0 COMMUNITY INFRASTRUCTURE LEVY AND SECTION 106 AGREEMENT

5.1 Mayoral CIL came into effect in April 2012 and is a material consideration to which regard must be had when determining this planning application. This development would be subject to a London-wide community infrastructure levy. This would contribute towards the funding of Crossrail, and further details are available via the GLA website at www.london.gov.uk. The GLA expect the council, as the collecting authority, to secure the levy in accordance with Policy 8.3 of The London Plan. It is expected that this development would require a payment of £801,378.25.

5.2 LBHF CIL came into effect on 1 September 2015. This means that CIL liable development proposals approved on or after 1 September will need to pay the borough CIL as well as Mayoral CIL. The LBHF CIL Charging Schedule identifies the type of developments liable to pay Borough CIL. Football stadiums are subject to a zero rate, however the retail floor space would require a payment of £258,669.94

5.3 The Community Infrastructure Levy Regulations state that planning obligations may only constitute a reason for granting planning permission for the development if the obligation is:

- necessary to make the development acceptable in planning terms;
- directly related to the development; and
- fairly and reasonably related in scale and kind to the development.

5.4 The NPPF provides guidance for local planning authorities in considering the use of planning obligations. It states that ‘authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations and that planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition’.

5.5 Policy 8.2 of the London Plan states that: ‘When considering planning applications of strategic importance, the Mayor will take into account, among other issues including economic viability of each development concerned, the existence and content of planning obligations. Development proposals should address strategic as well as local priorities in planning obligations. Affordable housing and other public transport improvements should be given the highest importance’. It goes on to state: ‘Importance should also be given to tackling climate change, learning and skills, health facilities and services, childcare provisions and the provision of small shops.’

5.6 Local Plan DEL1 (Delivery and Implementation) states that ‘the council will implement the policies and proposals of the local plan’ and having regard to the financial viability of the development seek CIL charge setting and negotiate Section 106 Agreements, including affordable housing.

5.7 Local Plan Policy INFRA1 (Planning Contributions and Infrastructure Planning) states: The council will seek planning contributions to ensure the necessary infrastructure to support the Local Plan is delivered using two main mechanisms:

Community Infrastructure Levy (CIL)

The council will charge CIL on developments in accordance with the CIL Regulations (as amended) and the LBHF CIL Charging Schedule.

The council will spend CIL on:

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

Section 106 Agreements (‘S106s’)

The council will seek to negotiate S106s, where the S106 ‘tests’ are met, for:

- the provision of infrastructure projects or types not specified on the R123 List (through either financial contributions or ‘in kind’ delivery); and
- non-‘infrastructure’ provisions, such as for affordable housing (see policy H03) and S106 monitoring expenses.

5.8 The LBHF CIL Charging Schedule identifies a number of exceptions to the R123 List where the Council intends to negotiate S106 obligations to secure the provision of infrastructure. Two of the identified exceptions are:

- Provision of infrastructure which is required to ensure compliance by a development with a policy of the Development Plan and any relevant SPDs which specifically requires provision on the relevant site and
- An item of infrastructure or the improvement, replacement, operation or maintenance of any infrastructure) that is specifically required to make a planning application acceptable (subject to there being no more than 5 planning obligations (already entered into since April 10) for that item at the time).

5.9 The application involves the redevelopment of part of, and enhancement of, a major professional club football stadium. The nature and scale of the stadium is completely different from other community uses specifically identified in the Development Management Local Plan. A number of non-matchday uses will be introduced to the application site as a result of the proposal, and the proposal would intensify the use of highway and Bishops Park. The planning obligations set out in the heads of terms are considered necessary to make the development acceptable in planning terms, they are related to the development and fairly and reasonable in scale and kind to the development. A Section 106 agreement is therefore required to ensure the proposal is in accordance with the statutory development plan and to secure the necessary infrastructure to mitigate the needs of the proposed development.

