

Planning and Development Control Committee

Agenda

Tuesday 9 October 2018

7.00 pm

Committee Room 1 - Hammersmith Town Hall

MEMBERSHIP

Administration:	Opposition
Councillor Rachel Leighton (Chair) Councillor Matt Uberoi Councillor Colin Aherne Councillor Wesley Harcourt Councillor Natalia Perez Councillor Rowan Ree	Councillor Alex Karmel Councillor Matt Thorley

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 4 October 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

9 October 2018

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2. APOLOGIES FOR ABSENCE	
3. DECLARATION OF INTERESTS	

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

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

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

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

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Agenda Item 1

London Borough of Hammersmith & Fulham

Planning and Development Control Committee Minutes



Tuesday 11 September 2018

PRESENT

Committee members: Councillors Rachel Leighton, Matt Uberoi, Colin Aherne, Wesley Harcourt, Natalia Perez, Rowan Ree, Alex Karmel and Matt Thorley

Others: Councillor Mark Loveday and Councillor Zarar Qayyum

1. MINUTES

The minutes of the meetings of 20 March, 13 June and 10 July 2018 were agreed as an accurate record.

2. APOLOGIES FOR ABSENCE

There were no apologies for absence.

3. DECLARATION OF INTERESTS

There were no declarations of interest.

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.

5i. 160-164 Hurlingham Road, London SW6 3NG, Parsons Green and Walham

Please see the Addendum attached to the minutes which made minor changes to the report.

The Committee heard representations in objection to the application from three local residents. Some of the points raised included: The bulk and height of the

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.

proposal would be detrimental to the visual amenity of local residents. The proposal would significantly increase footfall, noise, and disturbance. The suggestion in the report that the proposal would bring an additional 300 jobs to the local area (based on square footage) was inaccurate. Residents had calculated that more than 1,000 people would use the site. The proposal offered a vast amount of office space which was excessive for the local area. It would add to parking stress locally and increased congestion from commuters and deliveries to the site. The proposal was in a conservation area and the vistas in and out of the area were significant. If the proposal were approved, it would be detrimental to the current views.

The Committee heard representations against the application from Councillor Mark Loveday, Ward Councillor for Parsons Green and Walham.

During the course of discussions, the Committee explored a number of issues including the existing traffic conditions and adverse impact the proposal would have. The number of deliveries which were anticipated to the site. Further topics included the height and massing of the proposal and it not being in keeping with other two storey applications, the discordant design, street trees and its residential setting.

The Committee voted on application 2018/01638/FUL and whether to agree the officer recommendation of approval and the changes set out in the addendum. This was put to the vote and the result was as follows:

For:
3
Against:
5
Not Voting:
0

The Committee voted on a motion to refuse the application. This was put to the vote and the result was as follows:

For:
6
Against:
2
Not Voting:
0

RESOLVED THAT:

Planning Application 2018/01638/FUL be refused for the following reasons:

- The adverse traffic impact of the proposal.
- The height and bulk of the proposal.
- The impact of the proposal on the conservation area.
- That the proposal was an over intensification of the use of the site.
- The proposed use will increase footfall which will be to the detrimental to the residential amenity of local residents.

198 North End Road, London W14 9NX, North End

Please see the Addendum attached to the minutes which amended the report.

The Committee heard representations in objection to the application from two local residents. Some of the points raised included: As well as the extraction duct, the applicant had installed two fans which had not been disclosed on the original application. The proposal would cause noise and nuisance and effect the residential amenity of close neighbours. The combination of the duct and fans ensured the proposal exceeded the background noise levels. Local residents had commissioned an independent noise survey to demonstrate the adverse impact of the proposal.

The Committee heard a representation in support of the application from the agent. Some of the points raised included: The noise levels created by the changes had been checked by the Council and were compliant. The noise from the premises was lower than the noise created by a nearby Chinese restaurant. There was no adverse environmental impact from the proposal. The duct would be painted grey to blend in with surrounding extraction systems. The applicant proposed that the duct could be moved back so that it would be flush against the premises wall. The duct had been test by the Council's Noise and Nuisance officer and there was no vibration, causing additional noise from the unit.

The Committee heard representations against the application from Councillor Zarar Qayyum, Ward Councillor for North End.

During the course of discussions, the Committee explored a number of issues including the noise testing conducted by the Council and that the independent noise survey had not been provided to the Authority. Other points included: whether officers were satisfied the proposal in front of committee was sufficiently broad enough to cover the two fans and the duct and whether there was a local micro climate affecting noise levels.

The Committee voted on application 2018/01698/FUL and whether to agree the officer recommendation of approval and the changes set out in the addendum. This was put to the vote and the result was as follows:

For:
7
Against:
1
Not Voting:
0

RESOLVED THAT:

Planning Application 2018/01698/FUL be approved for the reasons set out in the report and addendum.

Watermeadow Court, Watermeadow Lane, London, Sands End

Please see the Addendum attached to the minutes which amended the report.

The Committee voted on application 2017/01841/FUL and whether to agree the officer recommendations set out in the report and changes set out in the addendum. This was put to the vote and the result was as follows:

For:
5
Against:
2
Not Voting:
1

RESOLVED THAT:

Planning Application 2017/01841/FUL be approved for the reasons set out in the report and addendum.

Meeting started: 7:00 pm
9:23 pm

Chair

Contact officer: Charles Francis
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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.

Agenda Item 4

London Borough of Hammersmith & Fulham

Planning Applications Committee Agenda for 9th October 2018

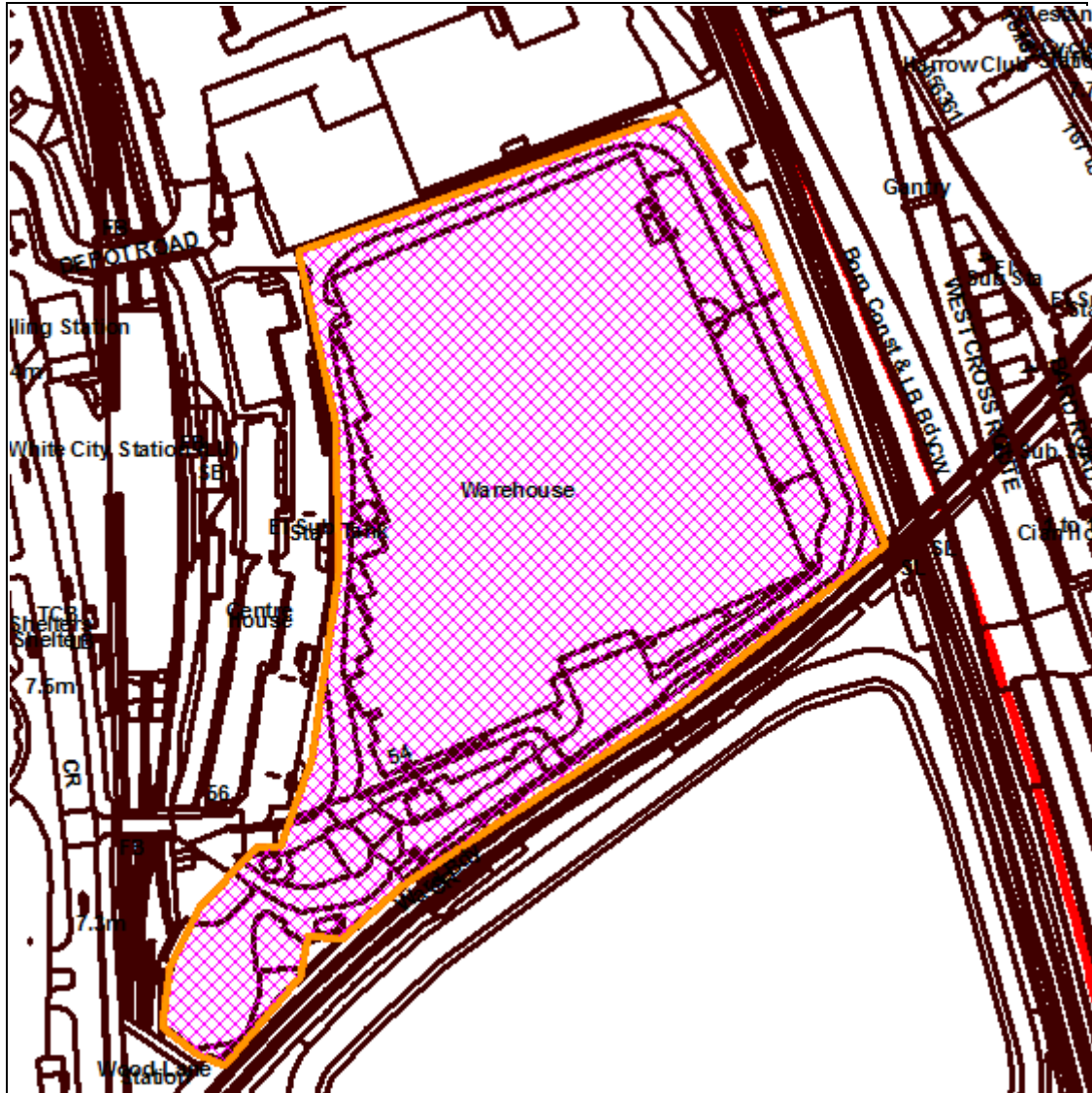
Index of Applications, Enforcement Actions, Advertisements etc.

WARD REG NO	SITE ADDRESS	PAGE
College Park And Old Oak 2018/02377/RES	M&S White City Site 54 Wood Lane London W12 7RQ	Page 9
Avonmore And Brook Green 2017/02883/FUL	68 - 72 Hammersmith Road London W14 8UD	Page 52
Avonmore And Brook Green 2017/04752/FUL	Kensington Centre 66 Hammersmith Road London W14 8UD	Page 111
Wormholt And White City 2018/01439/FUL	13 Aldbourne Road London W12 0LW	Page 168
Munster 2018/01856/FUL	223 - 229 Dawes Road London SW6 7RD	Page 186
Parsons Green And Walham 2018/02100/COMB	Fulham Gasworks Imperial Road London	Page 216

Ward: College Park And Old Oak

Site Address:

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



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For identification purposes only - do not scale.

Reg. No:
2018/02377/RES

Case Officer:
Mr Neil Button

Date Valid:
17.07.2018

Conservation Area:
Wood Lane Conservation Area - Number 42

Committee Date:
09.10.2018

Applicant:

Mr Walton
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 comprising the erection of 13-27 storey building with basement level providing 427 affordable homes (including 60 x Extra Care Units) and 1,027 sqm (GEA) flexible commercial floorspace (Use Classes A1/A2/A3/A4/A5/B1/D1 or D2) 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: Please refer to Condition 1

Application Type:

Submission of Reserved Matters

Officer Recommendation:

That the application be approved

- 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 PL8
425-PT-B4-PL-L00L01-0001 PL9
425-PT-B4-PL-L02L03-0001 PL4
425-PT-B4-PL-L04L05-0001 PL6
425-PT-B4-PL-L06L07-0001 PL4
425-PT-B4-PL-L08L09-0001 PL6
425-PT-B4-PL-L10L11-0001 PL7
425-PT-B4-PL-L12L13-0001 PL7
425-PT-B4-PL-L14L15-0001 PL7
425-PT-B4-PL-L16L17-0001 PL4
425-PT-B4-PL-L18L19-0001 PL4
425-PT-B4-PL-L20L21-0001 PL4
425-PT-B4-PL-L22L23-0001 PL4
425-PT-B4-PL-L24L25-0001 PL3
425-PT-B4-PL-L18L19-0001 PL3
425-PT-B4-PL-L26RF-0001 PL3
425-PT-B4-PL-ELE-0001 PL9
425-PT-B4-PL-ELE-0002 PL7
425-PT-B4-PL-ELE-0003 PL7
425-PT-B4-PL-ELE-0004 PL4
425-PT-B4-PL-ELE-0005 PL4
425-PT-B4-PL-ELE-0006 PL1
J105-LEW-MW-P2-GA-LS-9545

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.

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

- 1500mm x 1500mm 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:
- 1500mm x 1500mm 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, in accordance with the approved plans.

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 implemented in accordance with the approved plans and report and shall be permanently retained thereafter.

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:

- 0) 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/or 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).

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).

Design: The reserved matters submission is 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 unacceptable 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).

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. Special regard has been given to the desirability of preserving the heritage assets (or settings of) in accordance with the statutory duty, which it is accepted is a higher duty, in accordance with Sections 66 and 72 of the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990 as amended. 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).

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).

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).

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 (2018), 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)

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 Andrew Marshall (Ext: 4841):

Application form received: 13th July 2018
Drawing Nos: see above

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

Consultation Comments:

Comments from:	Dated:
London Underground Limited	15.08.18
Transport For London - Land Use Planning Team	15.08.18
Historic England London Region	30.07.18

Neighbour Comments:

Letters from:

Dated:

1.0 Background

1.1 This planning report relates to a 'second' 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 planning permission 2017/04377/VAR (dated 25th June 2018) which has been amended by way of a further non-material amendment seeking to change the mix and number of dwellings in Phase 1 and provision of additional residential dwelling no.s within Phases 2 and 3 of the development; including variation of condition 3 (amended drawing numbers) and condition 7 (no. of dwellings) to permit up to 1845 residential units (an additional 31 x units) under s96A (3) of the Town and Country Planning Act (1990) as amended.

1.2 The effect of the amended planning permission would permit an additional 11 affordable homes within phase 2 (Development Plot B1). This will increase the residential quantum in this Development Plot to 427 (affordable) units. This application (for all reserved matters) reflects the amended provisions in the revised consented outline permission. The amended outline permission necessitates further modification to the approved detailed design of Development Plot B1 consented by way of the first reserved matters application for this phase, to enable the proposed building to accommodate an additional 11 affordable homes.

1.3 The first reserved matters application for Development Plot B1 (Ref: 2017/04567/RES) was approved on the 10th July 2018 for the 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 1013 sqm (GEA) commercial floorspace with associated external amenity space, public realm, car and cycle parking and other works). The layout and scale of the approved reserved matters has been amended to provide an additional 8 dwellings within a new storey on the southern most Block 4.5 (equating to an additional 533 sqm) and by revising the floorplan on levels 18, 19 and 20 to create an additional dwelling on each floor.

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

1.6 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.

1.7 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

1.8 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.

1.9 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.

1.10 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.

1.11 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.

1.12 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.

1.13 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.

1.14 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 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

2.3 The original planning permission has been twice varied under S73 of the Town and Country Planning Act (in 2017 - Ref: 2016/03907/VAR and 2018 - Ref: 2017/04377/VAR). The second '2018' permission (approved on 25th June 2018) description comprised:

Variation to conditions 1-8 of planning permission 2016/03907/VAR (for the comprehensive phased redevelopment of the site for a residential-led mixed-use development) granted 23/05/2017 in order to permit minor material amendments to the outline form of development. Amendments comprise modifications to the approved Parameters Plans and Development Specification and Parameters Report that cover design alterations to Development Plots B1 (varying the horizontal parameters (to - 0.92m to +27.98m) to permit an extended southern building line), Development Plots D1 and E1 (varying parameters to extend the maximum heights by an additional +2.31m and 8.86m), Development Plots D2, D3 and E2 (varying parameters to extend maximum heights by an additional +4.79m) and incorporating a new additional Development Plot E3 (to comprise residential use within a new building up to 74.45m in height). The specified amendments would facilitate the optimisation of residential units to increase the overall maximum unit numbers from 1,477 to 1,814 units including the provision of an additional 118 affordable units (35% of the additional units).

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 (Approved))

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 (Approved)

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) have been recently approved.

Non- Material Amendments (NMAT)

2.7 The applicant has obtained approval for the following 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;
- Ref: 2018/00399/NMAT: 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. Approved 02/03/2018.
- 2018/00930/NMAT: Non-Material Minor Amendment to Planning Permission 2016/03907/VAR dated 23rd May 2017, amendments sought alterations to the facade of Buildings A1, A2 and A3 in Phase 1D. Approved 18/06/2018
- Non Material Amendment to Planning Permission (Ref: 2017/04377/VAR dated 25/06/2018) seeking to change the mix and number of dwellings in Phase 1 and provision of additional residential dwelling no.s within Phases 2 and 3 of the comprehensive redevelopment of the former M&S Warehouse Site; including variation of condition 3 (amended drawing numbers) and condition 7 (no. of dwellings) to permit up to 1845 residential units (an additional 31 x units) under s96A (3) of the Town and Country Planning Act (1990) as amended. Approved 21/08/2018

Reserved Matters

2.8 The following reserved matters application have been submitted pursuant to the above outline permissions:

- Phase 1B: Ref: 2016/03650/RES: Submission of reserved matters (access, appearance, landscaping, layout and scale) for the Decking over the Central Line cutting (Phase 1B) in connection with planning permission ref: 2014/04726/OUT for the redevelopment of the former M&S Warehouse Site granted 16th December 2015 - Approved 09/11/2016
- Phase 1C: Ref: 2017/03358/RES: Submission of Reserved Matters Application to discharge access, appearance, landscaping, layout, and scale pursuant to Condition 1 for the land identified as Exhibition Green within the masterplan for the M&S Site redevelopment, pursuant to Outline Planning Permission reference 2014/04726/OUT, approved on 16th December 2015 - Approved 13/03/2018
- Phase 2: Ref: 2017/04567/RES: 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) (first application for RMA for phase 2) - Approved 10/07/2018

- Phase 1E: 2017/04823/RES: Reserved Matters Application to discharge access, appearance, landscaping, layout, and scale pursuant to Condition 1 for the land identified as Kiralfy Square within the masterplan for the M&S Site redevelopment, pursuant to Outline Planning Permission reference 2014/04726/OUT, approved on 16th December 2015 - Approved 04/06/2018.

- Phase 1E: 2017/04827/RES: Reserved Matters Application to discharge access, appearance, landscaping, layout, and scale pursuant to Condition 1 for the land identified as Spring Garden within the masterplan for the M&S Site redevelopment, pursuant to Outline Planning Permission reference 2014/04726/OUT, approved on 16th December 2015. Approved 04/06/2018

- Phase 1C: 2018/02768/RES: Submission of reserved matters for access, appearance, landscaping, layout, and scale pursuant to Condition 1 for the land identified as Exhibition Park within the masterplan for the M&S Site redevelopment, pursuant to Outline Planning Permission ref: 2017/04377/VAR (second RMA for phase 1E) - Pending

Planning Conditions

2.9 Following the determination of the applications listed above, details applications have been submitted and have been discharged in regards to phases 1A, 1B, 1C, 1D and 1F which are not of relevance to the reserved matters application. The applicant has submitted applications to discharge various conditions of the outline application in respect of Development Plot B1 which are currently pending.

Applications on adjoining Sites (relevant to the Reserved Matters Development Plot B1)

Centre House (former Ugli Campus), Wood Lane

2.10 2018/03058/FUL: (Submitted by St James Group - The Applicant): Detailed planning application for demolition of all buildings on site, and erection of two buildings with basement level, comprising 1 x part 11/ part 22 storey building and 1 x part 11/part 32 storey building to provide 527 residential units with ancillary residential facilities (C3); 1,364 sq m (GEA) of flexible commercial, community and leisure floorspace (A1-A3, B1, D1-D2); means of access, public realm, amenity space, landscaping, and other associated infrastructure works including creation of basement level access to the adjoining White City Living site and works to the site's western boundary. Pending

Former Dairy Crest Site (site to the north)

2.11 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

2.12 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. Approved 04/07/2018.

3.0 Consultation Responses

3.1 The application has been advertised by way of a Site Notice (03/08/2018) and a Press Release (03/08/2018) with an expiry date for comments of 24/08/2018.

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

3.3 No objections have been received

External Consultation:

3.4 The following external consultations were undertaken:

- a) Transport for London: No objections. Noted that the cycle parking is in accordance with the London Plan minimum standards, but developer should endeavour to provide cycle parking in accordance with the Draft London Plan standards set in (draft) policy T5. Car Park Management Plan (CMP) and Delivery and Servicing Plan (DSP) should be submitted for approval by local authority in consultation with TfL and this should include swept path drawings for service vehicles.
- b) Network Rail: No response.
- c) London Underground: No objections (Response received 15/08/2018)
- d) Historic England: No response
- e) Greater London Archaeology Advisory Service: No response.
- f) Environment Agency: No response
- 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 response
- k) Thames Water: No response.
- l) The Hammersmith Society: No response.
- m) Action on Disability Forum: No response

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: As per the previously approved reserved matters application for Phase 2, the issues raised by the AQ officer are the same and are addressed by way of the conditions set out in the extant scheme. The AQ officer has advised further mitigation measures are required by way of new conditions and that fundamental amendments to the layout of the building to orientate windows and habitable rooms away from sources of poor air quality levels are needed. It would be wholly inappropriate to seek further conditions on the reserved matters submission. Furthermore, it is not possible to re-size the as-built CHP spaces in the adjoining Phase 1D (Plots A1-A3) or relocate the CHP flue which forms a part of phase 1. The changes requested by air quality officers could potentially impact 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 in 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 comprises the 'second' submission of reserved matters 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 427 affordable homes (including 60 x Extra Care Units) and 1,027 sqm (GEA) flexible commercial floorspace (Use Classes A1/A2/A3/A4/A5/B1/D1 or D2) with associated external amenity space, public realm, car and cycle parking and other works) pursuant to planning permission 2017/04377/VAR as amended by the recent

s96A non-material amendment application (2018/02116/NMAT) which amended the dwelling mix within the wider development resulting in the creation of an additional 31 residential units (including the provision of 11 additional units within phase 2). The application has been submitted following the approval of a similar reserved matters submission (for phase 2) for 416 dwellings (ref: 2017/04567/RES). The only significant changes to the approved reserved matters relate to:

- Additional single storey added to the southern block B1.5 to create a new fourteenth floor (creating 8 additional dwellings) providing an additional 533 sqm; and;
- Amendment to layout at levels 18, 19 and 20 to create 3 additional units with a modified dwelling mix.

The revised 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			73			3	76
1 Bed	32		70	42	10	16	170
2 Bed	64		31	3	5	12	115
3 Bed		57					57
4 Bed		9					9
Total	96	66	174	45	15	31	427

Table 1: Dwelling Mix

4.4 The detailed scheme proposed under this RMA comprises a total of 427 residential units. 1,027sqm (GEA) of flexible commercial floorspace is provided at ground floor (the same as previously consented). 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.

4.5 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.

4.6 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.

4.7 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. This is the same landscape scheme as previously submitted and consented by the local planning authority.

4.8 The extra care facility comprises 60 units which is consistent with the previously approved reserved matters for Development Plot B1.

4.9 As such, the following documents form the Reserved Matters submission, including the supporting documentation:

- Patel Taylor Drawings (Plans, Elevations and Sections)
- Design and Access Statement (DAS) (July 2018)
- Planning Statement and Cover Letter
- Site Location Plan
- Landscape Masterplan (incorporated into DAS)
- Daylight, Sunlight and Overshadowing Analysis
- Parameter Plans and Design Codes Compliance Checklist
- Wind Microclimate Assessment Statement of Conformity by RWDI
- Fire Safety Report by BB7

4.10 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 new proposals subject to this reserved matters submission.

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). It is important to note that the previously approved reserved matters submission, approved within the same statutory Development Plan is an important material planning consideration which is to be taken into account in the assessment of this application for reserved matters.

5.3 In this instance, the relevant Development Plan for the area at the time of determining this 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 July 2018, a new 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. The NPPF (2018) does not introduce any major new planning policy guidelines that are of relevance to this reserved matters submission, other than the need to ensure the development supports high quality communications.

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.

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 (Phase 2) reserved matters are:

- Principle of Development
- An assessment of the principle of the 'second' reserved matters submission with regards to layout, scale, appearance, landscaping and means of access
- Land Uses;
- Affordable housing tenures;
- Dwelling mix;
- Residential quality;
- Other Land Uses;
- Amenity Space and Play Space;

- Accessible Design.
- Amenity Impacts;
- Transport and Parking (Car and Cycle);
- Waste and Recycling Arrangements;
- Environmental Impacts;

Principle of Development

6.2 This 'second' reserved matters submission remains wholly in accordance with the parameter plans, land use provisions, site-wide dwelling mix, and form of the approved outline planning permission in respect of Plot B1 within the comprehensive residential led mixed use redevelopment of the site, and is compliant with the detailed affordable housing provisions (for this Plot) set out in the Section 106 Agreement and its subsequent amendments within the various Deed of Variations (the most recent being the Fourth Variation associated with ref: 2018/02116/NMAT). The additional storey to the southern block is within the vertical and horizontal and land use parameters. Development Plot B1 will contribute towards meeting local and strategic housing needs by delivering a significant number of affordable homes (427) which is an additional 11 affordable units than the previously consented reserved matters application 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. This 'second' reserved matters submission is considered to be acceptable in principle, and would be 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 The layout of this reserved matters submission is the same as the previously consented layout (approved under ref: 2017/4567/RES). 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, 29 wheelchair-accessible parking spaces and 27 standard spaces. 15 car spaces are provided for the Extra Care Facility.

6.9 Development Plot B1 (as modified in this 'second' reserved matters submission) 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, as amended, is no different from the first reserved matters submission as approved, and in light of the above, the layout 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 34,995 sqm (for residential floorspace) and 1,200 sqm for non-residential floorspace.

6.12 The Proposed development (as amended in the second phase 2 reserved matters application) will contain 34,341 sqm of residential floorspace and 1,027 sqm (GEA) 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 (14 storeys). The southern block (B1.5) has been increased by an additional floor which provides internal space for an additional 8 residential units. The amendment to the height of the southern block is the only change to the approved scheme under ref: 2017/04567/RES and this is considered in detail below.

6.15 The applicant has submitted a Statement of Conformity with the Design Codes within the Design and Access Statement. In respect of revised scale, the Statement of Conformity identifies that Development Plot B1 (as amended) 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 subject to this 'second' reserved matters submission for Development Plot B1 (Phase 2) 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, including with regards to the modified scale of block B1.5.

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. The additional height of Block B1.5 raises the upper level of the previous scheme which is expressed with the upper two floors (13 and 14) being articulated by the horizontal frame which sits above another two-storey proportion, also expressed by the horizontal frame. This appearance differs slightly from the consented scheme express the upper levels as two x three storey planes (6 storeys) (as opposed to one x three storey plane and two x two storey planes (7 storeys)). The small increase in height and alteration to the building framing proportions are not considered to have any adverse impact upon the overall façade composition of this Block or the wider Development Plot, or in the context of the site wide development, in design terms.

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. The Urban Design Officer raised no objections to the proposed revised reserved matter submission.

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 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.

6.23 Summary of Scale, Layout and Appearance: Accordingly, it is considered that scale, layout and appearance of Development Plot B1 remains 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 of the amended building will still 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 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 application. There are no changes to the proposed landscaping scheme as previously approved. However, a full assessment of the acceptability of the landscaping which forms a part of the current reserved matters submission is set out below.

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, and the recently approved reserved matters application (ref: 2017/04567/RES).

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. There are no amendments to the proposed access arrangements as previously consented within the first reserved matters submission for Plot B1. However, for completeness, an assessment of the submitted detailed proposals are set out that are relevant to this application.

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.

Other Planning Matters:

Housing

6.32 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.

6.33 In accordance with the Fourth Deed of Variation of 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 427 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) as amended by way of the recently approved non-material amendment application (2018/02116/NMAT) which permitted an additional 31 units across the site including an additional 11 (affordable) units within Plot B1. The proposed dwelling mix is as follows (noting the consented dwelling mix in brackets);

Dwelling	Affordable Rent	Social Rent	London Living Rent	Shared Equity Intermediate	Extra Care Rent	Extra Care Shared Equity	Total
Studio			3 (0)	73 (67)			67
1 Bed	32		16 (20)	70 (71)	42	10	170 (175)
2 Bed	64		12 (0)	31 (36)	3	5	115 (108)
3 Bed		57					56
4 Bed		9					10
Total	96	66	31 (20)	174	45	15	427 (416)

Table 2: Revised Affordable Housing in Development Plot B1 (Phase 2) - consented dwelling mix is identified within the brackets

6.34 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.

6.35 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.

6.36 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.

6.37 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.

6.38 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.

6.39 The proposed mix of tenure types and sizes (as revised) 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

6.40 There will be 952sqm GIA (1,027 sqm GEA) of flexible, commercial floorpace 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.

6.41 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 (July 2018) and is the same floorspace quantum as approved under 2017/04567/RES.

6.42 The flexible commercial units will provide active surveillance and ground floor level activity and accord with the aims of Local Plan Strategic Policy WCRA (White City Regeneration Area) which seeks high quality, mixed use development.

Standard of residential accommodation

6.43 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.

6.44 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.

6.45 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.

6.46 The proposed residential density for the RMA, based on the Plot B site area, would be 2,454 hr/ha which comprises a marginal increase in the consented 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 slight increasing density of Plot B1 is considered alongside the implemented Plots A1, A2 and A3 (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 1,184hr/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 including the non-material amendment (ref: 2018/02116/NMAT) consented in August 2018.

Internal space standards

6.47 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.

6.48 The scheme provides high quality residential accommodation for future occupants. All dwellings will still either meet or exceed the minimum internal floorspace standards set out in the Standards. The 'revised' 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	37.6
Shared Equity 1-bed	50.0	50.4
Shared Equity 2-bed	61.0	62.0
Affordable Rent 1-bed	50.0	50.1
Affordable Rent 2-bed	61.0	61.4
Social Rent 3-bed	74.0	75.5
Social Rent 4-bed	90.0	92.6
Extra Care Rent 1-bed	54.0	56.3
Extra Care Rent 2-bed	68.0	73
Extra Care Shared Equity 1-bed	54.0	56.9
Extra Care Share Equity 2-bed	68.0	73

Table 3: Revised Minimum Internal Space Standards as per the Second Reserved Matters

6.49 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

6.50 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.

6.51 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.

6.52 Of the remaining 367 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

6.53 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 applicant has provided information previously within a design document that 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). No changes to this strategy are proposed under this reserved matters submission and therefore it is not necessary to revisit all of these principles. It is considered 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, it is permissible to relax the standards in these circumstances. It is noted that the above 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 in accordance with Local Plan policy HO7 which seeks to support development that meets the needs of people who need care and support.

Access to amenity space

6.54 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.

6.55 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). 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

Children's Playspace

6.56 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.

6.57 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 2,337sqm 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.

6.58 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 852sqm, 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.

6.59 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.

6.60 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

6.61 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. In addition, significant weight is afforded to the consented height and scale of Development Plot B1 under the first reserved matters submission (ref: 2017/04567/RES) which establishes the principle for a tall building of a comparable scale. The proposals, as revised under this second reserved matters submission are within the maximum horizontal and vertical levels of deviation set in the parameter plans and are of a similar height/scale as the first reserved matters approval. 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 matter, as revised, demonstrates 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

6.62 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.

6.63 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."

6.64 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

6.65 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 and in the first reserved matters approval. 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.

6.66 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 increase in the height of the southern block B1.5 does not worsen the reported impacts (in terms of daylight/sunlight conditions) beyond those levels reported in the ES/ES Addendum submitted as part of the approved outline planning application. In addition, the additional floor will broadly have the same impact as the consented reserved matters scheme, upon existing residential receptors including the nearest properties in the Wood Lane Estate. The development is therefore considered to be respectful and mindful of the need to respect amenity

6.67 The adjoining buildings to the west comprise the Ugli Buildings which comprise offices and workspaces. Although there will be a considerable impact from Development Plot B1 (in respect of the change from the former condition with the warehouse in situ), the resulting levels of sunlight and daylight within these buildings will not be unduly sub-standard to prevent the continued operation of the employment uses. Notwithstanding this, the development subject to this reserved matters application has been considered with regards to its potential impact (on daylight/sunlight conditions) on the adjoining land, if this land was to be redeveloped for residential purposes. The applicant has submitted an application for a standalone development of this site (referred to earlier of this report) which seeks to complement and complete the urban block that is partially

established by WCL Phases 1 and 2. The reserved matters application has been considered in respect of the impact of phase 2 (on the emerging development) in terms of daylight/sunlight, and with regards to the potential impact from this adjoining development on Phase 2.

6.68 The position, massing and orientation of the proposals for the Ugli Buildings site referred to in the planning application as Centre House 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 (including Development Plot B1). Officers consider 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 the Centre House application, 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.

6.69 As with the assessment of the previous reserved matters application for phase 2, 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.

6.70 Turning to the proposed second 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 and the revised reserved matters is anticipated to result in a broadly similar extent of impact then the consented reserved matters, which is within the tolerances of the outline scheme which presents a worst case scenario. Furthermore, it is considered proposals for Development Plot B1 balances daylight and sunlight ingress against solar overheating and the need to provide balconies, which themselves overshadow rooms below. The additional floor at level 14 to Block B1.5 is anticipated to have a minor impact on daylight/sunlight within the adjacent development at lower floors - but would be within the extent of the outline approval.

6.71 The second 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 proposal will need to respect Plot B1 and the local authority will need to consider the details submitted with this application including the full technical details of the sunlight and daylight impacts upon the development at Plot B1.

Internal Daylight/Sunlight with Development Plot B1

6.72 A Daylight and Sunlight Assessment by Anstey Horne is provided with the reserved matters submission. 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.

6.73 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.

6.74 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.

6.75 The Daylight and Sunlight Assessment by Anstey Horne assumes that the detailed massing of Plots A1, A2 and A3 and B1 (as amended), 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 523 rooms within Plot B1, of which 26 are studio apartments, 185 are living rooms, dining rooms or kitchens (or a combination thereof), and 312 are bedrooms. Balconies have been considered as being in place.

6.76 In terms of daylight, the Assessment concludes that 73% of the rooms would satisfy the appropriate target for Average Daylight Factor (ADF) which is 1% lower than the approved reserved matters scheme. 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).

6.77 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.

6.78 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 301 (74%) of the same 406 south facing windows adhere to the guidelines. This is considered to be a good quality of sunlighting, which is comparable with the consented first reserved matters submission and recognises that the BRE guidelines notes 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.

6.79 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.

6.80 In summary, the level of daylight and sunlight to Plot B1, as amended, 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

6.81 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. There is no change to the aspect proposed in the previous reserved matters submission.

Privacy

6.82 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.

6.83 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.

6.84 The reserved matters address the south elevation of Plot B1 referred to in the condition. The applicant has sought to demonstrate, in their submission, 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 prior to submission of the previous reserved matters application, 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 proposed development set out in the second reserved matters applicant would represent an optimum and 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.

6.85 In conclusion, the proposed development set out in the second reserved matters submission for Plot B1 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

6.86 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. 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

6.87 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

6.88 The 27 standard spaces can be converted to 20 wheelchair spaces if required. This results in an overall ratio of 0.13 spaces per unit, which is well below the ranges set out in Policy T4 and consistent with the site's accessibility.

6.89 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.

6.90 The level of car parking is considered to be acceptable for this part of the Development and the Council's Transportation Officers and Transport for London 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

6.91 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 608 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 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). Transport for London recommend that the applicant endeavours to comply with the emerging policy standards set in (draft) policy T5 which requires greater number of cycle parking. As the London Plan has not been through an examination in public yet, its policies can only be afforded very limited weight and in this case, given the compliance with the current adopted Development Plan (ie: London Plan (2016) and Local Plan (2018)), it would be unreasonable to insist further compliance with un-adopted standards.

Waste and Recycling

6.92 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. The same refuse provisions are proposed within the second reserved matters application as the first application, and the impacts on waste and recycling generation are anticipated to be controlled by way of conditions within the outline application.

6.93 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 Local Plan policy CC7.

Environmental Impacts

6.94 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

6.95 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 enlarged Plot B1 as per the second reserved matters application 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.

6.96 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.

6.97 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

6.98 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 B1 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.

6.99 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 B1 pursuant to planning permission 2017/04377/VAR as subsequently amended by the non-material amendment consented under 2018/02116/NMAT. 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.

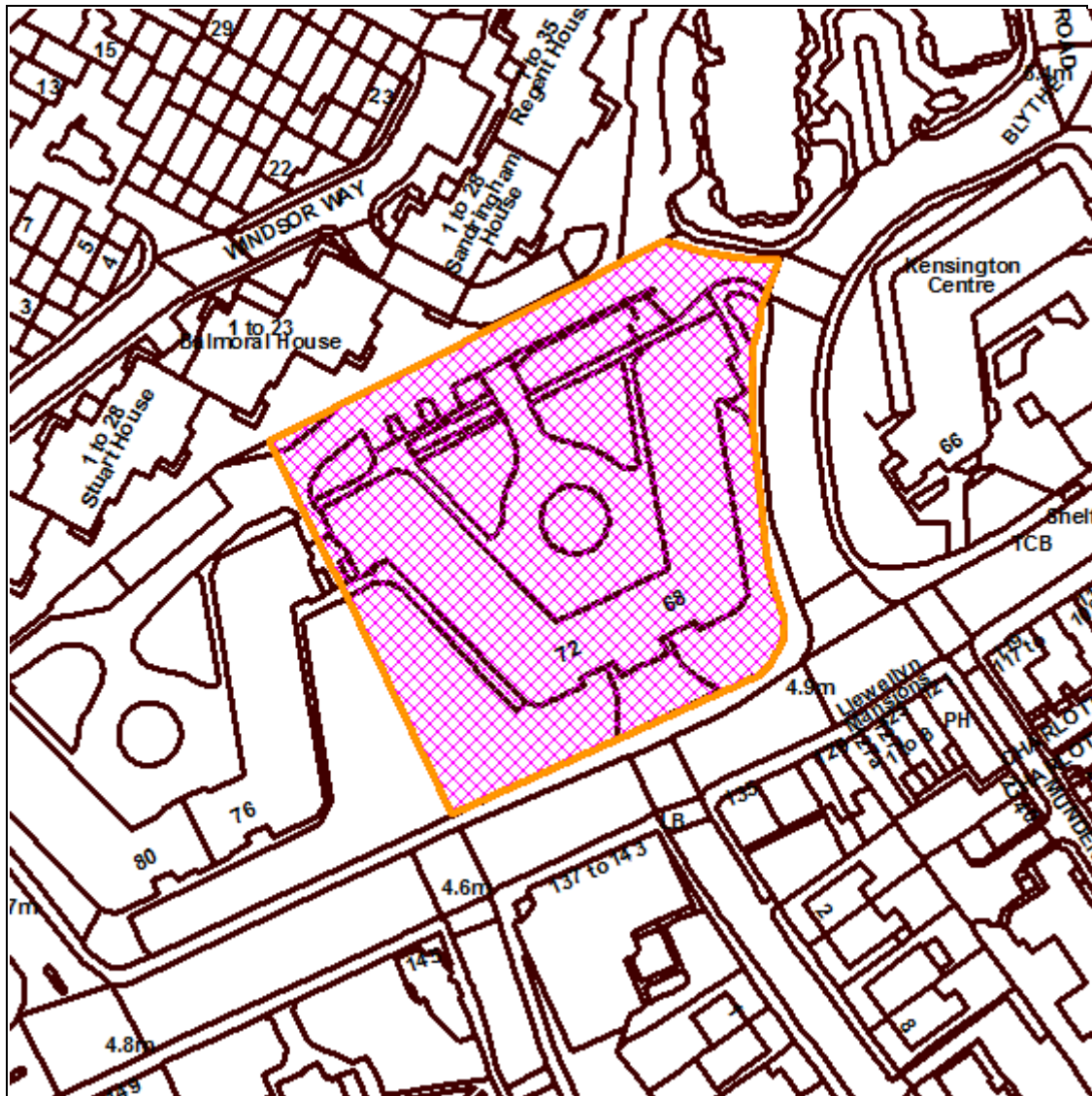
7.3 In summary, the detailed plans for Development Plot B1, as amended in this second reserved matters submission for this part of the wider development will form part of a high-quality residential-led mixed use development that would make a positive contribution to the White City Regeneration Area and will seek to deliver a significant part of the Strategic Regeneration site WCRA1 (designated in the 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 427 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: Avonmore And Brook Green

Site Address:

68 - 72 Hammersmith Road London W14 8UD



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Reg. No:
2017/02883/FUL

Case Officer:
Matthew Lawton

Date Valid:
01.08.2017

Conservation Area:

Committee Date:
09.10.2018

Applicant:

Harrods Estates
C/O Agent

Description:

Alterations and extensions to the existing office building to provide an additional 6,898 sq.m (GEA) of Class B1a office space (25,327 sq.m (GEA) in total), including erection of a part one, part six, part eight and part nine storey infill extension partly over the existing vehicular courtyard at the rear with adjacent glass atrium spaces and substation to the rear, following the demolition of the existing entrance canopy on the southern (Hammersmith Road) elevation; provision of a new vehicular ramp to basement car park from ground level at the northern edge of the site; reduction of parking spaces from 121 to 94, including provision of 9 accessible blue badge bays and 288 cycle spaces; changes to servicing arrangements; provision of hard and soft landscaping.

Drg Nos: PA0599, PA0600, PA0601, PA0602, PA0603, PA0606, PA0607, PA0608, PA0609, PA1999 Rev.06, PA2000 Rev.03, PA2001, PA2002, PA2003, PA2006, PA2007, PA2008, PA2009 Rev.01, PA2020 Rev.01, PA2200, PA2201, PA2202, PA2203, PA2250, PA2251, PA4800, PA4801 & SK4 Rev.02

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 Strategic Director for Growth and Place 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 Strategic Director for Growth and Place after consultation with the Director of Law and the Chair of the Planning and Development Control Committee to make any minor changes to the proposed 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 with the date of this planning permission.

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

- 2) The development shall be carried out and completed only in accordance with the following approved drawing Nos.:

PA0599, PA0600, PA0601, PA0602, PA0603, PA0606, PA0607, PA0608, PA0609, PA1999 Rev.06, PA2000 Rev.03, PA2001, PA2002, PA2003, PA2006, PA2007, PA2008, PA2009 Rev.01, PA2020 Rev.01, PA2200, PA2201, PA2202, PA2203, PA2250, PA2251, PA4800, PA4801 & SK4 Rev.02

In order to ensure full compliance with the planning application hereby approved and to prevent harm arising through deviations from the approved plans, in accordance with policies 7.1, 7.2, 7.3, 7.4, 7.6, and 7.21 of the London Plan (2016) and policies DC1, DC2 and DC8 of the Local Plan (2018).

- 3) Prior to commencement of the works above ground hereby permitted, details of the hard and soft landscaping of all areas external to the building (including the trellises to the north and south elevations), including planting and paving, detailed drawings at a scale of not less than 1:20 of fences, gates and other means of enclosure shall have been submitted to, and approved in writing by, the Council, and the development shall not be used until such hard landscaping as is approved has been carried out. Any permeable hard surfacing shall use infiltration unless the ground conditions are identified to be unsuitable. Soft landscaping shall be carried out during the first planting season available. Any soft landscaping removed or severely damaged, dying or becoming seriously diseased within 5 years of planting shall be replaced with a tree or shrub of similar size and species to that originally required to be planted.

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

- 4) All planting, seeding and turfing approved as part of the submitted landscaping scheme shall be carried out in the first planting or seeding seasons following the occupation of the buildings or the completion of the development, whichever is the sooner; and any trees or shrubs which die, are removed or become seriously damaged or diseased within 5 years of the date of the initial planting shall be replaced in the next planting season with others of similar size and species.

To ensure a satisfactory provision for planting, in accordance with policy OS5 of the Local Plan (2018).

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

(i) A Demolition and Construction Management Plan

Details shall include monitoring and control measures for emissions, dust, noise, vibration, lighting, delivery locations, contractors' method statements, waste classification and disposal procedures and locations, restriction of hours of work and all associated activities audible beyond the site boundary to 0800-1800hrs Mondays to Fridays and 0800-1300hrs on Saturdays, advance notification to neighbours and other interested parties of proposed works and public display of contact details including accessible phone contact to persons responsible for the site works for the duration of the works. The 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

This shall be in accordance with Transport for London (TfL) requirements and must seek to minimise the impact of demolition and construction traffic on nearby roads and restrict construction trips to off peak hours only. The 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 T1, T6, T7, CC10, CC11, CC12 and CC13 of the Local Plan (2018).

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

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

- 7) Prior to commencement of the works above ground hereby permitted (excluding site clearance, demolition and basement works), details and samples of the proposed fenestration, including opening style, shall have been submitted to, and approved in writing by, the Council. The development shall be carried out in accordance with such details as have been approved.

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

- 8) The development hereby permitted shall not be commenced until detailed drawings of the new UKPN substation housing on the northern side of the site in plan, section and elevation at a scale of no less than 1:20 are submitted to, and approved in writing by, the Council. The development shall be carried out in accordance with the approved details.

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

- 9) Prior to commencement of the works above ground hereby permitted (excluding site clearance, demolition and basement works), details and samples of all materials to be used in the external faces of the building, shall have been submitted to, and approved in writing by, the Council. A sample panel shall be erected onsite for the Council's inspection and approval prior to the commencement of the works. The development shall be carried out in accordance with the approved details, and permanently retained as such thereafter.

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

- 10) The development hereby permitted shall not be commenced until detailed drawings of typical bays of the new extension (to include details of proposed planting) in plan, section and elevation at a scale of no less than 1:20 are submitted to, and approved in writing by, the Council. The development shall be carried out in accordance with the approved details.

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

- 11) Prior to the commencement of the construction phase of the development, an Air Quality Dust Management Plan (AQDMP) shall be submitted to and approved in writing by the Local Planning Authority. The AQDMP must include an Air Quality Dust Risk Assessment (AQDRA) that considers sensitive receptors on-site and off-site of the development and is undertaken in compliance with the methodology contained within Chapter 4 of the Mayor of London 'The Control of Dust and Emissions during Construction and Demolition', SPG, July 2014 and the identified measures recommended for inclusion into the AQDMP. The AQDMP submitted must comply with the Mayor's SPG and should include: Inventory and Timetable of dust generating activities during demolition and construction; Site Specific Dust mitigation and Emission control measures in the table format as contained within Appendix 7 of Mayor's SPG including for on-road and off-road construction traffic; Detailed list of Non-Road Mobile Machinery (NRMM) used on the site. The NRMM should meet as minimum the Stage 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>; Ultra Low Emission Vehicle Strategy (ULEVS) for the use of on-road Ultra Low Emission Vehicles in accordance with the emission hierarchy (1) Electric (2) Hybrid (Electric-Petrol) (3) Petrol, (4) Hybrid (Electric-Diesel) (5) Diesel (Euro VI HGV); Details of Air quality monitoring of PM₁₀ 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 comply with the requirements of the NPPF (2018), Policies 7.14a-c of the London Plan (2016) and policy CC10 of the Local Plan (2018).

- 12) The development hereby permitted shall not be occupied until 272 long-stay secure, covered cycle parking spaces and 16 short-stay cycle parking spaces have been provided. The cycle parking shall be permanently retained for the lifetime of the development and shall be permanently accessible for the storage of bicycles for staff and visitors to the development.

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

- 13) With the exception of the terrace and balcony areas indicated on the approved drawings, no part of any other roof of the approved development shall be used as a terrace or other amenity space. The upper floor terrace and balcony areas shall not be used after 2300 and before 0800 the following day Mondays to Fridays and shall not be used after 2300 and before 0900 hours the following day on Saturdays, Sundays and Bank Holidays. No live or amplified music shall be played or performed on the external terrace areas hereby approved.

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

- 14) No development shall commence until a preliminary risk assessment report is submitted to and approved in writing by the Council. This report shall comprise: a desktop study which identifies all current and previous uses at the site and surrounding area as well as the potential contaminants associated with those uses; a site reconnaissance; and a conceptual model indicating potential pollutant linkages between sources, pathways and receptors, including those in the surrounding area and those planned at the site; and a qualitative risk assessment of any potentially unacceptable risks arising from the identified pollutant linkages to human health, controlled waters and the wider environment including ecological receptors and building materials. All works must be carried out in compliance with and by a competent person who conforms to CLR 11: Model Procedures for the Management of Land Contamination (Defra 2004) or the current UK requirements for sampling and testing.

Potentially contaminative land uses (past or present) are understood to occur at, or near to, this site. This condition is required to ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works, in accordance with policy CC9 the Local Plan (2018) and Key principles LC1 to LC7 of the Planning Guidance Supplementary Planning Document (2018).

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

Potentially contaminative land uses (past or present) are understood to occur at, or near to, this site. This condition is required to ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works, in accordance with policy CC9 the Local Plan (2018) and Key principles LC1 to LC7 of the Planning Guidance Supplementary Planning Document (2018).

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

Potentially contaminative land uses (past or present) are understood to occur at, or near to, this site. This condition is required to ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works, in accordance with policy CC9 the Local Plan (2018) and Key principles LC1 to LC7 of the Planning Guidance Supplementary Planning Document (2018).

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

Potentially contaminative land uses (past or present) are understood to occur at, or near to, this site. This condition is required to ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works, in accordance with policy CC9 the Local Plan (2018) and Key principles LC1 to LC7 of the Planning Guidance Supplementary Planning Document (2018).

- 18) Unless the Council agree in writing that a set extent of development must commence to enable compliance with this condition, no development shall commence until the approved remediation method statement has been carried out in full and a verification report confirming these works has been submitted to, and approved in writing, by the Council. This report shall include: details of the remediation works carried out; results of any verification sampling, testing or monitoring including the analysis of any imported soil; all waste management documentation showing the classification of waste, its treatment, movement and disposal; and the validation of gas membrane placement. If, during development, contamination not previously identified is found to be present at the site, the Council is to be informed immediately and no further development (unless otherwise agreed in writing by the Council) shall be carried out until a report

indicating the nature of the contamination and how it is to be dealt with is submitted to, and agreed in writing by, the Council. Any required remediation shall be detailed in an amendment to the remediation statement and verification of these works included in the verification report. All works must be carried out in compliance with and by a competent person who conforms to CLR 11: Model Procedures for the Management of Land Contamination (Defra 2004) or the current UK requirements for sampling and testing.

Potentially contaminative land uses (past or present) are understood to occur at, or near to, this site. This condition is required to ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works, in accordance with policy CC9 the Local Plan (2018) and Key principles LC1 to LC7 of the Planning Guidance Supplementary Planning Document (2018).

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

Potentially contaminative land uses (past or present) are understood to occur at, or near to, this site. This condition is required to ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works, in accordance with policy CC9 the Local Plan (2018) and Key principles LC1 to LC7 of the Planning Guidance Supplementary Planning Document (2018).

- 20) Prior to occupation of the development a Low Emission Strategy for the operational phase shall be submitted to, and approved in writing by, the Council. The Low Emission Strategy must detail the remedial action and mitigation measures that will be implemented to protect receptors (e.g. design solutions). This Strategy must make a commitment to implement the mitigation measures that are required to reduce the exposure of existing off-site residents 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 via a Ultra Low Emission Vehicle Plan (ULEVP) e.g. use of on-road Ultra Low Emission Vehicles in accordance with the emissions hierarchy (1) Electric Vehicle (Zero emission), (2) Hybrid (non-plug in) Electric Vehicle (HEV), (3) Plug-in Hybrid Electric Vehicle (PHEV), (4) Alternative Fuel e.g. CNG, LPG, (5) Petrol (6) Diesel (Euro 6-HGV) and energy generation sources. The strategy must re-assess air quality neutral and/ or Air Quality positive in accordance with the Mayor of London guidance. Approved details shall be fully implemented prior to the occupation/use of the development and thereafter permanently retained and maintained.

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

- 21) Prior to commencement of the works above ground hereby permitted (excluding site clearance, demolition and basement works), a report for the Class B1 use shall be submitted to, and approved in writing by, the Council. The report shall demonstrate that the Class B1 use avoids areas of exceedance above the annual mean objective APEC-B (38ug/m³) criteria for NO₂ and include the following information:

- a) Details of the air intake locations at roof level on the rear elevations
- b) Details of the independently tested mechanical ventilation system with NO_x, PM_{2.5}, PM₁₀ filtration for the Class B1 use. The NO₂ filtration system shall have a minimum efficiency of 90% in the removal of Nitrogen Oxides/Dioxides, PM_{2.5} and PM₁₀ in accordance with BS EN ISO 10121-1:2014 and BS EN ISO 16890:2016.

The whole system shall be designed to prevent summer overheating and minimise energy usage. 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 prior to the occupation/use of the development and thereafter permanently retained and maintained.

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

- 22) Prior to the occupation of the development, details of the construction of green infrastructure (including details of planting species and maintenance) on the section of development facing Hammersmith Road (A315) shall be submitted to and approved by the local planning authority. The green infrastructure shall be constructed and planted in order to mitigate air pollution and shall be in full accordance with the Phytosensor Toolkit, Citizen Science, May 2018 and the 'First Steps in Urban Air Quality', TDAG, 2017 guidance documents within the first available planting season following completion of the development. Any plants which die, are removed, become seriously damaged and diseased within a period of five years from completion of these buildings shall be replaced in the next planting season with others of similar size and species. Approved details shall be fully implemented prior to the occupation/use of the development and thereafter permanently retained and maintained.

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

- 23) The development hereby permitted shall not commence (excluding site clearance and demolition) until a statement of how 'Secured by Design' requirements are to be adequately achieved has been submitted to, and approved in writing by, the Council. Such details shall include, but not be limited to, CCTV coverage, access controls, basement security measures, the approved details shall be carried out

prior to occupation of the development hereby approved and permanently retained thereafter.

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

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

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

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

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

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

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

- 27) The development hereby permitted shall be constructed in accordance with the submitted 'Basement Construction Methodology Statement' Issue V2 dated 5/7/17.

To prevent the increased risk of flooding and to protect the amenities of existing and future residents, in accordance with policy 5.13 of The London Plan 2016 and policy DC11 of the Local Plan (2018).

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

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

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

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

- 30) The development hereby approved shall be implemented only in accordance with the recommendations made in the Arboricultural Impact Assessment and Method Statement, Version 2.0 dated 3/7/17, and in accordance with BS5837:2012.

To ensure that the tree within the site is retained and to prevent harm during the course of the construction, in accordance with policies DC1, DC4, DC8 and OS5 of the Local Plan (2018).

- 31) Prior to the installation of the solar panels hereby approved, details of the solar panels including details of the angle of the PV panels relative to the surface of the roof, shall be submitted to, and approved in writing, by the Council. 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 as such.

To ensure a satisfactory external appearance, and to prevent harm to the area/conservation area, in accordance with policies 5.3, 7.6 and 7.7 of The London Plan (2016), policies DC1, DC4 and DC8 of the Local Plan (2018).

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

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

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

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

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

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

- 35) The development hereby permitted shall not be occupied/used until 10 motorcycle parking spaces have been fully demarcated, and the motorcycle parking spaces shall be permanently retained for the life of the development.

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

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

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

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

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

- 38) The development hereby permitted shall be constructed and operated in accordance with the Access Statement included in the submitted Design and Access Statement dated July 2017.

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

- 39) Prior to occupation of the development a report with details of the Ultra-Low NOx Gas fired boilers, and Emergency Diesel Generator units shall be submitted to and approved in writing by the Local Planning Authority. The report shall include the following:

a) Details to demonstrate that the termination height above roof level of the shared Flue stack for the Ultra Low NOx Gas fired Boiler plant, and Emergency Diesel Generator Plant has been installed a minimum of 3 metres above any openable window and/or roof level amenity area

b) Details to demonstrate that all the Ultra Low NOx Gas fired boilers, Emergency diesel Generator Plant and associated abatement technologies shall meet a minimum dry NOx emissions standard of 30 mg/kWh (at 0% O₂) and 100mg/Nm³ (at 5% O₂) respectively.

c) Details of emissions certificates, and the results of NOx emissions testing of each Ultra Low NOx gas boiler and Emergency Diesel Generator Plant by an accredited laboratory shall be provided to verify the relevant emissions standards in part b) have been met following installation of combustion based energy plants certificates, and the results of NOx emissions testing of each Ultra Low NOx gas boiler and Emergency Diesel Generator Plant by an accredited laboratory shall be provided to verify the relevant emissions standards in part b) have been met. Where any combustion based energy plant does not meet the relevant emissions Standards in part b) above, it should not be operated without the fitting of suitable secondary NOx abatement Equipment or technology as determined by a specialist to ensure comparable emissions.

d) Details to demonstrate where secondary abatement is used for the Emergency Diesel Generator the relevant emissions standard in part b) is met within 5 minutes of the generator commencing operation.

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

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

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

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

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

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

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

- 42) Prior to the display of any illuminated sign or advertisement, details shall be submitted to and approved in writing by the Council, of artificial lighting levels (candelas/m² size of sign/advertisement). Details shall demonstrate that the

recommendations of the Institution of Lighting Professionals in the 'Guidance Notes For The Reduction Of Light Pollution 2011' will be met, particularly with regard to the 'PLG05,2015-The Brightness of Illuminated Advertisements'. Approved details shall be implemented prior to use/display of the sign/advertisement and thereafter be permanently retained.

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

- 43) The development hereby permitted shall not be occupied/used until it has been erected in accordance with the submitted Sustainability Statement Issue 4 dated July 2017 (including the BREEAM assessment). A post construction BREEAM assessment shall be submitted to the Council within 6 months of occupation for approval in writing to confirm that the measures have been implemented as required.

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

- 44) The development hereby permitted shall not be occupied before implementation of the energy efficiency, low/zero carbon and renewable energy measures detailed in the submitted Energy Strategy/Statement Issue 4 dated 6/7/17. All details shall be implemented prior to occupation/use of the development hereby permitted, and thereafter be permanently retained.

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

- 45) The development hereby permitted shall not commence until a revised 'Flood Risk Assessment and Drainage Strategy' which includes a revised SuDS Strategy (including a maintenance programme) that maximises the use of SuDS measures in line with the London Plan Drainage Hierarchy has been submitted to, and approved in writing by, the Council. The SuDS Strategy should achieve final discharges at greenfield rates for the site and maximise the levels of attenuation achieved. The revised 'Flood Risk Assessment and Drainage Strategy', including details of sustainable drainage systems and their maintenance scheme, shall be implemented in accordance with the approved details prior to occupation/use of the development hereby permitted, and thereafter be permanently retained and maintained in accordance with the agreed details.

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

- 46) The development hereby permitted shall not commence until a revised drainage strategy detailing any on and/or off site drainage works, has been submitted to, and approved in writing by the council, in consultation with Thames Water. The drainage details shall be implemented in accordance with the approved details prior to occupation/use of the development hereby permitted, and thereafter be permanently retained and maintained in line with the agreed details.

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

- 47) No advertisements shall be displayed on either the external faces of the development and/or inside any windows, without details of the advertisements having first been submitted to, and agreed in writing by, the Council.

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

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

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

- 49) The development hereby permitted shall not be occupied or used until full details of the shower rooms and changing areas (including the number of showers) to be provided in the building for use by employees are submitted to, and approved in writing by, the Council. Such details as are approved shall be provided prior to first use and they shall be permanently retained for the use of employees.

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

- 50) No delivery, refuse or service vehicles shall enter or depart the site between 2200 hours and 0700 the following day.

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

- 51) No above ground works on the development hereby permitted shall commence until details of external artificial lighting have been submitted to, and approved in writing by, the Council. Lighting contours shall be submitted to demonstrate that the vertical illumination of neighbouring premises is in accordance with the recommendations of the Institution of Lighting Professionals in the 'Guidance

Notes For The Reduction Of Light Pollution 2011'. Details should also be submitted for approval of measures to minimise use of lighting and prevent glare and sky glow by correctly using, locating, aiming and shielding luminaires. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

To ensure that the amenity of occupiers of surrounding premises is not adversely affected by lighting, in accordance with policies CC12 and CC13 of the Local Plan (2018).

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

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

- 53) The development hereby permitted shall be operated in accordance with the submitted Delivery and Servicing Plan Version F1 dated 6/7/17.

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

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

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

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

To ensure that the amenity of occupiers of the development site/surrounding premises is not adversely affected by noise from mechanical

installations/equipment, in accordance with policies CC11 and CC13 of the Local Plan (2018).

- 56) The development hereby permitted shall not be occupied until 19 active and 10 passive electric vehicle charging spaces have been provided. The electric vehicle charging shall be permanently retained for the lifetime of the development and shall be permanently accessible.

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

- 57) Save for works below ground level, no development shall commence until detailed plans, sections and elevations at a scale of 1:20 of the rooftop plant and plant screening have been submitted to, and approved in writing by, the Council. The development shall be carried out in accordance with the details as approved.

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

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

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

- 59) Prior to occupation of the development hereby approved, the total number of car parking spaces demarcated on site shall be reduced to 94 and shall not exceed this total number at any time during the lifetime of the development.

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

- 60) Prior to occupation of the development hereby approved, 5 of the parking spaces at basement level shall be allocated for car pool use and shall be retained for this purpose for the lifetime of the development.

To ensure the sustainable provision of car parking within the development to meet the needs of future site occupiers and users, in accordance with policies T1 and T4 of the Local Plan (2018) and Key principle TR5 of the Planning Guidance Supplementary Planning Document (2018).

- 61) The sculpture of Surge and the associated interpretation plaque in the landscaped area fronting Hammersmith Road between Nos.68-72 Hammersmith Road and Nos.76-80 Hammersmith Road shall be permanently retained intact and in situ on the site, unless otherwise agreed in writing by the Council.

In order to protect a feature of local architectural and historic interest in accordance with Local Plan (2018) policy DC8 and Key Principle BM2 of the Planning Guidance Supplementary Planning Document (2018).

- 62) Prior to the commencement of development, detailed design/layout of the car park, including ramp gradient, at least 2.6m vertical clearance, and vehicle tracking, shall be submitted to, and approved in writing by, the Council. The car park arrangement shall be carried out in accordance with the approved details, and shall be retained permanently thereafter.

To ensure the sustainable provision of car parking within the development to meet the needs of future site occupiers and users, in accordance with Policies 6.13 and 7.2 of the London Plan (2016) and policies T1 and T4 of the Local Plan (2018).

- 63) No external seating areas should be permitted for public amenity use within a minimum of 10m of the kerbside on Hammersmith Road (A315) in order to mitigate against the impacts of air pollution, without prior written approval from the local planning authority.

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

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

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

- 65) Save for works below ground level, no development shall commence until details of anti-vibration measures have been submitted to, and approved in writing by, the Council. The measures shall ensure that machinery, plant/equipment, extract/ventilation system and ducting are mounted with proprietary anti-vibration isolators and fan motors are vibration isolated from the casing and adequately silenced. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

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

Justification for Approving the Application:

1. Land Use: The principle and land use of the development hereby approved is acceptable and in compliance with national, regional, and local strategic policy context the development would have a positive impact on the local economy and create additional employment, which complies with the economy and employment context set out within NPPF (2018) chapter 6 'Building a strong, competitive economy', London Plan (2016) policies 4.1, 4.2 and 4.4 and Local Plan (2018) policies E1, E2 and E4.
2. Design and Conservation: The proposed development would be a high quality development which would have regard to the pattern and grain of existing development in the area and make a positive contribution to the urban environment. The proposed development would be compatible with the scale and character of existing development and its setting. The proposal would preserve the setting the nearby conservation areas, listed buildings and Buildings of Merit. The development would therefore be acceptable in accordance with the NPPF (2018), Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990, London Plan (2016) policies 7.1, 7.2, 7.3, 7.4, 7.5, 7.6, 7.7 and 7.8, policies DC1, DC2, DC4 and DC8 of the Local Plan (2018) and Key principles CAG2, CAG3 and CAG6 of the Planning Guidance Supplementary Planning Document (2018).
3. Landscaping and Biodiversity: Landscaping would be provided by the development, enhancing biodiversity, which complies with the relevant planning policy context set out in the London Plan (2016) policies 7.5, 7.19, 7.21 and Local Plan (2018) policies OS1, OS2, OS4, and OS5.
4. Impact on Neighbouring Residents: The impact of the proposed development upon neighbouring occupiers is considered to be acceptable with regards to noise and impacts on overlooking, sunlight, daylight and outlook. In this regard the development would respect the principles of good neighbourliness. The development would therefore be acceptable in accordance with policy 7.15 of the London Plan (2016), policies CC11, CC13 and DC4 of the Local Plan (2018) and the relevant Key principles of the Planning Guidance Supplementary Planning Document (2018).
5. Safety and Access: The development would provide a safe and secure environment for all users in accordance with London Plan (2016) policy 7.3 and policies DC1 and DC2 of the Local Plan (2018). The proposal would provide ease of access for all people, including disabled people, in accordance with London Plan (2016) policy 3.8, policies DC1, DC2 and DC4 of the Local Plan (2018) and Key principles DA1, DA2, DA3, DA6 and DA7 of the Planning Guidance Supplementary Planning Document (2018).
6. Transport: There would be no adverse impact on traffic generation and the scheme would not result in congestion of the road network. Conditions and a legal agreement would secure no access to parking permits and provision of cycle and refuse storage. The development would therefore be acceptable in accordance with the NPPF (2018), London Plan (2016) policies 6.1, 6.3, 6.9, 6.10, 6.11, 6.12 and 6.13, policies CC7, T1, T2, T3, T4 and T7 of the Local Plan (2018), and Key

principles TR3, TR12, WM1, WM2, WM5 and WM6 of the Planning Guidance Supplementary Planning Document (2018).

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

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

9. Land Contamination: Conditions would ensure that the site would be remediated to an appropriate level for the sensitive residential and open space uses. The proposed development therefore accords with policy 5.21 of the London Plan (2016), policies CC9 and CC13 of the Local Plan (2018), and Key principles LC1, LC2, LC4, LC5, LC6 and LC7 of the Planning Guidance Supplementary Planning Document (2018).

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

LOCAL GOVERNMENT ACT 2000 LIST OF BACKGROUND PAPERS

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

Application form received: 20th July 2017
Drawing Nos: see above

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

Consultation Comments:

Comments from:	Dated:
Thames Water - Development Control	10.08.17
Historic England London Region	15.08.17
Greater London Authority - Planning Decisions Unit	11.09.17
Transport For London - Land Use Planning Team	16.08.17
London Underground Limited	23.08.17
Natural England	29.08.17
Greater London Authority - Planning Decisions Unit	25.10.17

Neighbour Comments:

Letters from:	Dated:
Flat 11 Tudor House 47 Windsor Way London W14 0UG	21.08.17
11 Stuart House Windsor Way London W140UF	08.09.17
21 Stuart House Windsor Way London W14 0UF	15.08.17
Flat 19 Sandringham House 44 Windsor Way London W14 0UD	18.08.17
3 Regent House 43 Windsor Way London W140UB	23.08.17
Flat 5 Stuart House 46 Windsor Way London W14 0UF	18.08.17
21 Regent House Windsor Way London W14 0UB	08.09.17
80 Hammersmith Road London W14 8UD	31.08.17
71 Broadwick Street W1F 9QY	18.12.17
19 Sandrinham House 44 Windsor Way Lonodn W14 0UD	14.08.17
Esskay Management Services Lane House 24 Parsons Green Lane SW6 4HS	07.09.17

1.0 BACKGROUND

1.1 The application site is 0.67 hectares in area and lies on the northern side of Hammersmith Road, bound by Blythe Road to the east and an office block, No.77-80 Hammersmith Road, to the west. On the opposite side of Blythe Road is another office block at No.60 Hammersmith Road. The site was originally two separate office buildings with a joint entrance at ground level, although it now functions as one building. These buildings have been known as Kvaerner House (68) and Crown House (72). Nos.66-80 were a series of five such office buildings constructed in the 1980s. The site is bound to the rear by residential properties within 6-9 storey mansion block-style buildings along Windsor Way to the north. The offices on site are primarily occupied by Harrods (the Applicant) and functions as their administrative head office, some third-party companies rent space on the 2nd, 3rd and 4th floors of No.72, their leases expiring in 2018.

1.2 The application site currently provides 17,668sqm of office (Class B1a) floor space over its two office wings, ranging from 7 storeys to 9 storeys in height, with a shared ground floor level entrance and foyer which links the two sides, creating a U-shaped building. The wings were originally constructed as standalone buildings, mirroring each other, but were later linked. To the rear of the site, between the two wings of the building, is a courtyard with turning circle around a central rotunda. The office building

has two pedestrian access points, the main access is located via Hammersmith Road at the front of the building and the other is located adjacent to the servicing area to the building's rear. Vehicular access to the site is off Blythe Road, via an access road to the rear of the site. There is an existing 115 space basement car park accessed from a ramp off the rear service road running along the rear of 68-80 Hammersmith Road, and there are 5 additional car parking spaces at the rear of the building at ground level.

1.3 On the southern side of Hammersmith Road opposite the site there is a 3-4 storey retail parade with residential above. The site has no specific designations. It is, however, opposite the Gunter Estate Conservation Area and the Dorcas Estate Conservation Area which lie opposite the site on the southern side of Hammersmith Road. Nos.121-127a Hammersmith Road opposite the site are locally listed Buildings of Merit and Nos.99-100 are Grade II listed buildings, all falling within the Dorcas Estate Conservation Area. The Brook Green Conservation Area lies approximately 80m from the site to the north and 100m from the site to the west and contains the Grade II listed buildings in the Blythe House site. The Olympia and Avonmore Conservation Area lies approximately 90m to the east of the site and includes Grade II and II* listed buildings which form part of Olympia Exhibition Centre.

1.4 Hammersmith Road is part of the Strategic Road Network. The proposed Cycle Superhighway Route 9 (CS9) will run past the frontage of the site on Hammersmith Road. There are four bus routes stopping within 300 metres of the site and Barons Court Underground Station (District and Piccadilly lines) is approximately 500 metres away. The site has an excellent Public Transport Access Level of 6a, on a scale of 1-6a/b where 1 is 'poor' and 6b being rated as 'excellent'.

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

Planning History

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

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

1.7 Most relevantly to the current proposals, the following applications have been determined in recent years:

2015/01501/ADV - Erection of a freestanding double sided internally illuminated advertisement screen measuring 7.5m (height) x 5m (width) x 0.4 (depth) fronting Hammersmith Road elevation - Refused 26/5/2015, appeal dismissed.

2006/03412/FUL - Erection of new entrance foyer and canopy to replace the existing - Approved 6/2/2007

1.8 The following applications related just to Crown House (No.72):

2013/03960/CLP - Use of part of second floor as a private hire operating centre - Approved 11/11/2013.

2006/02898/FUL - Installation of telecommunications equipment to the roof comprising three antennas, three dish antennas, an equipment cabinet and development ancillary thereto - Approved 14/12/2006.

2004/02912/FUL - Creation of new pedestrian entrance with projecting first floor extension to north of building; erection of screening to existing refuse storage area and associated alterations - Approved 5/1/2005.

Current proposal

1.9 The current application proposes alterations and extensions to the existing office building are proposed to provide an additional 6,898 sqm (GEA) of high grade Class B1a office space (25,327 sqm (GEA) in total). The proposal includes the erection of a part one, part six, part eight and part nine storey infill extension partly over the existing vehicular courtyard at the rear with adjacent glass atrium spaces and substation to the rear, following the demolition of the existing entrance canopy on the southern (Hammersmith Road) elevation. It would include the provision of a new vehicular ramp to the existing basement car park from ground level at the northern edge of the site, a reduction of parking spaces from 121 to 94, including provision of 9 accessible blue badge bays, 10 motorcycle parking spaces, 19 electrical vertical charging spaces and 288 cycle spaces.

1.10 The existing basement would be altered to provide a new enclosed servicing area, cycle storage, showering and changing facilities for cyclists, a reduced number of car parking spaces, electrical charging points to parking spaces, motorcycle parking, disabled parking spaces, plant and new lift access. At ground floor level the development proposes a new lobby, lift cores, staff lounge/café and winter gardens on either side of the new central office extension to the rear. On the upper floors the infill extension between the two existing buildings on site would facilitate a new core with breakout areas and small adjacent balconies on the southern side of the building fronting Hammersmith Road. The extension on the northern side of the building would primarily consist of the new office floorspace. The glazed atria containing the winter gardens at ground floor level on either side of the new office floorspace would be six storeys high, the point at which the office floorplate would also step back from the north where there would be a terrace and landscaped area. The extension would step back from the north again at the eighth floor, where there would be a brown roof and an external plant area. The infill extension would be 8 storeys high fronting Hammersmith Road to match the height of the existing buildings, and would have a projecting trellis system to create a greening effect on this frontage through the use of significant planting in front of the balconies proposed at floors two to seven. Similarly a trellis system at the rear would be densely planted and visible above the single storey rear element which would contain a substation and would itself have a green roof.

2.0 PUBLICITY and CONSULTATIONS

2.1 The proposal was presented to the Design Review Panel on 17th May 2017. In general the DRP's response was positive. They were sensitive to the impact on adjacent residential properties and would encourage the recladding of the whole existing building. They recognised the importance of the detail of the proposed landscaping to the success of the scheme and encourage the development of

interaction between the commercial base of the building and the street on Hammersmith Road.

2.2 A Statement of Community Involvement (SCI) has been submitted with the application.

2.3 The Applicants held a public exhibition on and 22nd June 2017 to present the application proposal. The Applicants state that 210 local residents and neighbouring businesses were invited by letter, and that 31 people attended the exhibition.

2.4 The current planning application was publicised by the Council by way of press and site notices posted in August 2017, and 983 notification letters were sent to individual properties in surrounding buildings or streets.

2.5 To date there have been 10 responses, 7 in objection, 1 neutral and 2 in support. The following comments in have been raised in the responses received, in summary:

Support

- Will result in an additional 700 jobs which will benefit the area and is in line with planning policy, in keeping with the commercial character of the site.
- High quality design which will improve the existing building, regenerating the area and having a positive impact on heritage assets.
- Reduction in parking will make the site more sustainable, along with other measures such as planting, electric vehicular charging and PV panels.
- Will result in a better working environment and facilities for the employees.
- Documents submitted show that any construction impacts of the development will be kept to a minimum.
- Will improve local area and help local businesses.

Neutral

- Request that building works do not disrupt access to parking at 80 Hammersmith Road.

Objection

- Impact on local greenery and the environment.
- Construction noise and dust.
- Security concerns at evenings and weekends.
- Noise from the site late at night and early in the morning.
- Loss of light to and overshadowing of flats in Windsor Way and Kensington West (Blythe Road) despite BRE compliance.
- Overlooking of flats in Windsor Way and Kensington West.
- Overwhelming bulk of the extension and loss of greenery.
- Associated increase in traffic and demand for parking in the area.
- Extra demands on local infrastructure due to increased number of employees.
- Impact on quality of life of neighbouring residents.
- Will block the existing gap between the buildings on site to the detriment of the area and air quality.
- New building will reflect traffic noise from the rear service road.
- Will create a canyon effect and set a precedent for similar developments on neighbouring sites.
- The Applicant does not currently occupy all the existing buildings.
- Will increase refuse in the area.

2.6 All the material planning considerations raised above are considered in the body of this report. Any planning application for a similar proposal on a neighbouring site would be considered on its merits and against development plan policies at the time any such application was received.

Responses from other consultees

2.7 Thames Water raised no objection in principle. Conditions and informatives are recommended, including details of the drainage strategy and the impact of piling close to underground water infrastructure.

2.8 Transport for London (TfL) have no objections to the revised arrangements for car and cycle parking and the draft travel plan, which have been amended following discussions with TfL since submission. TfL request that a contribution of £50,000 should be secured via a S106 agreement towards Cycle Superhighway 9 (CS9). TfL also request that secure car and cycle parking, a parking management plan, delivery and servicing management plan and construction logistics plan are all secured as part of any planning permission.

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

2.10 Natural England has responded with no objections.

2.11 Historic England (Development Management section) have responded to state that the application should be determined in accordance with national and local policy guidance, and specialist conservation advice.

2.12 The Environment Agency were consulted but have not responded.

2.13 The application was referred to the Greater London Authority (GLA) under Category 1C of the Town and Country Planning (Mayor of London) Order 2008, as the height of the extended building would exceed 30m. The GLA also considered that the application was referable under Category 1B, as floorspace of the extended building would exceed 20,000 sqm. The Mayor of London's Stage 1 report to the Council is summarised as follows:

- Land use: the quantitative and qualitative improvements to office provision is supported.
- Urban design: full details of the trellis planting should be secured as well as details of replacement trees and landscaping.
- Energy: an overheating analysis should be undertaken, the manually calculated carbon emissions must be clarified and a communal heat network should be included.
- Transport: car parking is excessive and should be reduced, cycle parking should be divided into smaller clusters and access reconsidered. Trip generation assessment must be updated.
- Recommendation: That Hammersmith & Fulham Council be advised that the application does not comply with the London Plan but that the resolution of these issues could lead to the application becoming compliant with the London Plan.

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

3.0 PLANNING CONSIDERATIONS

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

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

POLICY

3.2 The National Planning Policy Framework (NPPF, 2018) sets out the Government's planning policies for England and how these are expected to be applied in favour of sustainable development. The NPPF is a material consideration in decisions on planning applications.

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

3.4 The new draft London Plan was published on 29th of November 2017 and consultation has ended. An Examination in Public (EiP) is due to be held in early 2019, and publication of the new London Plan is expected in late 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.

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

3.6 The Development Plan for the Borough therefore comprises of the London Plan (2016) and the Hammersmith and Fulham Local Plan (2018). The new Local Plan (2018) policies supersede those within the Core Strategy (2011) and Development Management Local Plan (2013), and the new Planning Guidance SPD (2018) Key principles supersede the SPD policies of the former Planning Guidance SPD (2018), the now superseded documents having formed the development plan at the time this application was submitted. The Mayor's Supplementary Planning Guidance is also a material consideration. The following policies of these documents are considered to be of particular relevance to this application:

National Planning Policy Framework (2018)

- Section 2 - Achieving sustainable development
- Section 4 - Decision-making
- Section 6 - Building a strong, competitive economy
- Section 9 - Promoting sustainable transport
- Section 11 - Making effective use of land
- Section 12 - Achieving well-designed places
- Section 14 - Meeting the challenge of climate change, flooding and coastal change
- Section 15 - Conserving and enhancing the natural environment
- Section 16 - Conserving and enhancing the historic environment

Planning Practice Guidance

London Plan (2016)

- Policy 1.1 - Delivering the Strategic Vision and Objectives for London
- Policy 2.1 - London and its Global, European and United Kingdom Context
- Policy 3.8 - Housing choice
- Policy 4.1 - Developing London's economy
- Policy 4.2 - Offices
- Policy 4.3 - Mixed use development and offices
- Policy 4.4 - Managing industrial land and premises
- Policy 4.12 - Improving opportunities for all
- Policy 5.1 - Climate change mitigation
- Policy 5.2 - Minimising carbon dioxide emissions
- Policy 5.3 - Sustainable design and construction
- Policy 5.4A - Electricity and gas supply
- Policy 5.6 - Decentralised energy in development proposals
- Policy 5.7 - Renewable energy
- Policy 5.8 - Innovative energy technologies
- Policy 5.9 - Overheating and cooling
- Policy 5.10 - Urban greening
- Policy 5.11 - Green roofs and development site environs
- Policy 5.12 - Flood risk management
- Policy 5.13 - Sustainable drainage
- Policy 5.14 - Water quality and wastewater infrastructure
- Policy 5.15 - Water use and supplies
- Policy 5.21 - Contaminated land
- Policy 6.1 - Strategic approach
- Policy 6.3 - Assessing effects of development on transport capacity
- Policy 6.9 - Cycling
- Policy 6.10 - Walking
- Policy 6.11 - Smoothing traffic flow and easing congestion
- Policy 6.12 - Road network capacity
- Policy 6.13 - Parking
- Policy 7.1 - Lifetime neighbourhoods
- Policy 7.2 - An inclusive environment
- Policy 7.3 - Designing out crime
- Policy 7.4 - Local character
- Policy 7.5 - Public realm
- Policy 7.6 - Architecture

Policy 7.7 - Location and design of tall and large buildings
Policy 7.8 - Heritage assets and archaeology
Policy 7.14 - Improving air quality
Policy 7.15 - Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes
Policy 7.19 - Biodiversity and access to nature
Policy 7.21 - Trees and woodlands
Policy 8.2 - Planning obligations
Policy 8.3 - Community infrastructure levy

Local Plan (2018)

Strategic Policy HRA - Hammersmith Regeneration Area

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

Planning Guidance SPD (2018)

LAND USE

3.7 The application proposes the expansion of an existing office building to expand and improve the quality of the office accommodation on site. The amount of Class B1a

office floor space would increase by 6,898 sqm GEA (gross external area), from the existing 18,429 sqm (GEA) to 25,327 sqm (GEA).

3.8 The NPPF (2018) states that 'Significant weight should be placed on the need to support economic growth and productivity' and that planning policies should 'set out a clear economic vision and strategy which positively and proactively encourages sustainable economic growth'.

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

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

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

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

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

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

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

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

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

b. the impact upon small and medium sized businesses that support the local community would be beneficial specifically because the new buildings would have a physical relationship to the North Campus Masterplan in terms of both the built environment and the academic linkages between the research and translational businesses that will be accommodated within Building C and the I-HUB. The aim is to foster the growth of businesses to enable them to expand into larger premises within the ecosystem on the White City Campus, taking space in the I-HUB, (Imperial's translation and innovation hub) or in future phases of the southern Masterplan.

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

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

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

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

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

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

3.20 The site already provides an established office development of significant scale. Strategic Policy HRA of the Local Plan (2018) acknowledges that Hammersmith's role as an office centre extends to the east along Hammersmith Road to Olympia, therefore the proposed extension of this existing office building would be in line with the aims of this strategic policy which would also accord with regional and national policies which seek to encourage new office development in viable locations. It is therefore considered that there is no planning policy objection to the scheme which would retain and extend the amount of office floor space on this site. This would also be in line with the aims of Policy E2 of the Local Plan (2018), as the proposal would intensify the employment use by increasing the volume and floorspace of employment space. This is particularly the case as the proposed scheme would renew and expand parts of an outdated office building to modern standards with new high-quality office accommodation, in order to continue to provide significant employment in the local area. Winter gardens on either side of the proposed office will separate the existing parts of the building from the new, providing year-round sheltered amenity areas, in association with a café space for employees located on the ground floor. Whilst the acceptability of the proposal is also dependent on other factors such as the design of the building and the impact on neighbouring residents and the surrounding area, Officers raise no objection in land use.

3.21 The Council's Economic Development Team have been consulted on the development and as a result commitment within the proposed S106 legal agreement has been secured for a 'Jobs, Employment, and Business Strategy', which will include an assessment of economic contributions to the borough, comprising apprentice placements and local labour during on-site construction and work experience. It will also secure opportunities and alignment with the Hammersmith and Fulham Local Procurement Code in order to work with the Council or its nominated consultants towards a target of 10% local procurement (10% of build costs).

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

DESIGN

3.23 The proposals are for the retention of the existing building and infilling the void at the rear to create additional more efficient commercial office space, thereby maintaining and enhancing opportunities for employment in the area.

3.24 The building is predominantly occupied by Harrods and used as their Hammersmith Headquarters. It currently houses the Creative, Buying and Merchandising, IT, Finance, Ecommerce, and HR teams. It is noted that the office space is key to Harrods' operations, and benefits from being relatively close to the store.

3.25 Harrods are committed to remaining on this site and see themselves as part of the local community. The company aim to use the extended building to relocate additional staff from their Knightsbridge department store to maximise their retail floorspace offer. The proposed development will future proof this office building for the projected growth of the Harrods department store.

History

3.26 The site was originally part of a larger complex named Cadby Hall after its owner Charles Cadby who was a piano manufacturer. The site was purchased in the early 1900s by J. Lyons & Co. Ltd. And became one of the largest food factories in the country, covering more than 13 acres. The site was then redeveloped in the 1980s with the current offices designed by Scott Brownrigg & Turner.

Location & Existing Building

3.27 The site covers a broadly rectangular shaped piece of land fronting Hammersmith Road at the corner with Blythe Road.

3.28 The site comprises a purpose built office building constructed in the 1980s as part of the redevelopment of Cadby Hall, with public faces onto both Hammersmith Road and Blythe Road. The building is part of five independent buildings designed as a set piece and sharing the same architectural language. The buildings are paired to form a double 'U' shaped composition.

3.29 The building consists of two wings joined at the ground floor by a reception area. To the rear of the building, in the space made by the 'U' shape, is a rotunda that

provides a turning space for servicing and drop off vehicles. The building is made up of ground floor plus eight storeys of office accommodation, with a one storey basement car park below. The two wings step from nine storeys on the southern side to seven storeys on the northern side towards the lower height of the buildings on Windsor Way.

Townscape, Surrounding Context and Designations

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

3.31 Land use along the northern side of Hammersmith Road typically comprises larger scale office buildings such as 44 Brook Green and 66, 74 and 76 Hammersmith Road which were built as part of the same comprehensive redevelopment of Cadby Hall. The southern side of Hammersmith Road comprises a mix of uses including commercial uses such as offices at Lyric House and Lincoln House, St. Paul's Hotel, community uses such as Saint Mary's Church and a shopping parade with offices and residential above.

3.32 In terms of the historic environment, the site does not fall within a Conservation Area and does not contain any buildings which are listed. However, 'Dorcas Estate' and 'Gunter Estate' Conservation Areas have a boundary on the southern side of Hammersmith Road and 'Brook Green' Conservation Area lies to the west of the site with 'Olympia and Avonmore' Conservation Area to the east of the site.

3.33 In addition, the site lies close to the Grade II listed shopping parade on the opposite side of Hammersmith Road - 99-119 Hammersmith Road, and is also within close proximity of the Grade II and II* listed 'Olympia Exhibition Centre'.

3.34 The successful integration of the extension both with the existing building and the local townscape context is key to any development on this site. The design of the new extension would need to respect its setting on the north side of the site and provide an attractive setting for the residential apartments to the rear. Similarly, the opportunity to improve the frontage on to Hammersmith Road should contribute in a positive manner to the street scene.

Policy Context

NPPF

3.35 The National Planning Policy Framework (NPPF) seeks to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings. The NPPF also requires that proposals should conserve heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations.

3.36 The NPPF (2018) states that good design is a key aspect of sustainable development, and should contribute positively to making places better for people. Part 12 of the NPPF outlines the requirement for good design and sets out that planning policies and decisions ensure that developments should:

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

London Plan

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

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

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

3.40 London Plan Policy 7.4 states that 'Buildings, streets and open spaces should provide a high quality design response that: a) has regard to the pattern and grain of the existing spaces and streets in orientation, scale, proportion and mass, b) contributes to a positive relationship between the urban structure and natural landscape features, c) is human in scale, ensuring buildings create a positive relationship with street level activity and people feel comfortable with their surroundings, d) allows existing buildings and structures that make a positive contribution to the character of a place to influence the future character of the area, and e) is informed by the surrounding historic environment.' Policy 7.5 promotes public realm and requires the provision of high quality public realm

that is comprehensible at a human scale. Policy 7.6 addresses architecture and states that buildings should be of the highest architectural quality which 'is often best achieved by ensuring new buildings reference, but not necessarily replicate, the scale, mass and detail of the predominant built form surrounding them, and by using the highest quality materials. Contemporary architecture is encouraged, but it should be respectful and sympathetic to the other architectural styles that have preceded it in the locality'. Policy 7.7 relates to the design of tall buildings. Policy 7.8 requires that development respects affected heritage assets by being sympathetic to their form, scale, materials and architectural detail. Policy 7.21 seeks the retention of existing trees of value with new development, and their replacement when lost.

Local Plan

3.41 LBHF Local Plan 2018 Policy DC1 Built Environment requires all development within the borough to create a high quality urban environment that respects and enhances its townscape context and heritage assets. 'An approach to accessible and inclusive urban design that demonstrates how good design, quality public realm, landscaping, heritage assets and land use can be integrated to help regenerate places' is also required. The development has been through rigorous pre-application process on matters of design whereby the Council's Design and Conservation Team have made recommendations and comments on design development which have been incorporated into the proposal set out in this application. It is therefore considered that the development complies with Policy DC1.

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

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

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

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

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

Design evolution

3.45 The following principles were adopted by the Applicants and have guided the design development of the proposals:

- o Improve the operation of the existing buildings - the proposed building takes into account the constraints of the two existing buildings, its effect on their existing floor plan and its impact on the neighbouring properties;
- o Improve visual amenity and biodiversity - increasing greenery and planting where possible will enhance the visual appearance and ecology of the local area;
- o Improve the entrance and setting of the existing building to address Hammersmith Road - this will provide Harrods with a unique presence on site;
- o Deliver a quality office environment and amenity for staff.

3.46 The design sets out to achieve these objectives. It needs to accommodate the additional floorspace required without causing significant harm to the surrounding townscape. It also must be of the highest architectural quality, positively contributing to the townscape setting of both north and south elevations, and providing a cohesive design which gives positive identity to the building overall. At the rear, the massing needs to respond to the housing on the Windsor Way estate and not detrimentally impact on daylight and sunlight to the units.

3.47 The proposed design has been developed from these initial aims and adjusted in response to comments received.

Proposed design

3.48 The architects sought to bring together the key objectives in the architectural design for the site.

3.49 The existing wings of the 'U' shaped composition form a symmetrical composition and are similar in height and massing with a series of four steps down to the northern edge. The proposed infill follows the profile of the existing wings and would be inserted in to the central gap creating a 'third' wing. Winter gardens/atria either side of the new extension would connect the existing building to the new element offering a sheltered amenity space for staff with seating and planting set within a paved landscape. The proposed extension responds in a positive manner to the massing and form of the existing building. Above the eight storeys of new office space would be one floor of plant which also matches the height of the existing plant enclosure.

3.50 On the Hammersmith Road frontage, the existing entrance pergola would be removed to create a more generous threshold space. A vertical trellis garden above the central entrance bay would project forward of the building line and signal the double height office entrance lobby. The entrance lobby would accommodate a café and amenity area for office workers and guests and have links to the winter gardens. Public seating and cycle parking spaces would be provided by the entrance on to Hammersmith Road, set alongside the existing mature planting.

3.51 The proposed north elevation would have reduced windows to mitigate overlooking issues. On this façade, planting would be incorporated into the design in the form of a vertical green trellis garden. The new office areas would gain most of its natural light and views through the larger windows on both return elevations facing in to

the winter garden spaces. Planters with new trees and seating within the winter garden areas would both soften and animate the rear elevation.

3.52 The office floor plan would provide a contiguous floorplate between the existing building and the new extension. Each floor would have a break-out space at the southern end of the floor connected to a planted balcony area overlooking Hammersmith Road.

3.53 A grid of glazed white ceramic cladding is proposed for the east and west faces of the new extension. The white ceramic would reflect light and increase the perception of daylight into the office spaces and courtyard. The ceramic elements would be profiled to add depth and interest, whilst also controlling views into and out of the offices.

3.54 The winter garden elevations would be fully glazed.

3.55 For the outward facing element of the north elevation, a vertical trellis garden is proposed to form a 'green' facade with climbing plants grown in planters at each floor level. The trellis would be formed from black metal fins. It is anticipated that the trellis could support a wide variety of plants. An irrigation and maintenance strategy has been developed to ensure the success and long-term future of the planting proposals. The type of plants selected would depend on the environmental condition, such that on the southern central bay over the entrance the plants would benefit from full sunlight but would also have to cope with exposed face onto Hammersmith Road. To the rear, the plants would be more sheltered but would receive relatively low levels of sunlight.

3.56 The terraces created by the massing at the rear would consist of both green and brown roofs. A green roof is also proposed for the single storey substation enclosure on the northern boundary of the site. The substation is overlooked by the adjoining residential apartments and a biodiverse green roof would help mitigate its impact. The substation would be clad in profiled patterned reconstituted stone cladding which would enliven and add some visual interest to the simple enclosure.

HERITAGE ASSETS

Policy Context

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

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

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

3.60 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'.

3.61 Paragraph 193 of the NPPF states that:

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

3.62 Paragraph 194 of the NPPF states that:

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

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

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

Impact on Heritage Assets

3.65 The submission contains view studies and sectional drawings which have enabled Officers to assess the impact of the proposed development on the setting of the surrounding heritage assets identified in paras.3.32 and 3.33 of this report. It is considered that the proposed development, by virtue of its relatively discrete form and composition, would not result in any harm to the significance of the surrounding heritage assets and would indeed bring some enhancement to the surrounding townscape.

3.66 The submitted scheme has responded to its immediate townscape setting and indicates high quality detailed design of the elevations and the associated spaces. The proposal is in line with both national guidance in the planning policy framework and strategic and local policies on design of new buildings in a heritage context. Officers consider that in design terms the proposal would add a visually interesting new piece of high quality design to the borough.

CONCLUSION ON DESIGN AND HERITAGE ISSUES

3.67 The scheme accords with urban design and conservation policies of the Council. The proposed built form has a massing which responds to the site's context and the adjoining built form. The elevations have an architectural character and materiality

which respond to the existing building and adjoining group of buildings and provides interest across the north and south elevations. The relationship between this building and its neighbours would assist in the creation of a sense of place.

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

Trees and landscaping

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

3.70 Several trees would need to be removed to accommodate the new extension, these trees have been assessed in the submitted report as 1 category B tree, 7 category C trees and 2 category U trees, all located at the rear of the site. A new landscaping strategy would see replacement tree planting and also extensive planting on the trellis structures on the northern and southern elevations. The new rear extension would also have two areas of green roof. These elements would soften the appearance of the proposed extension, particularly when viewed from the residential properties from the north which would be beneficial to amenity.

3.71 The Council's Arboricultural Officers are satisfied that the replacement of the removed trees with similar sized trees of the same or similar species would be acceptable. They consider that all the works shall be carried out in accordance with submitted Arboricultural Impact Assessment and Method Statement to ensure protection of the retained trees and that suitable replacement trees are planted. The proposal is considered to be in accordance with Policy OS5 of the Local Plan (2018), and is therefore acceptable in this regard.

Accessibility

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

3.73 The proposed development would include six designated car parking spaces for people with disabilities within the basement level car park and three spaces at ground floor level at the rear. Officers consider these spaces are appropriately located close to the core of the building. The location and number of car parking spaces will be secured by condition (No.41).

3.74 Key Principle DA1 of the Planning Guidance SPD (2018) states that buildings should be accessible and inclusive to all. It states that drawings submitted for planning approval should show external access features for detailed approval, showing how

internal facilities will cater for different users and how barriers to access will be overcome, as well as showing circulation routes and explaining how accessibility will be managed when the development has come into use. Key Principle DA6 refers to entrances into a building and states that any entrances to a building which are above or below street level, or positioned to be level should be level or the slope should not exceed a gradient of 1 in 20 from the street.

3.75 All entrances from the street would be level and there would be level or ramped access to lifts, providing level access to all floors of the extended building. A further condition (No.58) requires details of a fire rated lift, and that all lifts within the building, have enhanced lift repair service to ensure that no occupiers (including wheelchair users) are trapped if lifts break down.

Crime Prevention

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

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

HIGHWAYS MATTERS

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

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

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

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

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

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

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

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

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

3.87 The A315 Hammersmith Road is classified as a Borough Distributor Road, while Blythe Road is classified as a Local Access Road. The nearest on-street parking to the site is along Edith Road, Auriol Road and Munden Street opposite the site to the south. There is no controlled parking on Hammersmith Road or Blythe Road. Hammersmith Road is mainly double yellow lined except for a short single yellow lined section in front

of the site entrance with parking restrictions from Monday to Saturday 8:30am-6:30pm. Blythe Road is mainly single yellow lined with parking restrictions from Monday to Sunday 7:00am-Midnight.

3.88 Transport for London (TfL) have been consulted on the application and have no 'in principle' objections to the development. Arrangements for car and cycle parking and the draft travel plan have been amended following discussions with TfL since submission of the application. This also addresses the concerns raised in the GLA Stage 1 response with regards to these issues.

Car Parking

3.89 There are currently 121 car parking spaces serving the existing office building, 6 spaces at ground level at the rear and 115 spaces at basement level. The basement car park would be accessed via a reprofiled ramp from the rear service road, leading from Blythe Road. In terms of the proposed development, 91 car parking spaces are proposed at basement level and 3 spaces are proposed at ground level at the rear of the site, a total of 94 parking spaces. London Plan standards and policy T4 of the Local Plan allow up to 1 space per 600-1,000 sqm (GIA) as a result of new build, conversion or change of use. As a result of the proposed extension the development would have a floor area of over 24,000 sqm, therefore if this was a complete redevelopment, conversion or change of use only 24-40 car parking spaces would be permitted as a maximum in accordance with these policies. Due to the fact that the development would see a significant reduction of 27 car parking spaces versus the existing number of spaces, a reduction of 22%, it is therefore considered that this level of provision is acceptable for a proposal to extend an existing commercial building. The applicant has provided swept-path analysis which demonstrates the ability for vehicles to manouvre in and out of the proposed car parking spaces. A car parking management plan is secured by condition (No.62). The parking provision is considered to be acceptable in this instance and compliant with the aims of policy T1 of the Local Plan (2018) and the London Plan (2016).

3.90 Of the 121 car parking spaces proposed, 9 of the spaces would be disabled car parking spaces. Six of the spaces would be located at basement level, whilst three parking bays for people with disabilities would be provided at ground floor level at the rear. The blue badge parking provision is compliant with the standards contained in the London Plan (2016).

3.91 Electric vehicle charging points would also be provided, 19 (20%) of the parking spaces would provide active charging and 9 (10%) of the spaces would provide passive charging. The provision for electric vehicles is therefore compliant with policy 6.13 of the London Plan (2016) which requires 20% active and 10% passive charging points.

3.92 Five of the parking spaces at basement level would be designated car pool spaces for car sharing which would be used to reduce the overall number of single car occupancy, compliant with the aims of policy T1 of the Local Plan (2018).

Motorcycle parking

3.93 As shown on the revised plans, 10 motorcycle parking spaces are proposed within the basement parking area which is in accordance with Key Principle TR8 of the Planning Guidance SPD (2018).

Cycle Parking

3.94 The Council's Local Plan (2018) cycle parking standards align with those of the London Plan (2016) which state that the provision of cycle parking should be no less than 1 long stay space per 90sqm of office floorspace, and short stay cycle parking should be provided at a rate of 1 space per 500 sqm for the first 5,000sqm and 1 space per 5,000sqm thereafter. The Applicants have stated that the total amount of purely office floorspace following the extension of the building will be 21,942sqm (GEA), and on this basis have calculated that the minimum level of long stay secure cycle parking the development should achieve is 244, with 14 short stay spaces. If the calculations were carried out on the entire GEA of the extended building this would result in the need for an extra 26 long-stay spaces.

3.95 272 (including 28 existing) long stay spaces and 16 short stay cycle parking spaces would be provided for the extended building. 232 of these long stay spaces would be located at basement level, including 1 adaptive space, with a further 12 long stay adaptive cycle parking spaces at ground floor level at the rear. The 16 short stay cycle parking spaces would be located in front of the main entrance fronting Hammersmith Road. The cycle parking at basement level is to be a combination of double stack cycle racks and Sheffield stands, with Sheffield stands proposed at ground floor level. Access to the basement level parking spaces would be via the rear service road and ramp to basement level. There will be lift and stair access to the upper floors from basement level. Shower, changing and locker facilities would be provided at basement level, adjacent to the majority of the internal cycle parking and in line with policy 6.9 of the London Plan (2016) and policy T3 of the Local Plan (2018).

Deliveries, servicing and refuse collection

3.96 The applicant has provided a Delivery and Service Plan (DSP) with details of the proposed delivery and servicing arrangements for the application site. Deliveries and servicing are to be relocated from ground floor level to the basement car park area as part of the proposed development. Re-profiling of the ramp and excavation works are to be carried out to ensure that basement car park can accommodate a 7.5tn panel van. It has been demonstrated using swept path analysis that a 7.5tn panel van can safely manoeuvre in the basement car park and in and out of the three proposed service bays in the basement car park. It is stated within the DSP that the site currently receives 10 deliveries and servicing movements per day and it is proposed that the site will receive 17 deliveries and servicing movements per day. This is a slight increase in trips, however this increase is unlikely to have a significant impact on the local highway network, particularly as all servicing is proposed to take place within the basement away from the public highway. The development would provide one lift for transporting deliveries between floors from basement level.

3.97 Refuse collection is to continue taking place along the private access road which meets the public highway at Blythe Road. The proposed extension and ancillary café will result in an increase in the provision of Eurobins on site. A new single storey refuse store is proposed on the western boundary of the site, close to the existing building and accessible from the rear service road. The increase in refuse collections is likely to have a negligible impact on the public highway, as collections are to continue occurring along the private access road. A Refuse Management Plan will be required by condition (No.25).

3.98 After reviewing the servicing and delivery plan, Highways Officers are satisfied that the delivery and servicing operations on the site demonstrate that these activities can be accommodated without detriment to the local highway network. A condition (No.53) requires the implementation of the submitted Delivery and Servicing Plan, in order to ensure the acceptability of the extended building when in use.

Trip Generation

3.99 In order to assess the relative traffic impact of the development proposals, the Applicant has estimated the number of trips that would be generated by the proposed development and compared this with that generated by the existing building. The submitted trip generation data analysis has been updated since submission in order to address the GLA's comments in their Stage 1 report relation to this. This analysis shows the net change of total person trips during AM and PM peak periods for both the existing office building and the extended building. The TRICs database analysis confirms the that total two-way person trips by all modes of transport will increase by 477 for the AM period versus the existing, with an increase of 463 two-way person trips for the PM period.

3.100 As the vast majority of person trips to the site would be on foot or by public transport (estimated to be over 80% of the total trips), and the number of car parking spaces would be reduced in the proposed development compared to the existing, the net change in two-way vehicle trips would be less significant. Trips by private car are in fact expected to be less as a result of the redevelopment. The proposed trip generation for the development is shown below in Table 6.8:

Table 6.8 Multi-Modal Trip Generation – Proposed Office B1

Mode of Transport	Survey Mode Split	AM Peak Hour (08:00-09:00)		PM Peak Hour (17:00-18:00)	
	%	In	Out	In	Out
Underground / Tube	43%	193	1.3	19	180
Trahi	28%	125	9	12	11.7
Bus	6%	27	2	3	25
Taxi	0%	0	0	0	0
Motocycle, scooter or moped	10%		0	0	3
Car Driver	5%	23	2	2	21
Car Passenger	0%	1.	0	0	1
Beyycle	3%	14	1	1	1.3
On foot	7%	3.1.	2		29
other method of traveto work	7%	29		3	27
Total	100%	418		45	418

Impact on Public Transport

3.101 The TA predicts there would be a net increase of 10 two-way bus trips for the AM peak and 9 two-way bus trips PM peak periods as result of the proposed development. Bearing in mind the availability buses in close proximity of the development site, as well as the proximity of the bus station at Hammersmith Broadway providing connections to numerous routes, the additional bus trips should have negligible impact on bus services and facilities and infrastructure.