5.10 In view of the fact the Section 106 agreement will be the subject of extended negotiations, officers consider that circumstances may arise which may result in the need to make minor modifications to the conditions and obligations (which may include the variation, addition, or deletion). Accordingly, the second recommendation has been drafted to authorise the Director of Planning and Development in consultation with the Chair of the Planning Applications Committee, to authorise the changes he/she considers necessary and appropriate, within the scope of such delegated authority.

5.11 The Section 106 agreement will include triggers requiring the payment of contributions to coincide with development/occupation, in order for the impacts arising from the development to be appropriately mitigated. The Heads of Terms agreed with the applicant specific to the application are detailed and will form the basis of progressing with the preparation of the Section 106 Agreement.

5.12 Application Heads of Terms

1. Economic Development/Community/Recreation:

- Local procurement for the construction phase.
- Employment and training opportunities.
- Community, leisure, recreation and sporting initiatives and opportunities.

2. Bishop's Park Mitigation:

- Developer to pay a contribution of £660,000 for restoration and ongoing maintenance of Bishops Park, plus an annual contribution of £44,000 for 10 years for future park maintenance for as long as the club requires direct access and egress through the park (to be back dated and indexed).
- FFC to steward fans through Bishops Park to Council's satisfaction.
- Post-match day cleansing contribution (the cleansing area to be decided) or FFC to undertake to Council's satisfaction at own cost.
- Developer to submit for approval a scheme of mitigation for Bishops Park in connection with the construction compound, and to pay for the costs of landscaping and any restoration work following the removal of the construction compound, to be agreed with the Council.

3. Transport Mitigation:

- Developer to pay a contribution of £37,500 per annum for the first 2 years towards the securing, implementation, and monitoring of a Matchday and Non-Matchday Travel Plan, and Construction Workers Travel Plan, and a contribution of £20,000 for a further 3 years towards any future reviews and associated implementation of any changes.
- Developer to pay a contribution of £150,000 towards the improvements to platform access & space efficiency at Putney Bridge Station.
- Developer to pay a contribution of £40,000 towards improvements to cycle infrastructure including: route re-lining improvements, road safety improvements, and provision of short-stay cycle parking spaces in the locality.
- Developer to pay a contribution of £26,000 towards the installation of Legible London signage between Putney Bridge Station and the football stadium via Bishops Park.
- Developer to pay a contribution of £50,000 towards the review of CPZs X and Y (one year after occupation) (£25,000 per CPZ), and the additional cost of any required interventions.
- Developer to pay a contribution of £3,000 towards the upgrade of fire barrier.
- Post-match day street cleansing contribution (the cleansing area to be decided) or FFC to undertake to Council's satisfaction.
- FFC to steward fans through local residential streets (area to be decided) to Council's satisfaction.
- FFC to continue the current arrangements for parking suspensions whereby FFC obliged to do at own cost.
- Developer to pay a contribution of £100,000 towards pedestrian safety measures, including the installation of CCTV cameras in Bishops Park/Stevenage Road and ongoing maintenance.
- Developer to pay a contribution of £40,000 towards the provision of CCTV links between FFC and LBHF network.
- All users (apart from blue badge holders) of the 9 serviced apartments to be prohibited from being eligible for on street car parking permits in existing/proposed CPZ's.
- Developer to submit for approval by the Council a Demolition and Construction Logistics Plan (CLP).
- Developer to submit for approval by the Council a Servicing and Delivery Plan.

4. Other:

- Developer to submit for approval by the Council a Stadium Management Plan
- Developer to agree to open the public riverside walkway and thereafter make it available for pedestrian use by the public to pass and repass through, with the exception of those times during any match, and when Bishops Park is not open to the public and in exceptional circumstances (e.g. during maintenance or repair works and in the case of an emergency etc.)
- Developer to provide further details regarding the river wall to the Council's Capital Projects Manager including, details of ramping the interface from Bishops Park to the proposed walkway and modifications to the existing guard railing of the riverwall return; drainage; and flood protection during the temporary construction period.