3.102 In the case of the Underground the TA estimates that there would be a net increase of 66 two-way trips in the AM peak and 64 in the PM peak periods. TfL has been consulted on the application and raises no objection to the proposals in terms of public transport capacity.

Pedestrian impact

3.103 An additional 115 pedestrian two-way trips anticipated in the AM and 10 two-way trips in the PM peak periods, and in addition public transport users would also walk from the stations/bus stops to the site and Officers concur with this assessment.

Contributions to highways improvements

3.104 TfL have commented that it would be appropriate to seek a contribution by the Applicant towards the Cycle Superhighway 9 (CS9) scheme (which has been subject to public consultation and a detailed report on this and next steps are due to be published later this year) which proposes improvements to highways in close vicinity of the site including a two-way segregated cycle track directly in front of the site on the northern side of Hammersmith Road. The proposals would provide improved pedestrian and cycle facilities adjacent to the application site. This would therefore be directly related and of great benefit to the future occupants of development proposed in this application, and would help to mitigate the road safety impacts of additional pedestrian and vehicular trips generated by this development. As such a contribution of £50,000 towards the CS9 scheme is proposed by the Applicant, and this will be secured by the S106 agreement accompanying any planning permission.

3.105 TfL have also commented that it would be appropriate to seek a contribution by the Applicant towards measures to improve and promote walking and cycling routes, such as Legible London wayfinding. As such a contribution of £15,000 will be secured by the S106 agreement accompanying any planning permission.

Travel Plan

3.106 A framework Travel Plan for the site has been submitted alongside the Transport Assessment. The application site is located in a highly accessible part of Hammersmith with a PTAL score of 6a, and opportunities to promote active travel which allows for a robust and sustainable travel plan. It is considered that there is capacity within the existing public transport network to accommodate the additional trips proposed from this development. Officers welcome the provision of a Travel Plan in support of the proposal to promote sustainable travel for occupiers of the development. A Travel Plan Coordinator is to be appointed for the application site, whose responsibilities include liaising with the Council, promoting sustainable modes of travel and monitoring the success of the travel plan against agreed targets. A package of

measures is also included in the travel plan with measures such as discounted cycles, incentives and measures to discourage car use on site. Highways Officers are satisfied with the contents of the submitted draft Travel Plan. The ATTrBuTE assessment has been updated since submission in order to address the GLA's comments in their Stage 1 report relation to this. The Applicants will be required by the accompanying S106 agreement to produce a final Workplace Travel Plan which would be subject to ongoing monitoring and review (for a minimum of 5 years) to encourage users of the site to travel by modes other than the car. A Construction Workers Travel Plan, subject to annual review, will also be required by the S106 agreement.

Demolition and Construction Logistics Plan

3.107 A framework construction logistics plan was submitted with the application within the transport assessment, which also incorporates issues relating to the proposed elements of demolition. At this stage of the planning process the information relating to the Construction Logistics Plan (CLP) has yet to be detailed, and therefore this information needs to be developed in accordance with policy T7 of the Local Plan (2018). The plans would need to be developed to be in accordance with TfL requirements, which seek to minimise the impact of construction traffic on nearby roads and restrict construction trips to off peak hours only. The submission of a Demolition and Construction Logistics Plan is secured by condition (No.5).

Works to the highway

3.108 There are also no works to the public highway proposed within the application, as all the works would be located within the application site. A S278 legal agreement will therefore not be required in this instance.

Conclusion on highways matters

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

IMPACT ON RESIDENTIAL AMENITY

3.110 Policy 7.6 of the London Plan states that buildings and structures should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy, overshadowing, wind and microclimate. This is particularly important for tall buildings. Policy 7.7 states that 'tall buildings should not affect their surroundings adversely in terms of microclimate, wind turbulence, overshadowing, noise, reflected glare, aviation, navigation and telecommunication interference'.

3.111 Policy DC4 of the Local Plan (2018) relates to alterations and extensions to existing buildings. This policy states that extensions should be compatible with

neighbouring properties and their setting, and should respect the amenities of the neighbouring properties, and other properties most directly affected by the proposal.

3.112 The site's surrounding neighbours to the east and west are currently in office use. The apartment blocks to the north of the site are in residential use, and there are residential units on upper floors of the buildings containing commercial units to the south of the development, on the opposite side of Hammersmith Road. The nearest residential dwellings in Windsor Way to the north are a minimum of 11.5m away from the proposed extension at their closest point (the single storey rear element containing the UKPN site), with the six storey element sited a minimum of 20m away from the residential dwellings to the north and the eight storey element a minimum of 36m away.

Daylight and sunlight

3.113 The Applicants have submitted a daylight and sunlight assessment, in line with the guidance provided in the Building Research Establishment (BRE) document entitled 'Site Layout Planning for Daylight and Sunlight' (2011).

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

- 129-135 Hammersmith Road (residential accommodation on upper floors)
- Stuart House, Balmoral House and Sandringham House on Windsor Way
- Kensington West, Blythe Road

3.115 Only residential accommodation has been assessed for daylight/sunlight impacts. No assessment of the impact on surrounding office/commercial uses has been presented. The BRE guide recommends that only windows and rooms within residential properties need to be assessed, and does not require any assessment on commercial or business properties, although it states that they may also be applied to non-domestic buildings where the occupants have a reasonable expectation of daylight. Taking this advice into account, Officers consider it unnecessary to assess the non-residential buildings within the vicinity of the site, as offices are routinely lit with electric lights in the daytime given their deep floorplates. Rights to light to the existing neighbouring commercial development would need to be protected in the scheme, but this would be through a process separate from planning.

Daylight (assessment methodology)

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

3.117 The BRE Guidance sets out three different methods of assessing daylight to or within a room, the Vertical Sky Component (VSC) method, the plotting of the no-sky-line (NSL) method and the Average Daylight Factor (ADF) method.

3.118 The VSC method measures the amount of sky that can be seen from the centre of an existing window and compares it to the amount of sky that would still be capable of being seen from that same position following the erection of a new building. The measurements assess the amount of sky that can be seen converting it into a

percentage. An unobstructed window will achieve a maximum level of 40% VSC. The BRE guide advises that a good level of daylight is considered to be 27% VSC. Daylight will be noticeably reduced if after a development the VSC is both less than 27% and less than 80% of its former value.

3.119 The plotting of the NSL measures the distribution of daylight within a room. It indicates the point in a room from where the sky cannot be seen through the window due to the presence of an obstructing building. The NSL method is a measure of the distribution of daylight at the 'working plane' within a room. In houses, the 'working plane' means a horizontal 'desktop' plane 0.85 metres above floor level. This is approximately the height of a kitchen work surface.

3.120 The NSL divides those areas of the working plane in a room which receive direct sky light through the windows from those areas of the working plane which do not. If a significant area of the working plane lies beyond the NSL (i.e. it receives no direct sky light), then the distribution of daylight in the room will be poor and supplementary lighting may be required.

3.121 The impact of the distribution of daylight in an existing building can be found by plotting the NSL in each of the main rooms. For dwellings this would include living rooms, dining rooms and kitchens. Bedrooms should also be analysed, although they are considered less significant in terms of receiving direct sky light. Development will affect daylight if the area within a room receiving direct daylight is less than 80% of its former value.

3.122 The ADF method uses a mathematical formula which involves values for the transparency of the glass, the net glazed area of the window, the total area of room surfaces, their colour reflectance and the angle of visible sky measured from the centre of the window. This is a method that measures the general illumination from skylight and takes into account the size and number of windows, room size, room qualities and room use. The BRE test recommends an ADF of 5% for a well daylit space or 2% for a partly daylit space. The minimum standards for ADF recommended by the BRE for individual rooms 2% for kitchens, 1.5% for living rooms and 1% for bedrooms.

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

3.124 If all the windows in a building meet the VSC criteria, it can be concluded that there will be adequate daylight. If the windows in a building do not meet the VSC criteria, the NSL analysis for the room served by that window needs to be considered. If neither the VSC nor NSL criteria are met, the ADF results could then be considered.

3.125 The applicants have submitted VSC and NSL assessments for all of the properties mentioned above. The ADF test has not been carried out in this instance.

Daylight Impact - results

3.126 The results demonstrate that of the properties analysed, those in Stuart House (Windsor Way), Kensington West (Blythe Road) and 129-135 Hammersmith Road (upper floors) would all maintain good levels of daylight following the proposed redevelopment. No windows within these properties would experience reductions in

VSC below the levels identified in the BRE Guidance, i.e. all windows maintain at least 80% of their former VSC value, and therefore any reduction in daylight will not be perceptible.

Balmoral House

3.127 52 windows within this development were considered relevant for assessment. Of the 52 windows assessed, 48 show full compliance with VSC methodology. Four windows therefore show losses in VSC above 20%, however of these, when the mean values of rooms with multiple windows are factored in this leaves 1 ground floor living room which retains a VSC of 0.72. It is noted, however, that these windows are located beneath deep balconies which are considered to be the primary reason for this relative loss in VSC. This living room also falls short against the NSL methodology, with a result of 0.49 of its former value following the development.

Sandringham House

3.128 67 windows within this development were considered relevant for assessment. Of the 67 windows assessed, 63 show full compliance with VSC methodology. Four windows therefore show losses in VSC above 20%, however of these, when the mean values of rooms with multiple windows are factored in this leaves 1 ground floor living room which retains a VSC of 0.75. It is noted, however, that these windows are located beneath deep balconies which are considered to be the primary reason for this relative loss in VSC. This living room also falls short against the NSL methodology, with a result of 0.51 of its former value following the development.

3.129 Whilst it is considered, by comparison, that the proposed scheme will reduce availability of daylight to two living rooms in neighbouring properties at ground floor level in Balmoral House and Sandringham House, it is acknowledged that any infill of the central 'gap' between the two existing elements of the buildings on the application site is likely to have a disproportionate impact on properties to the north. This is discussed in the submitted light report, where it is concluded that any infilling of this gap would result in a similar impact upon these properties, even in the absence of any rearward extension as is proposed in this application. The impact of the proposed development would therefore be similar to the impact of the existing building on the majority of the units to the north in Windsor Way, and it is those that benefit from the existing 'gap' between the buildings on site that are therefore relatively worse affected by the proposed development in terms of daylight.

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

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

Sunlight

3.132 To assess loss of sunlight to an existing building, the BRE guidance suggests that all main windows to dwellings should be checked if they have a window facing

within 90 degrees of due south. The guidance states that kitchens and bedrooms are less important, although care should be taken not to block too much sun.

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

3.134 Where a window does not meet the first criteria, retaining at least 25% total APSH with 5% in the winter months but the percentage reduction is less than 20% it will experience a negligible impact, as the area receiving reduced levels of sunlight is comparatively small when considering the baseline sunlight levels.

3.135 All south-facing windows in the identified neighbouring properties have been analysed. None of the habitable rooms in Stuart House (Windsor Way) and Kensington West (Blythe Road) would experience more than a 20% loss in APSH and all properties would therefore be fully compliant with the relevant guidance.

Balmoral House

3.136 Of the 37 rooms tested, 34 rooms comply with the BRE requirements. Of the three rooms which do not meet the recommended minimum BRE requirements, these would be to a ground floor kitchen, a bedroom and a living room. The kitchen and bedroom failures relate to winter sunshine only. BRE guidance states that kitchens and bedrooms are less important in terms of the amount of sunshine received. The living room windows affected are located beneath deep balconies which are considered to be the primary reason for this relative loss in APSH.

Sandringham House

3.137 Of the 50 rooms tested, 47 rooms comply with the BRE requirements. Of the three rooms which do not meet the recommended minimum BRE requirements, these would be to two ground floor bedrooms and a first floor kitchen. All three failures relate to winter sunshine only. BRE guidance states that kitchens and bedrooms are less important in terms of the amount of sunshine received.

3.138 Whilst it is considered, by comparison, that the proposed scheme will reduce availability of sunlight to one living room, three bedrooms and two kitchens in neighbouring properties at ground and first floor levels in Balmoral House and Sandringham House, it is acknowledged that any infill of the central 'gap' between the two existing elements of the buildings on the application site is likely to have a disproportionate impact on properties to the north. This is discussed in the submitted light report, where it is concluded that any infilling of this gap would result in a similar impact upon these properties, even in the absence of any rearward extension as is proposed in this application. The impact of the proposed development would therefore be similar to the impact of the existing building on the majority of the units to the north in Windsor Way, and it is those that benefit from the existing 'gap' between the buildings

on site that are therefore relatively worse affected by the proposed development in terms of sunlight.

3.139 Whilst Officers recognise that there would be a small impact on sunlight, to 6 out of the 117 rooms tested, as a result of the proposed development, this is in the context of the existing large office buildings and their relationship in close proximity to the residential buildings to the north in Windsor Way.

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

Outlook

3.141 The proposed extension would not project rearward of the existing buildings in relation to the properties along Windsor Way. Whilst the proposed extension would infill an open area to the rear of the existing buildings, it is considered that this would be suitably set away from the residential properties to the north, and many of these flats already have a similar relationship with large buildings along Hammersmith Road including at the application site. The infilling of the narrow gap between the two parts of the existing buildings fronting Hammersmith Road is considered not to have a detrimental impact on outlook, and indeed there would be some benefit from the removal of the canopy structure at the front of the building and the proposed planted trellis structures to the north and south elevations of the extension. In this urban context, it is considered that the impact of the proposed development would not be overbearing on these properties and would therefore have an acceptable impact with regards to outlook.

Privacy

3.142 Key Principle HS7 of the Planning Guidance SPD states that new windows should normally be positioned so that they are a minimum of 18 metres away from existing residential windows as measured by an arc of 60 degrees taken from the centre of the proposed window. Narrow windows are proposed in the northern elevation of the extension from second floor level and above. These will be located behind the planted trellis element, and in excess of 20m from the nearest residential windows to the north. They will also be no closer than existing rear facing windows on the application site. Windows in the southern elevation will be in excess of 30m from residential windows on the opposite side of Hammersmith Road. Similarly the proposed terraces and balconies to the north and south of the development would all be in excess of 20m from the nearest residential windows to the north or south. Also, the proposed windows in the extension would serve an office use rather than another residential use, and would thus be potentially less intrusive in terms of privacy/overlooking. In this respect it is considered that the windows, terraces and balconies at the proposed development would not have an unreasonable impact on privacy to neighbouring properties.

Noise and disturbance

3.143 London Plan Policy 7.15 states that development proposals should seek to reduce noise by minimising the existing and potential adverse impacts of noise, separating new noise sensitive development from major noise sources through the use of distance screening or internal layout, and promoting new technologies and improved

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

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

3.145 A Noise Impact Assessment has been submitted with the application, including a noise assessment of the existing background noise. The report concludes that noise from new mechanical plant is capable of achieving compliance with the Council's noise standards (i.e. ensuring that the noise is at least 10dB below background noise). Conditions are suggested to ensure that all mechanical plant is adequately sound insulated and fitted with anti-vibration devices, to ensure that plant complies with these noise standards in the daytime and at night (condition Nos.55 and 66).

3.146 In terms of other sources of noise, servicing and deliveries would take place from the off-street service area at basement level which would be an improvement versus the existing servicing at the rear of building. Significant noise from the enclosed service area is thus expected to be minimised. As outlined in the Highways section above, the development is expected to involve an increase of 7 delivery and servicing vehicle trips in and out of the site a day. A Delivery and Service Management Plan (condition No.53) would ensure that the times for servicing and deliveries are restricted to reasonable daytime hours. Due to the proposed servicing within the building and the suggested condition it is expected that there would not be significant further noise disturbance associated with servicing and deliveries to the extended building.

3.147 A large roof terrace is proposed at sixth floor level at the rear, which would be close to the residential properties at Windsor Way (approximately 30m at the closest points). There would also be 6 small balconies at the front of the building, one on each floor from second to seventh floor, set behind the planted trellis structure. There would also be new landscaped areas at ground floor at the rear which may be used in association with the new café for employees proposed at ground floor level in the extended building. If the building was in residential use, Officers would have serious concerns about the potential for noise from these outside areas. As an office building, however, it is considered that the terrace, balconies and landscaped areas would be used predominantly in the daytime, and would be likely to attract individual office workers or small groups instead of large gatherings of people causing significant noise. A condition (No.13) will ensure that the use of the terrace and balconies is restricted to certain hours, and that no loudspeaker announcements or amplified music are played outside. For these reasons, no objection is raised to the presence of the roof terrace and balconies in this proposal.

Construction works

3.148 The disruption of construction works and the noise and disturbance to nearby residents and businesses is acknowledged to be a key local concern. Whilst it would be unreasonable to refuse planning permission for a development scheme based on the temporary impact of construction works, the Council will take steps to ensure that disruption and noise/disturbance are minimised as far as possible. A demolition and

construction logistics plan, a demolition and construction management plan, and an Air Quality Dust Management Plan are required to be submitted and agreed as part of planning conditions (5 and 11) for planning approval. The developer has indicated that they would require their contractors to adhere to the Considerate Constructors Scheme.

Light pollution

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

SUSTAINABILITY

Carbon reduction

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

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

3.152 In line with the Mayor of London's energy hierarchy the feasibility of using decentralised energy on site has been assessed. The use of a Combined Heat and

Power system has been considered but is not proposed as the nearest existing heat network is not available within feasible distance of the site, and it is considered not to be an efficient system for the site which has relatively low heat demands. However, the development would be provided with a means to connect to a future heating network, should this become available.

3.153 In terms of renewable energy generation, solar PV panels are to be installed on the roof, which will further reduce CO2 emissions. Overall, then, the proposed measures and PV are calculated to reduce associated CO2 emissions by 36% compared to the 2013 Building Regulations. The proposed sustainable energy measures would therefore meet the London Plan target of a 35% reduction in CO2 emissions. A condition (No.44) requires the implementation of the carbon reduction measures as outlined in the Energy Strategy.

3.154 Further to the GLA's comments in their Stage 1 response regarding an overheating analysis, carbon emissions and a communal heat network, these issues have been the subject of discussion between the GLA and the Applicant, and the GLA have confirmed that they are now satisfied with the proposal in these regards.

Sustainable Design and Construction

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

3.156 A Sustainability Statement has been submitted with the planning application which outlines the sustainable design and construction measures to be integrated on the site. In addition to the carbon reduction measures outlined in the Energy Strategy, a range of other sustainability measures are planned to reduce energy use and CO2 emissions such as water efficiency measures to reduce water use, use of building materials with low environmental impacts, sustainable waste practices and recycling will be promoted by providing separate waste storage facilities, brown and green roofs are planned which will help improve biodiversity on the site and the development will be constructed in line with the requirements of the Considerate Constructors Scheme which will help minimise environmental impacts of the construction phase. The Statement confirms that that the proposed development is will achieve the BREEAM 'Very Good' rating. This complies with London Plan policy 5.3 and the Council's policies on sustainable design and construction. A condition (No.43) requires the implementation of the measures as approved and the submission of the post construction BREEAM assessment to confirm that the measures have been implemented as required.

Flood Risk

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

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

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

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

3.161 Given the potential for sewer flooding and the fact that there will be water utilising facilities at basement level, non-return valves or equivalent devices are required to be installed by condition (No.64) to help protect these from sewer surcharge flood risks.

3.162 The submitted the Basement Construction Methodology Statement (BCMS) details water-proofing of the new basement structures. Site investigations have not

found groundwater present on the site, but full water-proofing measures will be included. The implementation of the BCMS measures are subject to a condition (No.27).

3.163 The Flood Risk Assessment includes a Drainage Strategy. This states that the aim is to limit final discharge of surface water from the site to equivalent to the greenfield rate. The proposal is to direct surface water run-off into an attenuation crates at roof level, and blue, brown and green roofs are indicated. A condition (No.45) requires the submission of a revised drainage strategy including a revised SuDS Strategy that maximises the use of SuDS measures at the detailed design stage in line with the London Plan Drainage Hierarchy. The SuDS Strategy should achieve final discharges at greenfield rates for the site and maximise the levels of attenuation achieved. Details of the maintenance of the SuDS, including frequency of inspections and works if required, who will be carrying out the maintenance, how details of maintenance work will be recorded and stored for possible future inspection by the Council are also be required by this condition.

3.164 Thames Water has no objections to the proposal subject to a recommended condition (No.46) relating to a drainage strategy, and an informative is attached regarding a piling method statement to be agreed with Thames Water in order to prevent and minimise potential damage to subsurface water infrastructure.

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

Contamination

3.166 Policy 5.21 of the London Plan and policy CC9 of the Local Plan state that the Council will support the remediation of contaminated land and that it will take measures to minimise the potential harm of contaminated sites and ensure that mitigation measures are put in place. Policy CC9 of the Local Plan requires applicants to carry out site assessment and submit a report of findings on sites where contamination is known to be present, to establish the nature and extent of contamination.

3.167 Further to the Council's preliminary review of historical land uses, the subject property area has been identified as potentially contaminated as per Part 2A of the Environmental Protection Act 1990 and is prioritised for further inspection under the Council's Contaminated Land Strategy. The site is placed in the fourth highest category out of eight. A timeframe for further investigation has not yet been established.

3.168 A preliminary environmental risk assessment has been submitted as part of this application. A more detailed site investigation scheme together with a risk assessment, remediation and long-term monitoring would all need to be carried out during and following any development works to ensure that no unacceptable risks would be caused to humans, controlled waters or the wider environment. Conditions (Nos.14-19) to this effect are proposed, in accordance with policy CC9 of the Local Plan (2018).

Air Quality

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

3.170 Policy 7.14 of The London Plan seeks that development proposals minimise pollutant emissions and promote sustainable design and construction to reduce emissions from the demolition and construction of the buildings and also to minimise exposure to poor air quality.

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

3.172 An Air Quality Assessment has been submitted with the application. This assesses the development's potential impacts on local air quality and also considers the issue of exposure to pollution for businesses and residents. The assessment takes account of the potential temporary impacts during the demolition and construction phase and the operational impacts caused by increase in traffic flows and emissions from the plant on the site. The air quality assessment indicates that the general sources of air pollution (construction activities, road traffic and space heating) emission arising from the proposed development would be during the construction phases and on completion of the development the assessment predicts the development to have an insignificant effect on air quality, and that the development would be 'air quality neutral'. Overall in terms of air quality, Officers consider that the development would meet policy requirements subject to additional mitigation. Further details are required by condition to ensure acceptable implementation of the development in this regard, including an Air Quality Dust Management Plan (condition No.11), details of Ultra Low Nox Gas fired boilers (condition No.39) and the submission of a Low Emission Strategy (condition No.20). Conditions are also attached requiring details of the mechanical ventilation (condition No.21) and the green infrastructure proposed which will both address issues of air quality related to the development.

Community Infrastructure Levy

3.173 This development would be subject to a London wide community infrastructure levy. The Mayor's CIL (Community Infrastructure Levy) came into effect in April 2012 and is a material consideration to which regard must be had when determining this planning application. This contributes towards the funding of Crossrail. The GLA expect the Council, as the Collecting Authority, to secure the levy in accordance with London Plan Policy 8.3 and is chargeable in this case at £50 per sqm uplift in floorspace (GIA).

3.174 It is estimated that the proposed development would generate a Mayoral CIL contribution of approximately £330,800 (plus indexation).

3.175 Additionally, the Council collects its own CIL, and this development would be liable, however there is a nil charged for new office space in this location.

Planning obligations

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

3.177 The Council is obliged to assess planning proposals against the policies and standards contained within the development plans for the area and to consider any other material planning considerations. In some instances, it may be possible to make acceptable development proposals which might otherwise be unacceptable, through the use of planning conditions or, where this is not possible, through planning obligations. Local Plan Policy DEL1 (Delivery and Implementation) states that the council will implement the policies and proposals of the local plan having regard to the financial viability of the development and will negotiate Section106 Agreements.

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

- A contribution of £50,000 towards the proposed Cycle Super Highway 9 or other cycle scheme or transport improvements in the vicinity.
- Support for employment, training and local business including a contribution of £74,330.
- Commercial and construction workers travel plans.
- Payments of £3,000 per travel plan at years 1, 3 and 5 (annually until completion for the construction workers travel plan) to fund the review of each of the development's travel plans.
- A contribution of £15,000 to improve and promote walking and cycling routes, such as Legible London wayfinding.

4.0 CONCLUSION and RECOMMENDATION

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

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

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

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

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

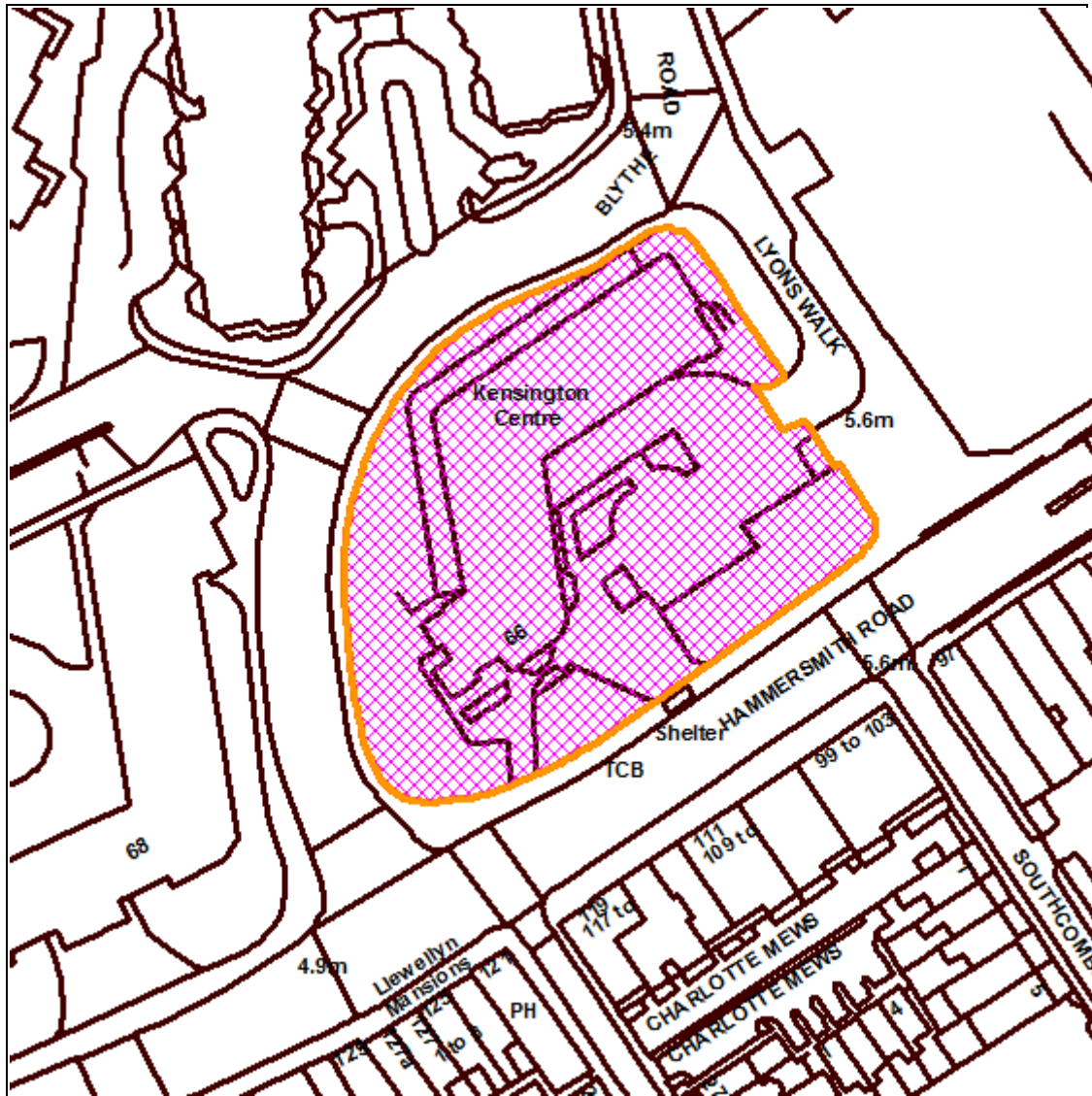
4.6 The impact of the proposed development upon neighbouring occupiers is considered to be acceptable. There would be significant planting to trellis structures proposed on the front and rear elevations of the proposal to soften the appearance of the building in the streetscene and from adjacent residential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

4.7 The application is therefore recommended for approval, subject to conditions, the completion of a legal agreement and no contrary direction from the Mayor of London.

Ward: Avonmore And Brook Green

Site Address:

Kensington Centre 66 Hammersmith Road London W14 8UD



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For identification purposes only - do not scale.

Reg. No:
2017/04752/FUL

Case Officer:
Ciaran Regan

Date Valid:
11.12.2017

Conservation Area:

Committee Date:
09.10.2018

Applicant:

Quadrant Estates And Pirbright Holdings Limited
C/O Agent

Description:

Demolition of existing building and erection of a building of up to 8 storeys in height comprising 17,486 sqm of new Class B1 office floorspace (including 904sqm of affordable workspace/studio space), 850sqm of Class A1/A3/D2 flexible retail/restaurant/gym floorspace, new public realm, plant, car parking, cycle parking and associated works.

Drg Nos: A_PL_P_011 Rev.02, 031 Rev.02, 032 Rev.02, 099 Rev.02, 100 Rev.02, 101 Rev.02, 102 Rev.02, 103 Rev.02, 104 Rev.02, 105 Rev.02, 106 Rev.02, 107 Rev.02, 108 Rev.02, 201 Rev.02, 202 Rev.02, 203 Rev.02, 204 Rev.02, 205 Rev.02, 206 Rev.02, 301 Rev.02, 302 Rev.02, 303 Rev.02, 304 Rev.02, 400 Rev.02, 401 Rev.02, 402 Rev.02, 403 Rev.02, 404 Rev.02, 405 Rev.02, 406 Rev.02, 407 Rev.02.

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 Strategic Director for Growth and Place 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 Strategic Director for Growth and Place after consultation with the Director of Law and the Chair of the Planning and Development Control Committee to make any minor changes to the proposed 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 with the date of this planning permission.

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

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

Proposed site, block and context streetscenes:

A_PL_P_010 Rev.02

A_PL_P_011 Rev.02

A_PL_P_031 Rev.02

A_PL_P_032 Rev.02

Proposed floorplans:

A_PL_P_099 Rev.02

A_PL_P_100 Rev.02

A_PL_P_101 Rev.02
A_PL_P_102 Rev.02
A_PL_P_103 Rev.02
A_PL_P_104 Rev.02
A_PL_P_105 Rev.02
A_PL_P_106 Rev.02
A_PL_P_107 Rev.02
A_PL_P_108 Rev.02

Proposed sections:

A_PL_P_201 Rev.02
A_PL_P_202 Rev.02
A_PL_P_203 Rev.02
A_PL_P_204 Rev.02
A_PL_P_205 Rev.02
A_PL_P_206 Rev.02

Proposed elevations:

A_PL_P_301 Rev.02
A_PL_P_302 Rev.02
A_PL_P_303 Rev.02
A_PL_P_304 Rev.02

Proposed detailed elevations, sections and landscape plan:

A_PL_P_400 Rev.02
A_PL_P_401 Rev.02
A_PL_P_402 Rev.02
A_PL_P_403 Rev.02
A_PL_P_404 Rev.02
A_PL_P_405 Rev.02
A_PL_P_406 Rev.02
A_PL_P_407 Rev.02

For the avoidance of doubt and in the interests of proper planning so as to prevent any inadvertent deviations that could compromise the delivery of a sustainable development in accordance with the policies and objectives of the London Plan (2016) and the Hammersmith and Fulham Local (2018).

- 3) Prior to commencement of the works above ground hereby permitted, full details of the hard and soft landscaping of all areas external to the building (on all ground level and upper level surfaces, balconies and terraces), detailed drawings at a scale of not less than 1:20 to include all planting and paving, seating, fences, gates and other means of enclosure shall have to be submitted to and approved in writing by the Council, and the development shall not be used until such hard landscaping as is approved has been carried out. Any permeable hard surfacing shall use infiltration unless the ground conditions are identified to be unsuitable. Soft landscaping shall be carried out during the first planting season available. Any soft landscaping removed or severely damaged, dying or becoming seriously diseased within 5 years of planting shall be replaced with a tree or shrub of similar size and species to that originally required to be planted.

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

- 4) All planting, seeding and turfing approved as part of the submitted landscaping scheme shall be carried out in the first planting or seeding seasons following the occupation of the buildings or the completion of the development, whichever is the sooner; and any trees or shrubs which die, are removed or become seriously damaged or diseased within 5 years of the date of the initial planting shall be replaced in the next planting season with others of similar size and species.

To ensure a satisfactory provision for planting, in accordance with policy OS5 of the Local Plan (2018).

- 5) The development hereby approved shall be implemented only in accordance with the recommendations made in the Arboricultural Impact Assessment and Method Statement, Version 2.0 dated 3/7/17, and in accordance with BS5837:2012.

To ensure that the tree within the site is retained and to prevent harm during the course of the construction, in accordance with policies DC1, DC2, DC8 and OS5 of the Local Plan (2018).

- 6) Prior to any demolition works hereby permitted taking place the following shall be submitted to, and approved in writing by, the Council:

- a) Demolition Logistics Plan (DLP) with details including the numbers, size and routes of demolition vehicles, provisions within the site to ensure that all vehicles associated with the demolition works are properly washed and cleaned to prevent the passage of mud and dirt onto the highway, and other matters relating to traffic management to be agreed. Approved details shall be implemented throughout the demolition period.

- b) Demolition Management Plan (DMP) with details including all dust and emissions monitoring and control measures, any external illumination of the site during demolition, contractors' method statements, waste classification and disposal procedures and locations, suitable site hoarding/enclosure (including detailed plan, section and elevation drawings at a scale of not less than 1:20 and details of material and colour), noise monitoring and control measures for noise, vibration, 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.

The Demolition Logistics Plan and Demolition Management Plan, as approved, shall be implemented throughout the demolition period.

To ensure that demolition works do not adversely impact on the operation of the public highway and that the amenity of neighbouring occupiers is not adversely affected by noise, vibration, dust, lighting or other emissions from the building site,

in accordance with policy 5.3 (Sustainable design and construction) and 7.14 (Improving air quality) of the London Plan (2016) and policies CC12 (Control of potentially polluting uses) and T7 (Construction and demolition logistics) of the Hammersmith and Fulham Local Plan (2018).

7) Prior to any construction works hereby permitted taking place the following shall be submitted to, and approved in writing by, the Council:

a) Construction Logistics Plan (CLP) with details including the numbers, size and routes of construction vehicles, provisions within the site to ensure that all vehicles associated with the construction works are properly washed and cleaned to prevent the passage of mud and dirt onto the highway, and other matters relating to traffic management to be agreed. The CLP shall identify efficiency and sustainability measures to be undertaken while the development is being built.

b) Construction Management Plan (CMP) with details including, all dust and emissions monitoring and control measures, any external illumination of the site during construction, contractors' method statements, waste classification and disposal procedures and locations, timber site hoarding/enclosure (including detailed plan, section and elevation drawings at a scale of not less than 1:20 and details of material and colour), noise monitoring and control measures for 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 work.

The Construction Logistics Plan and Construction Management Plan, as approved, shall be implemented throughout the construction period.

Reason: To ensure that construction works do not adversely impact on the operation of the public highway and that the amenity of neighbouring occupiers is not adversely affected by noise, vibration, dust, lighting or other emissions from the building site, in accordance with policy 5.3 (Sustainable design and construction) and 7.14 (Improving air quality) of the London Plan (2016) and policies CC12 (Control of potentially polluting uses) and T7 (Construction and demolition logistics) of the Hammersmith and Fulham Local Plan (2018).

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

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

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

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

- 10) Prior to commencement of the construction of the superstructure, details and samples of all materials to be used in the external faces of the building, must have been submitted to, and approved in writing by, the Council. A sample panel shall be erected onsite for the Council's inspection and approval prior to the commencement of the works. The development shall be carried out in accordance with the approved details, and permanently retained as such thereafter.

To ensure a satisfactory external appearance, in accordance with policies 7.4 (Local character) and 7.6 (Architecture) of the London Plan (2016) and policies DC1 (Built environment) and DC2 (Design of new build) of the Hammersmith and Fulham Local Plan (2018).

- 11) With the exception of the terrace and balcony areas indicated on the approved drawings, no part of any other roof of the approved buildings shall be used as a terrace or other amenity space. The upper floor terrace areas shall not be used after 2300 and before 0800 the following day Mondays to Fridays and shall not be used after 2300 and before 0900 hours the following day on Saturdays, Sundays and Bank Holidays. No live or amplified music shall be played or performed on the external terrace areas hereby approved.

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

- 12) Save for works below ground level, no development shall commence until detailed plans, sections and elevations at a scale of 1:20 of the rooftop plant and plant screening have been submitted to, and approved in writing by, the Council. The development shall be carried out in accordance with the details as approved.

To ensure a satisfactory external appearance and to prevent harm to the street scene and to preserve the character and appearance of the area and nearby conservation areas in accordance with Policies DC1, DC2 and DC8 of the Local Plan (2018).

- 13) The development hereby permitted shall not be commenced until detailed drawings of typical bays of the new extension (to include details of proposed planting) in plan, section and elevation at a scale of no less than 1:20 are submitted to, and approved in writing by, the Council. The development shall be carried out in accordance with the approved details.

To ensure a satisfactory external appearance and prevent harm to the street scene, in accordance with policies DC1, DC2 and DC8 of the Local Plan (2018).

- 14) Prior to the commencement of each of the Demolition and Construction phases of the development, an Air Quality Dust Management Plan (AQDMP) shall be submitted to and approved in writing by the Local Planning Authority. The AQDMP must include an Air Quality Dust Risk Assessment (AQDRA) that considers sensitive receptors on-site and off-site of the development and is undertaken in compliance with the methodology contained within Chapter 4 of the Mayor of London 'The Control of Dust and Emissions during Construction and Demolition', SPG, July 2014 and the identified measures recommended for inclusion into the AQDMP. The AQDMP submitted must comply with the Mayor's SPG and should include: Inventory and Timetable of dust generating activities during demolition and construction; Site Specific Dust mitigation and Emission control measures in the table format as contained within Appendix 7 of Mayor's SPG including for on-road and off-road construction traffic; Detailed list of Non-Road Mobile Machinery (NRMM) used on the site. The NRMM should meet as minimum the Stage 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>; Ultra Low Emission Vehicle Strategy (ULEVS) for the use of on-road Ultra Low Emission Vehicles in accordance with the emission hierarchy (1) Electric (2) Hybrid (Electric-Petrol) (3) Petrol, (4) Hybrid (Electric-Diesel) (5) Diesel (Euro VI HGV); Details of Air quality monitoring of PM₁₀ 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 comply with the requirements of the NPPF (2012), policies 7.14a-c of The London Plan (2016) and policy CC10 of the Local Plan (2018).

- 15) Prior to occupation of the development a report with details of the Ultra-Low NO_x Gas fired boilers, and Emergency Diesel Generator units shall be submitted to and approved in writing by the Local Planning Authority. The report shall include the following:
- a) Details to demonstrate that the termination height above roof level of the shared Flue stack for the Ultra Low NO_x Gas fired Boiler plant, and Emergency Diesel Generator Plant has been installed a minimum of 3 metres above any openable window and/or roof level amenity area
 - b) Details to demonstrate that all the Ultra Low NO_x Gas fired boilers, Emergency diesel Generator Plant and associated abatement technologies shall meet a minimum dry NO_x emissions standard of 30 mg/kWh (at 0% O₂) and 100mg/Nm³ (at 5% O₂) respectively.
 - c) Details of emissions certificates, and the results of NO_x emissions testing of each Ultra Low NO_x gas boiler and Emergency Diesel Generator Plant by an accredited laboratory shall be provided to verify the relevant emissions standards in part b) have been met following installation of combustion based energy plants

certificates, and the results of NOx emissions testing of each Ultra Low NOx gas boiler and Emergency Diesel Generator Plant by an accredited laboratory shall be provided to verify the relevant emissions standards in part b) have been met. Where any combustion based energy plant does not meet the relevant emissions Standards in part b) above, it should not be operated without the fitting of suitable secondary NOx abatement Equipment or technology as determined by a specialist to ensure comparable emissions.

d) Details to demonstrate where secondary abatement is used for the Emergency Diesel Generator the relevant emissions standard in part b) is met within 5 minutes of the generator commencing operation.

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

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

To comply with the requirements of the NPPF (2012), policies 7.14a-c of The London Plan (2016) and policy CC10 of the Local Plan (2018).

- 16) Prior to occupation of the development a Low Emission Strategy for the operational phase shall be submitted to and approved in writing by the Council. The Low Emission Strategy must detail the remedial action and mitigation measures that will be implemented to protect receptors (e.g. design solutions). This Strategy must make a commitment to implement the mitigation measures that are required to reduce the exposure of 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 via a Ultra Low Emission Vehicle Plan (ULEVP) e.g. use of on-road Ultra Low Emission Vehicles in accordance with the emissions hierarchy (1) Electric Vehicle (Zero emission), (2) Hybrid (non-plug in) Electric Vehicle (HEV), (3) Plug-in Hybrid Electric Vehicle (PHEV), (4) Alternative Fuel e.g. CNG, LPG, (5) Petrol (6) Diesel (Euro 6-HGV) and energy generation sources. The strategy must re-assess air quality neutral and/ or Air Quality positive in accordance with the Mayor of London guidance. Approved details shall be fully implemented prior to the occupation/use of the development and thereafter permanently retained and maintained.

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

- 17) Prior to commencement of the development, (excluding site clearance, demolition and basement works) a report for B1 and D2 Gym use shall be submitted to and approved in writing by the Council. The report shall demonstrate the B1 and D2 Gym use avoids areas of exceedance above the annual mean objective APEC-B (38ug/m³) criteria for NO₂ and include the following information:

- a) Details of the air intake locations at roof level on the rear elevations
- b) Details of the independently tested mechanical ventilation system with NO_x, PM_{2.5}, PM₁₀ filtration for B1 and D2 Gym use. The NO₂ filtration system shall have a minimum efficiency of 90% in the removal of Nitrogen Oxides/Dioxides, PM_{2.5} and PM₁₀ in accordance with BS EN ISO 10121-1:2014 and BS EN ISO 16890:2016.

The whole system shall be designed to prevent summer overheating and minimise energy usage. 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 prior to the occupation/use of the development and thereafter permanently retained and maintained

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

- 18) Prior to the occupation of the development, details of the construction of green infrastructure (including details of planting species and maintenance) on the section of development facing Hammersmith Road (A315) shall be submitted to and approved by the local planning authority. The green infrastructure shall be constructed and planted in order to mitigate air pollution and shall be in full accordance with the Phytosensor Toolkit, Citizen Science, May 2018 and the 'First Steps in Urban Air Quality', TDAG, 2017 guidance documents within the first available planting season following completion of the development. Any plants which die, are removed, become seriously damaged and diseased within a period of five years from completion of these buildings shall be replaced in the next planting season with others of similar size and species. Approved details shall be fully implemented prior to the occupation/use of the development and thereafter permanently retained and maintained.

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

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

Potentially contaminative land uses (past or present) are understood to occur at, or near to, this site. This condition is required to ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works, in accordance with policy CC9 the Local Plan (2018) and Key principles LC1 to LC7 of the Planning Guidance Supplementary Planning Document (2018).

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

Potentially contaminative land uses (past or present) are understood to occur at, or near to, this site. This condition is required to ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works, in accordance with policy CC9 the Local Plan (2018) and Key principles LC1 to LC7 of the Planning Guidance Supplementary Planning Document (2018).

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

Potentially contaminative land uses (past or present) are understood to occur at, or near to, this site. This condition is required to ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works, in accordance with policy CC9 the Local Plan (2018) and Key principles LC1 to LC7 of the Planning Guidance Supplementary Planning Document (2018).

- 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 the approved remediation method statement has been carried out in full and a verification report confirming these works has been submitted to, and approved in writing, by the Council. This report shall include: details of the remediation works carried out; results of any verification sampling, testing or monitoring including the analysis of any imported soil; all waste management documentation showing the classification of waste, its treatment, movement and disposal; and the validation of gas membrane placement. If, during development, contamination not previously identified is found to be present at the site, the Council is to be informed immediately and no further development (unless otherwise agreed in writing by the Council) shall be carried out until a report

indicating the nature of the contamination and how it is to be dealt with is submitted to, and agreed in writing by, the Council. Any required remediation shall be detailed in an amendment to the remediation statement and verification of these works included in the verification report. All works must be carried out in compliance with and by a competent person who conforms to CLR 11: Model Procedures for the Management of Land Contamination (Defra 2004) or the current UK requirements for sampling and testing.

Potentially contaminative land uses (past or present) are understood to occur at, or near to, this site. This condition is required to ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works, in accordance with policy CC9 the Local Plan (2018) and Key principles LC1 to LC7 of the Planning Guidance Supplementary Planning Document (2018).

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

Potentially contaminative land uses (past or present) are understood to occur at, or near to, this site. This condition is required to ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works, in accordance with policy CC9 the Local Plan (2018) and Key principles LC1 to LC7 of the Planning Guidance Supplementary Planning Document (2018).

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

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

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

Refuse and recyclables shall be stored only within the curtilage of the application site.

To ensure that the use does not give rise to smell nuisance and to prevent harm arising from the appearance of accumulated rubbish, in accordance with policies DC2 and CC7 of the Local Plan (2018) and Key principles WM1 to WM11 of the Planning Guidance Supplementary Planning Document (2018).

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

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

- 27) No plumbing, extract flues or pipes, other than rainwater pipes, may be fixed on the elevations of the building hereby permitted.

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

- 28) Prior to the installation of the solar panels hereby approved, details of the solar panels including details of the angle of the PV panels relative to the surface of the roof, shall be submitted to, and approved in writing, by the Council. 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 as such.

To ensure a satisfactory external appearance, and to prevent harm to the area/conservation area, in accordance with policies 5.3, 7.6 and 7.7 of The London Plan (2016), policies DC1, DC2 and DC8 of the Local Plan (2018).

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

To ensure a satisfactory external appearance and to prevent harm to the amenities of the occupiers of neighbouring residential properties, in accordance with policies DC1, DC2 and DC8 of the Local Plan (2018).

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

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

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

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

- 32) The development hereby permitted shall be constructed and operated in accordance with the Access Statement included in the submitted Design and Access Statement dated July 2018.

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

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

To ensure a satisfactory external appearance and to prevent harm to the street scene and to preserve the character and appearance of the area and nearby conservation areas in accordance with Policies DC1, DC2 and DC8 of the Local Plan (2018).

- 34) Prior to the commencement of above ground works (other than works of site preparation, excavation and demolition of the existing building), the details of measures to demonstrate how 'Secured by Design' requirements will be adequately achieved within the development shall be submitted to, and approved in writing by, the Local Planning Authority. Such details shall include, but not be limited to, CCTV coverage, access controls and basement security measures. The approved details shall be implemented prior to occupation of the development and shall be permanently retained thereafter.

To ensure that the development incorporates suitable measures to minimise opportunities for crime and anti-social behaviour in accordance with policy 7.3 (Designing out crime) of the London Plan (2016) and policy DC2 (Design of new build) of the Hammersmith and Fulham Local Plan (2018).

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

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

- 36) The development hereby permitted shall not be occupied until 259 long-stay secure, covered cycle parking spaces and 51 short-stay cycle parking spaces have been provided. The cycle parking shall be permanently retained for the

lifetime of the development and shall be permanently accessible for the storage of bicycles for staff and visitors to the development.

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

- 37) The development hereby permitted shall not be occupied until 2 active and 1 passive electric vehicle charging spaces have been provided. The electric vehicle charging shall be permanently retained for the lifetime of the development and shall be permanently accessible.

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

- 38) The development hereby permitted shall not be occupied/used until 4 motorcycle parking spaces have been fully demarcated, and the motorcycle parking spaces shall be permanently retained for the life of the development, as indicated on approved drawing No: A_PL_P_100 Rev 02.

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

- 39) The development hereby permitted shall not be occupied/used until the accessible parking space for wheelchair users, as indicated on drawing no: A_PL_P_100 Rev 02, has been fully demarcated, and the accessible parking space shall be permanently retained for the life of the development.

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

- 40) The development hereby permitted shall not be occupied/used until it has been erected in accordance with the submitted Revised Sustainability Statement Revision No. 02 (dated July 2018), together with the details included in the Sustainability Statement Revision 02 (Dated July 2018) and the Proposed BREEAM Approach Revision 02 (Dated July 2018). A post construction BREEAM assessment shall be submitted to the Council within 6 months of occupation for approval in writing to confirm that the measures have been implemented as required.

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

- 41) The development hereby permitted shall not be occupied before implementation of the energy efficiency, low/zero carbon and renewable energy measures detailed in

the submitted Revised Energy Strategy and Energy Statement (Both Revision 02 - dated July 2018). All details shall be implemented prior to occupation/use of the development hereby permitted, and thereafter be permanently retained.

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

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

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

- 43) The development hereby permitted shall not be occupied prior to the implementation of the measures contained within the revised Flood Risk assessment revision 02 (dated July 2018) and the revised SUDS Statement revision 02 (dated July 2018). All details shall be implemented prior to occupation/use of the development hereby permitted, and thereafter be permanently retained.

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

- 44) No above ground works on the development hereby permitted shall commence until the full detailed design of the measures proposed for the basement level floodproofing have been submitted to, and approved in writing, by the Council. The floodproofing measures shall be implemented in accordance with the approved details prior to occupation/use of the development hereby permitted, and thereafter be permanently retained and maintained in line with the agreed details.

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

- 45) Prior to the use of the development hereby approved, a non-return valve and pump device should 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.

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

- 46) The development hereby permitted shall not be occupied or used until the shower rooms and changing areas (as indicated on plan A_PL_P_099 Revision 02 have been provided in the proposed building for use by staff/occupiers of the building. These facilities shall be provided prior to first use and they shall be permanently retained for the use of employees.

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

- 47) No delivery, refuse or service vehicles shall enter or depart the site between 2200 hours and 0700 the following day.

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

- 48) No advertisements shall be displayed on either the external faces of the development and/or inside any windows, without details of the advertisements having first been submitted to and agreed in writing by the Council.

To ensure a satisfactory external appearance and to prevent harm to the street scene and to preserve the character and appearance of the conservation area in accordance with Policies DC1, DC2 and DC8 of the Local Plan (2018).

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

To ensure a satisfactory external appearance and to prevent harm to the street scene and to preserve the character and appearance of the area and nearby conservation areas in accordance with Policies DC1, DC2 and DC8 of the Local Plan (2018).

- 50) Prior to the display of any illuminated sign or advertisement, details shall be submitted to and approved in writing by the Council, of artificial lighting levels (candelas/ m² size of sign/advertisement). Details shall demonstrate that the recommendations of the Institution of Lighting Professionals in the 'Guidance Notes For The Reduction Of Light Pollution 2011' will be met, particularly with regard to the 'PLG05,2015-The Brightness of Illuminated Advertisements'. Approved details shall be implemented prior to use/ display of the sign/advertisement and thereafter be permanently retained.

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

- 51) No external seating areas should be permitted at ground floor level for the A1/A3/B1 uses and public amenity use, within a minimum of 10 m of the kerbside

on Hammersmith Road (A315) in order to mitigate air pollution without written approval in writing from the local planning authority.

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

- 52) No above ground works on the development hereby permitted shall commence until details of external artificial lighting shall be submitted to, and approved in writing by, the Council. Lighting contours shall be submitted to demonstrate that the vertical illumination of neighbouring premises is in accordance with the recommendations of the Institution of Lighting Professionals in the 'Guidance Notes For The Reduction Of Light Pollution 2011'. Details should also be submitted for approval of measures to minimise use of lighting and prevent glare and sky glow by correctly using, locating, aiming and shielding luminaires. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

To ensure that the amenity of occupiers of surrounding premises is not adversely affected by lighting, in accordance with policies CC12 and CC13 of the Local Plan (2018).

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

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

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

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

- 55) Prior to use, machinery, plant or equipment, extract/ ventilation system and ducting at the development shall be mounted with proprietary anti-vibration isolators and fan motors shall be vibration isolated from the casing and adequately silenced and maintained as such.

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

- 56) Prior to commencement of the use, details shall be submitted to and approved in writing by the Council, of the installation, operation, and maintenance of any 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 CC10 and CC13 of the Local Plan (2018).

- 57) No customers shall be on the flexible A1, A3, D2 ground floor premises hereby approved between the hours of 23:00 hours and 0730 hours the following day.

In order that noise and disturbance which may be caused by 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 CC11 and CC13 of the Local Plan 2018.

- 58) The development hereby permitted shall be constructed and operated in accordance with the Access Statement included in the submitted Design and Access Statement Appendix B (dated July 2018).

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

Justification for Approving the Application:

1. Land Use: The use of the site primarily as a Class B1 office building is considered to be acceptable in the context of the existing use of the site and the its location close to Hammersmith Town Centre with excellent public transport facilities. The introduction of retail uses would also complement the development and improve facilities in the area. The proposed development would achieve a sustainable development, whilst optimising the use of previously developed land. Policies E1, E2 and E4 of the Local Plan (2018) and Policy 4.2 of The London Plan (2016), would thereby be satisfied.

2. Design and Conservation: The proposed development would be a high quality development which would have regard to the pattern and grain of existing

development in the area and make a positive contribution to the urban environment. The proposed development would be compatible with the scale and character of existing development and its setting. The proposal would preserve the setting the nearby conservation areas, listed buildings and Buildings of Merit. The development would therefore be acceptable in accordance with the NPPF (2018), Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990, London Plan (2016) policies 7.1, 7.2, 7.3, 7.4, 7.5, 7.6 and 7.8, policies DC1, DC2 and DC8 of the Local Plan (2018) and Key principles CAG2, CAG3 and CAG6 of the Planning Guidance Supplementary Planning Document (2018).

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

4. Impact on Neighbouring Residents: The impact of the proposed development upon neighbouring occupiers is considered to be acceptable with regards to noise and impacts on overlooking, sunlight, daylight and outlook. In this regard the development would respect the principles of good neighbourliness. The development would therefore be acceptable in accordance with policy 7.15 of the London Plan (2016), policies CC11, CC13, DC2 and HO11 of the Local Plan (2018) and Key principles 6, 7 and 8 of the Planning Guidance Supplementary Planning Document (2018).

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

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

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

8. Energy and Sustainability: An Energy Statement has been submitted outlining the energy efficiency and low/zero carbon measures to be implemented as part of the development with the aim of minimising energy use and associated CO2 emissions. The proposal would be consistent with consistent with the Mayor

of London's sustainable design objectives in accordance with NPPF (2018) chapter 14 'Meeting the challenge of climate change...', policies CC1, DC1 and DC2 of the Local Plan (2018) and policies 5.1, 5.2, 5.3 5.4A, 5.6, 5.7, 5.8, 5.9, 5.10 and 5.11 of The London Plan (2016).

9. Land Contamination: Conditions would ensure that the site would be remediated to an appropriate level for the sensitive residential and open space uses. The proposed development therefore accords with policy 5.21 of the London Plan (2016), policy CC9 and CC13 of the Local Plan (2018), and Key principles LC1, LC2, LC4, LC5, LC6 and LC7 of the Planning Guidance Supplementary Planning Document (2018).

10. Air Quality: With regards to Air Quality considerations, the Council's Environmental Quality Team have reviewed the Air Quality Assessment submitted with the application proposal and consider that, subject to conditions, the development 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 Andrew Marshall (Ext: 4841):

Application form received: 8th December 2017

Drawing Nos: see above

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

Consultation Comments:

Comments from:	Dated:
Hammersmith BID	11.05.18
Thames Water - Development Control	15.01.18
Historic England London Region	09.01.18
Greater London Authority - Planning Decisions Unit	28.02.18
London Underground Limited	11.01.18
Natural England	20.01.18
Hammersmith & Fulham Historic Buildings Group	26.01.18
Avonmore Residents Association	08.05.18

Neighbour Comments:

Letters from:	Dated:
Town Hall King Street London W6 9JU	08.05.18
NAG	08.05.18
136 Baker Street London W1U 6UD	15.03.18
36 BURNE JONES HSE NORTH END RD LONDON W14 8TA	18.01.18
Flat 2 Kensington west Blythe rd London W140jg	23.04.18
136 Baker Street London w1u 6ud	15.03.18
Flat 85 Kensington West Blythe Road W14 0JQ	29.01.18
23 Sandringham House 44 Windsor Way London W14 0UD	20.08.18
32 woodger road london w12 8nn	04.05.18
23 Fitzgeorge Avenue London W14 0SY	21.01.18
23 Fitzgeorge Avenue London W14 0SY	02.05.18
23 Fitzgeorge Avenue London W14 0SY	17.08.18
Dartmouth Castle Pub 26 Glenthorne Rod London W6 0LS	22.01.18
3 charlotte Mews london w140qw	01.02.18
LANE HOUSE 24 PARSONS GREEN LANE LONDON SW6 4HS	18.01.18
Transport And Technical Services Town Hall Extension King Street London W6 9JU	02.03.18
22 Rugby Mansions Bishop Kings Road London W14 8XD	31.01.18
22 Rugby Mansions Bishop Kings Road London W14 8XD	06.05.18
22 Rugby Mansions Bishop Kings Road London W14 8XD	11.08.18
Flat 19 kensington west Blythe road london w140jg	05.02.18
3 Regent House 43 Windsor Way London W140UB	08.03.18
3 Regent House 43 Windsor Way London W140UB	23.04.18
PO Box 91 Doha Qatar	08.02.18
3 Charlotte Mews London W14 0QW	21.08.18
15 Rugby Mansions Bishop Kings Road London W14 8XD	09.01.18
Lane House 24 Parsons Green Lane London SW6 4HS	26.04.18
39 Colfe Road London SE23 2ES	30.01.18
NAG	06.02.18
32 woodger road Hammersmith W12 8nn	30.01.18
Flat 55 Kensington West Blythe Road London W14 0JQ	26.01.18
8 Rugby Mansions Bishop King's Road London W14 8XD	21.08.18
Flat 23 Kensington West Blythe Road London W14 0JG	24.01.18
Flat 5 Kensington West Blythe Road London W14 0JG	24.01.18
Flat 20 Tudor House 47 Windsor Way London W14 0UG	31.01.18
Flat 91 Kensington West Blythe Road London W14 0JQ	16.08.18
Flat 3 Regent House 43 Windsor Way London W14 0UB	23.04.18
Flat 51 Kensington West Blythe Road London W14 0JG	31.01.18
Flat 56 Kensington West Blythe Road London W14 0JQ	25.01.18
32 Argyll Mansions Hammersmith Rd West Kensington W14 8QQ	27.01.18
32 woodger road Hammersmith W12 8nn	18.08.18
Flat 23 Sandringham House 44 Windsor Way London W14 0UD	23.01.18
Flat 71, Kensington West Blythe Road London W14 0JQ	23.04.18
69 Edith Road London W14 0TH	05.09.18

1.0 BACKGROUND

1.1 The site is currently occupied by an existing 7-storey building completed in 1986 providing 8,726sqm (Gross External Area) of office space, together with 64 car parking spaces and ground and basement level.

1.2 It is located on the north side of Hammersmith Road immediately east of the junction with Blythe Road which continues in a curve around the site's north side. The east of the site is bound by Lyons Walk which is a no-through road and which is partially pedestrianised at its southern end.

1.3 Therefore, although it is not located in a conservation area it nevertheless sits in close proximity to a number of conservation areas including Avonmore, Dorcas Estate and Olympia. In particular, it is sited immediately adjacent to Olympia Conservation Area whose boundary extends to Lyons Walk on the site's east side (and includes within it the Grade II Listed Olympia Exhibition Centre). It also lies directly opposite Dorcas Terrace Conservation Area which takes in the south side of Hammersmith Road (and includes within it the Grade II Listed Dorcas Terrace at 99-119 Hammersmith Road).

1.4 In addition, either side of the Listed Dorcas Terrace are Buildings of Merit including Llewellyn Mansions (121-127a Hammersmith Road) to the west and the terrace at 85-97 Hammersmith Road to the east. Continuing further eastward all of the Mansion Buildings extending between North End Road and Avonmore Road on the south side of Hammersmith Road are also identified as Buildings of Merit. Hammersmith Road is part of the Strategic Road Network. The proposed Cycle Superhighway Route 9 (CS9) will run past the frontage of the site on Hammersmith Road. The site has an excellent Public Transport Access Level of 6a, on a scale of 1-6a/b where 1 is 'poor' and 6b being rated as 'excellent'.

1.5 Other development plan designations that apply to the site are as follows:

- o PTAL (Public Transport Accessibility Level) - 6a (Excellent)
- o Flood Zone 1
- o Air Quality Management Area
- o Controlled Parking Zones E and B
- o A315 - Local Distributor Road (Hammersmith Road)

1.6 Relevant Planning History

2017/03916/SCREIA

Environmental Impact Assessment (EIA) Screening Opinion pursuant to Regulation 6 of the Town and Country Planning (EIA) Regulations 2017 for the redevelopment of the site to include the erection of an eleven storey building (double-height ground floor with nine storeys above) with an estimated height of approx. 40m, providing approx. 24,000 sq.m GIA of office space, including an element of "affordable" office space at ground floor mezzanine level and approx. 800 sq.m of retail space at ground and basement levels.

OPINION ISSUED: 30.10.2017

Planning history of neighbouring sites

G Gate Marshalling Yard Olympia Exhibition Centre (Site on east side of Lyons Walk)

2013/03806/FUL

Full Planning Permission: Redevelopment by the erection of a part 7 and part 9 storey hotel building (Class C1) providing 242 bedrooms with ancillary uses, including a restaurant and bar at first floor level and café at ground floor level to Hammersmith Road, following demolition of the existing boundary treatments on the site; Creation of a taxi-drop off facility and landscaping on Lyons Walk. A ground level marshalling yard for use by Olympia Exhibition Centre would be retained and internal pedestrian links to the Olympia Central and West Hall buildings of Olympia Exhibition Centre would be created.

GRANTED WITH A LEGAL AGREEMENT: 02/07/2014

2013/03807/LBC

Listed Building Consent: The alteration and part removal of the west facade of the Olympia Central building, in connection with the provision of internal connections above ground floor level to a proposed part 7 and part 9 storey hotel building on the adjacent G-Gate site (planning application ref. 2013/03806/FUL).

GRANTED: 02/07/2014

Details of proposal

1.7 This application is for the demolition of the existing building and redevelopment of the site by the erection of a building of up to 8 storeys in height comprising 17,486 sqm of new Class B1 office floorspace (including 904sqm of affordable workspace/studio space), 903sqm of Class A1/A3/D2 flexible retail/restaurant/gym floorspace, new public realm, plant, car parking, cycle parking and associated works.

Design Review Panel

1.8 An earlier iteration of the scheme was presented to the Design Review Panel on 20th September 2017. A summary of the DRP's comments is as follows;

- The move to align the building back to the street edge and to redefine and contribute to the townscape of the street is considered to be an appropriate response.
- Not convinced of the façade design to the north elevation, this needs further refinement
- No consensus reached over the height of the building but noted that it is taller than its neighbours and that the re-alignment of the frontage to the street edge results in a significantly different impact on the street than the existing building. However, it was considered that the mass at the top of the building could be further reduced, with the corollary benefit of also reducing its apparent height, by recessing the elevations and enabling the creation of roof terraces in front.
- Concern expressed at the proposed public realm and questioned whether the loss of the existing soft landscaping is being adequately repaid.
 - Questioned the potential success of the space created on the south-western corner, and whether the right ingredients were in place at this stage to make it a success.
 - Questioned the space created at Lyons Walk and whether this could be more generous given that it is borrowing from existing public realm.
 - Advised that the developers/promoters should consult with the local community before submitting any application

Public Engagement

1.9 The applicants submitted a Statement of Community Involvement (SCI) with the application. This explains that meetings were held in October/November 2017, with local elected representatives, The Hammersmith Society, also representing Hammersmith and Fulham Historic Buildings Group, the LEO Computers Society, and the Friends of Brook Green.

1.10 It confirms that meetings were also held with representatives of neighbours of the site, namely Harrod's, Columbia Threadneedle and Yoo Capital (the latter being the owners of the Olympia Exhibition Centre).

1.11 A website to publicise the proposed development was also created to publicise the proposals and this received around 260 visitors with 24 people signing up and comments being left by 42 people.

1.12 A public exhibition was also held on the site on Thursday, 2nd November 2017 (4pm-8pm) and Saturday 4th November 2017 (10am-2pm) and was publicised in advance by a newsletter sent to 7,874 local residents and businesses. A total of 70 people attended the exhibition over the two days. Eighteen completed feedback forms had been received at the time of writing the SCI. The feedback covered issues ranging from land use, public realm, highways impacts and car parking, trees and landscaping, building height and architecture.

1.13 In response to the DRP comments, public engagement and discussions with officers, the proposed development has been significantly revised twice with arguably the most significant change each time being the lowering of the building's (maximum) height from its initial height of 10 storeys to 9 storeys and then by a further storey to its current height of 8 storeys.

1.14 The application is referable to the Mayor of London due to the height and floorspace of the proposed building.

2.0 PUBLICITY AND CONSULTATIONS

2.1 The application was publicised by means of a press and site notice as well as individual letters of notification to neighbouring occupiers (998 letters). A second and third consultation was carried out in April and August 2018.

2.2 A total of 38 responses have been received (from properties in Kensington West, Burne Jones House, Glenthorne Road, Sandringham House, Argyle Mansions, Woodger Road, Colfe Road, Tudor House, Charlotte Mews, Regent House, Blyth Road, Fitzgeorge Avenue) 34 of which object to the development with 4 responses in support. The objections to the proposal can be summarised as follows:

- Unsustainable to demolish existing office building
- Loss of open view along Hammersmith Road
- Loss of trees and associated landscaping and vegetation
- Loss of sunlight, particularly morning sunlight, to flats in Kensington West
- Loss of daylight
- Loss of privacy particularly from the upper floors of the building
- Loss of environmental amenity
- Excessive bulk

- Excessive height
- Harmful, over-dominant impact on the adjacent Olympia Exhibition Centre (Grade II Listed building) and other Grade II Listed buildings
- Harm to the carefully preserved frontages on opposite side of Hammersmith Road
- Over-dominant impact on the skyline
- Overbearing impact on the views from North End Road and the small scale side streets of Vernon Street and Munden Street.
- Excessive overbearing enclosure along Hammersmith Road
- Increased noise (traffic-related)
- Traffic congestion
- Increased pressure on street parking
- Traffic disruption during construction
- The combined construction impacts of the concurrent proposals at 66 and 68-72 Hammersmith Road should be considered.
- Increased demand on over-stretched utilities and infrastructure
- There is no need for the development as there is already an ample supply of office / workspace, gyms and retail uses along Hammersmith Road.

2.3 The Avonmore Residents Association (commenting on earlier iteration) commented as follows:

- the proposed building is virtually double the volume of the current building. Its proposed location right up to the pavement line will have an overbearing impact on the flats opposite on the south side of Hammersmith Rd and they will suffer a loss of privacy.
- the new development will mean the loss of the mature planting and green space and the loss of planting will make air pollution worse.
- there is an alarming lack of parking provision. To provide only 11 spaces with a single 'accessible' parking bay is completely inadequate. Visitors will inevitably be unfamiliar with the area and will look for short term meter parking in nearby Zones A, B, E and EE,
- zones which are already at near maximum capacity.

2.4 The comments in support (from Fitzgeorge Avenue, Colfe Road, Baker Street, Kensington West) have made the following points:

- Well designed building that enhances the street
- Current landscaping is a barrier, not welcoming
- Appearance will improve the area
- Had some concerns about height, this has been reduced, so it is for LA to determine if this is satisfactory
- Would like historic LEO plaque incorporated into the external face of the development.

2.5 The Hammersmith Society's most recent comments (in relation to the previous 9-storey high scheme), can be summarised as follows:

The reduction in height (to 9 storeys) does not alter the Society's concerns about the application. The height of the building is still overly dominant in relation to the small buildings on the opposite side of Hammersmith Road, an effect which is compounded by the way in which the development takes up more of the site than does the present building, moving the building line much closer to the street. The combination of height, bulk and massing would fundamentally alter the character of this stretch of

Hammersmith Road and have a damaging impact on the adjacent Listed buildings and Conservation Areas. The Hammersmith Society continues to object to the scheme.

2.6 The Hammersmith and Fulham Historic Buildings Group have responded, indicating that they object to the application. Their comments can be summarised as:

- The most recent variation does not address our main concerns. We are still of the opinion that it remains over dominant in respect of the small scale listed buildings opposite and the surrounding residential streets.
- Its bulk and increased floor plate over the existing development fails to enhance or improve the adjoining Conservation Areas or the neighbouring listed Olympia buildings
- Developing up to the building line increases its dominance on this stretch of the Hammersmith Road which currently has a much more spacious atmosphere. We repeat our view that this application be refused.

2.7 Transport for London, Environment Agency, and the London Fire and Emergency Planning Authority, have not responded to the consultation.

2.8 Thames Water have written to suggest conditions and informatives for the proposed development.

2.9 Historic England have commented that they do want to make comments in relation to this development.

2.10 London Underground Infrastructure protection has written to state they have no comment to make on this planning application.

2.11 Natural England wrote to confirm they have no comments to make on this application.

2.12 The application was referred to the Greater London Authority (GLA) under Category 1C of the Town and Country Planning (Mayor of London) Order 2008, as the height of the new building would exceed 30m. The GLA also considered that the application was referable under Category 1B, as floorspace of the extended building would exceed 20,000 sqm. The Mayor of London's Stage 1 report to the Council is summarised as follows:

- Land use: the quantitative and qualitative improvements to office provision is supported.
- Urban design: concerns about the western Blythe Road elevation, layout and materials
- Energy: Further information required on the `be lean` modelling; heating schematics and proposed air source heat pumps.
- Transport: further details required on public transport trip data, undertake a road safety audit, reduce car parking spaces, increase cycle parking spaces, amend the Travel Plan.
- Recommendation: That Hammersmith & Fulham Council be advised that the application does not comply with the London Plan but that the resolution of these issues could lead to the application becoming compliant with the London Plan.

2.13 The scheme has been revised/amended since these original issues were raised. Further information has been provided. The planning issues raised will be considered in the body of the report below.

3.0 PLANNING CONSIDERATIONS

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

- Whether the development would accord with the appropriate policies in the National Planning Policy Framework (NPPF 2018), The London Plan, the Local Plan (2018) and the Planning Guidance Supplementary Planning Document (2018).
- Whether the proposal is acceptable in land use terms.
- The quantum of the development in terms of its height, scale, massing and alignment.
- The design quality/external appearance including materials of the proposal
- The impact on the character and appearance of the surrounding conservation areas and the surrounding townscape.
- The potential for traffic generation and the impact on the highway network.
- The impact on the amenities of neighbouring occupiers in terms of outlook, light, privacy and noise/disturbance.
- Energy efficiency and sustainability.

POLICY

3.2 The National Planning Policy Framework (NPPF, 2018) sets out the Government's planning policies for England and how these are expected to be applied in favour of sustainable development. The NPPF is a material consideration in decisions on planning applications.

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

3.4 The new draft London Plan was published on the 29th of November 2017 and consultation has ended. An Examination in Public (EiP) is due to be held in early 2019, and publication of the new London Plan is expected in late 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.

3.5 On 24 January 2018, the Council resolved to adopt the Hammersmith & Fulham Local Plan (2018). The adoption of the new Local Plan took effect on 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.

3.6 The Development Plan for the Borough therefore comprises of the London Plan (2016) and the Hammersmith and Fulham Local Plan (2018). The new Local Plan (2018) policies supersede those within the Core Strategy (2011) and Development Management Local Plan (2013), and the new Planning Guidance SPD (2018) Key principles supersede the SPD policies of the former Planning Guidance SPD (2018), the now superseded documents having formed the development plan at the time this application was submitted. The Mayor's Supplementary Planning Guidance is also a material consideration. The following policies of these documents are considered to be of particular relevance to this application:

National Planning Policy Framework (2018)

Section 2. Achieving sustainable development

Section 4. Decision-making
Section 6. Building a strong, competitive economy
Section 8. Promoting healthy and safe communities
Section 9. Promoting sustainable transport
Section 11. Making effective use of land
Section 12. Achieving well-designed places
Section 14. Meeting the challenge of climate change, flooding and coastal change
Section 15. Conserving and enhancing the natural environment
Section 16. Conserving and enhancing the historic environment

London Plan (2016)

Policy 4.2 - Offices
Policy 4.3 - Mixed use development and offices
Policy 4.7 - Retail and town centre development
Policy 4.8 - Supporting a successful and diverse retail sector
Policy 5.1 - Climate change mitigation
Policy 5.2 - Minimising carbon dioxide emissions
Policy 5.3 - Sustainable design and construction
Policy 5.6 - Decentralised energy in development proposals
Policy 5.7 - Renewable energy
Policy 5.8 - Innovative energy technologies
Policy 5.9 - Overheating and cooling
Policy 5.10 - Urban greening
Policy 5.11 - Green roofs and development site environs
Policy 5.12 - Flood risk management
Policy 5.13 - Sustainable drainage
Policy 5.14 - Water quality and wastewater infrastructure
Policy 5.15 - Water Use and Supplies
Policy 5.21 - Contaminated land
Policy 6.9 - Cycling
Policy 6.10 - Walking
Policy 6.13 - Parking
Policy 7.1 - Building London's neighbourhoods and communities
Policy 7.2 - An inclusive environment
Policy 7.3 - Designing out crime
Policy 7.4 - Local character
Policy 7.5 - Public realm
Policy 7.6 - Architecture
Policy 7.7 - Location and design of tall and large buildings
Policy 7.8 - Heritage assets and archaeology
Policy 7.14 - Improving air quality
Policy 7.19 - Biodiversity and access to nature
Policy 7.21 - Trees and woodlands
Policy 8.2 - Planning obligations
Policy 8.3 - Community infrastructure levy

Hammersmith and Fulham Local Plan (2018)

CC1 - Reducing carbon dioxide emissions
CC2 - Sustainable design and construction
CC3 - Minimising flood risk and reducing water use
CC4 - Minimising surface water run-off with sustainable drainage systems

CC7 - On-site waste management
CC9 - Contaminated land
CC10 - Air quality
CC11 - Noise
CC12 - Light pollution
CC13 - Control of potentially polluting uses
DC1 - Built Environment
DC2 - Design of new build
DC3 - Tall buildings
DC8 - Heritage and conservation
DC11 - Basements and lightwells
E1 - Range of employment uses
E2 - Retention of employment uses
E4 - Local employment and training
INFRA 1 - Planning contributions and Infrastructure planning
OS5 - Greening the borough
T1 - Transport
T2 - Transport assessments and travel plans
T3 - Increasing and promoting opportunities for cycling and walking
T4 - Vehicle parking standards
T5 - Blue badge parking
T6 - Borough road network
T7 - Construction and demolition logistics
TLC1 - Hierarchy of town and local centres

Planning Guidance Supplementary Planning Document 2018

Land Use

3.7 The development proposes to substantially demolish the existing building (save for the basement) and in its place provide a new office-led mixed-use development comprised of 17,486 sqm of office floorspace (Use Class B1(a)) (which would include a 904sqm affordable co-working office space) and 850 sqm of flexible retail space, i.e., shop, restaurant/café and/or gym uses (Use Classes A1/A3/D2). The proposed development would therefore represent a significant uplift in the amount of office floorspace on the site (from 8,092 sqm to 20,032 sqm) and in so doing it would also replace outdated office accommodation for accommodation of a much higher specification.

3.8 The NPPF (2018) states that 'Significant weight should be placed on the need to support economic growth and productivity' and that planning policies should 'set out a clear economic vision and strategy which positively and proactively encourages sustainable economic growth'.

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

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

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

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

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

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

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

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

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

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

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

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

3.20 The site already provides an established office development of significant scale. Strategic Policy HRA of the Local Plan (2018) acknowledges that Hammersmith's role as an office centre extends to the east along Hammersmith Road to Olympia, therefore the proposed extension of this existing office building would be in line with the aims of this strategic policy which would also accord with regional and national policies which seek to encourage new office development in viable locations. It is therefore considered that there is no planning policy objection to the scheme which would retain and extend the amount of office floor space on this site. This would be in line with the aims of Policy E2 of the Local Plan (2018), as the proposal would intensify the employment use by increasing the volume and floorspace of employment space. This is particularly the case as the proposed scheme would result in the replacement of an outdated office building with new high-quality office accommodation built to modern standards, together with the provision of affordable office space, and additional retail space. This would allow the site to continue to provide significant employment in the local area. Whilst the acceptability of the proposal is also dependent on other factors such as the design of the building and the impact on neighbouring residents and the surrounding area, Officers raise no objection in regard to land use.

3.21 The Council's Economic Development Team have been consulted on the development and as a result commitment within the proposed S106 legal agreement has been secured for a 'Jobs, Employment, and Business Strategy', which will include an assessment of economic contributions to the borough, comprising apprentice placements and local labour during on-site construction and work experience. It will also secure opportunities and alignment with the Hammersmith and Fulham Local Procurement Code in order to work with the Council or its nominated consultants.

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

DESIGN

3.23 The site currently hosts the eastern end of a meandering, 7-storey office development of the 1980s that has been cut off by the southern end of Blythe Road, created around the same time. The building's plan form does not follow the surrounding streets and as a result, creates external spaces with a variety of hard surfaces and dense planting facing the public realm. The overall impression is that of an isolated building with a dated and introverted appearance that - although not dominating or encroaching on the historic townscape to the south due to the mature planting along its

boundaries - is disengaged from its urban context and contributes little to the townscape or to a positive setting for the listed terrace and buildings of merit visible in its context.

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

3.25 The development does not lie within a conservation area but there are a number in the vicinity. Two of these, Olympia and Avonmore Conservation Area and Dorcas Estate Conservation Area, are adjacent to the site and can be seen in close context to it. The existing building is not listed or designated as Building of Merit, but it lies within the setting of a number of listed buildings - the Grade II Listed Olympia Exhibition Centre to the east of the site and the grade II listed terrace 99-119 Hammersmith Road on the southern side of the Hammersmith Road. The listed terrace is framed by terraces designated as Buildings of Merit.

Policy Context NPPF

3.26 The National Planning Policy Framework (NPPF) seeks to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings. The NPPF also requires that proposals should conserve heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations.

3.27 The NPPF (2018) states that good design is a key aspect of sustainable development, and should contribute positively to making places better for people. Part 12 of the NPPF outlines the requirement for good design and sets out that planning policies and decisions ensure that developments should:

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

London Plan

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

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

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

3.31 London Plan Policy 7.4 states that 'Buildings, streets and open spaces should provide a high quality design response that: a) has regard to the pattern and grain of the existing spaces and streets in orientation, scale, proportion and mass, b) contributes to a positive relationship between the urban structure and natural landscape features, c) is human in scale, ensuring buildings create a positive relationship with street level activity and people feel comfortable with their surroundings, d) allows existing buildings and structures that make a positive contribution to the character of a place to influence the future character of the area, and e) is informed by the surrounding historic environment.' Policy 7.5 promotes public realm and requires the provision of high quality public realm that is comprehensible at a human scale. Policy 7.6 addresses architecture and states that buildings should be of the highest architectural quality which 'is often best achieved by ensuring new buildings reference, but not necessarily replicate, the scale, mass and detail of the predominant built form surrounding them, and by using the highest quality materials. Contemporary architecture is encouraged, but it should be respectful and sympathetic to the other architectural styles that have preceded it in the locality'. Policy 7.7 relates to the design of tall buildings. Policy 7.8 requires that development respects affected heritage assets by being sympathetic to their form, scale, materials and architectural detail. Policy 7.21 seeks the retention of existing trees of value with new development, and their replacement when lost.

Local Plan

3.32 LBHF Local Plan 2018 Policy DC1 Built Environment requires all development within the borough to create a high quality urban environment that respects and enhances its townscape context and heritage assets. 'An approach to accessible and inclusive urban design that demonstrates how good design, quality public realm, landscaping, heritage assets and land use can be integrated to help regenerate places' is also required. The development has been through rigorous pre-application process

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

3.33 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.

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

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

3.35 Policy DC8 states that the Council will conserve the significance of the borough's historic environment by protecting, restoring and enhancing its heritage assets.

3.36 The replacement building has been designed to create a commercial building that would be flexible and resilient to future changes to space standards and operational needs for commercial occupiers as well as robust enough to allow for adaptation and alterations. The massing is contained within an external, structural framework and is based on a 9m grid that has been put together to form 5 east-west orientated "fingers" of varying heights, the tallest of 8 storeys plus plant deck being in the centre, dropping down to 7 storeys to the north and 6 storeys to the south facing Hammersmith Road. The stepping of the massing has been further refined by varying degrees of infilling of the top levels of the framework to create external terraces that would visually reduce the massing and provide amenity spaces for the occupiers.

3.37 The overall height and stepping of the proposed building has been amended twice during the course of the application, reducing it by one storey each time to address officers' concerns about the impact on the townscape and heritage as well as to address similar comments from the public as detailed in the section "Design Review Panel and Public Consultation responses".

3.38 The building would be arranged on site to align with the Hammersmith Road building line of Olympia and the consented hotel scheme to the east. This would reinstate the original building line of Cadby Hall and more positively respond to the townscape context of Hammersmith Road. The northern-most "finger" would step away from the northern site boundary to provide breathing space to the residential development north and west of Blythe Road. Here, only a narrow, single storey "finger" would push into this space that is designed to animate Blythe Road with a fully glazed elevation to the workspace at lower ground floor level and a terrace for the occupiers of the raised ground floor. In the eastern elevation, the central three "fingers" are pushed in to provide a more generous space at Lion's Walk, and the same "fingers" are pushed out in the western elevation to follow the curved street line of Blythe Road. The grid

structure would be applied strictly, resulting in a staggered building line in the western elevation and an open space at the corner of Hammersmith Road and Blythe Road.

3.39 The southern, eastern and western elevations of the ground level of the building have been slightly pushed into the plan between the framing to emphasise the base of the building, in particular the retail frontage with its prominent canopies in Hammersmith Road that would respond in rhythm and scale to the retail frontages of the terraces on the south side of Hammersmith Road.

Detailed design

3.40 The architectural language of the elevational treatment is determined by the structural steel frame and grid, and the design is influenced by the traditional warehouse architecture that characterized the northern side of Hammersmith Road in the 20th Century, featuring large window openings within robust brick walls and expressed structural elements such as columns, beams, trusses and arches.

The typical bays of the office elevations would be arranged between the expressed steel framework and would reflect the warehouse style in a contemporary manner, using panels made up of vertically stacked, small terracotta rectangles, or a similar material, with a warm, natural colour. The terracotta would be slightly angled and overlap to convey solidity, texture and robustness. The panels would frame the sides of a large window opening while black metal spandrel panels would frame the top and bottom of the glazing. Further detail and depth would be added by horizontal brise soleils in front of the lower part of the bays that would obstruct views into the floor areas of the offices.

3.41 This pattern would be varied in the main south facing elevation to respond to the smaller scale of buildings and features on the south side of Hammersmith Road, and to reduce light spillage. Here, the window openings would be reduced in size and refined by inserting a full height louvred panel in front of the centre of the glazing. By contrast, the side elevations face less sensitive neighbours and therefore these elevations would have a more open arrangement, some without solid vertical panels, others with fewer, featuring a dark blue or dark green glazed ceramic finish as a reference to industrial, glazed brick and tiles used in Victorian factories, to break up the repetitive pattern of the bays. Other variations include pushing the elevations deeper behind the framework to create balconies with a planted green balustrade which would increase the provision of urban greening and visually soften the impact of the proposed massing.

3.42 The eastern and western ends of the central finger house stair cases and plantrooms. The elevations would be clad with fixed glass louvres that would obscure views while light would still filter through. This treatment would contribute to a clear definition of the fingers in the side elevations and provide further variation and visual interest.

3.43 The proposed retail and office entrance frontages within the external framework are designed to engage with the public realm and to reflect human scale. Within each bay, metal clad portals with yellow pressed metal awnings would animate the shopfronts and entrances. Dark green glazed ceramic panels are proposed in the reveals of the portals to further enliven and accentuate the retail entrances. The bright yellow awnings are a reference to the historic shop fronts of the Lyons factory that featured large awnings along Hammersmith Road.

3.44 The west elevation in Blythe Road has been considered to be the least sensitive in terms of impact on the residential neighbourhood and the main pedestrian routes,

and therefore would be most suitable to locate service entrances. The staggered building line would allow to create forecourts for vehicles and deliveries where needed but it would also accommodate planting to create a green buffer for the amenity of pedestrians in Blythe Road. The green buffer would link into the planted areas of the residential blocks and into the new open space at the corner of with Hammersmith Road. Some glazing would be incorporated into the ground floor elevations to provide passive surveillance, and the planting would be specified to keep clear views between the building and the footway. All service entrance doors, louvres and solid cladding materials would be designed to fit into the architectural language and materiality of the building and will be considered in detail under the attached conditions.

3.45 The terraces at roof level would be covered with yellow metal awnings that are prominently visible from the ground through the open steel frame, and together with the planted edge hedging provide visual interest in street and higher level views. All other solid roofs would be green, partially with PV panel installations. The plant installations on the roof deck would be obscured from high level views by louvres and grillage.

Landscaping

3.46 The proposed building would be set back from the site boundary in all 4 elevations to allow for soft and hard landscaping, not only to benefit the public realm but also to reinstate and maximise urban greening at ground level in addition to the green roofs, planted terraces and green hedge balustrades on the building. This will compensate for the loss of the trees/planting that currently exist on the site. This current planting is a fairly solid barrier like planting that separates the site from the public realm.

3.47 Blythe Road curves around the northern and western edge of the building and its edges currently are characterized by overgrown planting and more manicured landscape features on the site of the residential block. The public footway suffers from poor surveillance and lack of animation. The proposed landscaping would be a combination of tree planting and low, formal planting to achieve a visual relationship with the ground floor of the building with activated frontages wherever possible.

3.48 At the corner with Hammersmith Road, the western elevation is recessed to form an open space animated by retail entrances. A green wall, planters and tree planting would protect the space from direct impacts of the traffic. The planters would link into a green verge of planters and trees along Hammersmith Road that divides the public footway along the road from the proposed walkway along the retail frontages.

3.49 Further landscaping options have been considered for Lyons Walk that lies outside the site boundary. Lyons Walk could become a well-protected green space which could incorporate an area suitable for events and markets. The proposed eastern building line would allow for appropriate breathing space between the façade and Lyons Walk independent from future public open space proposals.

Heritage Considerations

Policy Context

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

3.51 It is key to the assessment of this application that the decision-making process is based on the understanding of specific duties in relation to the listed buildings and

conservation areas required by the relevant legislation, particularly the Section 16, 66 and 72 duties of the Planning (Listed Buildings and Conservation Areas) Act 1990 together with the requirements set out in the NPPF.

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

3.53 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.

3.54 Paragraph 190 of the NPPF (2018) states that local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including the setting of any asset). The assessment of significance should be taken into account when considering the impact of a proposal.

3.55 Paragraph 193 of the NPPF states that: 'When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.'

3.56 Paragraph 194 of the NPPF states that:
'Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.'

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

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

3.59 The site does not lie within a conservation area and does not include any heritage assets. However, the designated heritage asset indirectly affected by the proposals are:

- o Olympia and Avonmore Conservation Area

The area is defined by a historic mix of large scale commercial and exhibition buildings, mansion blocks and small scale terraces, developed along the important route of Hammersmith Road into London in the 19th and early 20th Century. Views along

Hammersmith Road, into and out of the conservation area are affected by the development on site.

- o Dorcas Estate Conservation Area

The area is defined by Victorian residential terraces of up to 3 storeys and its historic fabric remains largely intact. The Hammersmith Road frontage of the conservation area lies directly opposite the site and its setting is affected by the development on site.

- o No 99-119 Hammersmith Road, grade II listed

This terrace is of late Georgian origin and has a unified composition with emphasized end bays. The ground floor elevation is characterised by projecting shopfronts. It was redeveloped behind retained facades at the end of the 20th Century. It lies directly opposite the site and its setting is affected by the development on site.

- Olympia Exhibition Centre, grade II listed

The undesignated heritage assets indirectly affected by the application are the following Buildings of Merit:

- o No 121 - 127a Hammersmith Road - the Albion Public House and Lewellyn Mansions, a 3-storey Arts and Crafts terrace with a characteristic roofscape, red brick elevations and shopfronts with contrasting façade features and stone facing.

- o 85-97 Hammersmith Road, a 3-storey, early Victorian terrace with projecting shopfronts at ground level.

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

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

3.61 The identified heritage assets that are affected by the redevelopment of the site - the conservation areas, the listed terrace and the Buildings of Merit - are important elements that contribute to the historic character of Hammersmith including ensuring the legibility of the historic development into the suburbs and its characteristic patterns of uses along the main arteries into London. The heritage assets are therefore considered to have historical and aesthetic value by virtue of their architecture and townscape contribution in this characteristic location.

3.62 When considering the impact of a proposed development on the significance of a designated heritage asset, paragraph 193 of the NPPF states that "...great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be)". Paragraph 194 further clarifies that "Any harm or loss should require clear and convincing justification". Paragraph 200 requires Local Planning Authorities to "look for opportunities for new development within Conservation Areas and World Heritage Sites, and within the setting of heritage assets, to enhance or better reveal their significance."

3.63 In this case, the proposed development overall would not result in harm to the character and appearance of the conservation area or to the settings of the listed terrace and the Buildings of Merit. The reasons are set out below in conjunction with the assessment of the submitted townscape views.

Townscape views and heritage impact assessment

3.64 To assess the impact of the proposed development, a Townscape and Visual Impact Assessment has been provided. Officers agreed a number of viewpoint locations around the site with the applicants, resulting in the detailed assessment of 14 short and long range viewpoints that are accurate visual representations of the proposed development. During the consultation, out of the 14 viewpoints, 6 views were considered to demonstrate significant impacts of the development on the townscape and the surrounding heritage assets. This assessment concentrates on those 6 views.

View 1 - Blythe Road, south-east corner of Blythe House Post Office

The height of the proposed building that was reduced by overall 2 storeys since the original submission would fit comfortably into its context formed by Olympia and the residential Kensington West building. The facade design clearly conveys the commercial use of the building. However, the detailed design of the green terraces at the top and the part solid façade treatment with terracotta panels would respond well to both the residential building and the listed Olympia building, and the composition and materiality of the proposed building is considered to have a positive impact on the setting of the listed building in this view. The transparency of the base of the proposed building would create visual interest and a good visual relationship between the streetscape and the office accommodation and enliven the public realm of Blythe Road.

View 4 - Hammersmith Road, between Argyll Mansions and Palace Mansions

This view shows the proposed building approaching from west along Hammersmith Road in context with the listed Olympia building and the historic, southern edge of Hammersmith Road with its mansion blocks and terraces. The scale and horizontal emphasis of the proposed building would be similar to that of the Olympia building but the architecture would be of a contemporary expression. The building would step down in height to overall 6 storeys on Hammersmith Road and the more solid and contrasting façade treatment of the south facing façade is designed to pay respect to the historic buildings on the south side of the road. However, the historic change in scale and character between the two sides of Hammersmith Road remains clearly legible. The proposed continuation of the building line on the north side would strengthen this character, enliven the streetscape and have a positive effect on the setting of the Olympia building.

View 8 - Vernon Street, outside No. 14

This viewpoint is located within the small scale residential neighbourhood to the south of Hammersmith Road and allows views of the eastern part of the south elevation. The existing building with 7 storeys appears clearly lower in scale but its appearance lacks any positive relationship to the townscape. The height of the proposed Hammersmith Road frontage would match that of the existing building but behind the 6-storey frontage of the proposed building, the step up to 8 storeys becomes visible and exaggerated by the new alignment of the frontage further forward towards Hammersmith Road. However, overall, the height of 8 storeys is typical for the north side of Hammersmith Road, and the massing would visually be broken up and reduced by the formation of setbacks to the sides of the building and behind the structural frame to create roof terraces. The new facades would be strongly articulated, vertically by the rhythm of façade elements and horizontally, on the recessed top floors, by green hedging and yellow canopies. This would add depth and interest to the appearance and positively

engage with the surroundings. The building therefore is not considered to be visually overbearing in this view and would not harm the character and appearance of the adjacent conservation area.

View 9 - Munden Street, opposite No. 17

This viewpoint has a similar character as View 8, but the existing view focusses on the landscaped, western edge of the site that obscures larger development in the background, and only the roof of the existing building is visible above the roof of the listed terrace in Hammersmith Road. The proposed taller building with its larger footprint would push into this view and clearly define the edge of the small scale residential area and allow legibility of its location within the wider area. None of the larger scale buildings to the north side of Hammersmith Road are visible in this view and therefore, to avoid the visual impression of a "cliff edge" between the north and the south side of Hammersmith Road some elements of the upper floors on the south-western edge of the building would be pushed in behind the structural frame to lighten the massing and soften the edges with terrace planting. The overall effect of these measures would be a diminished scale and prominence of the edge of the building in this view, and the combination of architectural features within the visible structural frame is considered to be a positive response to the general character of the area and a positive engagement with its townscape. The character and appearance of the adjacent conservation area to the south and the setting of the listed terrace to the east of Munden Street and the locally listed terrace to the west of Munden Street therefore are not considered to be harmed.

View 11 and 12 - Hammersmith Road, outside St Mary's Church and outside No. 135

These views show the Hammersmith Road frontage when approaching the site from the town centre. It demonstrates both the contrast between the smaller scale, historic, southern side of the road and larger commercial development on the opposite side, as well as the visual impact of the landscaped buffer zone created in the 1980s. While the existing landscaping softens this contrast, the streetscape of Hammersmith Road lacks animation and character, and the existing development on site is poorly integrated. The proposed height and massing brought forward to the historic building line of Hammersmith Road would improve the definition of the streetscape, positively address the public realm and reinstate the historic character of the road as an important route into London.

3.65 The reestablished building line would result in a very prominent new building corner at the junction with Blythe Road. In these views the architectural concept of the building that allows a flexible response to varying conditions around the site within its overall structural frame would be clearly expressed. The building would set back from the corner creating an open amenity space with significant landscaping as well as urban greening in form of landscaped terraces and hedges on the upper floors of the building to combine the benefits of urban greening and a strong building line along Hammersmith Road. The building would also step down in height to 6 storeys to achieve a respectful relationship with the listed and locally listed terraces on the south side of the road. The visual impact would be further softened by the creation of generous public realm in Hammersmith Road that would provide space for street trees and landscaping. Overall, the proposed building is considered to be a well designed response to its context and contributes positively to the characteristic townscape of the surrounding area.

Design Conclusion

3.66 The proposed design has been assessed against the relevant national guidance and regional and local policies. The proposals would significantly increase the massing on site but it still remains within the existing townscape scale of the north side of Hammersmith Road. The proposed building is designed in the spirit of the industrial history of the area but in its scale, materiality and design detail would be respectful of its unique townscape context. The design of the proposed development is thought to be well considered and would provide substantial benefits with regard to urban design and townscape, urban greening, and amenity of the public realm. The use of a limited palette of high quality materials would vary to respond to the differences of the adjacent townscape whilst maintaining an overall consistency throughout the scheme. The distinct retail base would respond to and enliven the character of Hammersmith Road and, and generally, well defined, overlooked street edges that improve the quality of the pedestrian environment and safety would be created.

3.67 Officers have assessed the impact of the proposal on the affected 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 proposals are not considered to harm the setting of the neighbouring listed and locally listed terraces. Overall, it is considered that the proposed development would appear as part of a coherent pattern of development in the wider area and therefore would not harm the character and appearance of the conservation area.

Accessibility

3.68 Policy 7.2 of The London Plan requires all new development to achieve the highest standards of accessible and inclusive design. Policy T5 of the Local Plan (2018) states that new developments that include vehicular access must provide accessible, off street car parking bay for Blue Badge holders. Policies DC1, DC3, DC8 of the Local Plan 2018 and, Key Principles DA1, DA6, DA7 and TR6 of the PGSPD 2018 require new developments to be designed to be accessible and inclusive to all who may use or visit the proposed buildings. The proposed development would include one designated off-street car parking space for people with disabilities within the ground floor level. Officers consider this space is appropriately located close to the core of the building, in the service area which would provide easy access to the ground floor of the development. The location of the car parking space will be secured by condition (No.39).

3.69 All entrances from the street would be level and there would be level access to lifts, providing level access to all floor levels. A condition (No.58) requires the implementation of the Accessible Design detailed in Appendix B of the Design and Access Statement (Dated July 2018). A further condition (No.35) requires details a fire rated lift, and that all lifts within the building, have enhanced lift repair service to ensure that no occupiers (including wheelchair users) are trapped if lifts break down.

Crime Prevention

3.70 Policy 7.3 of The London Plan advises that new development should seek to create safe, secure and appropriately accessible environments. Local Plan (2018) policy DC2 advises that developments throughout the borough should be designed to enhance safety and minimise the opportunities for crime.

3.71 Full details of how the proposed development would incorporate crime prevention measures to provide a safe and secure environment are required by condition (No.34) including how there would be site wide CCTV coverage.

HIGHWAYS MATTERS

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

3.73 Policies 6.1, 6.3, 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.

3.74 Local Plan (2018) policy T2 states that all development proposals will be assessed for their contribution to traffic generation and their impact on congestion. Policies T3, T4 and T5 of the Local Plan (2018) set out vehicle parking standards, cycle standards and Blue Badge requirements which brings them in line with London Plan standards.

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

3.76 Hammersmith Road is classified as a London Distributor Road, while Blythe Road is classified as a Local Access Road. The nearest on-street parking to the site is along Edith Road, Auriol Road and Munden Street opposite the site to the south. There is no controlled parking on Hammersmith Road or Blythe Road. Hammersmith Road is mainly double yellow lined except for a short single yellow lined section in front of the site entrance with parking restrictions from Monday to Saturday 8:30am-6:30pm. Blythe Road is mainly single yellow lined with parking restrictions from Monday to Sunday 7:00am-Midnight.

3.77 In the existing building there are 64 car parking spaces spread between a split-level basement which are accommodated within a double basement and a ground floor car park. The existing vehicular access into the site and building is via Lyons Walk which is a no through road and which is partially pedestrianised at its southern end. Existing servicing and refuse collection takes place on-site within the ground-floor car park.

3.78 In terms of the proposed development, 11 car parking spaces accessed from the internal servicing and delivery bay, 10 which will be provided using the WOHR automated parking system. A dedicated DDA parking bay is proposed at ground floor

level. This represents a reduction of some 52 parking spaces. Electric vehicle charging points will be provided as required by policy located by the proposed parking spaces.

3.79 London Plan standards and policy T4 of the Local Plan 2018 allow up to 1 space per 600-1,000 sqm gross floor space. With a proposed floor area of over 20,000 sqm, 20 - 33 car parking spaces could meet this standard. The parking provision proposed in this development would therefore be well below the maximum parking standards set out in The London Plan and borough standards and would support a reduction in the potential number of car borne trips arising from the redevelopment. Due to the fact that the development would reduce the number of existing parking spaces, the parking provision is considered to be acceptable in this instance.

3.80 The provision for electric vehicles is compliant with The London Plan which requires 20% active and 10% passive charging points. The blue badge parking provision is compliant with the Blue Badge parking standards contained in London Plan (2016). Swept path analysis plans have been submitted for the servicing and parking areas and are satisfactory.

3.81 SPD Key Principle TR8 relates to motorcycle parking and states that 'The council will require motorcycle parking facilities in developments that require a Transport Assessment or where car parking is provided. At least four spaces should be provided'. In line with this policy Highways Officers requested that motorcycle parking be incorporated into the proposal, and revised plans now include 4 motorcycle parking spaces at ground floor level.

3.82 The development would include two stacker systems providing the car parking spaces. In line with PG SPD key Principle TR26 it is considered necessary that the Applicants submit a scheme for the maintenance and emergency repair of the car stackers to avoid impact from breakdowns (condition No.35).

Deliveries, servicing and refuse collection

3.83 PG SPD Key Principle TR27 seeks off-street servicing for all new developments. The current development provides an off-street servicing area accessed from Blythe Road. This provision is considered to be acceptable. Notwithstanding this provision it is considered that a condition is attached to secure a delivery and servicing plan in accordance with Transport for London's Delivery and Service Plan Guidance. It should also address all the other delivery and servicing needs of the development.

3.84 Deliveries and servicing for the proposed development are proposed to take place within the service yard, accessed from Blythe Road. The applicant has used the TRICS database to attain the proposed servicing trip rates. The sites which have been used to derive the trip rates are accepted. The applicant has provided an outline delivery and servicing plan as a part of this planning application. It has been noted that all delivery and servicing generated by the proposed development is to take place away from public highway, in the proposed loading bays.

3.85 The proposed development is estimated to generate a total of 57 daily servicing trips, an increase of 31 daily servicing. The applicant has stated that this equates to less than 5 servicing trips per hour across a 12-hour day and this will be managed through the implementation of a service management plan. The Highway Authority notes the significant increase in servicing trips and encourages the applicant to actively survey

and monitor the delivery and servicing operations of the site to minimise future delivery and servicing trips.

3.86 Whilst the applicant has noted that unloading is permitted on the southern side of Hammersmith Road outside of peak hours. The use of the public highway for unloading would be contrary to Key Principal TR27 which requires the provision of off-street servicing for all new developments. The revised swept-path analysis for the delivery and servicing of the site is satisfactory.

3.87 The site must not be first occupied until the applicant has submitted a detailed Delivery and Servicing Plan for approval to the Local Authority. The Delivery and Servicing Plan shall be reviewed and submitted for approval to the Local Authority at Year 1, Year 3 and Year 5 and a payment of £2,000 for monitoring fees at each review.

3.88 Refuse stores would be provided at basement level for the for storage and collection of segregated waste. It is intended that refuse would be collected from within the service yard, away from the public highway. A Refuse Management Plan will be required by condition (No25), to ensure accordance with policy CC7 of the Local Plan (2018).