6.0 RECOMMENDATION

6.1 A high-quality development is proposed, and the principle of a re-developed stadium is established by the 2013 Scheme. Overall, the proposal would retain the presence of a landmark football stadium in the borough and the extension of the river walkway meets a long-standing aspiration of the Council. The proposed increase in stadium capacity is relatively modest and within the total increase established by the 2013 Scheme. The proposal would also create a community hub through the provision of restaurants, bars, cafes and event space for residents and visitors to the area to enjoy, as well as the creation of jobs during both the construction and operation phases.

6.2 Additionally, the application documentation identifies that the proposal will not result in any significant adverse impacts on the environment, residential amenity or in terms of transport. Indeed, it will have a range of positive environmental effects that help justify it in policy terms. Appropriate mitigation is proposed where necessary.

6.3 Officers have taken account of all the representations received and in overall conclusion for the reasons detailed in this report, it is considered having regard to the development plan as a whole and all other material considerations that planning permission should be granted.

6.4 The officer recommendation is that:

1) Subject to there being no contrary direction from the Mayor for London; that the Committee resolve that the Director of Planning and Development be authorised to determine the application and grant planning permission upon the completion of a satisfactory legal agreement and subject to the planning conditions listed.

2) To authorise the Director for Regeneration, Planning & Housing Services in consultation with the Director of Law and the Chair of the Planning and Development Control Committee to make any minor changes to the proposed conditions or heads of terms of the legal agreement. Any such changes shall be within their discretion.

London Borough of Hammersmith & Fulham

Planning and Development Control Committee Minutes



Tuesday 6 March 2018

PRESENT

Committee members: Councillors Adam Connell (Chair), Iain Cassidy (Vice-Chair), Colin Aherne, Wesley Harcourt, Natalia Perez, Lucy Ivimy, Alex Karmel and Viya Nsumbu.

Others: Councillor Larry Culhane

1. MINUTES

The minutes of the meeting held on 6 February 2018 were agreed as an accurate record, subject to Councillor Karmel's declaration of interest being amended from Stamford Bridge Arches to Ravenscourt Road.

2. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors Michael Cartwright and Jacqueline Borland.

3 DECLARATION OF INTERESTS

Councillor Alex Karmel declared a non-pecuniary interest in respect of the Hurlingham Club as he was a member of the club. He had not participated in any of the workshops / meetings or votes among the members on the application. He remained in the meeting, but did not participate or vote on the item.

Councillor Alex Karmel declared a non-pecuniary interest in respect of 32A Vereker Road as he knew two of the objectors. He remained in the meeting, participated and voted on the item.

Councillor Lucy Ivimy declared a non-pecuniary interest in respect of 69-77 Black Lion Lane as she knew a number of the objectors. She remained in the meeting, participated and voted on the item.

Councillor Lucy Ivimy declared a non-pecuniary interest in respect of the Hurlingham Club as she knew various members of the Hurlingham Club. She remained in the meeting, participated and voted on the item.

4 DECISION TO RE-ORDER THE AGENDA

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

5 66-77 Black Lion Lane, London W6 9BG, Ravenscourt Park, 2017/03436/FR3

Please see the Addendum attached to the minutes which amended the report.

Councillor Lucy Ivimy declared a non-pecuniary interest in respect of 69-77 Black Lion Lane as she knew a number of the objectors. She remained in the meeting, participated and voted on the item.

The Committee heard a representation in objection to the application from a local resident. Some of the points raised included: if the application were approved, a tide of plastic windows would be imposed on the borough. The proposal failed to meet the requirements of the Local Plan. The proposed windows did not respect the architectural character of the building and were not a sympathetic alteration. Should they be approved, the windows would have a negative impact on residential amenity. The design was visually intrusive and the window design meant there would be less light. The current windows were not at the end of their life and did not need replacing at the current time.