Cycle Parking

3.89 Policy T3 and Table 12 of the Local Plan (2018) seek to ensure that satisfactory cycle space is provided for all developments.

3.90 The development will provide 310 cycle spaces (259 long term and 51 short stay), the majority of which will be provided within a secure dedicated area at basement level, accessed by a ramp (1:17 cycle ramp). The level of provision accords with the Council's standards and also complies with the emerging standards in the new Draft London Plan. The Council's Highways Officers are satisfied with this level of provision. The proposed cycle parking is therefore acceptable. The provision of these spaces is covered by condition (No.36), that the total cycle parking spaces would be monitored and increased in line with future additional parking demand. Shower, changing and locker facilities are provided at basement level, adjacent to the internal cycle parking and in line with London Plan policy 6.9.

Trip Generation

3.91 The applicant has assumed that 85% of the workforce will be at work on any given date and that 55% of a typical London office will arrive and 10% depart in the AM peak. This methodology is accepted by the Highway Authority.

3.92 The information submitted regarding the predicted modal split is satisfactory (See below). Raw modal split data from the 2011 census has been used to derive the modal split and has then been applied to the total person trips, to determine how many trips are likely to be undertaken by each mode. The results of the proposed future office trip generation are presented in the Table below:

Table 3.2 Future Trips

Mode	AM Peak Hr			PM Peak Hr		
	In	Out	2-way	In	Out	2-way
Car Driver	5	1	6	1	5	6
Car Passenger	0	0	0	0	0	0
Motor Bike	21	4	25	4	21	25
Bike	79	14	93	14	79	93
Taxi	2	0	2	0	2	2
Underground "	408	74	482	74	408	482
Train	238	43	281	43	238	281
Bus	119	22	141	22	119	141
Walk	117	21	138	21	117	138
Total	888	178	1168	178	888	1168

To provide further context of the change in the number of trips between Table 2.1 and 3.2, Table 3.3 below considers the net change in terms of trips. Like the previous table, this has considered the factored change of approximately 4%. As such, the two-way flows for both the AM and PM peak hour have been revised from 1053 to 1002, therefore, a net change of 51 fewer.

3.93 It is accepted that the retail uses are likely to attract ancillary trips associated with the proposed office use and therefore trip rates are not provided for the respective class use. The Highway Authority is satisfied with the trip generation information which the applicant has submitted.

Pedestrian impact

3.94 The Applicant's transport consultants have carried out a Pedestrian Environment Review System (PERS) audit to assess the existing facilities and the likely impact of these additional trips on the pedestrian environment. The PERS audit indicates that the additional pedestrian trips could be accommodated without adversely affecting existing pedestrian facilities, and Officers concur with this assessment.

3.95 TfL have commented that it would be appropriate to seek a contribution by the Applicant towards the Cycle Superhighway 9 (CS9) scheme, and which proposes improvements to highways in close vicinity of the site. The Council's Highways Officers have confirmed that they are supportive of this approach. The route of CS9 will pass adjacent to the site. This would therefore be directly related and of great benefit to the future occupants of development proposed in this application, and would help to mitigate the road safety impacts of additional pedestrian and vehicular trips generated by this development. As such a contribution towards the CS9 scheme is proposed by the Applicant, and this will be secured by the S106 agreement accompanying any planning permission.

Travel Plan

3.96 A framework Travel Plan for the site has been submitted alongside the Transport Assessment, for consideration. The requirement to provide a final travel plan and to include ongoing monitoring will form part of the S106 requirements.

3.97 The outline travel plan for the site has passed TFL's ATTrBuTE travel plan assessment. Some of the measures include:

- o Encouraging walking and cycling to work through promotion and additional information including given,
- o Provision of high quality and well-maintained cycling and pedestrian routes through the site,
- o Promotion of care clubs near the application site,
- o Information on local transportation links and routes near the application site,

3.98 It has been noted that different tenants will set out their own targets, and these targets should be updated along with the mode shares before submitting the final travel plans for approval by the Council. It is also noted that within the TA a Travel Plan Coordinator is to be appointed for this site. As the site is in PTAL zone 6a, it is considered that there is capacity within the existing public transport network to accommodate the additional trips proposed from this development. Officers welcome the provision of Travel Plans in support of the proposal to promote sustainable travel for occupiers of the development.

3.99 A Construction Workers Travel Plan will also be required as part of the legal agreement.

Demolition and Construction Logistic Plans

3.100 A framework construction logistics plan was submitted with the application. At this stage of the planning process the detailed information relating to the Construction Logistics Plan has yet to be detailed, and therefore this information needs to be developed. Officers consider this information needs to be improved in compliance with TfL guidelines. The plans will be required to include demolition details, contractors' construction method statements, waste classification and disposal procedures and locations, dust and noise monitoring and control, provisions within the site 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 plans would need to be developed to be in accordance with TfL requirements, which seek to minimise the impact of construction traffic on nearby roads and restrict construction trips to off peak hours only. These are secured by conditions (Nos 06 and 07).

Works to the highway

3.101 The applicant proposes the provision of a new vehicular access to the ground floor service yard and car park taken from Blythe Road. The Highway Authority is satisfied with the submitted visibility splays. The applicant has undertaken a Stage 1 Road Safety Audit to fully assess the acceptability of the proposed vehicular access with Blythe Road.

Works proposed to the highways includes:

1. Footway - The footway surrounding the application site is not in accordance with LBHF's Streetsmart and is highly likely to be in disrepair due to the construction of the proposed development. The applicant is therefore required to repave the footway abutting the application site in accordance with LBHF's Streetsmart. The applicant should submit plans detailing the repaved footway to the Highway Authority for approval,

2. Lyons Walk Access and Public Realm - The applicant has expressed a desire to improve the public realm for pedestrians during pre-application discussions with the council. The public realm improvements would be of benefit to the future users of the proposed development and the wider public. It is therefore considered the applicant should include the public realm improvement works to the proposed s278 works which include the proposed vehicular access, footway repaving and closure of existing vehicular access.

Conclusion on highways matters

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

IMPACT ON RESIDENTIAL AMENITY

3.103 Policy 7.6 of the London Plan states that buildings and structures should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy, overshadowing, wind and microclimate. This is particularly important for tall buildings. Policy 7.7 states that 'tall buildings should not affect their surroundings adversely in terms of microclimate, wind turbulence, overshadowing, noise, reflected glare, aviation, navigation and telecommunication interference'.

3.104 Policy DC2 of the Local Plan (2018) relates to alterations and extensions to existing buildings. This policy states that extensions should be compatible with neighbouring properties and their setting, and should respect the amenities of the neighbouring properties, and other properties most directly affected by the proposal.

3.105 The site's surrounding neighbours to the east and west are currently in office/exhibition centre use, with an extant permission of a hotel immediately to the east of the application site. The apartment blocks to the north of the site are in residential use, and there are residential units on upper floors of the buildings containing commercial units to the south of the development, on the opposite side of Hammersmith Road. The nearest residential dwellings are in Kensington West to the north are a minimum of 18m away from the proposed development at its closest point).

Daylight and sunlight

3.106 The Applicants have submitted a daylight and sunlight assessment, in line with the guidance provided in the Building Research Establishment (BRE) document entitled 'Site Layout Planning for Daylight and Sunlight' (2011).

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

- 67 - 135 Hammersmith Road
- Stuart House, Balmoral House, Regent and Sandringham House on Windsor Way

- Kensington West, Blythe Road

3.108 Only residential accommodation has been assessed for daylight/sunlight impacts. No assessment of the impact on surrounding office/commercial uses has been presented. The BRE guide recommends that only windows and rooms within residential properties need to be assessed, and does not require any assessment on commercial or business properties, although it states that they may also be applied to non-domestic buildings where the occupants have a reasonable expectation of daylight. Taking this advice into account, Officers consider it unnecessary to assess the non-residential buildings within the vicinity of the site, as offices are routinely lit with electric lights in the daytime given their deep floorplates. Rights to light to the existing neighbouring commercial development would need to be protected in the scheme, but this would be through a process separate from planning.

Daylight (assessment methodology)

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

3.110 The BRE Guidance sets out three different methods of assessing daylight to or within a room, the Vertical Sky Component (VSC) method, the plotting of the no-sky-line (NSL) method and the Average Daylight Factor (ADF) method.

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

3.112 The plotting of the NSL measures the distribution of daylight within a room. It indicates the point in a room from where the sky cannot be seen through the window due to the presence of an obstructing building. The NSL method is a measure of the distribution of daylight at the 'working plane' within a room. In houses, the 'working plane' means a horizontal 'desktop' plane 0.85 metres above floor level. This is approximately the height of a kitchen work surface.

3.113 The NSL divides those areas of the working plane in a room which receive direct sky light through the windows from those areas of the working plane which do not. If a significant area of the working plane lies beyond the NSL (i.e. it receives no direct sky light), then the distribution of daylight in the room will be poor and supplementary lighting may be required.

3.114 The impact of the distribution of daylight in an existing building can be found by plotting the NSL in each of the main rooms. For dwellings this would include living rooms, dining rooms and kitchens. Bedrooms should also be analysed, although they are considered less significant in terms of receiving direct sky light. Development will affect daylight if the area within a room receiving direct daylight is less than 80% of its former value.

3.115 The ADF method uses a mathematical formula which involves values for the transparency of the glass, the net glazed area of the window, the total area of room surfaces, their colour reflectance and the angle of visible sky measured from the centre of the window. This is a method that measures the general illumination from skylight and takes into account the size and number of windows, room size, room qualities and room use. The BRE test recommends an ADF of 5% for a well daylit space or 2% for a partly daylit space. The minimum standards for ADF recommended by the BRE for individual rooms 2% for kitchens, 1.5% for living rooms and 1% for bedrooms.

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

3.117 If all the windows in a building meet the VSC criteria, it can be concluded that there will be adequate daylight. If the windows in a building do not meet the VSC criteria, the NSL analysis for the room served by that window needs to be considered. If neither the VSC nor NSL criteria are met, the ADF results could then be considered.

Daylight Impact - results

3.118 The results demonstrate that of the properties analysed, those in Stuart House, Balmoral House, Regent House and Sandringham House (All Windsor Way) will all comply with the BRE Guidelines (greatest loss experienced would be 5.86%, significantly lower than the 20% VSC reduction allowed).

3.119 Properties 121 - 135 Hammersmith Road (residential on upper floors) were assessed and the results indicate that the windows would all maintain good levels of daylight following the proposed redevelopment. No windows within these properties would experience reductions in VSC below the levels identified in the BRE Guidance, i.e. all windows maintain at least 80% of their former VSC value, and therefore any reduction in daylight will not be perceptible.

3.120 Properties 67, 73, 79/81, 85/87, 89, 91, 93, 95 and 97 Hammersmith Road have residential accommodation on the upper floors have also been assessed. The results indicate that 2 windows (serving 1 room) out of 126 windows assessed (less than 2%) would experience a mean reduction in VSC of 21.85% (marginally in excess of the 20% reductions allowed). When the NSL is assessed for this room, it was found that the loss would be less than the 20% judged to be acceptable (8.8%). As such any reduction in daylight will not be perceptible.

3.121 Kensington West is located to the north of the application site and contains residential accommodation. 317 windows facing the proposed development have been assessed. 10 windows out of 317 (3.2%) would experience reductions in VSC of greater than 20%. These losses range from 20.79% to 25.72%, which officers consider can be considered as minor transgressions from the guidance. The assessment also demonstrates that the rooms served by these windows do not experience any loss of NSL in excess of the 20% figure in the guidance.

3.122 Officers recognise that there would be a minor impact on daylight as a result of the proposed development, this is in the context of the existing large office buildings and their relationship in close proximity to the residential buildings to the north. As such

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

Sunlight

3.123 To assess loss of sunlight to an existing building, the BRE guidance suggests that all main windows to dwellings should be checked if they have a window facing within 90 degrees of due south. The guidance states that kitchens and bedrooms are less important, although care should be taken not to block too much sun.

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

3.125 Where a window does not meet the first criteria, retaining at least 25% total APSH with 5% in the winter months but the percentage reduction is less than 20% it will experience a negligible impact, as the area receiving reduced levels of sunlight is comparatively small when considering the baseline sunlight levels.

3.126 All south-facing windows in the identified neighbouring properties have been analysed. None of the habitable rooms in Stuart House, Balmoral House, Regent House and Sandringham House (All Windsor Way) would experience any loss in APSH and all these properties would therefore be fully compliant with the relevant guidance.

3.127 The Hammersmith Road properties windows are all orientated to the north and therefore not required to be assessed for impact on sunlight.

3.128 With regards to Kensington West, due to the `U` shaped design of the building inherits some natural constraints to sunlight as many of the windows face almost directly east or west thus only just fall into the BRE testing parameters and only receive sunlight at certain times of the day Generally this is when the sun is at its lower trajectory in the sky. A total of 131 rooms within the development were considered, and it is estimated that around 38 of these rooms would experience some losses in direct sunlight. The losses are primarily (34 from 38) from the Winter sunshine (when the sun path is at its lowest).

3.129 Whilst it is accepted that the development will reduce the availability of sunlight to neighbouring properties in Kensington West, it is acknowledged that any redevelopment of the application site is likely to result in a larger building than that on site at present. There are already a number of large buildings on this side of Hammersmith Road and the proposed development is in keeping with this pattern. The BRE Guidance is not necessarily ideal for urban developments, and also recognises that "a higher degree of obstruction may be unavoidable if new developments are to match the height and proportions of existing buildings." On balance, officers consider that the impact on sunlight is not sufficient on its own to withhold planning permission for this development, and that the scheme complies with the aims of with Local Plan policy DC4.

Outlook

3.130 The proposed development would not project further rearward of the existing building line in relation to the Kensington West properties on Blythe Road. Whilst the proposed replacement building will be higher than the existing building, due to the set backs it is not considered that the development would harm outlook for these properties. It is considered that this would be suitably set away from the residential properties to the north, and many of these flats already have a similar relationship with large buildings along Hammersmith Road including at the application site. The replacement building will be closer to the properties on the opposite side of Hammersmith Road, however, again due to the set backs it is considered that this will not have a detrimental impact on outlook for the residential properties on the upper floors. In this urban context, it is considered that the impact of the proposed development would not be overbearing on these properties and would therefore have an acceptable impact with regards to outlook.

Privacy

3.131 Key Principle HS7 of the Planning Guidance SPD states that new windows should normally be positioned so that they are a minimum of 18 metres away from existing residential windows as measured by an arc of 60 degrees taken from the centre of the proposed window. The windows in both the northern and southern elevations of the proposed development will be at a distance of at least 18m from existing residential windows. Similarly, the proposed terraces to the development would all be more than 18m from the nearest residential windows to the north or south. Also, the proposed windows in the development would serve predominantly an office use rather than another residential use, and would thus be potentially less intrusive in terms of privacy/overlooking. In this respect it is considered that the windows and terraces at the proposed development would not have an unreasonable impact on privacy to neighbouring properties.

Noise and disturbance

3.132 London Plan Policy 7.15 states that development proposals should seek to reduce noise by minimising the existing and potential adverse impacts of noise, separating new noise sensitive development from major noise sources through the use of distance screening or internal layout, and promoting new technologies and improved practices to prevent noise. Policy CC11 of the Local Plan relates to noise, and policy CC13 relates to the control of potentially polluting uses.

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

3.134 A Noise Impact Assessment has been submitted with the application, including a noise assessment of the existing background noise. The report concludes that noise from new mechanical plant is capable of achieving compliance with the Council's noise standards (i.e. ensuring that the noise is at least 10dB below background noise). Conditions are suggested to ensure that all mechanical plant is adequately sound insulated and fitted with anti-vibration devices, to ensure that plant

complies with these noise standards in the daytime and at night (condition Nos. 54 and 55).

3.135 In terms of other sources of noise, servicing and deliveries would take place from the off-street service area at ground floor level which would be an improvement versus the existing servicing at the site. Significant noise from the enclosed service area is thus expected to be minimised. As outlined in the Highways section above, the development is expected to involve an increase of delivery and servicing vehicle trips in and out of the site a day. A Delivery and Service Management Plan would ensure that the times for servicing and deliveries are restricted to reasonable daytime hours. Due to the proposed servicing within the building and the suggested condition it is expected that there would not be significant further noise disturbance associated with servicing and deliveries to the extended building.

3.136 A number of roof terraces are proposed at 2nd, 3rd, 4th, 5th, 6th and 7th floor levels, some which would be close to the residential properties at Kensington West (approximately 18m at the closest point). Other terraces are on the southern, western and eastern elevations. There would also be new landscaped areas at ground floor. If the building was in residential use, Officers would have serious concerns about the potential for noise from these outside areas. As an office building, however, it is considered that the terrace, balconies and landscaped areas would be used predominantly in the daytime, and would be likely to attract individual office workers or small groups instead of large gatherings of people causing significant noise. A condition (No.11) will ensure that the use of the terrace and balconies is restricted to certain hours, and that no loudspeaker announcements or amplified music are played outside. For these reasons, no objection is raised to the presence of the roof terraces in this proposal.

Construction Works

3.137 The disruption of construction works and the noise and disturbance to nearby residents and businesses is acknowledged to be a key local concern, particularly given the number of other large construction sites in the near vicinity. Whilst it would be unreasonable to refuse planning permission for a development scheme based on the temporary impact of construction works, the Council will take steps to ensure that disruption and noise/disturbance are minimised as far as possible. A demolition and construction logistics plan, a demolition and construction management plan, and an Air Quality Dust Management Plan are required to be submitted and agreed as part of planning conditions for planning approval, and these documents would be required to take into account the impacts and logistics of any existing nearby construction sites. The developer has indicated that they would require their contractors to adhere to the Considerate Constructors Scheme.

Light Pollution

3.138 The redevelopment would result in a greater number and larger windows within the scheme compared to the existing, and the building would be taller. As the proposed building would be in office use on the upper floors, however, it is considered that measures should be put in place to mitigate against any unacceptable increase in light pollution, which can include switching off lights at night. A scheme addressing the mitigation of light pollution is subject to conditions (No.52 and 53) in order to mitigate light spillage from all floor levels of the proposed building towards neighbouring residential properties, including and a scheme for the control of the operation of internal

lighting (during periods of limited or non-occupation). As such it is recommended that no objections are raised in this regard.

3.139 For the reasons given above, it is considered that the development, subject to suitably worded conditions, would not give rise to unacceptable harm from noise and disturbance or light pollution to neighbouring occupiers and that the proposal therefore complies in these respects with the relevant sections of policies CC11, CC12 and CC13 of the Local Plan (2018), and London Plan policy 7.15.

ENVIRONMENTAL MATTERS

Carbon reduction

3.140 Policy CC1 requires developments to implement energy conservation measures to meet CO₂ reduction targets, minimise emissions, use energy efficiency measures. The Local Plan is concerned with promoting sustainable design and construction and states that sustainable measures should be included in developments and sustainability statements are required for all major developments to ensure that a full range of sustainability uses are taken into account.

3.141 As required, an Energy Statement has been submitted with the application. This outlines the energy efficiency and low/zero carbon measures proposed to be implemented in the scheme. Passive design and energy efficiency measures are proposed to reduce CO₂ emissions. On-site renewable energy generation is proposed in the form of low-carbon Air Source Heat Pumps and solar PV panels.

3.142 Overall, the energy strategy is calculated to reduce annual CO₂ emissions by 29.4%, which is slightly short of the 35% target. The applicants propose to make a payment in lieu of this (as allowed by policy CC1). It is estimated that a payment of circa £42,239 would be required (See S106 contributions). No objection is therefore raised under the above mentioned policy. The implementation of the carbon reduction measures, together with the payment in lieu would be secured by condition and S106 Agreement.

Sustainable Design & Construction

3.143 A Sustainability Statement has been submitted, alongside the Energy Statement, which includes information on wider sustainable design and construction issues. The assessment shows that the new building would be designed to implement a range of measures such as water efficient fittings and appliances, use of environmentally friendly materials, promotion of sustainable waste behaviour and recycling, reducing pollution impacts, promoting sustainable transport etc.

3.144 A BREEAM Pre-assessment was carried out and submitted which showed that the development would target an 'Excellent' rating. A condition is recommended requiring the submission of a post construction BREEAM assessment.

3.145 Officers consider that these levels of performance would demonstrate compliance with the Council's sustainability requirements in policy CC2 of the Local Plan 2018. Implementation of the proposed sustainable design and construction measures would be conditioned within an acceptable development.

Air Quality

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

3.147 Policy CC10 of the Local Plan (2018), states that the Council will seek to reduce adverse air quality impacts of new developments, policy 7.14 of The London Plan seeks that development proposals minimise pollutant emissions and promote sustainable design and construction to reduce emissions from the demolition and construction of the buildings and also to minimise exposure to poor air quality.

3.148 An air quality assessment has been carried out. This assesses the development's potential impacts on local air quality and also considers the issue of exposure to pollution for occupiers within the new scheme. The assessment takes account of the potential temporary impacts during the demolition and construction phases and the operational impacts caused by increase in traffic flows and emissions from the plant on the site. The air quality assessment indicates that the general sources of air pollution (construction activities, road traffic and space heating) emission arising from the proposed development would be during the construction phases and on completion of the development the assessment predicts the development to have negligible effect on air quality.

3.149 Accordingly, officers consider that subject to appropriate conditions, covering issues such as Air Quality Management Plan (during demolition and construction phases), Mechanical Ventilation for B1/D2 uses, details of ultra low NO_x boilers and emergency diesel generators, low emissions strategy for operation of site, no external seating for A3 use and details of green infrastructure (3, 15 -18), the development would meet policy requirements.

Contamination

3.150 Policy 5.21 of the London Plan, Policy CC9 of the Local Plan (2018) state that the Council will support the remediation of contaminated land and that it will take measures to minimise the potential harm of contaminated sites and ensure that mitigation measures are put in place.

3.151 A Preliminary Environmental Risk Assessment has been submitted as part of this application. Potentially contaminative land uses, past or present, are understood to occur at, or near to this site. A more detailed site investigation scheme together with a risk assessment, remediation and long term monitoring would all need to be carried out during and following any redevelopment works to ensure that no unacceptable risks would be caused to humans, controlled waters or the wider environment. Conditions (Nos19-23) to this effect are proposed, in accordance with policy CC9 of the Local Plan (2018).

Flood Risk/SUDS

3.152 The site lies within Flood Zone 1, an area described by the Environment Agency as being of 'low risk', to flooding from the Thames, with an annual average chance of flooding of less than 0.1%. The site is also in a low risk area in terms of surface water flooding.

3.153 The existing basement structure is to be retained, and this is expected to already incorporate appropriate structural waterproofing measures, although further details are required to confirm this (Condition 44). Basements are at risk of sewer surcharge flooding during major storms, so a suitable surcharge protection measures such as non-return valve or other active drainage device should be installed to prevent backflow of sewer water into the basement. This is covered by a condition. The Flood Risk Assessment confirms that water using facilities in the basement will include low-flow appliances, as required by the water efficiency requirements of Local Plan Policy CC3. The proposed development reduces the existing soft landscaping on the site but Sustainable Drainage Systems (SuDS) measures are proposed for the new building to attenuate surface water run-off. SuDS features include living roofs and also a blue roof which provides a roof level water storage system. These will intercept rainfall and prevent some of it entering the sewer system. The remainder will be stored temporarily and then be discharged at a reduced rate into the existing surface water sewer network. This helps reduce flood risks and the living roofs also provide other benefits such as biodiversity improvements. Permeable paving and soft landscaping will also be used around the site at ground floor level. The design provides a 93% reduction in peak run-off rates compared to the existing site, which is in line with the requirements of Local Plan Policy CC4.

3.154 Officers have assessed the flood risk and SuDS proposals and consider that the proposed measures will be satisfactory, subject to conditions requiring the implementation of the Flood Risk measures and the SuDS measures and provision of additional information on the level of structural waterproofing proofing and provision of sewer surcharge protection in the basement. In this respect it is considered that the development complies with policies CC3 and CC4 of the Local Plan (2018). Furthermore, the development is considered to comply with London Plan policies 5.12 to 5.14.

Community Infrastructure Levy

3.155 This development would be subject to a London-wide community infrastructure levy. The Mayor's CIL (Community Infrastructure Levy) came into effect in April 2012 and is a material consideration to which regard must be had when determining this planning application. This contributes towards the funding of Crossrail.

3.156 The GLA expect the Council, as the Collecting Authority, to secure the levy in accordance with London Plan Policy 8.3 and is chargeable in this case at a rate of £50/sqm on the net uplift in floorspace (GIA) on the site. It is estimated that the proposed development would generate a Mayoral CIL contribution of approximately £1,200,000.

Planning obligations

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

3.158 The Council is obliged to assess planning proposals against the policies and standards contained within the development plans for the area and to consider any other material planning considerations. In some instances, it may be possible to make acceptable development proposals which might otherwise be unacceptable, through the use of planning conditions or, where this is not possible, through planning obligations.

3.159 The Applicant is expected to agree to enter into a legal agreement with the Council to which would include the following site-specific items (i.e. items which are not on the CIL Regulation 123 list):

- Provision and retention of affordable office space (including costs, and how this is managed and run)
- A contribution towards the Mayor of London's Cycle Super Highway 9, and towards the provision of a cycle docking station in vicinity of the site.
- Support for employment and training including a contribution of £200,000.
- Enter into a S278 agreement re highways improvements in vicinity of the site
- Provision of a Travel Plan, plus review with monitoring fees to be met by the applicant. Monitoring cost at £3000 per review and review will be carried out in year 1, 3 and 5.
- Construction Workers Travel plan
- Provision of a Servicing and Deliveries Management Plan (including refuse collection).
- Travel plan for development
- A carbon off-set payment of £42,239 (or a different figure in line with any changes to the Energy Strategy during the development
- Prior to occupation the applicants will undertake a feasibility study with regard to a shared public realm scheme on Lyons Walk, based on study contributions to be agreed with Council.
- Management Plan for the disabled parking space, and
- Commitment to meet the costs of the Council's Legal fees

4.0 CONCLUSION and RECOMMENDATION

4.1 Officers consider that the proposed redevelopment of this prominent site would bring regeneration benefits and provide high quality office space which would fit well with the regeneration of this area and would significantly increase the employment capacity of this site. The revised scheme would also facilitate improved areas of public realm around the building. The affordable office space provided will be a benefit to small business enterprises.

4.2 The office and related uses support the Council's policies, and the impacts on traffic and energy sustainability are considered to be acceptable. The use of the site primarily as high quality offices is acceptable in the context of the existing use of the site and its location close to Hammersmith Town Centre with excellent public transport facilities. The proposed development would achieve a sustainable development, whilst optimising the use of previously developed land. The proposal would be of a high standard of design. It is considered that the building would enhance the appearance of the area and have an acceptable impact upon nearby conservation areas and heritage assets.

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

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

4.5 The application proposes a number of measures to reduce CO2. The proposal would seek to achieve an 'excellent' BREEAM rating and the implementation of sustainable design and construction measures would be a condition of the approval. A Sustainable Drainage Strategy would be required by condition.

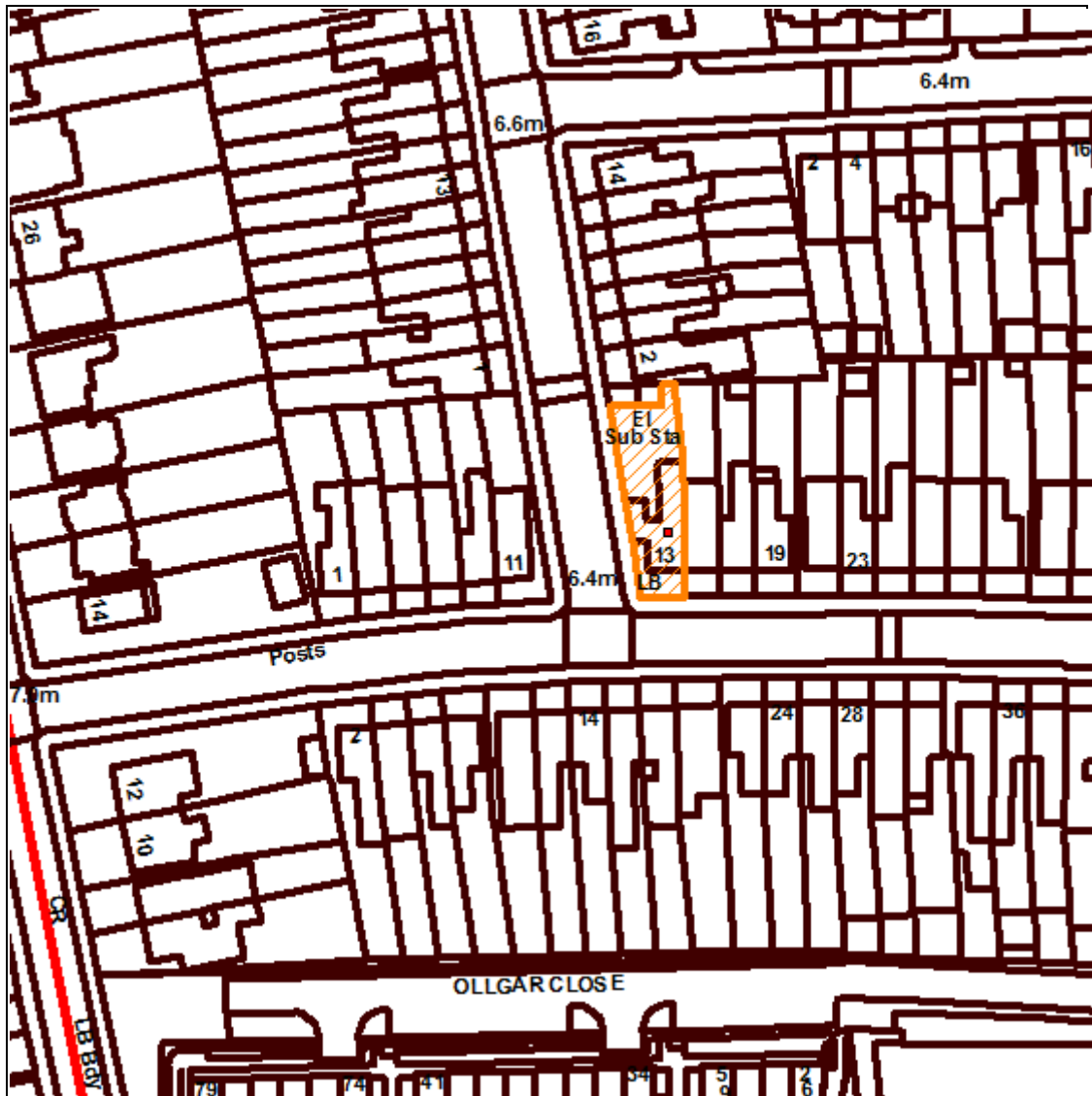
4.6 The impact of the proposed development upon neighbouring occupiers is on balance considered to be acceptable. Measures would be secured by condition to minimise noise and disturbance to nearby occupiers from the operation of the proposed development.

4.7 The application is therefore recommended for approval, subject to conditions, the completion of a satisfactory legal agreement and no contrary direction from the Mayor of London.

Ward: Wormholt And White City

Site Address:

13 Aldbourne Road London W12 0LW



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Reg. No:
2018/01439/FUL

Case Officer:
Alexander Green

Date Valid:
12.06.2018

Conservation Area:

Committee Date:
09.10.2018

Applicant:

Mr A Fakir
C/O Agent

Description:

Demolition of the existing dwelling house and erection of a replacement part two, part three storey plus-basement building to provide 2 x 2 bedroom and 1 x 3 bedroom self-contained flats; associated landscaping.

Drg Nos: 301; 302; 303; 304; 305; 306 (all received 30.08.18); Design and Access Statement dated April 2018; Construction Method Statement prepared by Engineers HRW; Basement Impact Assessment dated September 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 be carried out and completed in accordance with the following approved drawings:

301; 302; 303; 304; 305; 306 (all received 30.08.18);
Design and Access Statement dated April 2018;
Construction Method Statement prepared by Engineers HRW;
Basement Impact Assessment dated September 2017

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 and DC2 of the Local Plan (2018).

- 3) The materials to be used in the implementation of this permission shall not be otherwise than as described and specified in the application and on the drawings hereby approved unless the prior written consent of the local planning authority has been obtained for any proposed change or variation.

To ensure the use of appropriate materials in the interest of the design and appearance of the building and visual amenity of the area in accordance with the National Planning Policy Framework (2012), policies 7.4 and 7.6 of the London Plan (2016) and policies DC1 and DC2 of the Hammersmith and Fulham Local Plan (2018).

- 4) No plumbing, extract flues or pipes, other than rainwater pipes, may be fixed on the front or western elevations of the building.

To ensure a satisfactory external appearance and to prevent harm to the character and appearance of the surrounding area and the street scene, in accordance with Policies DC1 and DC2 of the Local Plan (2018).

- 5) No water tanks, water tank enclosures or other structures shall be erected upon the roofs to the new dwelling hereby permitted.

It is considered that such structures would detract from the appearance of the building, in accordance with Policies DC1 and DC2 of the Local Plan (2018).

- 6) The development shall be carried out in accordance with the details contained within the Construction Method Statement, the Basement Impact Assessment and the Design and Access Statement. All flood prevention and mitigation measures including the non-return valve and the sustainable urban drainage measures shall be installed in accordance with the approved details prior to the occupation of the basement accommodation and thereafter be permanently retained.

To protect the development from flooding in accordance with Policies CC3 and CC4 of the Local Plan (2018).

- 7) Prior to commencement of the development, details shall be submitted to and approved in writing by the Council, of an enhanced sound insulation value $D_{nT,w}$ and $L'_{nT,w}$ of at least 5dB above the Building Regulations value, for the floor/ceiling /wall structures separating different types of rooms/ uses in adjoining dwellings. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

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

- 8) The units hereby permitted shall not be occupied until the Council has been notified in writing (and has acknowledged such notification) of the full postal address of the new units 13 Aldbourne Road. Such notification shall be to the council's Head of Development Management and shall quote the planning application number specified in this decision letter.

In order that the Council can update its records to ensure that parking permits are not issued to the occupiers of the basement and ground floor flats hereby approved, and thus ensure that the development does not harm the existing amenities of the occupiers of neighbouring residential properties by adding to the already high level of on-street car parking stress in the area, in accordance with Policy HO2 and T4 of the Local Plan (2018).

- 9) No occupier of the basement and ground floor units hereby permitted, with the exception of disabled persons who are blue badge holders, shall apply to the Council for a parking permit or retain such a permit, and if such a permit is issued it shall be surrendered to the Council within seven days of written demand.

In order to ensure that the development does not harm the existing amenities of the occupiers of neighbouring residential properties by adding to the already high level of on-street car parking stress in the area, in accordance with Policies HO1,

HO11 and T4 of the Local Plan (2018) and Key Principle TR3 of the Planning Guidance Supplementary Planning Document (SPD) (2018).

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

In order that the prospective occupiers of the residential units concerned are made aware of the fact that they will not be entitled to an on-street car parking permit, in the interests of the proper management of parking, and to ensure that the development does not harm the existing amenities of the occupiers of neighbouring residential properties by adding to the already high level of on-street car parking stress in the area, in accordance with Policies HO1, HO11, T4 and T5 of the Local Plan (2018) and Key Principles TR3 and TR6 of the Planning Guidance Supplementary Planning Document (SPD) (2018).

- 11) Prior to the occupation of the development hereby approved, the crossover serving the site from Aldbourne Road will need to be reinstated to footway and the on-street parking bay must be extended. The applicant should wholly fund these physical works and changes to the Traffic Management Order. In order to ensure that reinstatement and changes in parking bays are properly conducted, all the works should be done by the Highways Maintenance Team who are part of Hammersmith and Fulham council.

To ensure that the development does not result in the loss of a parking space in the area, in accordance with Policy T4 of the Local Plan (2018).

- 12) The development shall not be used or occupied until the refuse storage areas, as shown on the approved drawing no. 301, have been installed, and thereafter be permanently retained.

To ensure adequate provision for refuse storage, in accordance with Local Plan (2018) Policy CC7.

- 13) 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).

- 14) 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).

- 15) 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).

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

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

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

- 19) Prior to occupation of the development, details of the Ultra-Low NOx Gas fired boilers to be provided for space heating and hot water, details must be submitted

to and agreed in writing by the Local Planning Authority. The Ultra Low NOx Gas fired boilers 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. The approved details shall be fully implemented prior to the occupation/use of the development and thereafter permanently retained and maintained.

To ensure that the amenity of occupiers of the development site and neighbouring occupiers are not adversely affected by poor air quality, in accordance with Policy CC10 of the Local Plan 2018.

- 20) Prior to commencement of the development, a Demolition and Construction Logistics Plan shall be submitted to and approved in writing by the Council. The plan shall be prepared in accordance with Transport for London (TfL) requirements and 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, in accordance with Policy T7 of the Local Plan (2018).

- 21) Prior to commencement of the development, a Demolition and Construction Management Plan shall be submitted to, and approved in writing by, the Council. Details shall include control measures for dust, noise, vibration, lighting, delivery locations, restriction of hours of work and all associated activities audible beyond the site boundary to 0800-1800hrs Mondays to Fridays and 0800-1300hrs on Saturdays, and at no time on Sundays or Bank Holidays. Advance notification shall be given to neighbours and other interested parties of proposed works and public display of contact details including accessible phone contact to persons responsible for the site works for the duration of the works. The approved details shall be implemented throughout the project period.

To ensure that demolition and construction works do not adversely impact 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 CC11 and CC13 of the Local Plan (2018).

- 22) No development shall commence until a scheme for temporary fencing and/or enclosure of the site where necessary has been submitted to and approved in writing by the Council, and such enclosure has been erected in accordance with the approved details and retained for the duration of the building works. No part of the temporary fencing and/or enclosure of the site shall be used for the display of advertisement hoardings.

To ensure that the site remains in a tidy condition during and after demolition works and during the construction phase and to prevent harms to the street scene and character and appearance of the surrounding area, in accordance with Policies DC1 and DC2 of the Local Plan 2018.

- 23) The development shall not be used or occupied until the cycle storage areas, as shown on the approved drawing no. 301, have been installed, and thereafter be permanently retained.

To ensure the suitable provision of cycle parking within the development to meet the needs of future site occupiers, in accordance with policies 6.9 and 6.13 of the London Plan (2016) and Policy T3 of the Local Plan (2018).

Justification for Approving the Application:

- 1) 1. Principle of Development: The land use of the application site would be acceptable. An appropriate housing mix would be provided and the additional units would contribute to the Council's housing target. The proposal is considered to be in accordance with Policies HO1 and HO4 of the Local Plan (2018).
2. Quality of Residential Accommodation: The accommodation to be provided is considered to be of high quality in terms of internal and external space, layout and design, having regard to the Mayor's Design Guidelines and London Plan (2016) Policies 3.5 and Table 3.3, together with Policy HO11 of the Local Plan (2018) and Key Principle HS2 of the SPD (2018).
3. Design: There is no objection to the demolition of the existing building, and the design of the replacement dwelling would retain the pattern of development and overall character of the surrounding area. The extensions and alterations would be acceptable in their visual appearance and the development is considered to comply with Local Plan (2018) Policies DC1 and DC2
4. Residential Amenity: The impact of the proposed development upon adjoining occupiers is considered to be acceptable. The proposal would not have an unduly detrimental impact on neighbouring residential amenity in terms of light, outlook or privacy and noise and disturbance. The proposal would be in accordance with Policy HO11 of the Local Plan (2018).
5. Highways: It is considered that the proposal 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 and future occupiers of the net new units would be prevented from obtaining on-street parking permits, to help prevent overspill of parking onto the local highways. Adequate provision for the storage and collection of refuse and recyclables would be provided. The development thereby accords with Local Plan (2018) Policies T1, T3, T4, T5, T7 and CC7.
6. Environment: The impact of the development with regards to land contamination, flood risk, and air quality are considered to be acceptable subject to the recommended conditions, in accordance with Local Plan (2018) Policies CC9, CC10, CC3 and CC4.

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

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

Application form received: 30th April 2018
Drawing Nos: see above

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

Consultation Comments:

Comments from:	Dated:
Thames Water - Development Control	14.06.18

Neighbour Comments:

Letters from:	Dated:
13 Sedgford Road London W12 0NA	11.07.18
14 Aldbourne Road London W12 0LN	06.07.18
24 Aldbourne road London W12 0LN	11.07.18
2 Aldbourne Road London W12 0LN	11.07.18
33 Aldbourne road u k London W12 0LW	12.07.18
46 Aldbourne Road London W12 0LN	10.07.18
8 Sedgford Road Shepherd's Bush W12 0ND	26.06.18
1 Sedgford Road London W12 0NA	25.06.18
5 Sedgford Road London W12 0NA	22.06.18
7 Aldbourne Road London W12 0LW	10.07.18
21 ALDBOURNE RD shepherds Bush London W12 0LW	13.07.18
2 Sedgford Road London W120ND	13.07.18
2 Sedgford Road London W12 0ND	13.07.18
NAG	13.07.18
NAG	13.07.18

1.0 BACKGROUND

1.1 The application site relates to 13 Aldbourne Road which is a two-storey end of terrace Edwardian single family dwelling. The property is situated on the north side of Aldbourne Road at the junction with Sedgford Road. To the rear of the site lies a small electricity substation and beyond that 2 Sedgford Road. The site is not located within a conservation area. The site is within Flood Zone Risk Zone 1.

1.2 The property has a single storey extension to the back addition and there is a shed type extension to the side of the property. The main house and the extensions are in poor condition.

1.3 Relevant Planning history:

2016/02733/FUL: Erection of a part one, part two storey plus-basement building for use as a three-bedroom single family dwelling house in the rear garden. Refused on appeal 17.01.2017. The main reasons for the dismissal were: design and scale, Overdevelopment of the site, Harmful impacts upon the amenities of neighbours including visual, loss of outlook, increased sense of enclosure and loss of daylight and sunlight, Lack of outside space of the 3-bedroom dwelling and the potential for noise and disturbance to neighbouring occupiers.

2016/03635/FUL; Erection of a rear roof extension, including French doors and a Juliet balcony; erection of a rear extension at second floor level, over part of the existing back addition; removal of part of the remaining pitched roof of the existing back addition at second floor level and formation of a recessed roof terrace; erection of a single storey side extension, following demolition of existing garage; demolition of existing lean-to extension to the rear of the back addition; and excavation of the front garden and part of the rear garden to form light wells, in connection with the creation of a new basement. Planning permission was refused on 05.10.2016. The grounds for refusal can be summarised as follows:

Flood risk, inappropriate design of the front lightwell, inappropriate design of the rear lightwell, excessive length of the back-addition roof extension and impact on neighbours, lack of an Arboricultural Impact Assessment, lack of construction logistics plan.

Following the above refusal of planning permission, in October 2016 the applicants sought pre-application advice from the Council.

2016/05564/FUL; Erection of a rear roof extension; erection of a rear extension at second floor level over part of the existing back addition; erection of a single storey extension to the side of the main building following the demolition of the existing garage and lean-to extension; excavation of the front and rear garden to form lightwells in connection with the creation of a new basement under than original house; erection of an external staircase from basement to ground floor level at the rear of the property; demolition and re-building of the front and side boundary walls including the installation of new gates to the side boundary wall; associated landscaping. Planning permission was refused on 04.07.2017. The grounds for refusal can be summarised as follows: Flood risk, outlook, the extension to the roof of the back addition was considered to be excessive in length.

2017/04222/FUL; Erection of a rear roof extension; erection of a rear extension at second floor level, over part of the existing back addition; erection of a single storey side extension following demolition of existing garage; demolition of existing lean-to extension to the rear back addition; excavation of the front and rear garden to form lightwells in connection with the creation of a new basement under the original house; erection of an external staircase from basement to ground floor level at the rear of the property; demolition and re-building of the front and side boundary walls including the installation of new gates to the side boundary wall; associated landscaping. Planning permission was granted at Committee on 11.01.2018.

1.4 The current application seeks planning permission for the Demolition of the existing dwelling house and erection a replacement part two part three storey plus basement

building. This would essentially provide the same development as previously approved, with the following changes:

- The new dwelling would provide 2 x 2 bedroom and 1 x 3 bedroom self-contained flats.
- The previously approved rear lightwell is to be increased by 4sqm, from 8sqm to 12sqm.
- The roof of the previously approved single storey ground floor side extension is to be used as a terrace for Flat 3, including the installation of a clear glass balustrade to 1m in height, with timber framed doors.
- The rear garden is proposed to be divided in to two, to provide amenity space for Flats 1 and 2.
- Bin store and cycle store, to accommodate four cycles, proposed to the front garden.
- Cycle store, to accommodate two cycles, proposed to the rear garden.

2.0 PUBLICITY AND CONSULTATION

2.1 The application was publicised by means of a site notice and press advertisement, together with individual notification letters sent to the occupiers of neighbouring properties.

2.2 In response to the original notification, a total of 15 objection comments have been received (from 2, 7, 14, 15, 18 (x2), 21, 24, 33 and 46 Aldbourne Road and Nos. 1, 2 (x2), 5, 8 and 13 Sedgeford Road). These objections can be summarised as follows:

- The basement may cause structural damage to neighbouring properties. (Officer Comment: The applicants have submitted a Construction Method Statement and Basement Impact Assessment which have been completed by a structural engineer which considers the scope of the works relating to the proposed new basement and its likely impact on the structural integrity of adjoining properties). Furthermore, structural matters are covered under Building Regulations together with provisions contained in the Party Wall Act and the latter is a private matter between the respective parties).

- The houses have shallow foundations, (Officers Comment: the applicant's structural engineer has taken this into consideration in the design /construction approach as described in the CMS).

- Flood risk to neighbouring properties and the electricity substation located at the rear of the site including from an underground stream. The Construction Management Statement and Basement Impact Assessment submitted in support of this application show that the applicants have checked with established industry sources to identify the location of the East Stamford Brook underground stream which is shown to follow Old Oak Road, however this is in excess of 60m away and extremely unlikely to have any effect on the development. (Officer Comment: The applicant has also checked with U.K. Power Network who have confirmed there are no records showing the sub-station has ever flooded).

- There is no precedent for basements in Sedgeford Road and Aldbourne Road. (Officer Comment: A basement has previously been granted permission at the application site under ref. 2017/04222/FUL, and No. 46 Aldbourne Road has had permission granted under ref. 2015/00578/FUL, for erection of a part one, part two storey plus basement single family dwelling house in the rear garden; associated landscaping, which has been implemented).

-Noise, dust, and vibrations during demolition and construction works (Officer Comment: These are not grounds to withhold planning permission). Furthermore, the Council can exercise separate public protection and safety controls in respect of the side effects of development (such as noise, dust, smoke and the accumulation of rubble and waste) under separate Pollution Control and Environmental Protection legislation).

-Traffic, highways, and pedestrian safety issues.

- The excessive scale of the extensions would have a harmful impact on the character and appearance of the property and the surrounding area.

- The extensions would be harmful to neighbour amenity including loss of outlook, daylight, and sunlight.

- The height of ground floor side extension is excessive

- The basement unit would not benefit from adequate levels of daylight

- The proposal to introduce three flats to the application site constitutes overdevelopment and would increase noise and disturbance to neighbouring properties and increase parking stress.

These matters are considered within the report.

3.0 RELEVANT PLANNING POLICIES

3.1 The development plan for the borough consists of the London Plan (2016) and the Hammersmith and Fulham Local Plan (2018). The National Planning Policy Framework (revised 2018) and the Council's Planning Guidance - Supplementary Planning Document (2018) are also material considerations. The key policies are given below:

LONDON PLAN (2016)

Policy 3.3 Increasing housing supply

Policy 3.5 Quality and design of housing developments

Policy 7.1 Lifetime neighbourhoods

Policy 7.4 Local character

Policy 7.6 Architecture

HAMMERSMITH & FULHAM LOCAL PLAN (2018)

HO1 Housing supply

HO4 Housing quality and density

HO11 Detailed residential standards

DC1 Built environment

DC2 Design of new build

DC11 Basements and lightwells

CC3 Minimising flood risk and reducing water use

CC4 Surface water drainage systems

CC7 On-site waste management

CC9 Contaminated land

CC10 Air quality

T1 Transport

T3 Promoting opportunities for cycling and walking

T4 Vehicle parking standards
T7 Construction and demolition logistics

4.0 PLANNING CONSIDERATIONS

4.1 The relevant planning considerations are:

- Principle of development in land use terms;
- Quality of residential accommodation;
- Demolition of the existing building and design of the new building;
- Impact on neighbouring amenity levels;
- Highways and transportation;
- Flood risk.

PRINCIPLE OF DEVELOPMENT

Housing Supply

4.2 The National Planning Policy Framework 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 B states that an annual average of 42,389 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 three units (or two additional units above existing), will contribute to these targets.

4.3 The provision of 2 additional units within the proposed development would contribute toward the abovementioned targets. As such, the proposed development is considered acceptable and in accordance with Policy HO1 of the Local Plan (2018) subject to the proposals according with other relevant provisions of the adopted Development Plan and other material planning considerations raised.

Housing Mix

4.4 Policy HO4 of the Local Plan (2018) encourages a mix of accommodation. The proposal comprises the creation of 2 x two bedroom and 1 x three bedroom self-contained units which would represent an adequate mix of units.

QUALITY OF RESIDENTIAL ACCOMMODATION

4.5 Policy HO11 of the Local Plan (2018) states that the council will ensure that the design and quality of all new housing, including conversions, 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. Key Principle HS2 of the SPD states all proposals which result in new living space should adhere to London Plan internal space standards. The space standard for a 2 bedroom, 4 person unit over 1 storey is 70sqm, with the standard for a 3 bedroom, 5 person unit over 2 storeys being 93sqm.

4.6 The proposed plans demonstrate that the two bedroom basement unit (Flat 1) would measure 70sqm, the two bedroom ground floor unit (Flat 2) would measure 76sqm and the three bedroom first and second floor unit (Flat 3) would measure 125sqm. All three

would meet the space standards for individual rooms as outlined by the nationally described space standards. The rear garden is proposed to be divided in to two for Flats 1 and 2, with Flat 3 having access to a roof terrace at first floor level.

4.7 Flat 1 would be entirely confined to basement level, with the main bedroom located towards the front of the property. The bedroom would have access to a south facing lightwell, therefore it would have adequate access to daylight/sunlight, and although outlook from the bedroom would be fairly constrained, bedrooms are less sensitive to a lack of outlook. The living/kitchen area and second bedroom would face on to a sunken courtyard measuring 12sqm, and this is considered to provide a satisfactory standard of accommodation to the basement flat. Flats 2 and 3 would have adequate access to daylight and outlook and would provide an acceptable standard of accommodation for future occupiers.

4.8 Policy 3.5 of the London Plan also states that minimum ceiling heights of at least 2.3m to 75% of the unit should also be provided (although 2.5m is recommended). Flat 1 has a floor to ceiling height of 2.7m, the ceiling height is 2.85m to Flat 2, and Flat 3 has a ceiling height of 2.5m at first floor level and 2.4m at second floor level. In each instance, the proposal is compliant.