The Committee discussed the application site situated amidst buildings of merit, the window design and whether a more sympathetic design might be used. Officers confirmed they had considered a number of designs and the proposed windows were significantly better and more energy efficient than the ones they replaced. Members asked about the tenancy arrangements of the application site and whether leaseholders might be able to refuse the installation of new windows? In response, officers confirmed that there was an expectation that all leaseholders would accept major modernisation works.

Councillor Cassidy proposed that the application be deferred to enable the applicant to revisit the intended window design. This proposal was seconded by Councillor Alex Karmel.

The Committee voted on application 2017/03436/FR3 and whether to defer the item to a future Committee meeting. This was put to the vote and the result was as follows:

For:

8

Against:

0
Not Voting:
0

RESOLVED THAT:

That application 2017/03436/FR3 be deferred to a future Committee meeting.

32A Vereker Road, London W14 9JS, North End 2017/04889/FUL

Please see the Addendum attached to the minutes which amended the report.

Councillor Alex Karmel declared a non-pecuniary interest in respect of 32A Vereker Road as he knew two of the objectors. He remained in the meeting, participated and voted on the item.

Introducing the report, officers confirmed that an additional 4 letters of objection had been received since the agenda had been published and these raise no new issues.

The Committee heard a representation in objection to the application from a local resident. Some of the points raised included: The applicant had submitted numerous applications in the last 12 months, all of which were detrimental to her next-door property. If approved, the application would create noise and disturbance during the construction phases, as well as odours and fumes. Concerns were raised about the new subterranean basement, the construction techniques employed and what impact this might have on the adjoining property. The Committee's attention was drawn to the technical accuracy of the submitted plans and how these translated into building designs. Further concerns were raised about security, privacy and overlooking aspects of the proposal.

The Committee heard a representation in support from the Applicant. Some of the points raised included: the property had been purchased in 2016. The issues raised by the neighbour at 32 Vereker Road were not valid concerns. Approaches had been made to neighbours including 32 Vereker Road to explain the proposals but there had been no response. The property was not listed and was not a building of merit. It was confirmed that the proposal would not change the roof height but would extend the rear roof. In relation to the accuracy of the drawings, the Applicant confirmed he did not have a copy of drawings provided by objectors to respond to.

Councillor Larry Culhane spoke as ward Councillor for North End. Some of the points raised included: the application site was a unique property in Barons Court and had been vacant for a long time. The design proposals were very ambitious and had been put together in a careless way. The plans were littered with inaccuracies and several key features including overlooking windows had been omitted. The proposal lacked details about how it would impact on neighbouring properties and most residents had been in contact with Ward Councillors to

express their concerns. He concluded his remarks by stating that he hoped the application was either refused or deferred for a site visit.

The Committee considered the floor and ceiling heights, proposed basement, Velux windows and the accuracy of the plans / drawings. Further issues which were explored included the light and ventilation conditions of future occupiers.

The Committee voted on application 2017/04889/FUL and whether to agree the officer recommendation set out in the report and the changes set out in the addendum. This was put to the vote and the result was as follows:

For:

0

Against:

8

Not Voting:

0

The Committee agreed the following reasons for refusal: an unneighbourly form of development, the poor quality of the accommodation in the basement, loss of light and privacy to 32 Vereker Road and an over development of the site.

The Committee voted on application 2017/04889/FUL and the reasons for refusal. This was put to the vote and the result was as follows:

For:

8

Against:

0

Not Voting:

0

RESOLVED THAT:

That application 2017/04889/FUL be overturned and refused for the reasons set out above.

Hurlingham Club, Ranelagh Gardens, London SW6 3PR, Palace Riverside 2017/02967/FUL

Please see the Addendum attached to the minutes which amended the report.

Councillor Alex Karmel declared a non-pecuniary interest in respect of the Hurlingham Club as he was a member of the club. He had not participated in any of the workshops / meetings or votes among the members on the application. He remained in the meeting, but did not participate or vote on the item.

Councillor Lucy Ivimy declared a non-pecuniary interest in respect of the Hurlingham Club as she knew various members of the Hurlingham Club. She remained in the meeting, participated and voted on the item.

Introducing the report, Officers confirmed that condition 4 on page 210 of the report needed to be deleted. In addition, just before the Officers confirmed that a document containing a number of objections in relation to some lime trees which were included in the Officer report had been received.

At the request of the Chair and with the agreement of the registered speaker, he spoke on both applications for a total of 3 minutes.

The Committee heard a representation in support from the Club Chairman. Some of the points raised included: the proposal would afford a number of new sporting opportunities to club members, including a new swimming pool. Most of the west wing of the club was out of date and required modernisation. The Club had considered a variety of options to improve and enhance its offer and the proposal only requested a modest increase in the footprint. The proposal included the removal of two lime trees. He confirmed that Club members had been consulted and voted on arboricultural implications before these were integrated into the planning application. It was noted that new trees would be replanted if the application was approved. The application included a comprehensive travel plan, electric charging points and cycle storage. The Club had worked closely with the Council throughout the applications process and the design significantly reduced carbon emissions.

During the course of discussions, the Committee explored a number of issues including whether or not the loss of open space could be justified, the impact of congestion during the construction phases and the loss of two lime trees. The Committee agreed although the loss of trees was regrettable, it noted that replacement trees would be replanted.

The Committee voted on application 2017/02967/FUL and whether to agree the officer recommendation set out in the report and the changes set out in the addendum. This was put to the vote and the result was as follows:

For:
6
Against:
0
Not Voting:
2

Councillor Alex Karmel abstained and did not vote on this item.

RESOLVED THAT:

That application 2017/02967/FUL be approved for the reasons set out in the Officer report and addendum.

**Hurlingham Club, Ranelagh Gardens, London SW6 3PR, Palace
Riverside 2017/02968/LBC**

Councillor Alex Karmel declared a non-pecuniary interest in respect of the Hurlingham Club as he was a member of the club. He had not participated in any of the workshops / meetings or votes among the members on the application. He remained in the meeting, but did not participate or vote on the item.

Councillor Lucy Ivimy declared a non-pecuniary interest in respect of the Hurlingham Club as she knew various members of the Hurlingham Club. She remained in the meeting, participated and voted on the item.

The Committee voted on application 2017/02968/LBC and whether to agree the officer recommendation set out in the report and the changes set out in the addendum. This was put to the vote and the result was as follows:

For:

6

Against:

0

Not Voting:

2

Councillor Alex Karmel abstained and did not vote on this item.

RESOLVED THAT:

That application 2017/02968/LBC be approved for the reasons set out in the Officer report and addendum.

**M&S White City Site, 54 Wood Lane, London W12 7RQ, College Park
and Old Oak 2017/04377/VAR**

Please see the Addendum attached to the minutes which amended the report.

During the course of discussions, the Committee considered a number of points including: the number of stairwells (information pertaining to this was to be provided to Councillor Alex Karmel outside the meeting), the effects on the local micro climate, the lack of reference to the Wood Lane Estate within the report and amenity / play space for the 1814 new apartments.

The Head of Planning Regeneration agreed to meet Councillor Wesley Harcourt outside the meeting to ensure the Heads of Terms of the s106 Agreement reflected the wishes of the Committee in relation to the Wood Lane Estate.

The Committee voted on application 2017/04377/VAR and whether to agree the officer recommendation set out in the report and the changes set out in the addendum. This was put to the vote and the result was as follows:

For:

8

Against:

0

Not Voting:

0

RESOLVED THAT:

That application 2017/04377/VAR be approved for the reasons set out in the Officer report and addendum.

ARK Swift Primary Academy, Australia Road, White City Estate, London W12 7PT, Wormholt and White City 2017/04800/FUL

Please see the Addendum attached to the minutes which amended the report.

Discussing the application, the Committee considered a number of points including: the loss of green space and trees and the amenity space provision for the new residents.

Further points which were raised included the envisaged pressure on local infrastructure as well as the displacement of existing students. In response, Officers confirmed that the development would take place in two phases and the schools would continue to function. The Committee welcomed the proposal and that it provided 54% affordable housing.