4.9 Local Plan Policies HO11 and CC11 are aimed at ensuring that residents of future housing are not unduly affected by noise and disturbance from adjoining sites or the wider setting. SPD Noise Key Principle NN3 concerning the sound insulation between dwellings states that "...careful consideration should be given to stacking and layout of rooms in relation to adjoining walls/floors/ceilings." The application proposes the development of three flats immediately adjacent to and on top of one another. Following review by the Council's Environmental Protection team, no objection is raised to the scheme subject to a recommended condition securing enhanced sound insulation measures of at least 5dB above the Building Regulations value of the floor/ceiling/wall structures separating different types of rooms. Subject to such a condition, it is considered that the proposed development would provide a satisfactory quality of residential accommodation for future occupiers

DEMOLITION AND DESIGN OF NEW BUILDING

Demolition of the existing building

4.10 It is proposed to demolish the existing building, and construct a new dwelling which will have an identical design and envelope to the proposal approved under ref. 2017/04222/FUL, for the exception of the alterations as outlined within Section 1.4 of the report.

4.11 The applicant has stated that the demolition and rebuilding of the existing dwelling will enable a significantly higher build quality to be achieved with improved thermal and acoustic separation between the units, when compared to the approved proposal which retains the existing building.

4.12 The existing dwelling has no heritage significance and therefore there is no objection to the demolition and rebuild of the existing dwelling. The drawings show that the replacement house would match the original house in its detail and materials to complement the original terrace. A pebble dash finish would feature at first floor level, with timber framed windows with a casement opening style, with stucco window

surrounds and string course. A facsimile house will retain the pattern of development and overall character of the area and as such would be acceptable.

New building

4.13 In addition to London Plan (2016) policies 7.1, 7.4 and 7.6, the Council's relevant local policies concerning the design of the proposed development include Local Plan Policies DC1 (Built Environment) and DC2 (Design of New Build).

4.14 It is noted that, upon the existing dwelling, planning permission has been granted under 2017/04222/FUL for the erection of a rear roof extension, a rear extension at second floor level over part of the back addition, a single storey extension to the side of the main building, the excavation of the front and rear garden to form lightwells in connection with the creation of a new basement and re-building of the front and side boundary walls, including the installation of new gates to the site boundary, and associated landscaping. These elements of the proposal were already considered as being acceptable in this location under the previous planning approval. Therefore, the following assessment will relate to the alterations to the previous permission.

First floor roof terrace

4.15 It is proposed to use the roof of the previously approved single storey side extension as a roof terrace for Flat 3. In connection with the formation of a terrace, it is proposed to erect a glazed balustrade to 1m in height, with two timber framed doors created in the flank wall to access the terrace. As the property is located at the end of terrace, this alteration would be highly visible within the streetscene, however the balustrade is set back 500mm from the front elevation of the property and would appear as a subservient addition to the property. The doors would be appropriately sited and proportioned so as to not have a detrimental impact on the character and appearance of the surrounding area.

Rear lightwell

4.16 It is proposed to increase the size of the previously approved rear lightwell by approximately 4sqm to 12sqm, in order to increase the levels of light and outlook to the self-contained basement flat. The size of the rear lightwell previously refused was approximately 19sqm, and considerably larger than the rear lightwell proposed as part of the current application. The rear lightwell would not be visible from public vantage points and the size of the lightwell would not have a detrimental impact on the rebuilt dwelling or the surrounding area.

IMPACT ON NEIGHBOURS

Daylight/sunlight and outlook

4.17 It is not considered that the proposal would have any further impact on neighbouring properties in terms of loss of daylight/sunlight or outlook than the previously approved planning application ref. 2017/04222/FUL.

Privacy and noise/disturbance

4.18 Key Principle HS8 relates to balconies and terraces and states that "i) planning 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.

If this standard cannot be met, sensitively designed screening may be acceptable, following an assessment of its impact upon neighbouring amenity.

ii) Balconies and terraces should be designed to receive reasonable levels of sunlight and daylight".

Supporting paragraph states that the Council may seek for balconies and terraces to be no bigger than 15sqm to reduce noise and disturbance.

4.19 The proposed terrace would be located towards Sedgeford Road, and would be set 17m away from No. 11 Aldbourne Road and 24m from the boundary shared with No. 2 Sedgeford Road. Taking in to account the considerable separation distances, it is not considered that the proposal would lead to a loss of privacy to the occupiers of these properties.

4.20 The proposed terrace would be 14sqm, and although the use of the terrace has the potential to increase noise and disturbance to neighbouring properties, particularly during the summer months, the compact size of the terrace would not allow for large gatherings of people, therefore it is not considered that the terrace would lead to a significant increase in noise and disturbance to neighbouring properties to the extent that would warrant as a reason for refusal.

4.21 The application site would remain in a domestic use, therefore the use of the application site as three flats is not considered to have a detrimental impact on neighbouring properties in terms of an increase in noise and disturbance.

FLOOD RISK

4.22 The site is in the Environment Agency's Flood Zone 1, so flood risk from the River Thames is low. The proposals include new basement and ground floor construction as part of the development to provide a new building with 3 flats on the site. Potentially the development could be at risk of flooding from other sources such as sewers, groundwater and surface water.

4.23 Flood risk issues have been covered in the Construction Method Statement (CMS), Basement Impact Assessment (BIA) and Design and Access Statement (D&A).

4.24 In relation to the possibility of an underground watercourse impacting on the site, the CMS and BIA confirm that this is in excess of 60m from the site (approximately 110m away) and is understood to have been diverted, covered and converted into a sewer. As such it is judged to be extremely unlikely to have an effect on the proposals. The DAS outlines additional proposed mitigation measures which include soft landscaping and permeable surfacing to help attenuate surface water run-off and also

the installation of a non-return valve in the basement to help protect against sewer surcharge flooding. The documents have been reviewed by the Council's Environment Policy Team and the mitigation measures outlined in the submitted reports are considered to be appropriate for the site and address the concerns previously raised. In this regard, the proposal is considered to be acceptable. Conditions have been included to ensure that all the mitigation measures are carried out in accordance with the supporting reports.

4.25 The application has been reviewed and commented on by Thames Water who raised no objections but did make recommendations in relation to including a non-return valve and this is covered by condition.

HIGHWAYS

Car parking

4.26 No off street car parking is proposed, the site has a PTAL of 3 using Transport for London's methodology, indicating that it has moderate public transport accessibility. In order to ensure that the development does not harm the existing amenities of the occupiers of neighbouring residential properties by adding to the already high level of on-street car parking stress in the area, in accordance with Local Plan Policy T4 and Key Principle TR3, the additional two units to the application site will be conditioned to be parking permit free

Cycle parking

4.27 In accordance with Policy T3, Appendix 8 and the London Plan, a minimum of six cycle parking spaces should be provided. Four cycle parking spaces would be located in a store to the front garden, with a further two cycles located in a store in the rear garden. The cycle parking provision would be sheltered and would be conveniently accessed; therefore, the proposal is acceptable in this regard.

Construction/demolition logistics

4.28 A draft Construction Logistics Plan has been submitted, however details have not been provided regarding where construction materials and plants will be stored, and how vehicles will be managed during the construction stage. The applicant has not appointed a contractor at this stage and it is recommended that these details and those of a demolition logistics plan be secured by way of condition.

Refuse

4.29 Local Plan Policy CC7 states that new developments should aim to minimise waste and should provide convenient facilities for future occupiers. Two bin stores are provided to the front garden, which would provide adequate refuse provision for the development.

NOISE POLLUTION AND DUST CONTROL MEASURES

4.30 Details have been submitted outlining the measures for controlling noise pollution and dust during the construction works. The details have been reviewed by the Council's Environmental Protection Team and no objections have been raised in this

regard. The measures outlined are recommended to be secured by condition with the inclusion of informatives.

LAND CONTAMINATION

4.31 The Land Contamination Team have reviewed the proposal and recommend conditions and an informative which have been included.

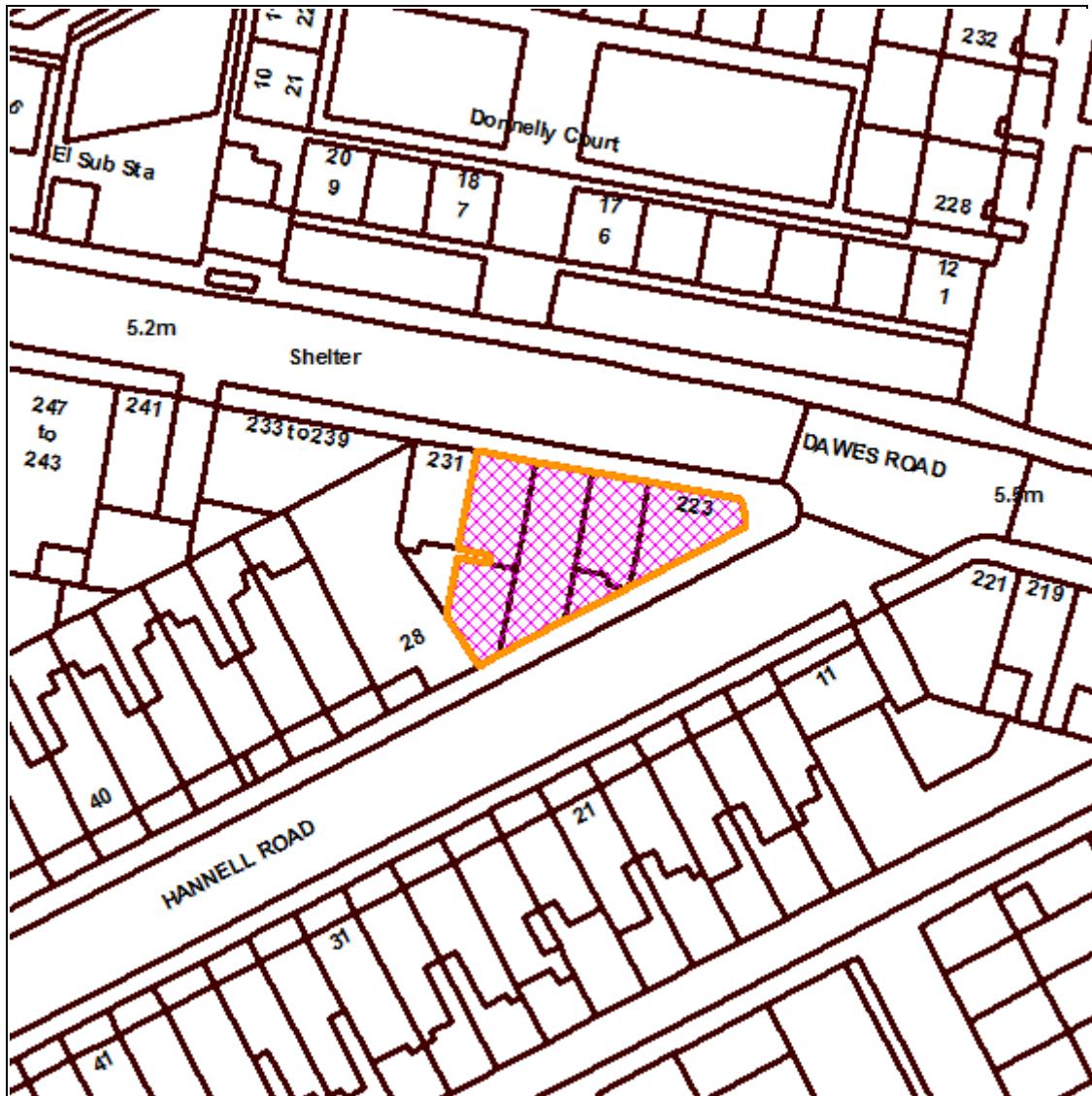
5.0 RECOMMENDATION

5.1 Approve subject to conditions.

Ward: Munster

Site Address:

223 - 229 Dawes Road London SW6 7RD



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For identification purposes only - do not scale.

Reg. No:
2018/01856/FUL

Case Officer:
Marina Lai

Date Valid:
05.06.2018

Conservation Area:

Committee Date:
09.10.2018

Applicant:

GM London
1-3 Wimbledon Business Centre London

Description:

Demolition of existing building and erection of a part three, part four storey building plus basement extensions to provide 9 x residential units and 334sqm of commercial floorspace (Class B1) at basement and ground floor levels with associated cycle and refuse storage at ground floor; formation of roof terraces at third floor level.

Drg Nos: 208(05) 001 Rev.C; 002 Rev.A; 208(10) 002 Rev.B; 003 Rev.D;(11) 001 Rev.D; 002 Rev.D; 003 Rev.B; (12) 001 Rev.C;002 Rev.D; 003 Rev.C; 005 Rev.A;

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 hereby permitted shall be erected in complete accordance with the following submitted drawings hereby approved:

208(05) 001 Rev.C; 002 Rev.A; 208(10) 002 Rev.B; 003 Rev.D; (11) 001 Rev.D; 002 Rev.D; 003 Rev.B; (12) 001 Rev.C; 002 Rev.D; 003 Rev.C; 005 Rev.A;

To ensure full compliance with the planning application hereby approved and to prevent harm arising through deviations from the approved plans, in accordance with Policies DC1, DC2, and DC4 of the Local Plan 2018.

- 3) Prior to commencement of the development hereby approved, a Demolition Management Plan (DMP) and a Demolition Logistics Plan (DLP) 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.

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 CC11 and CC13 of the Local Plan 2018.

- 4) The development hereby permitted shall not commence (save for demolition and site clearance works) until a Construction Management Plan (CMP) and a detailed Construction Logistics Plan (CLP) have been submitted to and approved in writing by the Local Planning Authority. These shall include details of the proposed control measures and monitoring for noise, vibration, lighting, a dust management plan in accordance with the Mayor's SPG, delivery locations, restriction of hours of work and all associated activities audible beyond the site boundary to 0800-1800hrs Mondays to Fridays and 0800-1300hrs on Saturdays, advance notification to neighbours and other interested parties of proposed works and public display of contact details including accessible phone contact to persons responsible for the site works for the duration of the works. The details shall also include the numbers, size and routes of construction vehicles, any vehicle holding areas and access arrangements, delivery locations on the site, details of a Low Emission Vehicle Strategy, provisions within the site to ensure that all vehicles associated with the construction works are properly washed and cleaned to prevent the passage of mud and dirt onto the highway, and other matters relating to traffic management to be agreed. The Construction Management Plan and detailed Construction Logistics Plan shall be implemented in accordance with the approved details throughout the relevant project period.

To minimise the impacts of construction-related vehicle movements and facilitate sustainable construction travel to the site in accordance with policies T1 and T6 of the Local Plan 2018.

- 5) Prior to any works at ground floor and above (save for demolition and site clearance), details of all new external materials (including samples where considered appropriate by the Council) to be used in the development including brickwork, stone and metal cladding, windows, balustrades and roofing materials shall be submitted to, and approved in writing by, the Council. The development shall be carried out in accordance with the approved details; and permanently retained as such.

To ensure a satisfactory external appearance and to prevent harm to the street scene and public realm, to preserve the character and appearance of the area; and the setting and special architectural and historic interest of the locally listed building in accordance with policies 7.1, 7.6 and 7.9 of the London Plan (2016) and Policies DC1, DC2, and DC4 of the Local Plan 2018.

- 6) Prior to any works at ground floor and above (save for demolition and site clearance works), detailed drawings at a scale of no less than 1:20 of all typical bays including windows, doors, entrances and gates, shall be submitted to and approved in writing by the Council and the development shall be carried out in accordance with such details as have been approved.

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

- 7) Prior to any works at ground floor and above, full details of the means by which wheelchair access is provided to the building and dwellings, shall be submitted to and approved in writing by the Council. Such details as approved shall be carried out prior to any use or occupation of the buildings or open spaces and thereafter permanently retained.

To ensure a satisfactory provision for dwellings, meeting the needs of people with disabilities, in accordance with the Policy 3.8 and 4.5 of the London Plan 2011, and Policies DC4 of the Local Plan 2018.

- 8) No plumbing, extract flues or pipes other than rainwater pipes shall be fixed on the front elevations of the building(s) hereby approved.

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

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

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

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

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

- 11) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 as amended (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.

To ensure that the Council can fully consider the effect of telecommunications equipment upon the appearance of the buildings in accordance with Policies DC1, DC2, and DC4 of the Local Plan 2018.

- 12) No advertisements shall be displayed on the development hereby approved without details of the advertisements having first been submitted to and approved in writing by the Council.

In order that any advertisements displayed on the building are assessed in the context of an overall strategy, to ensure a satisfactory external appearance and to preserve the integrity of the design of the building, in accordance with Policies DC1, DC2, DC4 and DC9 of the Local Plan 2018.

- 13) The glass installed for the commercial frontage on Dawes Road shall be clear and shall be permanently retained and not obscured in any way.

To ensure a satisfactory external appearance, in accordance with Policies DC1, DC2, DC4 and DC9 of the Local Plan 2018.

- 14) No external roller shutters shall be attached to the commercial frontages to the Dawes Road Elevation.

To ensure a satisfactory external appearance, in accordance with Policies DC1, DC2, DC4 and DC9 of the Local Plan 2018.

- 15) Prior to any works at ground floor and above, details of the proposed measures to ensure that the development achieves "secured by design" status shall be submitted to and approved in writing by the Council. No part of the development thereby effected shall be used or occupied prior to the implementation of the approved details and thereafter be permanently retained.

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 (2011) and policies DC1 and DC2 of the Local Plan 2018.

- 16) Prior to any works at ground floor and above, details shall be submitted to and approved in writing by the Council, of an enhanced sound insulation value $D_{nT,w}$ and $L'_{nT,w}$ of at least 5dB above the Building Regulations value, for the floor/ceiling /wall structures separating different types of rooms/ uses in adjoining dwellings, namely eg. living room and kitchen above bedroom of separate dwelling. 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 is not adversely affected by noise, in accordance with Policies CC11 and cc13 of the Local Plan (2018).

- 17) Prior to any works at ground floor and above, details shall be submitted to and approved in writing by the Council, of the sound insulation of the floor/ ceiling/ walls separating the commercial part(s) of the premises from dwellings. Details shall demonstrate that the sound insulation value $D_{nT,w}$ is enhanced by at least 10-15dB above the Building Regulations value and, where necessary, additional mitigation measures are implemented to contain commercial noise within the commercial premises and to achieve the criteria of BS8233:2014 within the dwellings/ noise sensitive premises. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

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

- 18) The use of the premises on the basement and ground floor levels, with the exception of the ground floor flat, shall not be permitted during the hours of 20:00 and 08:00 hours Mondays to Saturday, 18:00 and 08:00 hours on Sundays and Public/Bank Holidays].

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 Policies CC11 and CC13 of the Local Plan (2018).

- 19) The development hereby permitted shall not be occupied until the rear windows of Flats 2, 4, 5 and 7 at first and second floor levels, as indicated on the approved drawing (No. 208(10) 003 Rev.D) have been installed with obscure glazing to a height of 1.7 metres from the internal floor level, samples of which shall have been submitted to and approved in writing by the Council prior to any development on site. The obscured windows hereby permitted shall be non-openable. Thereafter the obscured windows and screening shall be retained in the form approved.

To mitigate the harm to the residential amenities of future occupiers as a result of overlooking and loss of privacy, contrary to Policy DC1, HO11 and DC4 of the Local Plan (2018).

- 20) No part of the flat roof areas provided by the development hereby approved, with an exception of the roof terrace to Flat 9, shall be used as a terrace or other accessible amenity space. No walls, fences, railings or other means of enclosure other than those shown on the approved drawings shall be erected around the roofs, and no alterations shall be carried out to the approved building to form access onto these roofs.

To ensure a satisfactory external appearance and so that the use of the buildings does not harm the amenities of the existing neighbouring residential properties and future residential occupiers of the development due to overlooking, loss of privacy and noise and disturbance, in accordance with Policies DC1, DC2 and HO11 of the Local Plan 2018.

- 21) No part of the development hereby approved shall be occupied prior to the provision of the cycle storage for the development hereby approved, as indicated on the approved drawing no. 208(10)002 Rev.B and such storage facilities shall be permanently retained thereafter in accordance with the approved details.

To promote alternative, sustainable forms of transport, in accordance with Policy 6.9 and Table 6.3 of the London Plan (2016), and Policy T3 of the Local Plan 2018.

- 22) No part of the development hereby approved shall be occupied prior to the provision of the refuse storage enclosures, as indicated on the approved drawing 208(10) 002 Rev.B.

To ensure that the use does not give rise to smell nuisance and to prevent harm to the street scene arising from the appearance of accumulated rubbish, in accordance with Policies DC8, CC6 and CC7 of the Local Plan 2018.

- 23) The development shall be implemented in accordance with the recommended flood mitigation measures in the Flood Risk Assessment and revised Sustainable Drainage Strategy hereby approved by the local planning authority. In line with advice from Thames Water, a non-return valve or other suitable device shall be installed to avoid the risk of the sewerage network surcharging wastewater to

basement/ground level during storm conditions. The recommended mitigation measures shall be permanently retained thereafter.

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 of the London Plan (2016), and Policy CC3 of the Local Plan 2018

- 24) The development hereby permitted shall not be occupied before implementation of the energy efficiency, low carbon and renewable energy measures detailed in the submitted Energy Strategy and Sustainability Assessment. All details shall be implemented prior to occupation/use of the development hereby permitted, and thereafter be permanently retained.

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

- 25) The development hereby permitted shall not be occupied before implementation of the sustainable design and construction measures detailed in the submitted Sustainability and Energy Statement. All details shall be implemented prior to occupation/use of the development hereby permitted, and thereafter be permanently retained.

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

- 26) Prior to the commencement of the Demolition and Construction phases of the development, an Air Quality Dust Management Plan (AQDMP) shall be submitted to and approved in writing by the Local Planning Authority. The AQDMP must include an Air Quality Dust Risk Assessment (AQDRA) that considers sensitive receptors on-site and off-site of the development and is undertaken in compliance with the methodology contained within Chapter 4 of the Mayor of London 'The Control of Dust and Emissions during Construction and Demolition', SPG, July 2014 and the identified measures recommended for inclusion into the AQDMP. The AQDMP submitted must comply with the Mayor's SPG and should include: Inventory and Timetable of dust generating activities during demolition and construction; Site Specific Dust mitigation and Emission control measures in the table format as contained within Appendix 7 of Mayor's SPG including for on-road and off-road construction traffic; Detailed list of Non-Road Mobile Machinery (NRMM) used on the site. The NRMM should meet as minimum the Stage 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>; Ultra Low Emission Vehicle Strategy (ULEVS) for the use of on-road Ultra Low Emission Vehicles in accordance with the emission hierarchy (1) Electric (2) Hybrid (Electric-Petrol) (3) Petrol, (4) Hybrid (Electric-Diesel) (5) Diesel (Euro VI HGV); Details of Air quality monitoring of

PM10 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 comply with the requirements of the NPPF (2012), Policies 7.14a-c of the London Plan (2016), and Policy CC10 of the Local Plan 2018.

- 27) Prior to occupation of the development a Low Emission Strategy for the operational phase shall be submitted to and approved in writing by the Council. 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 via a Ultra Low Emission Vehicle Plan (ULEVP) e.g. use of on-road Ultra Low Emission Vehicles in accordance with the emissions hierarchy (1) Electric Vehicle (Zero emission), (2) Hybrid (non-plug in) Electric Vehicle (HEV), (3) Plug-in Hybrid Electric Vehicle (PHEV), (4) Alternative Fuel e.g. CNG, LPG, (5) Petrol (6) Diesel (Euro 6-HGV) 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. Approved details shall be fully implemented prior to the occupation/use of the development and thereafter permanently retained and maintained.

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

- 28) Prior to occupation of the development, details of the Ultra Low Nox Gas fired boilers to be provided for space heating and hot water must be submitted to and agreed in writing by the council. The Ultra Low NOx Gas fired boilers. 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. The approved details shall be fully implemented prior to the occupation/use of the residential development and thereafter permanently retained and maintained.

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

- 29) Prior to any works at ground floor and above (excluding site clearance, demolition and basement works) a report for B1, and C3 use shall be submitted to and approved in writing by the Council. The report shall demonstrate that these uses avoid areas of exceedance above the annual mean objective APEC-B (38ug/m-3) criteria for NO2 and include the following information:

- a) Details of the air intake locations for B1 and C3 use at roof level on the rear elevations
- b) Design details and locations of windows of all habitable rooms (Bedrooms and Living Rooms) for C3 use
- c) Details of the independently tested mechanical ventilation system with NO_x, PM_{2.5}, PM₁₀ filtration for B1 and C3 use. The NO₂ filtration system shall have a minimum efficiency of 90% in the removal of Nitrogen Oxides/Dioxides, PM_{2.5} and PM₁₀ in accordance with BS EN ISO 10121-1:2014 and BS EN ISO 16890:2016.

The whole system shall be designed to prevent summer overheating and minimise energy usage. 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 prior to the occupation/use of the development and thereafter permanently retained and maintained.

To comply with the requirements of the NPPF (2012), Policies 7.14a-c of the London Plan (2016), Policy CC10 of the Local Plan 2018.

- 30) No development shall commence until a preliminary risk assessment report, regarding with land contamination, 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; and a statement of whether a site investigation is necessary to address these potentially unacceptable risks. All works must be carried out in compliance with the approved details and by a competent person who conforms to CLR 11: Model Procedures for the Management of Land Contamination (Defra 2004) or the current UK requirements for sampling and testing.

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

- 31) No development shall commence until a site investigation scheme, if a site investigation is to be required under the approved preliminary risk assessment, is submitted to and approved in writing by the 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. The site investigation should then progress in accordance with the agreed site investigation scheme. All works must be carried

out in compliance with the approved details and by a competent person who conforms to CLR 11: Model Procedures for the Management of Land Contamination (Defra 2004) or the current UK requirements for sampling.

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

- 32) 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 the site investigation undertaken in compliance with the approved site investigation scheme if required by the approved preliminary risk assessment a quantitative risk assessment report is submitted to and approved in writing by the 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 approved preliminary risk assessment based on the information gathered through the approved site investigation to confirm the existence of any remaining pollutant linkages which would require the submission of a remediation method statement and determine the remaining risks posed by any contamination to human health, controlled waters and the wider environment. All works must be carried out in compliance with the approved details and by a competent person who conforms to CLR 11: Model Procedures for the Management of Land contamination (Defra 2004) or the current UK requirements for sampling and testing.

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

- 33) 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, if deemed to be required in the approved quantitative risk assessment, 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. This statement will also include a plan to verify that the required remediation works are undertaken in line with the remediation method statement which will be compiled into a verification report. The remediation should then progress in accordance with the agreed remediation method statement. All works must be carried out in compliance with the approved details and by a competent person who conforms to CLR 11: Model Procedures for the Management of Land Contamination (Defra 2004) or the current UK requirements for sampling and testing.

Potentially contaminative land uses (past or present) are understood to occur at, or near to, this site. The condition is required to ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during

and following the development works, and in accordance with policy 5.21 of the London Plan (2016), and Policy CC9 of the Local Plan 2018.

- 34) 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 if required by the approved quantitative risk assessment, and a verification report confirming these works has been submitted to, and approved in writing, by the 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 appropriate waste Duty of Care documentation and the validation of gas membrane placement. If, during development, contamination not previously identified is found to be present at the site, the 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 method statement to be submitted and approved by the Council and verification of these works included in the verification report. All works must be carried out in compliance with the approved details and by a competent person who conforms to CLR 11: Model Procedures for the Management of Land Contamination (Defra 2004) or the current UK requirements for sampling and testing.

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

- 35) 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 setting out where further monitoring is required past the completion of development works (as identified in the approved site investigation scheme or the approved remediation statement or the approved verification report) to verify the success of the remediation undertaken. If required, a verification report of these monitoring works shall then be submitted to and approved in writing by the Council when it may be demonstrated that no residual adverse risks exist. All works must be carried out in compliance with the approved details and by a competent person who conforms to CLR 11: Model Procedures for the Management of Land Contamination (Defra 2004) or the current UK requirements for sampling and testing.

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

- 36) Prior to occupation of the commercial units, a Delivery and Servicing 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 area and quiet loading/unloading measures. The measures/scheme shall be implemented in accordance with the approved details prior to occupation of the development hereby permitted, and thereafter permanently complied with and maintained in line with the agreed plan.

To ensure that the resulting servicing arrangements are satisfactory in terms of their impact on highway safety and the free-flow of traffic in accordance with policies T1 and T6 of the Local Plan 2018.

- 37) Prior to commencement of development (excluding site clearance and demolition) details for construction of a green infrastructure (including details of planting species and maintenance) shall be submitted to and approved by the local planning authority. The green infrastructure shall be constructed and planted up in full accordance with the approved details within the first available planting season following completion of buildings. Any plants which die, are removed, become seriously damaged and diseased within a period of five years from completion of these buildings shall be replaced in the next planting season with others of similar size and species. Approved details shall be fully implemented prior to the occupation/use of the development and thereafter permanently retained and maintained.

In order that the Council may be satisfied as to the details of the development in the interests of visual amenity of the area in accordance with policy OS5 of the Local Plan 2018.

- 38) The development shall not commence (excluding works of site clearance and demolition of existing building), until details of any proposed external artificial lighting, including security lights have been submitted to and approved in writing by the Local Planning Authority and no occupation shall take place until the lighting has been installed in full accordance with the approved details. Such details shall include the number, exact location, height, design and appearance of the lights, together with data concerning the levels of illumination and light spillage and the specific measures, having regard to the recommendations of the Institution of Lighting Engineers in the `Guidance Notes for The Reduction of Light Pollution 2011 (or relevant guidance) to ensure that any lighting proposed does not harm the existing amenities of the occupiers of neighbouring properties. No part of the development shall be used or occupied until any external lighting provided has been installed in accordance with the approved details and shall thereafter be permanently retained in this form.

To ensure that lighting does not adversely affect the amenity of occupiers of the development site/surrounding premises and natural habitat, in accordance with policies 5.11, 7.3 and 7.13 of the London Plan (2016), and policy CC12 of the Local Plan 2018.

- 39) The proposed rear windows of flat 4, flat 2, flat 5, flat 7 on the first and second floors, as indicated at drawing No: 208(10) 003 Rev.B, shall be designed to be non-opening or top opening only and glazed with obscure glass to a height of 1.7m from the floor level, a sample of which shall be submitted to and approved in

writing by the Council before development commences. The dwellings shall not be occupied until the obscure glazing as approved has been installed as approved and the windows shall be permanently retained in this form.

Such a use would be harmful to the existing residential amenities of neighbouring occupiers as a result of overlooking and loss of privacy, contrary to Policy DC1, HO11 and DC4 of the Local Plan (2018).

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

In order that the Council can update its records to ensure that parking permits are not issued to the occupiers of the new flats hereby approved, with an exception of the family unit (flat 9), and thus ensure that the development does not harm the existing amenities of the occupiers of neighbouring residential properties by adding to the already high level of on-street car parking stress in the area, in accordance with Policies HO1, HO11, T1 and T4 of the Local Plan (2018) and Key Principle TR3 of the Planning Guidance Supplementary Planning Document (SPD) (2018).

- 41) No occupier of the two-bed and one-bed flats hereby permitted, with the exception of disabled persons who are blue badge holders, shall apply to the Council for a parking permit or retain such a permit, and if such a permit is issued it shall be surrendered to the Council within seven days of written demand.

In order to ensure that the development does not harm the existing amenities of the occupiers of neighbouring residential properties by adding to the already high level of on-street car parking stress in the area, in accordance with Policies HO1, HO11 and T4 of the Local Plan (2018) and Key Principle TR3 of the Planning Guidance Supplementary Planning Document (SPD) (2018).

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

In order that the prospective occupiers of the residential unit concerned are made aware of the fact that they will not be entitled to an on-street car parking permit, in the interests of the proper management of parking, and to ensure that the development does not harm the existing amenities of the occupiers of neighbouring residential properties by adding to the already high level of on-street car parking stress in the area, in accordance with Policies HO1, HO11, T4 and T5 of the Local Plan (2018) and Key Principles TR3 and TR6 of the Planning Guidance Supplementary Planning Document (SPD) (2018).

- 43) The dropped kerb serving the site from Hannell Road shall be reinstated to footway and the on-street parking bay must be extended.

To ensure that the development does not result in loss of on street parking space in the area, in accordance with Policy T4 of the Local Plan (2018).

- 44) The use of the terrace at third floor in connection with the three-bed family unit shall not commence until it has been enclosed on all sides by the erection of a privacy screen of a height of 1.7 metres above the finished floor level of the terrace and the obscured glazing forming the privacy screen. Details of the proposed glazing shall be submitted for approval and once installed shall be permanently retained as such thereafter unless agreed in writing by the Council.

In order to ensure that the glazing would not result in overlooking and any subsequent loss of privacy, in accordance with Policies DC4 and HO11 of the Local Plan (2018) and Key Principle HS8 of the Planning Guidance Supplementary Planning Document (2018).

Justification for Approving the Application:

1. Change of Use: It is considered that the proposed change of land use is acceptable. The loss of part of the existing Class B1 floorspace and creation of a Class B1 premises are acceptable and in accordance with the NPPF (2018), Policies 4.2 and 4.3 of the London Plan (2016), and Local Plan Policy Policy E1 and E2.

2. Design: The proposed development would be a high-quality development which would make a positive contribution to the urban environment in this part of the Borough. The proposed development would be compatible with the scale and character of existing development and surrounding. The development would therefore be acceptable in accordance with the NPPF (2018), 7.1, 7.2, 7.3, 7.4, 7.5, 7.6 and 7.8 of the London Plan (2016) and Local Plan 2018 Policies Policies DC1, DC2 and DC4.

3. Residential Amenity and Impact on Neighbouring Properties: The impact of the proposed development upon adjoining occupiers is considered acceptable with no significant worsening of noise, overlooking, loss of sunlight or daylight or outlook to cause undue detriment to the amenities of neighbours. In this regard, the development would respect the principles of good neighbourliness. The development would therefore be acceptable in accordance with Policies HO11 and DC2 of the Local Plan 2018, and Key Principles HS7 and 8 of the Planning Guidance Supplementary Planning Document (2018).

4. Safety and Access: The development would provide a safe and secure environment for all users in accordance with London Plan (2016) Policy 7.3 and Policy DC1 Local Plan 2013 (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), and Policies DC1, DC4 and HO6 of the Local Plan 2018.

5. Transport: There would be no significant adverse impact on traffic generation and the scheme would not result in congestion of the road network. Conditions will secure a parking permit free development on site and adequate provision of cycle and refuse storage. The development would therefore be acceptable in accordance with the NPPF (2018), Policies 6.1, 6.3, 6.9, 6.10, 6.11, 6.13 of the London Plan (2016), and Local Plan 2018 policies T2, T3, T4, T5 and T7.

6. Flood Risk: A Flood Risk Assessment (FRA) has been submitted and has considered risks of flooding to the site and adequate preventative measures have been identified. Implementation of the submitted details will be secured by condition. In this respect the proposal is therefore in accordance with the NPPF (2018), Policies 5.11, 5.12, 5.13, 5.14 and 5.15 of the London Plan (2016), and policies CC3 and CC4 in the Local Plan 2018.

7. Land Contamination: Conditions will ensure that the site would be remediated to an appropriate level for the sensitive residential and open space uses. The proposed development therefore accords with Policy 5.21 of the London Plan (2016), and policy CC9 in the Local Plan 2018.

8. Air Quality: Subject to additional air quality, mechanical ventilation and fresh air intake details, 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 Andrew Marshall (Ext: 4841):

Application form received: 4th June 2018
Drawing Nos: see above

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

Consultation Comments:

Comments from:
Thames Water - Development Control

Dated:
14.06.18

Neighbour Comments:

Letters from:

Dated:

37 Hannell Road London SW6 7RA	21.06.18
19 Hannell Road Fulham SW6 7RA	04.07.18
19A Hannell Road Fulham SW6 7RA	04.07.18
272 Munster Road Fulham London SW6 6BQ	13.07.18
37 Hannell Road London SW6 7RA	21.06.18
29 HANNELL ROAD FULHAM SW6 7RA	04.07.18

OFFICER'S REPORT

1.0. SITE DESCRIPTION

1.1. The application building occupies a triangular shaped site on a corner plot at the junction between Dawes Road and Hannell Road. The entire site is covered with buildings including some 300sqm floor area with frontages to Hannell Road and Dawes Road.

1.2. The existing site comprises three-storey plus basement building with its main frontage on Dawes Road. The Hannell Road frontage is used for deliveries, bins and plant. The basement and ground floor levels comprise commercial uses. The upper floors include two x 2-bedroom flats and ancillary commercial storage areas. The commercial floor space was latest used as a Heating and Plumbing Merchants and became vacant in December 2016.

1.3. The surrounding area is predominately residential area with two-storey terraced houses along Hannell Road to the south and larger housing developments to the north on Dawes Road.

1.4. The site has a PTAL public transport rating of 3 and the commercial space is not located within a designated retail frontage. The application building doesn't relate to any statutorily or locally listed building, and is not located in a conservation area.

2.0. PLANNING HISTORY

2.1. In 1959 planning permission was granted (1959/08703/FUL) 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/FUL) 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/FUL) 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/FUL) for the erection of a single storey rear extension at 227 Dawes Road.

2.5. In 2017 an application was withdrawn (2017/01011/FUL) 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.

2.6. In 2017 planning permission was refused (2017/0441/FUL) for partial demolition and change of use of existing building from Builders Merchant (sui-generis) and two 2 bedroom flats; 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 9 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, on the grounds of:

- net loss of employment floorspace that was not adequately justified.
- excessive residential density resulting in an unneighbourly impact with loss of outlook to No.231 Dawes Road and a substandard proposed three-bedroom family unit with poor quality private amenity space (8sqm).

3.0. PROPOSAL

3.1. The current proposal seeks to overcome the previous reasons for refusal and involves the full demolition of the existing building, erection of a new part three, part four storey building plus basement extensions, to provide 9 x residential units and 334sqm of commercial floorspace (Class B1) at basement and ground floor levels with associated cycle and refuse storage at ground floor level.

3.2. The main differences between this application and the previous scheme are:

- 1) additional marketing information;
- 2) the amount of retained commercial floor space has increased slightly and a tenant has been secured on site;
- 3) mass of the proposed building has been reduced to address outlook concerns; and
- 4) the amount of amenity space for the proposed family unit has increased (30 sqm).

4.0. PUBLICITY AND CONSULTATIONS

4.1. The application has been advertised by means of a site notice and a press advert, and 240 individual notification letters have been sent to the occupiers of neighbouring properties.

4.2. In total, 5 representations have been received. The grounds of the objections can be summarised as follows:

- Impact on the character of neighbouring buildings and the surrounding area;
- Existing building should be retained and refurbished;
- Unacceptable design;
- Excessive height;

- Increased bulk on Hannell Road;
- Privacy and overlooking;
- Increased traffic movements;
- Loss of light and overshadowing;
- Noise and disturbance associated with traffic and works during demolition and construction and
- No affordable housing.

4.3. Thames Water have raised no objection.

5.0. PLANNING CONSIDERATIONS

5.1. The main planning considerations in light of the London Plan (2016), and the Local Plan 2018 (hereafter referred to as LP2018) and the Planning Guidance Supplementary Planning Document 2018 (hereafter referred to as Planning Guidance SPD), include: the principle of the development in land use terms; quantum and intensity of development; design and appearance; existing residential amenities of neighbouring properties; and traffic impact on the highway network.

Draft London Plan

5.2. The new draft London Plan was published on 29 November 2017. The Plan's consultation ended on 2 March 2018. An Examination in Public (EiP) is due to be held in autumn of 2018, and publication of the new Plan is expected in the autumn of 2019. It is therefore considered that the new draft London Plan should be given limited weight at this stage in determining this application. In the interim, consideration shall be given to the London Plan (Consolidated with Further Alterations 2016).

LAND USE

Loss of Employment Floorspace

5.3. 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.

5.4. Policy E1 (Range of employment) of the Council's recently adopted Local Plan (2018) 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. Policy E2 seeks to retain land and premises capable of providing continued employment or local services. The Policy requires the submission of evidence of unsuccessful marketing over a 12-month period, with 2 recognised commercial agents along with their views as to why the property is not letting

5.5. The existing building currently comprises approximately 590m² of commercial floorspace arranged over four floors between the basement and second floor levels. As part of the proposal 334sqm of commercial floorspace would be retained at ground floor and basement levels. There would therefore be a net loss of 256 sqm of commercial space at first and second floor levels.

5.6. The previous scheme only provided a marketing exercise with one commercial agent for four months. The current scheme is supported by a robust marketing report carried out over 12 months by a commercial agent. A second report has also been submitted by another commercial agent for a marketing period of three months. The reports demonstrate that despite genuine marketing, no expressions of interest have been received due to the poor condition of the property which needs substantial repairs to meet the modern standards that prospective occupiers are looking for.

5.7. The applicant has also provided an Employment Land Report. The Report indicates that there is sufficient vacant space available in the Borough and the wider area and states that the poorly laid out existing unit is no longer suitable for commercial use as it is physically and economically obsolete. The existing commercial floorspace (593sqm) contains a number of isolated spaces, with numerous subdivisions and is unsuitable to meet the needs of a modern retail or employment operator without significant investment. The report concludes that the loss of the 'B' part of the application site will not have an adverse impact on the total available space available for employment uses in the market given the existing and pipeline supply positions.

5.8. The supporting text (para 7.17) of Policy E2 states that "there may be some sites in employment use that are capable of more intensive use to accommodate additional uses, particularly residential. Where this is appropriate, the council will seek to ensure that employment floorspace is retained within mixed use scheme and this will include adequate replacement accommodation for small businesses".

5.9. Officers have considered that the marketing evidence and the Employment Land Report and concur with its conclusions. The proposed scheme would provide flexible start-up business space and enable a substantial increase in the number of jobs on the site (from 8.5 jobs to around 30) which would meet the council's economic objectives.

5.10. Officers are satisfied that the proposals accord with Policy E2.

Residential Use

5.11. Policy 3.3 of the London Plan requires an annual average of 42,000 net additional homes to be delivered with Table 3.1 setting an annual target of 1,031 net additional dwellings for Hammersmith and Fulham. Policy HO1 of the Local Plan (2018) seeks to exceed this annual target until 2025 and continue to seek a minimum of 1031 net additional dwellings per year up until 2035.

5.12. The application site is situated in a predominately residential area, and would provide 9 residential flats that would contribute towards housing targets. The proposal accords with Policy HO1 of the Local Plan (2018) and Policy 3.3 of the London Plan.

Housing Density

5.13. 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 which considers local context and character, design principles and public transport capacity.

5.14. Local Plan Policy H04 (Housing Quality and Density) also seeks to ensure that development proposals achieve the optimum intensity, with regard to the density ranges set out in Table 3.2 of the London Plan.

5.15. The site lies within an urban area with a PTAL of 3 indicating a moderate level of accessibility to public transport. Within PTAL 3, the spectrum of density in accordance with London Plan ranges between 200 - 450 habitable rooms or 45-120 units per hectare (u/ha).

5.16. The proposals would result in a residential density of 833 habitable rooms per hectare (25 habitable rooms / 0.03 hectares = 833), which is higher than the maximum density range normally considered acceptable in London Plan. However, 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 proposed development. In this case, the proposed density is considered appropriate for the site and would optimise the housing provision within the Borough.

Residential Mix

5.17. 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)'.

5.18. The proposed scheme seeks a mix of 4 x 1-bed, 4 x 2-bed and 1 x 3-bed units, which represents an appropriate mix.

Housing Affordability

5.19. 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. Policy H03 of the Local Plan states that developments of 11 or more self-contained dwellings should provide affordable housing.

5.20. Under the previous scheme, Officers considered that the nine-unit scheme would represent the most effective and efficient use of this site whilst maximising the development potential. Any increase in bulk and scale would result in an unneighbourly development in terms of outlook, increased sense of enclosure and daylight and sunlight, detrimental to the character of the surroundings.

5.21. The current scheme has been reduced in scale so to address previous concerns about loss of outlook and inadequate amenity space. The third-floor level on Hannell Road Elevation has been removed and the top floor level on Dawes Road Elevation has set back, resulting in less bulk than the previous scheme. The proposed units of the revised scheme marginally surpass the minimum floorspace requirements, and would be undersized if the layout was reconfigured to include two additional units.

5.22. Officers consider that the proposal reasonably falls below the threshold of 11 units for affordable housing, to ensure that the amenities of neighbouring properties would not be harmed and satisfactory living conditions are provided on site to future occupiers.

5.23. In summary the proposed mix of residential and commercial (B1) uses are acceptable in principle.

QUALITY OF ACCOMMODATION

5.24. London Plan Policy 3.5 states that housing developments should be of the highest quality internally, externally and in relation to their context and to the wider environment. To support this, the Mayor has prepared Supplementary Planning Guidance entitled 'Housing' (herein referred to as the Housing SPG).

5.25. Similarly, Local Plan Policy HO4 requires all housing developments to respect the local setting and context, provide a high quality residential environment, be well designed and energy efficient, meet satisfactory internal and external space standards and provide a good range of housing types and sizes. 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

Accessibility

5.26. 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.

5.27. 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.

Size of units

5.28. 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.

5.29. The proposed residential units would comprise 4 x 1-bed, 4 x 2-bed and 1 x 3 bed units. The floorspace of each of these all exceed the minimum standards comfortably, are shown below:

- One-bedroom one person unit measuring 42.7sqm (minimum floorspace: 39sqm)
- One-bedroom two person units measuring between 51.6sqm and 53.5sqm (minimum floorspace: 50sqm)
- Two-bedroom units measuring between 77sqm and 79.6sqm (minimum floorspace: 70sqm)
- Three-bedroom unit measuring 77.1sqm (minimum floorspace: 76sqm):

Aspect and Outlook

5.30. 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.

5.31. Key Principle HS2 of the SPD 2018 also states that, in respect of aspect, north facing should be avoided wherever possible.

5.32. As all the proposed dwellings would exceed the minimum dwelling size requirements, 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 / stacking arrangements

5.33. 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.

5.34. Conditions 16, 17 and 18 would be attached to any planning permission. Subject to conditions, the proposals are satisfactory.

Floor to Ceiling Heights:

5.35. The London Plan 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:

5.36. 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.

5.37. 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.

5.38. Adequate amenity areas (5 - 8sqm) have been provided for all one-bed and two-bed flats. When compared to the previous refusal, the outdoor amenity space of the proposed family unit has been increased from 8sqm to 30sqm. This is a significant improvement albeit under 36sqm target. Given the site constraints, in this case officers consider that the amount proposed is satisfactory.

5.39. In conclusion, the proposal is considered to provide an acceptable quality of living condition to the occupiers of the proposed development.

DESIGN AND APPEARANCE

5.40. 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.

5.41. 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.

5.42. Local Plan Policy DC1 (Built Environment), DC2 (Design of New Build) and DC4 (Alterations and Extensions 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.

Height, Scale, and Massing and Design:

5.43. The application building is not located in a conservation area, nor is it listed at a local or national level and as such there is no planning legislation in place to prevent the application building being demolished.

5.44. The application 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.

5.45. 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.

5.46. In this case, the proposed building is of a new part three, part four storey plus basement extension together with the erection of an additional floor at roof level.

5.47. In Dawes Road, the proposed building would be four-storey. The ground floor would be remodelled with modern shopfronts and on the corner, it would be set into a stone-clad frontage. The ground floor stone cladding would include the lower half of the first floor to raise the perception of height of the building's base in line with the ground floors of the neighbouring historic buildings. The upper storeys would be clad in brickwork. The pattern of openings in the upper floors would broadly be retained but the full height windows would be set into recesses that would be further refined by metal balustrades and louvred stone panels above the openings. In addition, loggias would be introduced.

5.48. 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 would be secured through Condition 6.

5.49. In Hannell Road, the proposed building would be three-storey, and includes a residential frontage with brick cladding. The 2-window bay rhythm and 2-storey scale of the existing terrace would be reflected in the terraced style of the new elevation with 2 brick clad storeys and a metal clad top storey that would then form the transition to the larger scale of the Dawes Road townscape. The traditional pitched roofs would be replaced by recessed, metal-clad roof storeys. In views of the site from Dawes Road the proposed façade design and roof form would clearly appear modern with an articulated hierarchy of levels and openings.

5.50 The new corner would be formed by a chamfer between Hannell Road and Dawes Road that would feature inset loggias framed by strong stone-clad piers. Officers consider that the Hannell Road Elevation would improve the definition of the street edge and respond appropriately to the smaller scale and plot pattern of the terraces 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.

5.51. The proposed materials are grey stock brick, light grey stone cladding, nickel coloured zinc cladding and aluminium windows and shopfronts. Recessed joints and setbacks would be introduced to form horizontal and vertical shadow lines, in Dawes Road to emphasise the base, and 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.

5.52. The proposed design is not considered to impact on the wider historic setting of the Building of Merit further along Dawes Road (No. 239-241 Dawes Road). 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.

5.53. 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 would be secured by Conditions 5 and 6.

Basement and lightwells

5.54. 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.

5.55. 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.

5.56. Overall, Officers consider that the proposed design would not harm the existing character and appearance of the surrounding development, and is therefore considered acceptable. The proposed development would be of sufficient quality 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, DC4 and DC11 of the LP.

RESIDENTIAL AMENITY

5.57. Policies DC1, DC2, CC11, CC13 and HO11 of the Local Plan (2018) require all proposals to be formulated to respect the principles of good neighbourliness. SPD Housing Key Principles 6, 7 and 8 seeks to protect the existing amenities of neighbouring residential properties in terms of outlook, light, privacy and noise and disturbance.

5.58. The nearest residential properties are No.231 Dawes Road to the west and those within Hannell Road including No.30, an end terrace dwelling and Nos. 11 - No.21 which are to the south and directly opposite the application site.

Outlook

5.59. SPD Key Principle HS6 note 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. If any part of the proposed building extends beyond these lines then on-site judgement will be a determining factor in assessing the effect which the extension will have on the existing amenities of neighbouring properties.

5.60. The most affected property is No.231 Dawes Road. In this case, the 2m rule does not apply as the ground floor of No.231 covers the entire site and on-site judgement is therefore the determining factor.

5.61. No.231 comprises a kitchen / living area on the ground floor and 3 x bedrooms at upper floors. The rear windows at ground floor level are on the back of an existing garage. At first floor level there is an existing roof terrace and at each of second and third floors there is a rear window that serves habitable room.

5.62. Under the previous refusal, the rear roof terrace and rear windows at first and second floor levels of No. 231, were adversely affected by loss of outlook. To address this concern, the top floor (third floor) on Hannell Road Elevation has been removed and the second floor on Hannell Road Elevation has been stepped in. The reconfigured

layout at the second-floor results in a splayed corner. The reduced mass and altered layout now results in a satisfactory outlook and reduced sense of enclosure from the rear of No. 231.

5.63. The current proposals accord with the SPD Key Principle HS6.

Overlooking/Privacy:

5.64. 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.

5.65. Under 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 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.

5.66. The proposed elevations along Hannell Road and Dawes Road would contain windows and some recessed balconies for the one and two bed units that would be within 18m of opposing windows, but would be no closer than the existing and would not further worsen the current arrangement. The proposed terrace associated with the family unit at the top floor would be enclosed by a 1.7m high obscure glazed screen to prevent overlooking and this would be secured by Condition 44. 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 to prevent overlooking. This would be secured by Condition 19. There would therefore be no additional opportunity for overlooking to warrant the refusal of planning permission.

Noise and Disturbance:

5.67. 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. In addition 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.

5.68. 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. Having regard to the modest size of most of the proposed terraces (between 5sqm - 8sqm), 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 compliant with Local Plan Policy CC11 and SPD Key Principle HS8.

Daylight/Sunlight

5.69. BRE guidance 'Site Layout Planning for Daylight and Sunlight' 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.

5.70. The ADF has been calculated for a total of 59 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. 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:

5.71. 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.

5.72. 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:

5.73. 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 would be secured by Conditions 41 - 43.

Cycle Parking:

5.74. 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.

5.75. It is proposed to provide 23 cycle parking spaces at ground floor level which is considered to be acceptable. This would be secured by Condition 21.

Servicing and Delivery:

5.76. 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.

5.77. 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. It is also noted that the existing dropped kerb serving the site from Hannell Road will become redundant as part of this proposal. Condition 43 has been attached, requiring that the dropped kerb to be reinstated and the on-street parking bay be extended. These works would be completed under S278 highway works.

Refuse

5.78. 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 would be secured by Condition 22.

CLP

5.79. Full details relating to a Construction Logistics Plan (CLP) will be submitted prior to commencement, which should include pedestrian diversions/signs, footway closure information, skips and other plants to be placed in the public highway. These details would be secured by Condition 4.

ENVIRONMENTAL QUALITY:

Flood Risk and Sustainable Urban Drainage Systems (SUDs):

5.80. 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.

5.81. 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.

5.82. 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 submitted 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.

5.83 In addition a drainage strategy has been submitted which considers sustainable drainage measures for the site. Details of the proposed SuDS measures, including specification of the green roof and other measures, including maintenance information would be secured by Condition 23.

Contamination:

5.84. 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.

5.85. Potentially contaminative land uses, past or present, are understood to occur at, or near to, this site. Conditions 30 - 35 would be attached covering the assessment and remediation of contaminated land.

Air Quality:

5.86. 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.

5.87. 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 24 - 29 would be attached. Subject to conditions, the proposals accord with London Plan Policy 7.14 and Local Plan Policy CC10.

6.0 COMMUNITY INFRASTRUCTURE LEVY:

Mayoral CIL

6.1. 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. The Mayoral CIL total for this scheme would be some £19,811.

Local CIL

6.2. 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. The local CIL total for this scheme would be some £67,969.

7.0. CONCLUSION

7.1. Officers consider that the net loss of employment land has been adequately justified and the proposed mix of uses are acceptable in principle. The design and appearance of the building is considered acceptable. The proposals would provide satisfactory living conditions for future occupiers and would neither cause harm to residential amenity, and nor 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.

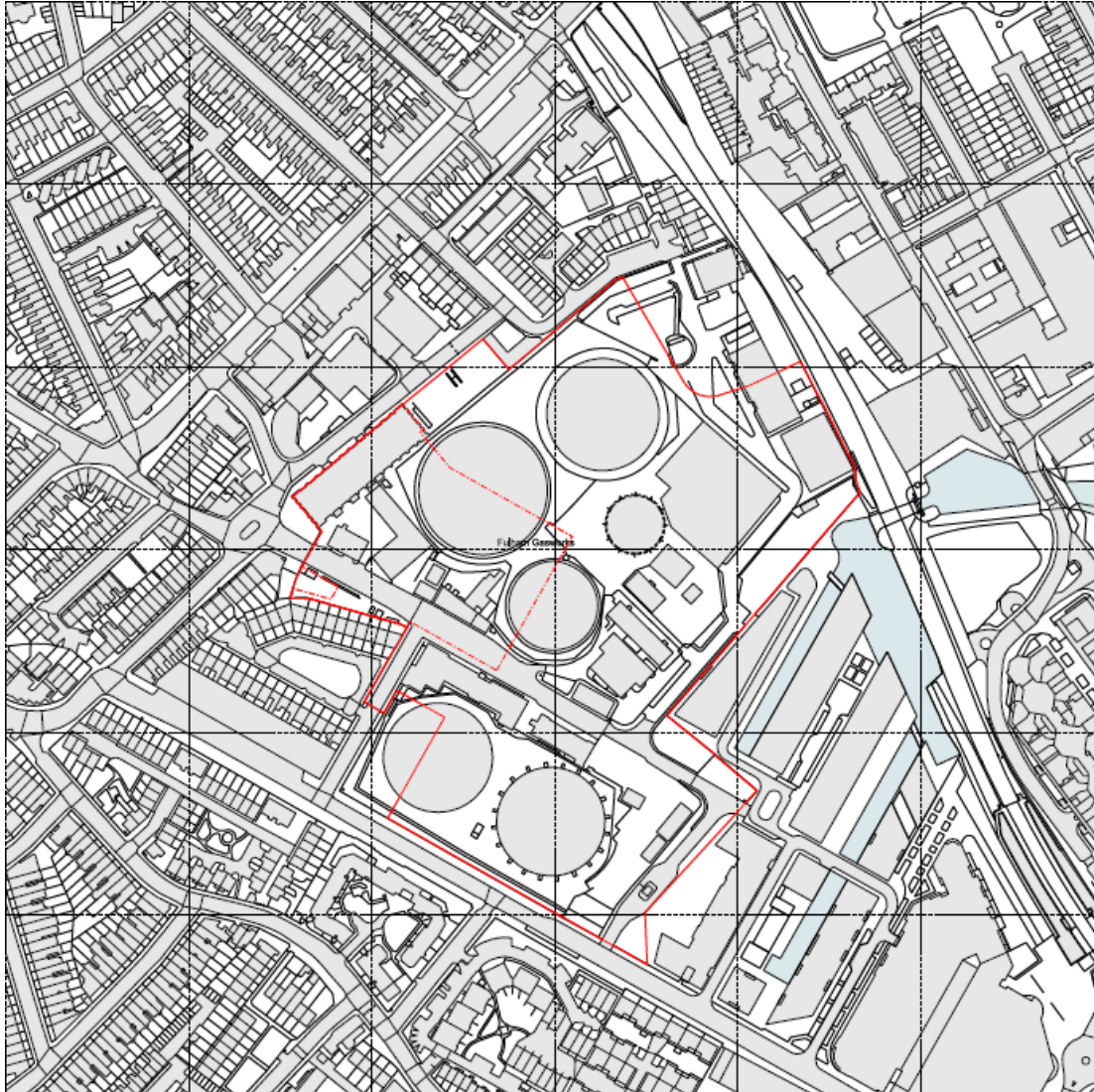
8.0. RECOMMENDATION

8.1. It is recommended that planning permission be approved, subject to conditions.

Ward: Sands End

Site Address:

Fulham Gasworks, Imperial Road, London



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For identification purposes only - do not scale.

Reg. No:
2018/02100/COMB

Case Officer:
Jacques du Plessis

Date Valid:
14.06.2018

Conservation Area:
Imperial Square and Gasworks Conservation Area

Committee Date:
09.10.2018

Applicant:

St William Homes LLP
C/o Agent

Description of Development:

Planning Application (part-detailed, part-outline) for demolition of existing buildings and structures (excluding No.2 Gasholder, 1856 Chief Engineer's Office, 1927 Former Research Laboratory, 1920 WW1 War Memorial and WW2 War Memorial) and redevelopment to provide a residential-led mixed use development comprising the erection of new buildings ranging from 1 to 37 storeys to provide up to 1,843 (including 646 Affordable Housing) residential units and ancillary residential facilities (C3 Use) and non-residential floorspace in Use Classes A1, A2, A3, A4, B1, D1 and 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, interim works and other associated works:

1) Detailed planning application for 37,774sqm (GEA) residential floorspace together with 712sqm (GEA) ancillary residential facilities (C3 Use); 982sqm (GEA) flexible commercial floorspace (A1, A2, A3, A4 Uses); 3,432sqm (GEA) community and leisure floorspace (D1/D2 Use); provision of a 10,365sqm (GEA) basement; new pedestrian and vehicular access; provision of amenity space, landscaping, car and cycle parking, refuse storage, energy centre, servicing area, and other associated infrastructure works.

2) Outline planning application (with all matters reserved) for up to 166,560sqm (GEA) residential floorspace and ancillary residential facilities (C3 Use); up to 6,895sqm non-residential floorspace comprising flexible commercial retail (A1, A2, A3, A4 Uses), office (B1 Use), community (D1 Use) and leisure (D2 Use) floorspace; provision of up to 30,573sqm (GEA) new basement level; new pedestrian and vehicular access; and associated amenity space, publicly accessible open space, landscaping, car and cycle parking, refuse storage, energy centres, servicing area, and other associated infrastructure works.

Drawing Nos: As listed in Condition 3 below

Application Type:

Hybrid (Detailed and Outline) Planning Application

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- 11.0 CONCLUSION AND RECOMMENDATION**

Officer Recommendation:

- 1) Subject to there being no contrary direction from the Mayor for London that the Committee resolve that the Strategic Director for Growth and Place 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 Strategic Director for Growth and Place after consultation with the Director of Law and the Chair of the Planning and Development Control Committee to make any minor changes to the proposed conditions or heads of terms of the legal agreement, any such changes shall be within their discretion.

CONDITIONS

Reserved Matters Details

- 1) In respect of Development Plots B1, C1, C2, D1, D2, E1, E2, F1, F2, G1, H1, H2, H3 and J1, as defined by the development hereby permitted, development works (excluding Demolition, Ground and Enabling Works) shall not commence until all details of the proposed means of access; layout and scale; and appearance and landscaping associated with that development plot have been submitted to and approved in writing by the Local Planning Authority.

In order that the Council may be satisfied as to the details of the proposal, to comply with the Town and Country Planning (Development Management Procedure) Order 2015 (as amended).

Time Limits

- 2)
 - i) Phase 1 (Detailed Component) (Development Plots A1, A2 and A3) of the development hereby permitted shall commence no later than 3 years from the date of this planning permission.
 - ii) Application(s) for the approval of Reserved Matters in respect of Development Plot B1, specified by condition 1 shall be made to the Council before the expiration of 5 years from the date of this permission. Development within Development Plot B1 shall be begun before the expiration of 2 years from the date of the approval of the last of the relevant Reserved Matters (in respect of Plot B1) to be approved pursuant to condition 1.
 - iii) Application(s) for the approval of the Reserved Matters in respect of Development Plots D1, D2, F1, and F2 specified by condition 1 shall be made to the Council before the expiration of 7 years from the date of this permission. Development within Development Plots D1, D2, F1 shall be begun before the expiration of 2 years from the date of approval of the last of

the relevant Reserved Matters (in respect of Plots D1, D2, F1, F2) to be approved pursuant to condition 1.

iv) Application(s) for the approval of the Reserved Matters in respect of specified by condition 1 shall be made to the Council before the expiration of 9 years from the date of this permission. Development within Development Plot E1, E2, G1 and G2 shall be begun before the expiration of 2 years from the date of approval of the last of the relevant Reserved Matters (in respect of Plots E1, E2, G1, G2) to be approved pursuant to condition 1.

v) Application(s) for the approval of the Reserved Matters in respect of Development Plots H1, H2 and H3 specified by condition 1 shall be made to the Council before the expiration of 13 years from the date of this permission. Development within Development Plots H1, H2 and H3 shall be begun before the expiration of 2 years from the date of approval of the last of the relevant Reserved Matters (in respect of Plots H1, H2, H3) to be approved pursuant to condition 1.

vi) Application(s) for the approval of the Reserved Matters in respect of Development Plot J1 specified by condition 1 shall be made to the Council before the expiration of 16 years from the date of this permission. Development within Development Plot J1 shall be begun before the expiration of 2 years from the date of approval of the last of the relevant Reserved Matters (in respect of Plot J1) to be approved pursuant to condition 1.

Condition required to be imposed by Section 92(2)(a) of the Town and Country Planning Act 1990. Extended time periods for which the planning permission can be implemented is given considering exceptional circumstances relevant to the Demolition, Ground and Enabling Works and the extent of the development.

Detailed Component (Drawings)

- 3) The planning permission relating to the detailed components of the development hereby permitted (i.e.: those parts that are not to be subject to reserved matters) shall not be constructed unless in accordance with the approved drawings marked.

10753-EPR-ZZ-XX-TP-A-00-P001 Rev P2;
10753-EPR-ZZ-ZZ-TP-A-00-P002 Rev P2;
10753-EPR-ZZ-B1-TP-A-02-P089 Rev P2;
10753-EPR-ZZ-GF-TP-A-02-P090 Rev P2;
10753-EPR-ZZ-B1-TP-A-02-P099 Rev P2;
10753-EPR-ZZ-GF-TP-A-02-P100 Rev P3;
10753-EPR-ZZ-01-TP-A-02-P101 Rev P3;
10753-EPR-ZZ-02-TP-A-02-P102 Rev P3;
10753-EPR-ZZ-03-TP-A-02-P103 Rev P3;
10753-EPR-ZZ-04-TP-A-02-P104 Rev P3;
10753-EPR-ZZ-05-TP-A-02-P105 Rev P3;

10753-EPR-ZZ-06-TP-A-02-P106 Rev P3;
10753-EPR-ZZ-07-TP-A-02-P107 Rev P3;
10753-EPR-ZZ-08-TP-A-02-P108 Rev P3;
10753-EPR-ZZ-09-TP-A-02-P109 Rev P3;
10753-EPR-ZZ-10-TP-A-02-P110 Rev P3;
10753-EPR-ZZ-11-TP-A-02-P111 Rev P3;
10753-EPR-ZZ-12-TP-A-02-P112 Rev P3;
10753-EPR-ZZ-RF-TP-A-02-P113 Rev P2;
10753-EPR-ZZ-EA-TP-A-04-P001 Rev P2;
10753-EPR-ZZ-NO-TP-A-04-P002 Rev P2;
10753-EPR-ZZ-SO-TP-A-04-P003 Rev P2;
10753-EPR-ZZ-WE-TP-A-04-P004 Rev P2;
10753-EPR-ZZ-EA-TP-A-04-P005 Rev P2;
10753-EPR-ZZ-NO-TP-A-04-P006 Rev P2;
10753-EPR-ZZ-SO-TP-A-04-P007 Rev P2;
10753-EPR-ZZ-WE-TP-A-04-P008 Rev P2;
10753-EPR-ZZ-AA-TP-A-05-P001 Rev P2;
10753-EPR-ZZ-BB-TP-A-05-P002 Rev P2;
10753-EPR-ZZ-CC-TP-A-05-P003 Rev P2;
10753-EPR-ZZ-DD-TP-A-05-P004 Rev P2;
10753-EPR-ZZ-EE-TP-A-05-P005 Rev P2;
A_FGW_PL_028 Rev 01;

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 SFRRRA, SFRRRA1, DC1, DC2, DC3 and DC8 of the Local Plan 2018.

Design Codes and Parameters

- 4) All reserved matters applications shall include a statement to demonstrate how the reserved matters have been prepared in accordance with the principles and parameter plans set out in the Development Specification & Parameters Report prepared by Quod (dated August 2018) and the Mandatory Design Codes prepared by RPP (dated August 2018).

To ensure that the development is constructed in accordance with the Design Guidelines on which this decision is based and to be consistent with the principles of good master planning, in accordance with policies 7.1, 7.2, 7.3, 7.4, 7.5, 7.6, 7.7, 7.8, 7.9, 7.18, 7.19 and 7.21 of the London Plan 2016 and Policies DC1, DC2, DC3 and DC8 of the Local Plan 2018.

Phasing

- 5) No development shall commence until a plan showing the location of all Phases and the programme of phasing, including any sub-phases of development has been submitted to and approved by the Local Planning Authority. The development of each phase shall be carried out in accordance with the approved plan for that phase.

To assist with the identification of each chargeable development (being the Phase) and the calculation of the amount of CIL payable in respect of each chargeable development in accordance with the Community Infrastructure Levy Regulations 2010 (as amended).

Demolition, Ground and Enabling Works

- 6) Prior to the commencement of any demolition, ground and/or enabling works within the relevant Development Plot details of any demolition, ground and/or enabling works shall be submitted to and approved in writing by the Local Planning Authority (any such works approved under this condition 6 are referred to in other conditions as "Demolition, Ground and Enabling Works"). The enabling works shall proceed in accordance with the approved details. The phasing of Demolition, Ground and Enabling Works shall be defined separately and agreed with the Local Planning Authority for the purposes of the Community Infrastructure Levy Regulations 2010 (as amended).

To ensure that the development accords with the provisions and assessment of the approved Environmental Statement and to ensure that the development is carried out in a satisfactory manner in accordance with Policies DC1, and CC2 of the Local Plan 2018.

Hoardings

- 7) 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 within the Imperial Square and Gasworks conservation area. shall be used for the display of advertisement hoardings, unless consent is sought for the Local Planning Authority.

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

Number of Residential Units

- 8) The total number of residential units (Class C3) hereby approved shall not exceed 1,843 units.

To ensure 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 3.3, 3.4, 3.7, 3.8, 3.9, 3.10, 3.11, 3.12, 7.1, 7.2,

7.3, 7.4, 7.5, 7.6, 7.7, 7.8 and 7.9 of the London Plan 2016, Policies HO1, HO4, and HO5 of the Local Plan 2018.

Gross External Floorspace

- 9) The total gross external floorspace (GEA) areas of the development comprising the land uses hereby approved shall not exceed the following:
- (a) An overall gross maximum floor space of all the development, including basement parking, servicing, energy centre and plant and storage shall not exceed 257,293 square metres GEA; and
- (b) Overall gross maximum floor space (excluding basement car park and energy centre) by land use, notwithstanding the provisions of the Town and Country Planning (Use Classes Order 1987) (as amended) or (General Permitted development) Order 1995 (as amended) or any subsequent act, shall not exceed the following:
- Residential (C3): 203,248 sqm
 - Business (B1): 3,840 sqm
 - Retail/Café/Restaurant (A1 - A5): 4,037 sqm
 - Community and Leisure (D1/D2): 4,332 sqm
 - Residential Facilities (Ancillary to C3): 1,798 sqm
 - Basement 40,938 sqm
- (c) or such breakdown by Plot of the overall gross maximum floor space specified in (a) and (b) above as may be submitted to and approved by the Local Planning Authority

To ensure the development carried out does not exceed the cumulative maximum floor space, in accordance with the approved plans and to ensure a suitable mix and distribution of land uses within the development 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 7.1, 7.2, 7.3, 7.4, 7.5, 7.6, 7.7, 7.8 and 7.9 of the London Plan, Policies TLC1, TLC5, CF1, and CF2 of the Local Plan 2018.

Temporary land uses

- 10) Prior to implementing works for any temporary uses or structures including sales/marketing suites within the site details shall be submitted to and approved in writing by the Local Planning Authority. Any interim structures, uses and buildings shall be implemented in accordance with the approved details, for a specified time period set out in the details and shall be discontinued/removed once the temporary period has been expired.

To ensure that the site remains in a tidy condition during the construction phase and to ensure that any temporary uses/structures do not create un-neighbourly impacts and to prevent harm to the street scene and character and appearance of the adjoining conservation area, in accordance with Policy DC1, DC2 and DC8 of the Local Plan 2018.

Retail amalgamation

- 11) Prior to first occupation of each relevant development plot hereby permitted and notwithstanding the details on the approved drawings, the layouts of the ground level retail (Class A1) and restaurant (Class A3) uses 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 and shall not be amalgamated to create larger units within the development.

To safeguard the amenities of occupiers of neighbouring residential properties in terms of noise, disturbance, car parking and traffic from noise generating uses, in accordance with Policies TLC1, TLC4, CC11, CC13 and T4 of the Local Plan 2018.

Class B1 (office)

- 12) The Class B1 (office) use hereby permitted shall be used only and for no other purpose including any other purpose within Class B1 in accordance with the Town and Country Planning (Use Classes Order) 1987 (as amended), or any subsequent Order, 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 approved new office accommodation to residential purposes could raise materially different planning considerations and the Council wishes to have an opportunity to consider such circumstances at that time, and to ensure the uses are compatible with the adjoining land uses and to ensure that the amenity of occupiers residing in surrounding residential properties would be safeguarded in accordance with Policies CF3, DC1, DC2, DC7, DC8, E1, HO11, T1, T2, TLC3, TLC5 of the Local Plan 2018 and Key Principles of the Planning Guidance SPD 2018.

Demolition Method Statement

- 13) (i) Prior to commencement of demolition works a Demolition Method Statement shall be submitted to and approved in writing by the Local Planning Authority. Details shall include control measures for dust, noise, vibration, lighting, delivery locations, restriction of hours of work and all associated activities audible beyond the site boundary 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.

(ii) No demolition shall commence until a risk assessment based on the Mayor's Best Practice Guidance (The control of dust and emissions from construction and demolition) has been undertaken and a method statement

for emissions control (including an inventory and timetable of dust generating activities, emission control methods and where appropriate air quality monitoring) has been submitted to and approved in writing by the council. The appropriate mitigation measures to minimise dust and emissions must be incorporated into the site-specific Demolition Method Statement and Construction Management Plan. Developers must ensure that on-site contractors follow best practicable means to minimise dust and emissions at all times. Demolition works shall be undertaken in accordance with the approved details.

To ensure that occupiers of surrounding premises are not adversely affected by noise, vibration, dust, lighting or other emissions from the building site in accordance with policies 5.18, 5.19, 5.20, 5.21, 5.22 and 7.14 of the London Plan, Policies DC1, DC2, CC6, CC7, CC10, CC11, and CC12 of the Local Plan 2018.

CONTAMINATED LAND

Contamination - Preliminary Risk Assessment Report

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

Contamination - Site Investigation Scheme

- 15) No development shall commence within each relevant Development Plot until a site investigation scheme is submitted to and approved in writing by the Local Planning Authority. This scheme shall be based upon and target the risks identified in the approved preliminary risk assessment and shall provide provisions for, where relevant, the sampling of soil, soil vapour,

ground gas, surface and groundwater. All works must be carried out in compliance with 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 Policies CC9 and CC13 of the Local Plan 2018 and SPD Key Principles LC1 to LC7 2018.

Contamination - Quantitative Risk Assessment Report

- 16) Unless the Council agree in writing that a set extent of development must commence to enable compliance with this condition, no development shall commence within each relevant Development Plot, 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 Policies CC9 and CC13 of the Local Plan 2018 and SPD Key Principles LC1 to LC7 2018.

Contamination - Remediation Method Statement

- 17) Unless the Council agree in writing that a set extent of development must commence to enable compliance with this condition, no development shall commence within each relevant Development Plot 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 Policies CC9 and CC13 of the Local Plan 2018 and SPD Key Principles LC1 to LC7 2018.

Contamination - Verification Report

- 18) Unless the Council agree in writing that a set extent of development must commence to enable compliance with this condition, no development shall commence within each relevant Development Plot 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 Policies CC9 and CC13 of the Local Plan 2018 and SPD Key Principles LC1 to LC7 2018.

Contamination - Onward Long-Term Monitoring Methodology Report

- 19) Unless the Council agree in writing that a set extent of development must commence to enable compliance with this condition, no development shall commence within each relevant Development Plot 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 Policies CC9 and CC13 of the Local Plan 2018 and SPD Key Principles LC1 to LC7 2018.

Archaeology (GLAAS)

- 20) Prior to commencement of development within each relevant Development Plot hereby permitted, a Written Scheme of Investigation (WSI) shall be submitted to and approved in writing by the Local Planning Authority. For land that is included within the WSI, no development shall take place within the relevant Development Plot other than in accordance with the agreed WSI, which shall include the statement of significance and research objectives, and
- A. The programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works
 - B. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. this part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the WSI

Heritage assets of archaeological interest may survive on the site. The local planning authority wishes to secure the provision of appropriate archaeological investigation, including the publication of results, in accordance with Section 12 of the NPPF, Policy 7.8 of the London Plan, Policies DC1, DC8 of the Local Plan 2018 and key principles within the Planning Guidance Supplementary Planning Document 2018.

Building Recording (GLAAS)

- 21) Prior to commencement of development within each relevant Development Plot hereby permitted, a Written Scheme of Historic Building Investigation (WSI) shall be submitted to and approved in writing by the Local Planning Authority in relation to the Listed Buildings. For buildings that are included within the WSI, no development shall take place other than in accordance with the agreed WSI, which shall include the statement of significance and research objectives, and
- A. The programme and methodology of historic building 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

Built heritage assets on this site will be affected by the development. The planning authority wishes to secure building recording in line with NPPF, and publication of results, in accordance with Section 12 of the NPPF.

Piling Method Statement (Thames Water)

- 22) No impact piling shall take place until a piling method statement (detailing the type of piling to be undertaken and the methodology by which such piling will be carried out within each Development Plot (where relevant) including measures to prevent and minimise the potential for damage to subsurface water or sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the Local Planning Authority in consultation with the relevant water or sewerage undertaker. Any piling must be undertaken in accordance with the terms of the approved piling method statement, for each relevant Development Plot and/or the relevant parts of the site which are to contain the bridge and/or deck.

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, Policies CC3 and CC5 of the Local Plan 2018. The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the details of the piling method statement.

CONSTRUCTION

Construction Management Plan

- 23) Prior to commencement of development within each relevant Development Plot hereby permitted, a Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority. Details shall include control measures for dust, noise, vibration, lighting, delivery locations, restriction of hours of work and all associated activities audible beyond the site boundary 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 construction management plan should include the details for all the relevant foundations, basement and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent). Approved details for each relevant plot, or part thereof shall be implemented throughout the project period.

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

Construction Logistics Plan

- 24) Prior to commencement of development within each relevant Development Plot hereby permitted, a Construction Logistics Plan for that Development Plot shall be submitted to and approved in writing by the Local Planning Authority. The method statement /construction management plan should include the details for all of the relevant foundations, basement and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent). The development of the relevant Plot shall be carried out in accordance with the relevant approved Construction Logistics Management Plan unless otherwise agreed in writing with the Local Planning Authority. Each Construction Logistics Plan shall cover the following minimum requirements:

- site logistics and operations;
- construction vehicle routing;
- contact details for site managers and details of management lines of reporting;
- detailed plan showing phasing;
- location of site offices, ancillary buildings, plant, wheel-washing facilities, stacking bays and car parking;
- storage of any skips, oil and chemical storage etc.; and
- access and egress points;
- membership of the Considerate Contractors Scheme.

To ensure that no unacceptable adverse effect on the amenity of surrounding occupiers in accordance with Policies DC1, DC2, T1, T2, CC6, CC7, CC10, CC11, and CC12 of the Local Plan 2018 and Key Principles of the Planning Guidance SPD (2018).

DRAINAGE

Revised Drainage Strategy

- 25) Prior to commencement of development hereby permitted (excluding Demolition, Ground and Enabling Works) a revised drainage strategy detailing any on and/or off-site drainage works, shall be submitted to and approved in writing by the Local Planning Authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed. Details shall be implemented in accordance with the approved details and thereafter permanently retained in this form.

To ensure that sufficient drainage capacity is made available to cope with the new development; and to avoid adverse environmental impact upon the community in accordance with Policy 5.13 of the London Plan.

Sustainable Drainage Strategy (SuDS)

- 26) Prior to commencement of development within each relevant Development Plot hereby permitted (excluding Demolition, Ground and Enabling Works), a revised Sustainable Drainage Strategy (SuDS), which details how surface water will be managed on-site in-line with the London Plan Drainage Hierarchy's preferred SuDS measures, shall be submitted to and approved in writing by the Local Planning Authority. Information shall include details on the design, location and attenuation capabilities of the proposed sustainable drainage measures such as permeable surfaces, including green roofs. Details of the proposed flow controls and flow rates for any discharge of surface water to the combined sewer system should also be provided, with the aim of achieving greenfield rates for final discharges. Where feasible, rainwater harvesting should also be integrated to collect rainwater for re-use in the site. The Strategy shall be implemented in accordance with the approved details, and thereafter all SuDS measures shall be retained and maintained in accordance with the approved details and shall thereafter be permanently retained in this form.

To prevent any increased risk of flooding and to ensure the satisfactory storage of/disposal of surface water from the site in accordance with Policy 5.13 of The London Plan; and Policy CC3 of the Local Plan 2018.

Revised Drainage Strategy

- 27) Prior to commencement of development within each relevant Development Plot hereby permitted a revised drainage strategy detailing any on and/or off-site drainage works, shall be submitted to and approved in writing by the Local Planning Authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed. Details shall be implemented in accordance with the approved details and thereafter permanently retained in this form.

Condition required by Thames Water, to ensure that sufficient drainage capacity is made available to cope with the new development; and to avoid adverse environmental impact upon the community in accordance with Policy 5.13 of the London Plan.

Water Network (Thames Water)

- 28) Prior to occupation of development within each relevant Development Plot hereby permitted, until confirmation has been submitted to and approved in writing by the Local Planning Authority that either: - all water network upgrades required to accommodate the additional flows from the development have been completed; or - a housing and infrastructure phasing plan has been agreed with Thames Water to allow additional properties to be occupied. Where a housing and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed housing and infrastructure phasing plan.

The development may lead to no / low water pressure and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development.

Condition required by Thames Water, to ensure that sufficient water capacity is made available to cope with the new development; and to avoid adverse environmental impact upon the community in accordance with Policy 5.14 of the London Plan.

Integrated Water Management Strategy (Thames Water)

- 29) Prior to commencement of development with each relevant Development Plot hereby permitted an integrated water management strategy detailing, what infrastructure is required, where it is required, when it is required (phasing) and how it will be delivered, has been submitted to and approved in writing by the Local Planning Authority in consultation with the water undertaker. The development shall be occupied in line with the recommendations of the strategy.

The development may lead to no water and or significant environment impacts an Integrated water management strategy is required to ensure that sufficient capacity is made available to cater for the new development; and to avoid adverse environmental impact upon the community.

Condition required by Thames Water, to ensure that sufficient drainage capacity is made available to cope with the new development; and to avoid adverse environmental impact upon the community in accordance with Policy 5.15 of the London Plan.

- 30) Rainwater Harvesting

Each reserved matters application shall set out details of rainwater harvesting and grey water recycling systems shall be submitted to and approved in writing by the Local Planning Authority. Details shall be implemented in accordance with the approved details and thereafter permanently retained in this form.

To improve sustainability and reduce flood risk by reducing potable water demands and water run-off rates in accordance with Policies 5.11, 5.13, 5.14 and 5.15 London Plan, Policy CC3 of the Local Plan 2018.

Revised Flood Risk Assessment

- 31) Prior to commencement of development within each relevant Development Plot hereby permitted (excluding Demolition, Ground and Enabling Works) a revised Flood Risk Assessment shall be submitted to and approved in writing by the Local Planning Authority. Details shall be implemented in accordance with the approved details and thereafter permanently retained in this form.

To reduce the impact of flooding to the proposed development and future occupants, in accordance with Policies 5.11, 5.13, 5.14 and 5.15 London Plan, and Policy CC3 of the Local Plan 2018.

Surface Water Drainage Scheme

- 32) Prior to commencement of development within each relevant Development Plot hereby permitted (excluding Demolition, Ground and Enabling Works), a detailed surface water drainage scheme for that Development Plot based on the agreed Flood Risk Assessment (FRA) Drainage Strategy, dated August 2018, shall be submitted to and approved in writing by the Local Planning Authority. The drainage strategy shall include a restriction in run-off and surface water storage on site as outlined in the FRA. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

To prevent flooding by ensuring the satisfactory management of surface water run-off from the site in accordance with policy 5.13 of the London Plan, Policies CC3 and CC5 of the Local Plan 2018.

Boreholes (Environment Agency)

- 33) Prior to commencement of development within each relevant Development Plot hereby permitted, a scheme for managing any borehole installed for the investigation of soils, groundwater or geotechnical purposes shall be submitted to and approved in writing by the local planning authority. The scheme shall provide details of how redundant boreholes are to be decommissioned and how any boreholes that need to be retained, post-development, for monitoring purposes will be secured, protected and inspected. The scheme as approved shall be implemented prior to the occupation of the development.

Condition required by the Environment Agency to ensure that redundant boreholes are safe and secure, and do not cause groundwater pollution or loss of water supplies in line with paragraph 109 of the National Planning Policy Framework and Position Statement A8 of the Environment Agency's approach to groundwater Protection. We expect best practice regarding the development or backfilling of any shaft, well, borehole, tunnel, SuDs or audit in order to prevent pollution or loss of water resources. We expect operators to adopt appropriate engineering standards and comply with our publication, Good practice for decommissioning redundant boreholes and wells (Environment Agency 2012). Any contamination that is discovered during decommissioning or otherwise should be dealt with in accordance with our position statements on land contamination.

Surface water drainage (Environment Agency)

- 34) No infiltration of surface water drainage associated with the development is permitted other than with the written consent of the Local Planning Authority.

The development shall be carried out in accordance with the approved details.

Condition required by the Environment Agency to ensure that the development is not contributing to, put at unacceptable risk from, or adversely affected by, unacceptable levels water pollution caused by mobilised contaminants in line with paragraph 109 of the National Planning Policy Framework. To prevent deterioration of groundwater within the Secondary An Aquifer and Principal Chalk Aquifer and the Thames River and adjacent Chelsea Creek surface water bodies. Infiltration of surface water has the potential to mobilise contamination present within the soil and made ground. Where the proposal involves the discharge of anything other than clean roof water via sealed drainage, within sensitive groundwater locations, a risk assessment and suitable level of treatment may be required. In certain circumstances the discharge may be classified as a groundwater activity and require an environmental permit. Due to the historic uses of the site we do not believe that the use of infiltration SuDS is appropriate in this location.

Green / Brown / Blue Roofs

- 35) Prior to commencement of development above ground within each relevant Development Plot hereby permitted (excluding Demolition, Ground and Enabling Works), details of all green roofs, including the identification of further opportunities for green roofs, including details of types of green roofs and a planting maintenance plan shall be submitted to and approved in writing by the Local Planning Authority. Development shall not be occupied until the scheme has been carried out in accordance with the approved details, and shall thereafter be permanently retained in this form.

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

ENVIRONMENT

Sustainability

- 36) Prior to commencement of development within each relevant Development Plot listed in Condition 1 hereby permitted (excluding Demolition, Ground and Enabling Works), revised Sustainability Statements and BREEAM assessments shall be submitted to and approved in writing by the Local Planning Authority to confirm the sustainable design and construction measures to be integrated. The associated BREEAM ratings for the offices and retail spaces and any other non-residential uses should achieve the "Very Good" rating as minimum. Residential units should achieve similarly high standards of sustainability.

Within 6 months of occupation of any use or occupation of each development phase hereby permitted, a BREEAM (2014) certificate

confirming that sustainability performance (outstanding and excellent ratings) had been achieved as proposed shall be submitted to and approved in writing by the Local Planning Authority. Supporting information shall also be submitted for approval to demonstrate that the residential units meet the minimum sustainable design and construction standards of the London Plan.

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 and Policies CC1, CC2 of the Local Plan 2018.

Updated Energy Strategy

- 37) Prior to commencement of development within each relevant Development Plot listed in Condition 1 hereby permitted (excluding Demolition, Ground and Enabling Works), a revised Energy Strategy for the development shall be submitted to and approved in writing by the Local Planning Authority. The revised strategy shall include details of energy efficiency and low/zero carbon technologies and confirm that CO₂ emissions will be reduced in line with the London Plan targets. No part of the development shall be used or occupied until it has been carried out in accordance with the approved details and shall thereafter be permanently retained in this form.

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

Low Emission Strategy

- 38) Prior to commencement of development within each relevant Development Plot listed in Condition 1 hereby permitted, a Low Emission Strategy shall be submitted to and approved in writing by the Local Planning Authority. The low emission strategy must undertake a calculation based on the total NO_x and PM₁₀ emissions from the baseline situation as established in the Environmental Statement and shall compare them with the proposed uses within the relevant plots, building, or phase. This shall include transport sources and all major combustion plant including, boilers, energy plant and emergency generators for the relevant Plot. The strategy shall detail all calculations and assumptions used in full. The strategy should detail the measures that will be taken to reduce the development's air quality impacts and minimising exposure of future site users.

Any natural gas boiler proposed on the relevant Development Plot should meet a NO_x emissions standard of 40mg/kWh (at 0% O₂). Where any installations do not meet this emissions standard, it should not be operated without the fitting of suitable NO_x 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. Any such boiler emission abatement measures approved by the Council shall be implemented in accordance with the relevant approved strategy.

To ensure the development's air pollution impacts are mitigated in accordance with the requirements of Policy 7.14 of the London Plan, and Policy CC10 of the Local Plan 2018.

Micro Climate

- 39) Prior to commencement of development within each relevant Development Plot listed in Condition 1 hereby permitted (excluding Demolition, Ground and Enabling Works), details of micro climate mitigation measures necessary to provide an appropriate wind environment throughout and surrounding the development shall be submitted to and approved in writing by the Local Planning Authority. Approved details shall be implemented, and permanently retained thereafter.

To ensure that suitable measures are incorporated to mitigate potential adverse wind environments arising from the development, in accordance with Policies 7.6 and 7.7 of the London Plan.

AIR QUALITY

Mechanical Ventilation - Air Quality

- 40) Prior to commencement of development within each relevant Development Plot hereby permitted (excluding Demolition, Ground and Enabling Works) a report for Use Classes B1, D1, D2 and C3 shall be submitted to and approved in writing by the Local Planning Authority. The report shall demonstrate that these uses avoid areas of exceedance above the annual mean objective APEC-B (38ug/m³) criteria for NO₂ and include the following information:

- a) Details of the air intake locations at roof level on the rear elevations
- b) Design details and locations of windows of all habitable rooms (Bedrooms and Living Rooms) for C3 use
- c) Details of the independently tested mechanical ventilation system with NO_x, PM_{2.5}, PM₁₀ filtration for B1, D1, D2 and C3 use. The NO₂ filtration system shall have a minimum efficiency of 90% in the removal of Nitrogen Oxides/Dioxides, PM_{2.5} and PM₁₀ in accordance with BS EN ISO 10121-1:2014 and BS EN ISO 16890:2016.

The whole system shall be designed to prevent summer overheating and minimise energy usage. 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 prior to the occupation/use of the development and thereafter permanently retained and maintained

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

Low Emissions Strategy - Air Quality

- 41) Prior to occupation of the development a Low Emission Strategy for the operational phase shall be submitted to and approved in writing by the Council. 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 via a Ultra Low Emission Vehicle Plan (ULEVP) e.g. use of on-road Ultra Low Emission Vehicles in accordance with the emissions hierarchy (1) Electric Vehicle (Zero emission), (2) Hybrid (non-plug in) Electric Vehicle (HEV), (3) Plug-in Hybrid Electric Vehicle (PHEV), (4) Alternative Fuel e.g. CNG, LPG, (5) Petrol (6) Diesel (Euro 6-HGV) and energy generation sources. The strategy must re-assess air quality positive in accordance with the Mayor of London guidance. Approved details shall be fully implemented prior to the occupation/use of the development and thereafter permanently retained and maintained.

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

Air Quality Dust Management Plan - Air Quality

- 42) Prior to the commencement of each of the demolition and construction phases of the development, an Air Quality Dust Management Plan (AQDMP) shall be submitted to and approved in writing by the Local Planning Authority. The AQDMP must include an Air Quality Dust Risk Assessment (AQDRA) that considers sensitive receptors on-site and off-site of the development and is undertaken in compliance with the methodology contained within Chapter 4 of the Mayor of London 'The Control of Dust and Emissions during Construction and Demolition', SPG, July 2014 and the identified measures recommended for inclusion into the AQDMP. The AQDMP submitted must comply with the Mayor's SPG and should include: Inventory and Timetable of dust generating activities during demolition and construction; Site Specific Dust mitigation and Emission control measures in the table format as contained within Appendix 7 of Mayor's SPG including for on-road and off-road construction traffic; Detailed list of Non-Road Mobile Machinery (NRMM) used on the site. The NRMM should meet as minimum the Stage 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>; Ultra Low Emission Vehicle Strategy (ULEVS) for the use of on-road Ultra Low Emission Vehicles in accordance with the emission hierarchy (1) Electric (2) Hybrid

(Electric-Petrol) (3) Petrol, (4) Hybrid (Electric-Diesel) (5) Diesel (Euro VI HGV); Details of Air quality monitoring of PM10 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 comply with the requirements of the NPPF, Policies 7.14a-c of the London Plan, and Policy CC10 of the Local Plan 2018

Combustion based Energy Plant compliance with Emission Standards – Air Quality

43) Prior to occupation of the development a report with details of the Combined Heat and Power (CHP) units, Ultra-Low NOx Gas fired boilers, and Emergency Diesel Generator units shall be submitted to and approved in writing by the Local Planning Authority. The report shall include the following:

- a) Details to demonstrate that the termination height of the shared Flue stack for the CHP plant, Ultra Low NOx Gas fired Boiler plant, and Emergency Diesel Generator Plant has been installed a minimum of 3 metres above any openable window and/or roof level amenity area of the tallest building or part thereof in the development
- b) Details to demonstrate that all the CHP Plant, Ultra Low NOx Gas fired boilers, Emergency diesel Generator Plant and associated abatement technologies shall meet a minimum dry NOx emissions standard of 30mg/Nm-3 (at 5% O2), 30 mg/kWh (at 0% O2) and 100mg/Nm-3 (at 5% O2) respectively.
- c) Details of emissions certificates, and the results of NOx emissions testing of each CHP unit, Ultra Low NOx gas boiler and Emergency Diesel Generator Plant by an accredited laboratory shall be provided to verify the relevant emissions standards in part b) have been met following installation of combustion based energy plants certificates, and the results of NOx emissions testing of each CHP unit, Ultra Low NOx gas boiler and Emergency Diesel Generator Plant by an accredited laboratory shall be provided to verify the relevant emissions standards in part b) have been met. Where any combustion based energy plant does not meet the relevant emissions Standards in part b) above, it should not be operated without the fitting of suitable secondary NOx abatement Equipment or technology as determined by a specialist to ensure comparable emissions.
- d) Details to demonstrate where secondary abatement is used for the Emergency Diesel Generator the relevant emissions standard in part b) is met within 5 minutes of the generator commencing operation.

During the operation of the emergency Diesel generators there must be no persistent visible emission. The maintenance and cleaning of the systems shall be undertaken regularly in accordance with manufacturer specifications. The diesel fuelled generators shall only be used for a maximum of 48 hours when there is a sustained interruption in the mains

power supply to the site, and the testing of these diesel generators shall not exceed a maximum of 12 hours per calendar year. Approved details shall be fully implemented prior to the occupation/use of the development and thereafter permanently retained and maintained.

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

Green Infrastructure – Air Quality

- 44) Prior to commencement of development within either Development Plots A1, D1, E1, G1, F1 or J1 hereby permitted (excluding Demolition, Ground and Enabling Works), details of the construction of green infrastructure (including details of planting species and maintenance) on the section of development facing Imperial Road and Michael Road shall be submitted to and approved in writing by the Local Planning Authority. The green infrastructure shall be constructed and planted in order to mitigate air pollution and shall be in full accordance with the Phytosensor Toolkit, Citizen Science, May 2018 and the 'First Steps in Urban Air Quality', TDAG, 2017 guidance documents within the first available planting season following completion of Development Plots A1 and E1 or D1 and F1. Any plants which die, are removed, become seriously damaged and diseased within a period of five years from completion of these buildings shall be replaced in the next planting season with others of similar size and species. Approved details shall be fully implemented prior to the first occupation/use of Development Plots D1, F1 or J1 and thereafter permanently retained and maintained.

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

NOISE

Transport and/or industrial noise sources

- 45) Prior to commencement of development above ground level within each relevant Development Plot hereby permitted, a noise assessment shall be submitted to and approved in writing by the Local Planning Authority, of external noise levels incl. reflected and re-radiated noise and details of the sound insulation of the building envelope, orientation of habitable rooms away from major noise sources and of acoustically attenuated mechanical ventilation as necessary to achieve internal room- and (if provided) external amenity noise standards in accordance with the criteria of BS8233:2014. 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 is not adversely affected by noise from transport [industrial/ commercial noise sources], in accordance with Policies CC11 and CC13 of the Local Plan 2018.

Separation of noise sensitive rooms in neighbouring flats

- 46) Prior to commencement of development above ground level within each relevant Development Plot hereby permitted, details shall be submitted to and approved in writing by the Local Planning Authority, of an enhanced sound insulation value $D_{nT,w}$ and $L'_{nT,w}$ of at least 5dB above the Building Regulations value, for the floor/ceiling/wall structures separating different types of rooms/ uses in adjoining dwellings. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

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

Separation of commercial and noise sensitive premises

- 47) Prior to commencement of development above ground level within each relevant Development Plot hereby permitted, details shall be submitted to and approved in writing by the Council, of the sound insulation of the floor/ ceiling/ walls separating the commercial part(s) of the premises from dwellings. Details shall demonstrate that the sound insulation value $D_{nT,w}$ is enhanced by at least 5dB above the Building Regulations value and, where necessary, additional mitigation measures are implemented to contain commercial noise within the commercial premises and to achieve the criteria of BS8233:2014 within the dwellings/ noise sensitive premises. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

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

Separation of communal facilities/plant etc. noise from noise sensitive premises

- 48) Prior to commencement of development above ground level within each relevant Development Plot hereby permitted, details shall be submitted to and approved in writing by the Council, of the sound insulation of the floor/ ceiling/ walls separating the basement plant room, basement car park and communal facilities from dwellings. Details shall demonstrate that the sound insulation value $D_{nT,w}$ is enhanced by at least 10dB above the Building Regulations value. and, where necessary, additional mitigation measures implemented to contain commercial noise within the commercial premises and to achieve the criteria $L_{Amax,F}$ of BS8233:2014 within the dwellings/ noise sensitive premises. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

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

Sound Insulation of commercial/ industrial building envelope

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

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

Ground and airborne building vibration

- 50) Prior to commencement of development above ground level within each relevant Development Plot hereby permitted, details shall be submitted to and approved in writing by the Local Planning Authority, of building vibration levels and, together with appropriate mitigation measures where necessary. Details shall demonstrate that vibration will meet a level that has low probability of adverse comment and the assessment method shall be as specified in BS 6472:2008. No part of the development shall be occupied until the approved details have been implemented. Approved details shall thereafter be permanently retained.

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

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

- 51) Prior to commencement of development above ground level within each relevant Development Plot hereby permitted, details shall be submitted to and approved in writing by the Local Planning Authority, of the external sound level emitted from plant/ machinery/ equipment and mitigation measures as appropriate. The measures shall ensure that the external sound level emitted from plant, machinery/ equipment will be lower than the lowest existing background sound level by at least 10dBA in order to prevent any adverse impact. The assessment shall be made in accordance with BS4142:2014 at the nearest and/or most affected noise sensitive premises, with all machinery operating together at maximum capacity. A post installation noise assessment shall be carried out where required to confirm

compliance with the sound criteria and additional steps to mitigate noise shall be taken, as necessary. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

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

Anti- vibration mounts and silencing of machinery etc.

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

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

Extraction and Odour Control system for non-domestic kitchens

- 53) Prior to first use or occupation of any retail unit within use class A3 or A4 within each relevant Development Plot hereby permitted, details shall be submitted to and approved in writing by the Local Planning Authority, of the installation, operation, and maintenance of the odour abatement equipment and extract system, including the height of the extract duct and vertical discharge outlet, in accordance with 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 odour, in accordance with Policies CC11 and CC13 of the Local Plan 2018.

Cleaning Schedule

- 54) Prior to the first use or occupation of the retail units within each relevant Development Plot hereby permitted, details of a suitable cleaning schedule and/or maintenance contract for the extract system and any odour control system have been submitted to and approved in writing by the Local Planning Authority. All cleaning and/or maintenance shall be carried out in accordance with the approved details.

To ensure that the amenity of occupiers of the development site/ surrounding premises is not adversely affected by smell, steam and other effluent, in accordance with Policy CC13 of the Local Plan 2018.

No music / Amplified sound

- 55) No music nor amplified sound emitted from the commercial element of the development within each relevant Development Plot hereby permitted shall not exceed the criteria of BS8233:2014 at neighbouring noise sensitive/ habitable rooms and private external amenity spaces.

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

Outside Seating (Furniture and delineation)

- 56) The use of grade level open seating area(s) in connection with the Class A3 floorspace within each relevant Development Plot hereby permitted, shall not commence until details of the extent of seating area 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 area(s) shall be arranged and managed only in accordance with the approved details.

To ensure a satisfactory external appearance, in accordance with Policies CC11 and CC13 of the Local Plan 2018.

Outdoor Seating (Operating Hours)

- 57) Prior to first operation of any outdoor seating areas in connection with the retail (A1, A2, A3 and A4 Uses) office (B1 Use), community (D1 Use) and leisure (D2 Use) uses within each relevant Development Plot hereby permitted, details of operating hours for any outdoor seating areas shall be submitted to and approved in writing by the Local Planning Authority. The outdoor seating areas will operate in accordance with the approved details and be closed outside of these hours and any temporary seats/tables shall be removed and stored internally within the unit(s).

To ensure that the development does not result in conditions prejudicial to the amenities of local residents by reason of noise and disturbance in accordance with Policies CC11, CC12 and CC13 of the Local Plan 2018.

Operating Hours (Use Classes A1, A2, A3, A4, B1, D1, D2)

- 58) Prior to first occupation of any retail (A1, A2, A3, A4 Uses), office (B1 Use), community (D1 Use) and leisure (D2 Use) uses within each relevant Development Plot hereby permitted, details of operating hours shall be submitted to and approved in writing by the Local Planning Authority. Details

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

To ensure that the amenities of surrounding occupiers are not unduly affected by noise and other disturbance, in accordance with Policy CC11, CC12 and CC13 of the Local Plan 2018.

HIGHWAYS

Roads, Footways, Footpaths and Cycleways

- 59) Prior to the commencement of development within each Development Plot hereby permitted (excluding Demolition, Ground and Enabling Works), details of the layouts of any road, footway or footpath within that Development Plot, shall be submitted to and approved in writing by the Local Planning Authority. The submitted details shall show (where relevant) the alignment, widths, surfacing arrangements, kerbs, access ramps (including the car park ramps with confirmation of vertical clearance), forward visibility sight lines and vision splays, speed restraint measures, turning heads, gradients, street lighting and drainage in respect of the relevant part of the development. Development shall be implemented in accordance with the relevant approved details and no residential building within the relevant part of the development shall be occupied until the approved ramps, roads, accesses, footways, footpaths and cycleways have been constructed and been made available for use.

To ensure that the detailed design of the access ramps provides sufficient vertical clearance and capacity for vehicle manoeuvring in the interest of public safety and to ensure that the detailed design of the roads, footways and cycleways would avoid vehicle/pedestrian conflict in accordance with Policy T1, T2, T4, T5 of the Local Plan 2018.

Internal roads and vehicle/pedestrian access points

- 60) Prior to commencement of development within each Development Plot hereby permitted (excluding Demolition, Ground and Enabling Works), full details of the internal roads and the vehicle/pedestrian access points, including details of any street level car parking arrangements, in respect of the relevant Development Plot shall be submitted to and approved in writing by the Local Planning Authority. Details shall be implemented and thereafter retained in accordance with the approved details.