The Committee voted on application 2017/04800/FUL and whether to agree the officer recommendation set out in the report and the changes set out in the addendum. This was put to the vote and the result was as follows:

For:

8

Against:

0

Not Voting:

0

RESOLVED THAT:

That application 2017/04800/FUL be approved for the reasons set out in the Officer report and addendum.

CONFIRMATION OF TREE PRESERVATION ORDER T410/12/17 LAND AT SHEPHERDS BUSH PLACE, W12

The Committee voted on tree preservation order T410/12/17 and whether to agree the officer recommendation set out in the report. This was put to the vote and the result was as follows:

For:
8
Against:
0
Not Voting:
0

RESOLVED

That tree preservation order T410/12/17 Land at Shepherds Bush Place, W12 be confirmed.

Meeting started: 7:00 pm
10:05 pm

Chair

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

Minutes are subject to confirmation at the next meeting as a correct record of the proceedings and any amendments arising will be recorded in the minutes of that subsequent meeting.

PLANNING AND DEVELOPMENT CONTROL COMMITTEE
Addendum 06.03.2018

REG REF.	ADDRESS	WARD	PAGE
----------	---------	------	------

N.B. ITEM 2 AND 3 ON THE AGENDA

All references set out in both reports to policies in the Core Strategy (2011), Development Management Local Plan (2013) and Supplementary Planning Document – SPD (2013) are no longer applicable. These are replaced by the relevant policies/key principles set out in both reports, contained in the Local Plan (2018) and Supplementary Planning Document – SPD (2018), following adoption on 28 February 2018.

2017/04377/VAR	M&S Warehouse, 54 Wood Lane, White City W12 7RQ	College Park and Old Oak	16
----------------	---	--------------------------	----

Page 17	Approved Drawing numbers - Insert 'please refer to condition 3' after dwg no's after the description of development
---------	---

Pages 18-53	Conditions and Reasons for Approval. Delete Core Strategy (2011) and Development Management Local Plan (2013) policies and Supplementary Planning Document (2013) from all condition reasons and reasons for approval.
-------------	--

Page 59	Para 2.9. This application has now been approved (dated 2 nd March 2018) with an amended description as follows:
---------	---

Non-Material Amendment to Outline Planning Permission (ref: 2016/03907/VAR) dated 23 May 2017; seeking amendment to description of development to omit the floorspace maximum and maximum residential quantum's of the outline component.

Page 61	Greater London Authority – A Stage 1 response has been received from the GLA confirming the application is in general conformity with the London Plan and draft London Plan.
---------	--

Principle of development: 35% on-site affordable housing within the proposed 337-unit uplift, comprising 60% social/affordable rent, 40% intermediate. The additional affordable units, and the previously secured off-site provision, will ensure the delivery of 35% affordable as part of the masterplan. The applicant's viability assessment has been rigorously assessed by the Council's independent advisers and GLA officers and confirms that, based on an updated review of masterplan, no additional affordable housing is viable. has therefore been secured, equivalent to 19% above 'current day' assessment, and as such, the absence of a late stage review is acceptable in this case, subject to securing the affordability levels set out in this report, along with all other necessary planning obligations. An early stage viability

review must be secured as part of the Section 106 agreement in accordance with Policy H6 of the draft London Plan and the Mayor’s Affordable Housing and Viability SPG.

Urban design: The proposed revisions and increased height in certain areas is generally in keeping with the key design principles of the consented masterplan and the proposal does not raise any additional strategic design issues beyond those which were previously considered in relation to approved planning application 2014/04726/OUT.

Transport: Further to the agreed imposition of appropriate planning conditions regarding cycle parking provision and construction logistics the proposals are acceptable in transport planning terms in accordance with London Plan Policies 6.13 and 6.9 draft London Plan Policies T6 and T5.

Pages 55-92 All references to the ‘emerging OR Proposed Submission Local Plan’ in Paras 1.6, 5.18, 5.19, 5.27, 5.28, 5.37, 5.38, 5.57, 5.59, 5.61, 5.65, 5.70, 5.76, 5.83, 5.88, 5.89, 5.92, 5.122, 5.127 and 6.1 should delete reference to ‘emerging’ or ‘Proposed Submission’ versions with regards to the Local Plan (2018). This document is now adopted and forms part of the Development Plan for London Borough of Hammersmith and Fulham. Delete all references to the Core Strategy (2011) and Development Management Local Plan throughout report – these documents are worth no weight.

Page 74 Para 5.33 (Line 5 – delete ‘social’ – replace with ‘affordable’)

2017/04800/FUL Ark Swift Primary Academy Wormholt and 100
Australia Road, W12 7PT White City

Page 103 Pages 103-130 Conditions and Reasons for Approval. Delete Core Strategy (2011) and Development Management Local Plan (2013) policies and Supplementary Planning Document (2013) from all condition reasons and reasons for approval.

Page 104 Condition 4 – 3rd Line: Insert: “...in consultation with Transport for London (TfL).”

Page 109 & 110 Condition 17 & 18 – Reason for Condition. Delete “... (2011) ...”

Page 154 Para. 3.4.5 - 3rd Sentence. Replace with: “Table 2 details an indicative housing target in the White City Regeneration Area/Opportunity Area of 2,200 homes between 2016-2021 and 3,500 additional homes between 2021-2026.”

Page 155 Para. 3.4.12 – 1st line. Should read: ... “Communities, mixed and balanced...”

Page 158 Para. 3.4.29 - Table. Delete Ref: “Affordable Rent” and Replace with “Social Rent”

Page 159 Para. 3.5.4 – Table. Delete Ref: “Affordable Rent” and Replace with “Social Rent”

Page 179 Para.3.8.3 – Delete paragraph (text repeated in para. 3.8.2 above). Re-number paragraphs 3.8.4 - 3.8.9 accordingly.

- Page 184 Para. 3.10.16 – 2nd Sentence. Replace with “This L shaped block is located opposite the southern boundary and has a dual aspect (north or south / east or west) and most of the habitable rooms have a southerly or easterly aspect.”
- Page 185 Para. 3.10.19 - 2nd Sentence: Insert after and “...Baird House and...”
- Page 186 Para. 3.10.27 – 3rd line: Delete “...this...” and Insert “...Hastings House...”
- Page 189 Para. 3.10.43 – last line: Add: “...through the Site Management Plan.”

2017/02967/FUL Hurlingham Club, Ranelagh Gardens SW6 Palace Riverside 209

- Page 210 Drawing numbers: Add 042–p5.
- Page 210 Amend condition 2): Add drawing number 042–p5.
- Page 235 Paragraph 3.64, line 4: Delete ‘unilateral undertaking with respect to making a’.

2017/02968/LBC Hurlingham Club, Ranelagh Gardens SW6 Palace Riverside 237

- Page 238 Drawing numbers: Add 042–p5.

2017/04889/FUL 32A Vereker Road W14 North End 241

- Page 244 Add Condition:
14) Notwithstanding any rooflights, the ridge height of the replacement roof to No.32A Vereker Road shall not extend above a height of 4.525 metres as measured from the footpath outside the main entrance on Fairholme Road, as indicated on the approved plan EL-02-C.
- 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 properties, and in accordance with Policy HO11 and DC4 of the Local Plan 2018, and Key Principle HS6 of the Planning Guidance Supplementary Planning Document 2018.
- Page 247 Paragraph 2.3, bullet point 5 after ‘conservation area’ add: ‘and the Council’s conservation area guidance’.
- Page 249 Paragraph 3.10, delete second sentence commencing with ‘The proposed grey slate...’ and replace with ‘The proposed grey slate replacement roof raises the height of the existing roof by between 370mm and 900mm as measured from the ridge of the parapet wall, (1.3m from the flat roof behind) and would include pitched roof slopes’.