To ensure there is sufficient circulation space for pedestrians, servicing and other vehicles and provide the surface level car parking to meet the needs of future site occupiers and users, in accordance with policies 6.13 and 7.2 of the London Plan and Policies T4 and T5 of the Local Plan 2018.

Road Safety Audit(s)

- 61) Prior to commencement of works to the Link Road, Park Road and/or operational vehicular access to the site (whichever the earlier), details of Road Safety Audit(s) shall be submitted to and approved in writing by the Local Planning Authority.

To ensure the accesses and proposed roads do not compromise highway safety or the safety of pedestrians on the footway, in accordance with policy 7.2 of the London Plan, Policies T4 and T5 of the Local Plan 2018.

Safe use of drop-off locations

- 62) Prior to first occupation of each relevant Development Plot hereby permitted, a scheme shall be submitted to and approved in writing by the local planning authority which demonstrates how the risk of collisions between vehicles and the visually impaired within the site will be averted. The scheme shall address the management of the use of proposed drop-off locations, including deliveries and stopping by Blue Badge Holder vehicles and taxis outside buildings within the site. The scheme shall be implemented in accordance with the approved details prior to first occupation of the relevant part of the development.

To ensure that deliveries and dropping off can occur without compromising highway safety or the safety of pedestrians on the footway, in accordance with policy 7.2 of the London Plan, Policies HO6, T1 and T5 of the Local Plan 2018 and SPD Key Principle TR6 2018.

Electric vehicle charging points

- 63) Prior to first occupation of each relevant Development Plot hereby permitted, details of the installation including location and type of active electric vehicle charging points within the car parking areas for the relevant Plot must be submitted to and approved in writing by the Local Planning Authority. The electric vehicle charging points comprising at least 20% of the total number of residential car parking spaces provided on each Plot shall be active electric vehicle charging points; a further 80% of the total number of residential car parking spaces provided on each Plot shall be passive. The approved electric vehicle charging points shall be installed and retained in working order for the lifetime of the relevant development on each Plot. The uptake of the active electric vehicle charging points will be regularly monitored via the Travel Plan and if required the further 20% active provision will be made available.

To encourage sustainable travel in accordance with policies 5.8, 6.13 and 7.2 of the London Plan, Policies T1, T2 and T4 of the Local Plan 2018.

Cycle Parking

- 64) Prior to first occupation of each relevant Development Plot hereby permitted, details of the facilities to be provided for the secure storage of residents' and other users' bicycles for that Development Plot shall be submitted to and approved in writing by the Local Planning Authority. Such details shall include the number, location and access arrangements to cycle parking for the relevant Plot. No residential or commercial units shall be occupied in the relevant Plot until the relevant approved facilities have been provided. The cycle parking facilities shall thereafter be retained and not used for any other purpose without the prior written consent of the Local Planning Authority.

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

Vehicular parking

- 65) Prior to commencement of development within each relevant Development Plot hereby permitted, (excluding Demolition, Ground and Enabling Works), the detailed design, phasing plan, access, layout and location of the car parking provided for that relevant Development Plot shall be submitted to and approved in writing by the Local Planning Authority. The proposed car parking shall accord with the details as approved and shall be retained permanently thereafter.

To ensure that the detailed design of the access ramps provides sufficient vertical clearance and capacity for vehicle manoeuvring in the interest of public safety and to ensure that the detailed design of the roads, footways and cycleways would avoid vehicle/pedestrian conflict in accordance with Policy T1, T4 and T5 of the Local Plan 2018.

Vehicular Parking Provision

- 66) The residential vehicular parking provision for the development shall not exceed 460 car parking spaces or a space per residential unit ratio of 0.25 on the whole site.

To avoid creating unacceptable traffic congestion on the surrounding road network and to ensure there would be adequate parking for the development, in accordance with policies 6.13 and 7.2 of the London Plan and Policy T4 of the Local Plan 2018.

Basement Vehicular Parking

- 67) The basement vehicular parking hereby permitted shall be accessed and used by residents, car clubs only and long stay blue badge holders for the commercial use.

To avoid creating unacceptable traffic congestion on the surrounding road network and to ensure there would be adequate parking for the development, in accordance with in accordance with policies 6.13 and 7.2 of the London Plan, and Policy T1, T2 and T4 of the Local Plan 2018.

Car & Cycle Parking Management Plan

- 68) Prior to first occupation of each relevant Development Plot hereby permitted, or part thereof, a Car and Cycle Parking Management Plan 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 and Cycle Parking Management Plan as approved and shall thereafter be permanently retained in this form.

To ensure an appropriate level, mix and location of car and cycle parking is achieved for the development and that management arrangements are in place to control its allocation and use in accordance with Policies 5.2, 5.18, 5.19, 5.21, 6.3, 7.14 and 7.15 of the London Plan, Policies CC1, CC2, CC6, CC7, CC9, CC10, CC11, CC12, CC13, T1 and T6 of the Local Plan 2018 and SPD Transport Policies of the Planning Guidance Supplementary Planning Document 2018.

Delivery and Servicing Management Plan

- 69) Prior to first occupation of any residential or commercial use within each relevant Development Plot hereby permitted, a Delivery and Servicing Management Plan (DSMP), including vehicle tracking, for that relevant Development Plot shall be submitted to and approved in writing by the Local Planning Authority. The DSMP shall detail the management of deliveries, emergency access, collection of waste and recyclables, times and frequencies of deliveries and collections/ silent reversing methods/ location of loading bays and vehicle movement in respect of the relevant Development Plot. The approved measures shall be implemented and thereafter retained for the lifetime of the residential or commercial uses in the relevant part of the site.

To ensure that satisfactory provision is made for refuse storage and collection and to ensure that the amenity of occupiers of the development site and surrounding premises is not adversely affected by noise, in accordance with Policy 6.11 of the London Plan and Policies T2, CC11 and CC13 of the Local Plan 2018 and SPD Key Principle TR28 (2018).

Waste Management Strategy

- 70) Prior to commencement of development above ground level within each relevant Development Plot hereby permitted, a Waste Management Strategy shall be submitted and approved in writing by the Local Planning Authority. Details shall include refuse arrangements including storage, collection and recycling for all uses within each Development Plot and how recycling will be maximised and be incorporated into the facilities of the development. All

approved storage arrangements shall be provided in accordance with the approved details and shall be permanently retained thereafter in accordance with the approved details and shall thereafter be permanently retained in this form.

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

External Doors

- 71) All external entrance doors facing the public highway hereby permitted shall be designed and installed so that they do not encroach onto the public highway, and shall thereafter be permanently retained in this form.

To prevent obstruction of the public highway in accordance with the Highways Act 1980, and Policy T3 of the Local Plan 2018.

DESIGN

Details and Materials

- 72) Prior to commencement of development above ground level within each relevant Development Plot hereby permitted, the following details shall be submitted to and approved in writing by the Local Planning Authority:

(b) Particulars and samples (where appropriate) of the materials to be used on all external faces of the buildings including external ground and upper level surfaces such as roof terraces. A façade mock-up panel of a typical section of the proposed cladding system (scale 1:1) shall be erected on site and inspected by Local Planning Authority officers.

(c) Details of the appearance of the loading bay and service entrance including loading bay doors and cycle entrance doors.

The development shall be carried out in accordance with the details as approved and thereafter permanently retained in this form.

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

1:20 Details

- 73) Prior to commencement of development above ground level within each Development Plot hereby permitted, detailed drawings at a scale not less than 1:20 (in plan, section and elevation) of typical sections/bays of each of the approved buildings shall be submitted and approved in writing by the Local Planning Authority. These shall include details of the proposed cladding, fenestration (including framing and glazing details), balustrades (including roof terraces), entrances, roof top plant and plant screening, hand

rails, canopies and junctions between building elements. The development shall be carried out in accordance with the details as approved and thereafter permanently retained in this form.

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

A1/A3 1:20 Details

- 74) Prior to commencement of development above ground level within each Development Plot hereby permitted detailed drawings in plan, section and elevation at a scale of no less than 1:20 of the frontages for the Class A1/Class A3 units, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the details as approved and thereafter permanently retained in this form.

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

Obscured Glass

- 75) The window glass at ground level in the development, including the shop fronts, shall not be mirrored, painted or otherwise obscured and shall be permanently retained as such unless clearly indicated on approved drawings or subsequently agreed with the Local Planning Authority in writing.

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

Solar glare

- 76) Prior to the commencement of development within Development Plots H1, H2 and H2 hereby permitted (excluding Demolition, Ground and Enabling Works), a solar glare study shall be submitted to and approved in writing by the Local Planning Authority. All development pursuant to this permission shall be carried out in accordance with the approved details.

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

No roller shutters

- 77) No roller shutters shall be installed in front of any shopfront, commercial entrance or display facade hereby approved.

To ensure a satisfactory external appearance and to prevent harm to the street scene and public realm, in accordance with Policies DC1, DC5, DC8, and TLC2 of the Local Plan 2018.

No advertisements in the Imperial Square and Gasworks conservation area.

- 78) No advertisements in the Imperial Square and Gasworks conservation area without securing consent from the Local Planning Authority.

In order that any advertisements displayed on the building are assessed in the context of an overall strategy, to ensure a satisfactory external appearance and to preserve the integrity of the design of the building, in accordance with Policies DC1 and DC8 of the Local Plan 2018.

Signage Strategy

- 79) Prior to the first occupation of the retail units within each relevant Development Plot hereby permitted, a Signage Strategy for the retail units within that Development Plot shall be submitted to and approved in writing by the Local Planning Authority and all development pursuant to this permission shall be carried out in accordance with the approved details.

To ensure that the Local Planning Authority may be satisfied with the detail of the proposed development and to ensure a satisfactory external appearance in accordance with Policies DC1 and DC8 of the Local Plan 2018.

Urban Greening Strategy

- 80) Prior to commencement of development above ground level within each relevant Development Plot hereby permitted, an Urban Greening to include horizontal and vertical faces of the buildings and all open spaces in between shall be submitted to and approved in writing by the Local Planning Authority. The details shall include green walls and not be limited to tree planting, green roofs and soft landscaping. The works shall be carried out in accordance with the approved details and shall thereafter be permanently retained in this form. The strategy should include details of the types of planting and the maintenance of the greening. Development shall not be occupied until the scheme has been carried out in accordance with the approved details, and shall thereafter be permanently retained in this form.

To improve biodiversity and contribute to the adaptation to, and reduction of, the effects of climate change in accordance with Policy 5.10 of the London Plan. These details are required prior to above ground works commencing in order that any changes to satisfy this condition are incorporated into the development design process to contribute to urban greening before the design is too advanced to make changes.

Roof enclosures

- 81) Prior to commencement of development above ground level within each relevant Development Plot hereby permitted), details of any enclosure(s) to be fitted to roof mounted equipment at a scale of 1:20 shall be submitted to and approved in writing by the Local Planning Authority. No part of the development shall be used or occupied until any enclosure(s) have been constructed in accordance with the approved details, and the enclosure(s) shall thereafter be permanently retained in this form.

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

No plant, water tanks

- 82) No plant, water tanks, water tank enclosures or other structures, that are not shown on the approved plans for the first phase and any subsequent plans approved under Reserved Matters Applications, shall be erected upon the roofs of the buildings hereby permitted unless approved in writing.

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

Aerials and Satellite Dishes

- 83) Prior to commencement of development above ground level within each Development Plot hereby permitted (excluding Demolition, Ground and Enabling Works) details of any aerials and satellite dishes shall be submitted and approved in writing by the Local Planning Authority. 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 additional aerials, antennae, satellite dishes or related telecommunications equipment shall be erected on any part of the development hereby permitted, without planning permission first being obtained.

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

Window Cleaning Equipment

- 84) Prior to first use or occupation of the development within each Development Plot hereby permitted, details of the proposed window cleaning equipment shall be submitted and approved in writing by the Local Planning Authority. The details shall include the appearance, means of operation and storage of the cleaning equipment. No part of the development shall be used or

occupied until the equipment has been installed in accordance with the approved details and shall thereafter be permanently retained in this form.

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

Changes to the external appearance of the new buildings

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

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

- 86) At the reserved matters stage, the eastern non-principal elevation of Block E1 and the western non-principal elevation of Block E2 must be designed so that the number of habitable room windows is minimised. In addition, where habitable and non-principal windows are formed within these elevations, the details these shall be submitted to the local planning authority for approval in writing. '

To ensure that the proposed location of Blocks E1 and E2 does not prejudice the redevelopment of the land to the north (Bannon Court) and to enable an acceptable residential environment to be achieved for future residents in accordance with Policies SFRRRA, SFRRRA1, HO4, HO11 and CC11 of the Local Plan 2018.

- 87) 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

West elevation of D2

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.

To prevent direct overlooking between windows within the non-principal elevations between development plots to ensure the proposed residential units will have good levels of privacy, in accordance with Polices HO4, HO11 and CC11 of the Local Plan 2018.

- 88) Prior to commencement of development above ground level within each Development Plots H1, H2 and/or H3 (the towers), in addition to the samples of all external materials (required in condition 71), a supporting statement shall be submitted to the local planning authority for approval in writing setting out the detailed specifications of each material indicating performance, sustainability rating, impacts from weathering and exposure to pollution sources in order to demonstrate that the materials are of the highest quality. The development shall be carried out in accordance with such details as have been approved.

To ensure the external appearance and environmental performance of the tall building is of the highest quality and to prevent harm to the street scene and public realm, in accordance with policies 5.3, 7.6 and 7.7 of the London Plan, and Policies DC1 and DC8 of the Local Plan 2018.

Secure by Design

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

To ensure that the development incorporates suitable design measures to minimise opportunities for, and the perception of crime and provide a safe and secure environment, in accordance with Policy 7.3 of the London Plan, and Policies DC1 and DC8 of the Local Plan 2018.

Floodlights, Security lights and Decorative External Lighting

- 90) Prior to commencement of development above ground level within each Development Plot hereby permitted, details of any external artificial lighting, including security lights shall be submitted to and approved in writing by the Local Planning Authority. Lighting contours shall be submitted to demonstrate that the vertical illumination of neighbouring premises is in accordance with the recommendations of the Institution of Lighting Professionals in the 'Guidance Notes For The Reduction Of Light Pollution 2011' (or relevant guidance) to ensure that any lighting proposed does not harm the existing amenities of the occupiers of neighbouring properties. 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. No part of the development shall be used or occupied until any external lighting provided has been installed in

accordance with the approved details and shall thereafter be permanently retained in this form.

To ensure that the amenity of occupiers of the development site / surrounding premises and natural habitat is not adversely affected by lighting, and to ensure a satisfactory external appearance and to prevent harm to the street scene and public realm, in accordance with Policies 5.11, 7.1, 7.3, 7.6 and 7.13 of the London Plan, and Policies DC1, DC8, OS1 and OS2 of the Local Plan 2018.

Lights off

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

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

LANDSCAPING

Soft and Hard Landscaping

- 92) Prior to commencement of development above ground within each relevant Development Plot hereby permitted, details of the proposed soft and hard landscaping of all areas external to the buildings shall be submitted to and approved in writing by the Local Planning Authority. The details shall include: planting schedules and details of the species, height and maturity 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 a satisfactory external appearance of the development and relationship with its surroundings, and the needs of the visually impaired are catered for in accordance with the Equality Act 2010, Policies 3.1, 7.1 and 7.6 of the London Plan, and Policies DC1, DC8, OS2 and OS5 of the Local Plan 2018.

Replacement Trees, shrubs etc

- 93) All planting, seeding and turfing approved as part of the agreed soft landscaping scheme associated with each relevant Development Plot hereby

permitted shall be carried out in the first planting or seeding seasons following the occupation of the buildings or the completion of the development, whichever is the sooner; and any trees or shrubs which die, are removed or become seriously damaged or diseased within 5 years of the date of the initial planting shall be replaced in the next planting season with other similar size and species.

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

Landscape Management Plan

- 94) Prior to commencement of landscaping works associated with each relevant Development Plot hereby approved, a Landscape Management Plan shall be submitted to and approved in writing by the Local Planning Authority for all of 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, DC8, OS2 and OS5 of the Local Plan 2018.

Ecological Management Plan

- 95) Prior to practical completion of each relevant Development Plot hereby permitted, an Ecological Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The EMP shall comprise a habitat management plan and monitoring report which shall set out objectives and prescriptions for the management of new areas of vegetation and public open spaces within the development, for a minimum period of 5 years, unless otherwise agreed in writing with the Local Planning Authority.

To ensure the biodiversity of the site is protected and enhanced where possible, in accordance with policy 7.19 of the London Plan and Policies CC2, DC1, DC8, OS2, OS4 and OS5 of the Local Plan 2018.

Protection of Existing Trees

- 96) Prior to commencement of development within each relevant Development Plot hereby permitted (excluding Demolition, Ground and Enabling Works), all the trees in the proximity of the relevant Development Plot that are to be retained, shall be protected from damage in accordance with BS5837:2012 during both the demolition and construction works.

To ensure that trees on site are retained and to prevent harm during construction, in accordance with Policies DC1, DC8, OS2, OS4 and OS5 of the Local Plan 2018.

Outdoor Play Spaces

- 97) Prior to commencement of development above ground level within each relevant Development Plot hereby permitted, a scheme detailing the play equipment, boundary treatments and ground surface treatment of the outdoor play spaces, for that part of the development shall be submitted to the local planning authority and approved in writing. Any play equipment will be designed to be fully inclusive to ensure the play areas are accessible to all and will be implemented in accordance with the approved plans, to be permanently retained thereafter.

To ensure equal life chances for all, and to prevent groups such as blind people and disabled children being excluded from use of public realm and other amenities by designs failing in detail to take specific needs into account, in accordance with policy 3.1 of the London Plan, and Policy OS3 of the Local Plan 2018.

- 98) Prior to first occupation of each relevant Development Plot hereby permitted, details including the locations of the benches and litter bins for that Development Plot shall be submitted to and approved in writing by the Local Planning Authority. The street furniture listed above shall be designed and sited to be fully inclusive and accessible for all users and will not provide any obstruction to disabled persons or people of impaired mobility and/or sight. The relevant development plot shall not be open to users until the benches, litter bins and signage as approved have been provided, and must be permanently retained thereafter.

To ensure the satisfactory provision of facilities, in accordance with Policies CC2, DC1, DC8 and OS2 of the Local Plan 2018.

ACCESS

Access Management Plan

- 99) Prior to first occupation of each relevant Development Plot hereby permitted, an Inclusive Access Management Plan 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 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 the Policy 7.2 of the London Plan and Policy E3 of the Local Plan 2018.

Level Threshold

- 100) The ground floor entrance doors to the buildings and integral lift/stair cores shall not be less than 1-metre-wide and the threshold shall be at the same

level as the adjoining ground level fronting the entrances to ensure level access.

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

Lifts

- 101) Prior to first occupation and/or use of each relevant Development Plot hereby permitted, details of fire rated lifts in each of the buildings submitted to and approved in writing by the Local Planning Authority. Details shall include loading lifts to the basement levels and the measures to ensure that at least one lift per core will operate at all times and that no wheelchair occupiers are trapped if a lift breaks down. The fire rated lifts shall be installed as approved and maintained in full working order for the lifetime of the development.

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

Finished floor levels

- 102) Prior to commencement of development within each relevant Development Plot hereby permitted (excluding Demolition, Ground and Enabling Works), a site survey and survey of highway and other land at the perimeter of the site shall be carried out and details must be submitted to and approved in writing by the Local Planning Authority indicating the proposed finished floor levels at basement and ground floor levels in relation to the existing Ordnance Datum levels of the adjoining streets and open spaces. The development shall be carried out in accordance with the approved survey unless otherwise agreed in writing by the local planning authority.

To ensure continuity between the level of existing streets and the finished floor levels in the proposed building and to ensure a satisfactory treatment at ground level, in accordance with Policy 3.1 and 7.2 of the London Plan, and Policy DC1, DC5 and DC8 of the Local Plan 2018. These details are required prior to commencement in order that a record is made of the conditions prior to changes caused by the development and that any changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes.

Urban Realm Strategy

- 103) Prior to commencement of development within each relevant Development Plot, or part thereof (excluding Demolition, Ground and Enabling Works), and notwithstanding the information in the landscape drawings hereby approved, an Urban Realm Strategy which includes detailed drawings of any shared surfaces, the methods of delineation of the vehicular and pedestrian

areas and samples of materials shall be submitted to the local planning authority and approved in writing prior to the commencement of the relevant work within each Development Plot, or relevant part thereof. The urban realm strategy for the relevant Development Plot shall demonstrate how the shared surfaces would adhere to the guidance set out in Department of Transport Note LTN1/11 "Shared Space" October 2011 (or any other relevant guidelines). Such details shall be implemented in accordance with the approved plans and permanently retained thereafter.

To ensure that the proposal provides an inclusive and accessible environment in accordance with Policy 7.2 of the London Plan, Policies DC1 and T1 of the Local Plan 2018.

Airwaves Interference Study

- 104) Prior to commencement of development within each relevant Development Plot hereby permitted (excluding Demolition, Ground and Enabling Works) the following details shall be submitted to and approved in writing by the Local Planning Authority:
- (i) The completion of a Base-Line Airwaves Interference Study (the Base-Line Study) to assess airwave reception within/adjacent to the site; and
 - (ii) The implementation of a Scheme of Mitigation Works for the purpose of ensuring nil detriment during the [Demolition Works and Construction Works] identified by the Base-Line Study. Such a Scheme of Mitigation Works shall be first submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details prior to occupation and shall thereafter be permanently retained in this form.

To ensure that the existing airwaves reception is not adversely affected by the proposed development, in accordance with Policy 7.13 of the London Plan, and Policies DC1 and DC8 of the Local Plan 2018.

Gasholder No.7

- 105) Elements of Gasholder No. 7 shall be incorporated into the development in accordance with the Montagu Evans Interpretation Strategy dated January 2018 as approved under planning reference 2017/02340/DET.

To safeguard the special architectural or historic interest of the structures in accordance with Policies DC1 and DC8 of the Local Plan 2018 and the Council's "Planning Guidance" Supplementary Planning Document.

Highway Works (S278)

- 106) The development hereby permitted shall not be occupied until the following highway works are completed in line with the Council's Street-smart standards;
- Junction realignment and improvement works on Michael Road;
 - Provision of a new vehicular access point onto Imperial Road;

- Kings Road Traffic Island
- Assessment for trial pits to provide street trees along Imperial Road and provision of trees.
- Making good the footways

An agreement under section 278 of the Highways Act 1980 for the said highway works shall be submitted to and approved in writing by the Council prior to the commencement of any works (excluding Demolition, Ground and Enabling Works).

To ensure safe and accessible pedestrian access and a satisfactory standard of appearance and to maintain pedestrian and highway safety, in accordance with Policies T1, T6, DC1, DC8, OS5 of the Local Plan 2018.

RECOMMENDED REASONS FOR APPROVAL

- 1) Land Use: All the proposed land uses are supported by adopted policy. Officers consider that the residential-led mixed use development is appropriate in this location and would replace a redundant industrial site. The proposal is therefore supported in land use terms subject to the satisfaction of other development plan policies and is considered to be in accordance with the NPPF, London Plan Policies 2.13 and 3.3 and Policies SFRRRA, SFRRRA1, HO1, HO3 and HO4 of the Local Plan 2018.
- 2) Affordable Housing: The proposal would help to regenerate the wider South Fulham Riverside Regeneration Area whilst maximising the value of the existing vacant site. The development provides the maximum reasonable proportion of affordable housing on site. This is supported in order to maximise the delivery of much needed affordable housing within the borough. The proposal is therefore considered to be in accordance with the NPPF, London Plan Policies 3.3, 3.4, 3.5, 3.6, 3.8 and 3.9 and Policy HO3 of the Local Plan 2018.
- 3) Housing: The proposal provides a range of unit sizes which are considered to respond positively to the site characteristics and given consideration to the wider demographics, would lead to a development that would maintain a mixed and balanced ward. The amenity and play space provided accords with the adopted policies and would provide a high quality of private and communal amenity for future occupants together with a high standard of residential accommodation. The density is acceptable, given the location within the South Fulham Riverside Regeneration Area and transport accessibility of the site and the resultant acceptable quality of the residential accommodation which will deliver 1,843 homes. The proposal is therefore supported and is considered to be in accordance with the NPPF, London Plan Policies 3.3, 3.4, 3.5, 3.6, 3.8 and 3.9 and Policies HO1, HO3, HO4, HO5 and HO6 of the Local Plan 2018.
- 4) Design and Conservation: Development of this site provides an opportunity for significant enhancement and regeneration of this area. The proposal complies with Local Plan policy DC1 in that it respects the existing

townscape context, demonstrates tangible urban design benefits and is consistent with the Council's wider regeneration objectives, and in doing so is sensitive to the setting of heritage assets. The development would a new high-quality spaces and public realm. The proposed built form has a massing which responds to the proposed spaces and surrounding townscape at its edges. The elevations of the detailed element have an architectural character which provides interest across all frontages. The relationship between the built form and public realm would assist in the creation of a sense of place. It is considered that this is compliant with Section 66 and Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990. The proposal is also in line with national guidance in the NPPF, London Plan Policies 7.1, 7.2, 7.3 7.4, 7.5, 7.6 and 7.8 and Policies H04, DC1, DC2 and DC8 of the Local Plan 2018.

- 5) Transport: The 460 parking spaces provided are in line with adopted policy and are suitable for this development in this location. There would be no adverse impact on traffic generation and the scheme would not result in congestion of the road network. Conditions would secure satisfactory provision of cycle and refuse storage, construction and logistics and management while a Travel Plan is secured by legal agreement. Adequate provision for storage and collection of refuse and recyclables would be provided. The accessibility level of the site is very good, and is well served by public transport. External impacts of the development would be controlled by conditions and section 106 provisions. In addition, servicing and road safety and travel planning initiatives would be implemented in and around the site to mitigate against potential issues. The proposed development therefore accords with Policies 6.1, 6.3, 6.9, 6.10, 6.11, 6.13 of the London Plan, Policy T1, T2, T3, T4 and T5 of the Local Plan 2018.
- 6) Impact on Neighbouring Properties: The impact of the proposed development upon adjoining occupiers is considered acceptable with no significant worsening of noise/disturbance and overlooking, no unacceptable loss of sunlight or daylight or outlook to cause undue detriment to the amenities of neighbours. In this regard, the development would respect the principles of good neighbourliness. The proposed development therefore accords with London Plan Policies 3.5, 3.6, 3.8, 7.3, 7.6, 7.7 and 7.14 and Policies DC1 and DC2 of the Local Plan (2018).
- 7) Safety and Access: A condition would ensure the development would provide a safe and secure environment for all users in accordance with London Plan Policy 7.3 and Policy DC1 of the Local Plan 2018. The development would provide 10% of all units as wheelchair units, level access, a lift to all levels and suitable circulation space. Conditions would ensure the proposal would provide ease of access for all persons, including disabled people and an Inclusive Accessibility Management Plan is provided for approval. Satisfactory provision is therefore made for users with mobility needs, in accordance with Policy 7.2 of the London Plan and Policy H06 of the Local Plan 2018.

- 8) Sustainability and Energy: The application proposes a number of measures to reduce CO2 emissions with a carbon offset payment secured. A revised Sustainable Urban Drainage Strategy would be required by condition to reflect final design detail for all development plots within the outline element. The proposal would thereby seek to reduce pollution and waste and minimise its environmental impact. The proposed development therefore accords with Policies 5.1, 5.2, 5.3, 5.6, 5.7, 5.8, 5.9, 5.11, 5.12, 5.13, 5.14, 5.15 and 7.19 of the London Plan and Policies CC1 and CC2 of the Local Plan 2018.
- 9) Flood Risk: A revised Flood Risk Assessment would be required for all development plots in order to ensure the risk of flooding at the site remains low and is considered acceptable. Sustainable drainage systems (SUDS) would be integrated into the development to cut surface water flows into the communal sewer system with further information on surface water drainage secured by condition. The development would therefore be acceptable in accordance with the NPPF (2012), Policies 5.11, 5.13, 5.14 of the London Plan and Policies CC3 and CC4 of the Local Plan 2018.
- 10) 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 and Policy CC9 of the Local Plan 2018.
- 11) Microclimate: The development would not result in an unacceptable wind microclimate that would cause harm, discomfort or safety issues to pedestrians or the environment around the buildings. A condition is secured to provide additional mitigation measures for all development plots within the outline element. The proposals are considered to comply with Policies 5.3, 7.6 and 7.7 of the London Plan and Policy DC2 of the Local Plan 2018.
- 12) Planning Obligations: Planning obligations to offset the impact of the development and to make the development acceptable in planning terms are secured. Contributions relating to transport and highways improvements, 35% Affordable Housing, 10% Wheelchair User Dwellings, CCTV Strategy, Interpretation Strategy for the re-use of Gasholder 7, Community Facilities comprising of a Youth Centre and Food Bank, carbon offset payment, and local training and employment opportunities and procurement are secured. The proposed development would therefore mitigate external impacts and would accord with Policy INFRA 1 of the Local Plan 2018.

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

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

Application form received: 13th June 2018

Drawing Nos: see above

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

Consultation Comments:

Comments from:	Dated:
Hammersmith & Fulham Historic Buildings Group	12.07.18
Cadent Plant Protection For High Pressure Gas Pipelines	12.07.18
Greater London Authority - Planning Decisions Unit	05.07.18
Environment Agency - Planning Liaison	24.07.18
Historic England London Region	06.07.18
Thames Water - Development Control	20.06.18
Royal Borough Of Kensington And Chelsea	22.06.18
Port Of London Authority	05.07.18
Canal & River Trust	27.06.18
Cadent Plant Protection For High Pressure Gas Pipelines	14.07.18

Neighbour Comments:

Letters from:	Dated:
44 Burnaby Street London SW10 0PN	07.07.18
Hammersmith Town Hall Extension King Street London W6 9JU	05.09.18
5 Harwood Terrace London SW6 2AF	08.07.18
10 Holmead Road London SW6 2JE	16.07.18
23 Britannia Road London SW6 2HJ	23.07.18
65 Moore Park Road Fulham London SW6 2HH	30.07.18
51 Britannia Road London SW6 2HJ	14.08.18
10 compass house london SW6 2FB	22.06.18
43 Lockside House Chelsea Creek London SW6 2XB	07.07.18
39 Tetcott rd London SW10 0SB	08.07.18
18a Rumbold road London SW6 2JA	17.07.18
5 Melbourne Terrace Moore Park Rd London SW6 2JU	08.08.18
9 Harwood Terrace London SW6 2AF	08.07.18
9 Imperial Square London SW32AE	18.08.18

65 Waterford Road London SW6 2DT	30.07.18
7 Harwood Terrace London SW6 2AF	22.06.18
12 Cheryls Close London SW6 2AX	06.07.18
IMPERIAL WHARF Fulham se6 3ed	29.06.18
133 Lockside House 3 Thurstan Street London SW6 2XD	28.06.18
5 Shottendane Road London SW6 5TJ	03.07.18
18a Rumbold road London Sw62ja	17.07.18
11 Harwood Terrace London SW6 2AF	03.07.18
141 Lockside House 3 Thurstan Street Fulham SW6 2XD	05.07.18
10 rumbold rd london sw62ja	19.07.18
Flat 141, Lockside House 3 Thurstan Street London SW6 2XD	05.07.18
31 rumbold road London SW6 2HX	17.07.18
30 Imperial Square London SW6 2AE	17.07.18
16 Holmead Road London SW6 2JE	17.07.18
70 Waterford Road London SW6 2DR	01.08.18
52 Lots Road London SW10 0QD	03.07.18
142 Lockside House 3 Thurstan St Chelsea Creek SW6 2XD	02.07.18
6 Wandon Road London SW6 2JF	11.07.18
13 Wandon Road London SW6 2JF	13.07.18
22 Rumbold Road London SW6 2HX	15.07.18
9 Rumbold Road London SW6 2JA	16.07.18
29 Holmead Road London SW6 2JD	17.07.18
Wandon Road London London SW6 2jf	28.07.18
47 Waterford Road London SW6 2DT	30.07.18
Flat A 587-589 King?s Riad Fulham SW6 2EH	04.07.18
4 Holmead Road London Sw62je	15.07.18
630 Kings Road Fulham London SW6 2DU	15.07.18
7 Rumbold Road London Sw6 2ja	17.07.18
23 Britannia Rd	23.07.18
29 Holmead Road 318-326 Wandsworth Bridge Road London SW6 2JD	16.07.18
Lots Village Chelsea 132-134 Lots Road London SW10 0RJ	26.06.18
NAG	21.08.18
7 harwood terrace fulham london sw62af	23.06.18
32 Harwood Terrace London SW6 2AB	23.06.18
3 Wandon Road London SW6 2JF	23.07.18
NAG	23.07.18
1 Holmead Road London SW6 2JE	23.07.18
32 Holmead Road London SW6 2JD	23.07.18
15 nacovia house imperial wharf london sw6 2gw	23.07.18
28 Harwood Terrace London SW6 2AB	24.06.18
9 Rumbold Road London SW6 2JA	16.07.18
103 Doulton House 11 Park Street London SW6 2FT	24.06.18
73 waterford road london sw6 2dt	30.07.18
Lots Village Chelsea 132-134 Lots Road London SW10 0RJ	09.07.18
49 Waterford Road London SW6 2DT	31.07.18
26 Rumbold Road London SW6 2HX	16.07.18
48 Britannia Road London SW6 2JP	31.07.18
142 Lockside House 3 Thurstan St Chelsea Creek SW6 2XD	02.07.18
51 Moore Park road London SW6 2HP	21.07.18

7 Harwood Terrace Fulham London sw62af	23.06.18
20 Harwood Terrace London SW6 2AB	25.06.18
1 Wandon Road London SW6 2JF	17.07.18
51 Britannia Road London SW6 2HJ	13.08.18
2 Harwood Terrace London SW6 2AB	13.08.18
30 Avalon Road London SW6 2EX	13.08.18
22 Harwood Terrace London SW6 2AB	13.08.18
51 Britannia Road London SW6 2HJ	14.08.18
NAG	14.08.18
4 Harwood Terrace London SW6 2AB	14.08.18
52 Waterford Road London SW6 2DR	16.08.18
15 Holmead Road London SW6 2JE	16.08.18
NAG	21.08.18
1 Holmead Road London SW6 2JE	20.07.18
51 Britannia Road London SW6 2HJ	12.08.18
4 Harwood terrace London SW6 2AB	13.08.18
23 Britannia Road London SW6 2HJ	31.07.18
NAG	31.07.18
11 Imperial Sq London SW6 2AE	13.07.18
53 Waterford Road London SW6 2DT	31.07.18
33 Holmead Road London SW6 2JD	16.07.18
NAG	31.07.18
NAG	16.07.18
38 Maxwell Road London SW6 2HR	16.07.18
17 Rumbold Road London SW6 2JA	16.07.18
NAG	16.07.18
23 Maxwell Road London SW6 2HT	17.07.18
Flat 2 568 Kings Road London SW6 2DY	17.07.18
NAG	17.07.18
NAG	27.09.18

1.0 BACKGROUND

- 1.1 This Planning Report relates to the hybrid planning application submitted by St William LLP (the Applicant) for the comprehensive redevelopment of the South Fulham Gasworks Area (the Site or Application Site) to provide a residential-led mixed use development. The Site is located within South Fulham Riverside Regeneration Area ((as designated in the Local Plan 2018 Policy SFRRRA) and the Site itself is identified as a strategic development site in the adopted Local Plan (2018) by Strategic Policies SFRRRA and SFRRRA1.
- 1.2 The applicant is seeking permission for a planning application (part-detailed, part-outline) for demolition of existing buildings and structures (excluding No.2 Gasholder, 1856 Chief Engineer's Office, 1927 Former Research Laboratory, 1920 WW1 War Memorial and WW2 War Memorial) and redevelopment to provide a residential-led mixed use development

comprising the erection of new buildings ranging from 1 to 37 storeys to provide up to 1,843 (including 646 Affordable Housing) residential units and ancillary residential facilities (C3 Use) and non-residential floorspace in Use Classes A1, A2, A3, A4, B1, D1 and 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, interim works and other associated works:

1) Detailed planning application for 37,774sqm (GEA) residential floorspace together with 712sqm (GEA) ancillary residential facilities (C3 Use); 982sqm (GEA) flexible commercial floorspace (A1, A2, A3, A4 Uses); 3,432sqm (GEA) community and leisure floorspace (D1/D2 Use); provision of a 10,365sqm (GEA) basement; new pedestrian and vehicular access; provision of amenity space, landscaping, car and cycle parking, refuse storage, energy centre, servicing area, and other associated infrastructure works.

2) Outline planning application (with all matters reserved) for up to 166,560sqm (GEA) residential floorspace and ancillary residential facilities (C3 Use); up to 6,895sqm non-residential floorspace comprising flexible commercial retail (A1, A2, A3, A4 Uses), office (B1 Use), community (D1 Use) and leisure (D2 Use) floorspace; provision of up to 30,573sqm (GEA) new basement level; new pedestrian and vehicular access; and associated amenity space, publicly accessible open space, landscaping, car and cycle parking, refuse storage, energy centres, servicing area, and other associated infrastructure works.

- 1.3 The applicant has carried out pre-application consultation with the London Borough of Hammersmith and Fulham (LBHF), the Greater London Authority (GLA), Transport for London (TfL), the Royal Borough of Kensington and Chelsea (RBKC), English Heritage and other key stakeholders. The Applicant has also carried out a number of community engagement events with local residents and businesses. Meetings were also held with key community stakeholders the Hammersmith and Fulham Historic Building Group and the Fulham Society.
- 1.4 The proposals envisage the comprehensive redevelopment of the site which would provide up to 1,843 new homes including a significant affordable housing quantum (35%) and significant areas of new public realm which is consistent with the aims of the raft of regeneration planning policies set out in the London Plan and Local Plan 2018.
- 1.5 Officers have given due consideration to the potential positive effects on meeting the revised housing target of 4,000 additional units by 2035 within the South Fulham Regeneration Area, with particular weight given to the provision of affordable housing and whether this will provide for local housing needs.
- 1.6 It is also necessary to consider the strategic site policy requirements of SFRA1 in the round, which sets out the land use, urban design, transport, environmental, social and other planning criterion. As such, this report sets

out the extent to which the SFRRRA1 policy is complied with in the round, in order to make a balanced judgement on whether the proposed building height and massing has an acceptable impact on the skyline and views from and to the riverside and waterways and heritage assets in the area, whilst ensuring general compliance with the policy, and the overall Development Plan.

- 1.7 Notwithstanding the assessment of the scheme against the strategic regeneration area policy, the council are required to give consideration to the NPPF guidance on assessing whether there will be any harm to occur towards heritage assets and the visual amenity of the area. It is necessary to give due consideration of the impacts of the proposed tall buildings and the overall scale and mass of the development.
- 1.8 Officers have also duly considered the extent of which the site and wider area benefits from the on-site provision of the publicly accessible open areas given policy within the SFRRRA also requires all development to contribute towards the regeneration of the whole area. The report weighs the perceived benefits of the development alongside the elements of the scheme which deviate from local policies in order to take a balanced view of the acceptability of the scheme.

2.0 SITE AND SURROUNDINGS

- 2.1 The Application Site measures approx. 6.33 hectares of previously developed industrial land located in the south east of the Borough, within close proximity to the River Thames. The Site is situated approximately 0.5 kilometres south east of Fulham Town Centre within the Sands End Ward. The Site is irregular in shape and bounded by Gwyn Close and the Overground railway line to the north; Chelsea Creek residential development to the east; Imperial Road with Imperial Square to the south; and Michael Road to the west. The Site is divided into two defined areas by Sands End Lane to form the Northern Sector and Southern Sector.
- 2.2 The Site is occupied by six redundant gasholders, overground pipes, a Pressure Reduction Station (PRS), and a series of buildings in operational use and non-operational related employment uses (use class B1. There are a number of existing commercial businesses across the site (approximately 300 tenants). The gasholders are numbered 2, 3, 4, 5, 6 and 7. Gasholders 2, 3, 4 and 5 are located in the Northern Sector, while Gasholders 6 and 7 are in the Southern Sector on the opposite side of Sands End Lane. Both vehicular and pedestrian access is taken from the Waterford Road / Michael Road / Harwood Terrace roundabout located to the north west of the Gasworks Area. The vehicular access off Imperial Road is currently serving as a construction access for the neighbouring site Chelsea Creek.

Surrounding Context

- 2.3 The surrounding area is characterised by a mix of uses, with predominantly residential buildings to the north with some commercial and business

premises located off Michael Road. Similarly, residential areas including Harwood Terrace and Imperial Square are located to the west with commercial units located to the northern end of Imperial Road known as Imperial Studios. There are residential units within No. 11 Imperial Road on the corner of Emden Street and Imperial Road and residential estates on the south side of Imperial Road. To the south-east lies Chelsea Creek and Imperial Wharf, two residential developments with Chelsea Creek still under development at the date of this report. Lots Road Power Station is located to the north-east on the opposite side of the railway line which has planning permission for a residential-led mixed use development comprising two tall buildings (37 and 25 storeys). Chelsea Island a residential led development also located to the north opposite the railway line has recently been completed and comprise of a building up to 12 storeys.

Designations and Heritage Assets

- 2.4 The southern portion of the Site is located within the South Fulham Riverside Regeneration Area (Local Plan 2018 Policy SFRR); the Imperial Square and Gasworks Conservation Area (Local Plan Policy DC8) and is within Flood Risk Zones 2 and 3. The Imperial Square Conservation Area (designated in 1975) was extended in 2005 to include the adjoining buildings in Harwood Terrace and Imperial Road, and the northern part of the gasworks site that is inextricably linked to the history of the houses in Imperial Square. The designation of the Conservation Area sought to protect its special character and in recognition of its unique industrial history. A small part of the Site along the north-west is located within the Sanford Manor Archaeological Priority Area.
- 2.5 There are four Grade II listed buildings/structures within the Site. Gasholder 2 is widely regarded as the oldest remaining gasholder in the world dating back to the 1830's, and was statutory Listed at Grade II in 1970. The 1857 Neoclassical Chief Engineer's Office, the 1927 Research Laboratory and a War Memorial were nationally listed in 2007. The relocated war memorial dating from 2000 is considered by the Council to be a non-designated heritage asset.
- 2.6 A Certificate of Immunity from Listing was granted 7 March 2014 in respect of the remaining 5 gasholders (nos. 3, 4, 5, 6 and 7) and the 10 remaining associated buildings on the Site. National Grid was granted conditional planning permission (ref. 2014/03637/FUL) in March 2015 to demolish five of the redundant gasholders with associated structures and three ancillary buildings. The application permits the demolition of gasholders 3, 4, 5, 6 and No. 7, and three ancillary buildings. The majority of the demolition works has been carried out in compliance with the planning permission at the date of this report.

Accessibility

- 2.7 The Public Transport Accessibility Level (PTAL) for the Application Site ranges from 4 to 5, with 1a being the least accessible, indicating good to

excellent public transport accessibility. Train services are available from Imperial Wharf Station 500m east of the Site which enables access to the London Overground service as well as the Chelsea Harbour Pier providing a river boat service along the River Thames located approximately 100m beyond. Fulham Broadway Underground station, located 750m north of the Site, provides access to the District Line. Bus routes serve the Site along Imperial Road and Townmead Road which include the 391 and C3 routes. A number of Barclay's Cycle Hire Docking Stations are located to the south, west and east of Imperial Road, Lots Road and Michal Road respectively.

- 2.8 The Site is also near several amenities including the King's Road. A number of schools and places of worship can be found within the vicinity of the Site and Chelsea and Westminster Hospital situated approximately 500m north-east of the Site on Fulham Road.

3.0 RELEVANT PLANNING HISTORY

- 3.1. Changes to the way gas is stored within the distribution network has made the gasholders redundant and they were decommissioned in 2012.
- 3.2. **March 2015:** Planning permission (Ref 2014/03637/FUL) was granted for the demolition of five redundant gasholders and three ancillary buildings, including remediation and site levelling works. Much of this work has taken place, including the dismantling of the locally listed Gasholder No.7. Some of the gas pipelines on the site remain in use at present and as part of the redevelopment, National Grid will require certain infrastructure to be provided.
- 3.3. **July 2016:** Planning Application was submitted for a residential-led mixed-use development, to provide up to 1,375 residential units and up to 13,129 sq.m. of non-residential uses (Use Classes A1 - A4, B1, B8, D1 and D2). The absence of an affordable housing offer was a significant concern. GLA and TfL officers continued discussions with the applicant and the Council with a view to resolving these matters, but the applicant has chosen to submit a new application. This previous application is still current and is not the subject of any officer recommendation or committee resolution from the Council.
- 3.4. **August 2016:** Planning permission (Ref 2015/04762/FUL) was granted for a new Pressure Reduction System (PRS) to be located within the northern corner of the site fronting Gwyn Close. The current Application Site excludes this 0.32-hectare area. The PRS is primarily pipe equipment which sits above and below ground level and is required to replace the function of the gasholders and ancillary structures to continuing aiding the supply of gas to all the National Grid Property Holdings' (NGPH) customers south of the River Thames. The existing PRS is in the centre of the site, which at present remains live.

3.5. **April 2018:** Planning permission (Ref 2018/00064/FUL) was granted for a new National Grid depot fronting Imperial Road, which formed part of the previous application but has now been taken out of the application site.

4.0 APPLICATION DETAILS

4.1 The planning application has been submitted in a hybrid form seeking permission for the comprehensive redevelopment of the site for a mix of uses, partly in detail and partly in outline. The detailed component relates to Development Plots A1, A2 and A3 (Phase 1) and seeks full approval for scale, layout, appearance, access and landscaping and will be subject to detailed architectural drawings. Part of the basement is included within the detailed application.

4.2 Permission for the subsequent phases (phases 2-6) is sought in outline ('the outline component') with access, layout, scale, appearance and landscaping being reserved matters which will be required to be developed in accordance with the Parameter Plans and Design Codes submitted with this Application.

4.3 The table below sets out the total floorspace sought, as well as the breakdown between the detailed and outline components:

land use	Use Class	total maximum floorspace (GEA, sq.m.)	detailed component (GEA, sq.m.)	outline component (GEA, sq.m.)
residential	C3	205,046	38,486	166,560
retail/cafe/restaurant	A1-A4	4,037	982	3,055
office	B1	3,840	-	3,840
community/leisure	D1-D2	4,332	3,432	900
total		216,355		

4.4 The residential floorspace equates to a maximum of 1,843 flats, 345 of which would be in the detailed component located in the north-eastern corner of the site fronting Michael Road. The retail and office uses are generally located on the ground floor of the blocks.

4.5 Permission is sought for 27,055sqm of public amenity space, 6,711sqm of private communal amenity space, and 2,553sqm of private residential amenity space (in addition to balconies to all homes above ground floor level). A new 6,795 sq.m. public park and a public square will be created. Collectively the public and communal private amenity spaces cover 53.4%

of the Site.

- 4.6 The statutorily listed buildings are all proposed to be retained, with the Chief Engineer's Building and Research Laboratory refurbished for commercial use and Gasholder No.2 retained in its original location, but as part of the landscape design for the new park.
- 4.7 A large basement area is proposed (40,938 sqm), comprising the majority of parking and servicing requirements. Car parking is provided at a ratio of 0.25 spaces per residential units (460 spaces) including 10% blue badge spaces (46 spaces), in addition to 3 blue badge spaces for non-residential uses, 8 car club spaces and 6 visitor spaces. The 6 visitor car parking spaces and short-stay cycle parking provision will be distributed within the public realm. All of these except the visitor spaces will be located in the basement. Cycle parking (up to 3,583 long-stay cycle spaces and up to 292 short-stay cycle spaces) and energy centres are also proposed in the basement.
- 4.8 The building heights vary across the scheme, with the majority of the blocks ranging between 7 and 15 storeys. There will also be three towers of 25, 28 and 37 storeys along the eastern boundary of the site with the Chelsea Creek development. The outline component of the scheme is proposed with all matters reserved, but design details would be controlled through parameter plans and a design code.
- 4.9 It is proposed that the existing access on Sands End Lane at the junction with Michael Road would become one of the primary vehicular and pedestrian access points into the site; this will be accompanied by public realm improvements to make the junction more pedestrian/ cycle friendly. On Imperial Road, the existing vehicular access south of Fulmead Street will become a primary access for both vehicular traffic and pedestrians.

The Masterplan

- 4.10 The configuration of the masterplan is intended to enhance local permeability, both pedestrian and vehicular. New pedestrian routes will unlock the 6.33ha site, which previously precluded access due to its historic uses, and provide a variety of both public and private spaces. A new link road will provide better connectivity between Imperial Road and King's Road. The masterplan aims to provide an appropriate setting for the Grade II* listed Gasholder No.2, the Grade II listed buildings and war memorial, and the non-listed war memorial - all of which are to be retained in the masterplan.
- 4.11 A new public park is proposed at the centre of the masterplan to improve the provision of public amenity within the local area, offering a range of spaces to accommodate a number of different uses. It is proposed to retain Gasholder No.2 within the park in its current location. The buildings sit amongst a varied composition of landscape character areas, explained in greater detail later in this report.

Character areas within the masterplan

4.12 The distinct range of uses, scale, building typologies, facade treatments and use of materials throughout the different building plots will clearly define the public realm. In terms of design, this will be apparent as a variety of architectural expressions, broadly reflected as three distinct ‘character areas’ of buildings and two main areas of public realm within the development. These are: the Garden Quarter (Character Area 1), Park View (Character Area 2), the Imperial Quarter (Character Area 3), Sands End Square (Public Realm) and the Park (Public Realm). More details on each of the character areas are provided in Chapter 4.0 of the Design and Access Statement, Volume 1.

Development Plots

4.13 The proposed development is laid out in six phases which are sub-divided further into 15 Development Plots. Phase 1a comprise the detailed component (Development Plots A1, A2 and A3) and seeks permission for 42,900sqm (GEA) in detail, in addition to a 10,365sqm basement area.

4.14 Outside of the detailed Development Plots, the Site contains 14 further Development Plots for which outline permission is sought with all matters reserved for future consideration. These plots will be delivered in the later phases of development. A maximum floor area of 173,455 sqm (GEA) is sought through the outline, in addition to a 30,572sqm basement. The table below indicates the maximum floor area for each development plot.

F1	22,885	1,353
F2	2,451	167
G1	23,959	0
H1	13,414	0
H2	20,178	0
H3	18,309	437
J1	18,758	857
Total	166,560	6,895

Table: Residential Floor Areas

Phasing of Development

- 4.15 The proposed development is proposed to come forward in six Phases in the following order which have been provided as a build programme;

Site set up April 2019

Building Demolition works April 2019 – April 2020

Phase 1a – Plot A1, A2 and A3 (May 2020 – Dec 2023);

Phase 1b – Plot D1 (January 2023 – December 2024)

Phase 1c – Plot D2 (January 2023 – August 2025)

Phase 2 – Plot B1 and Park (south) (May 2020 – Feb 2022);

Phase 3 – Plots C1, C2, F1 and F2 (Jan 2023 – June 2027);

Phase 4 – Plots E1, E2, G1 and Park (north) (July 2026 – May 2028);

Phase 5 – Plots H1, H2 and H3 (Sept 2030 – Mar 2035);

Phase 6 – Plot J1 (April 2035 – Jul 2036).

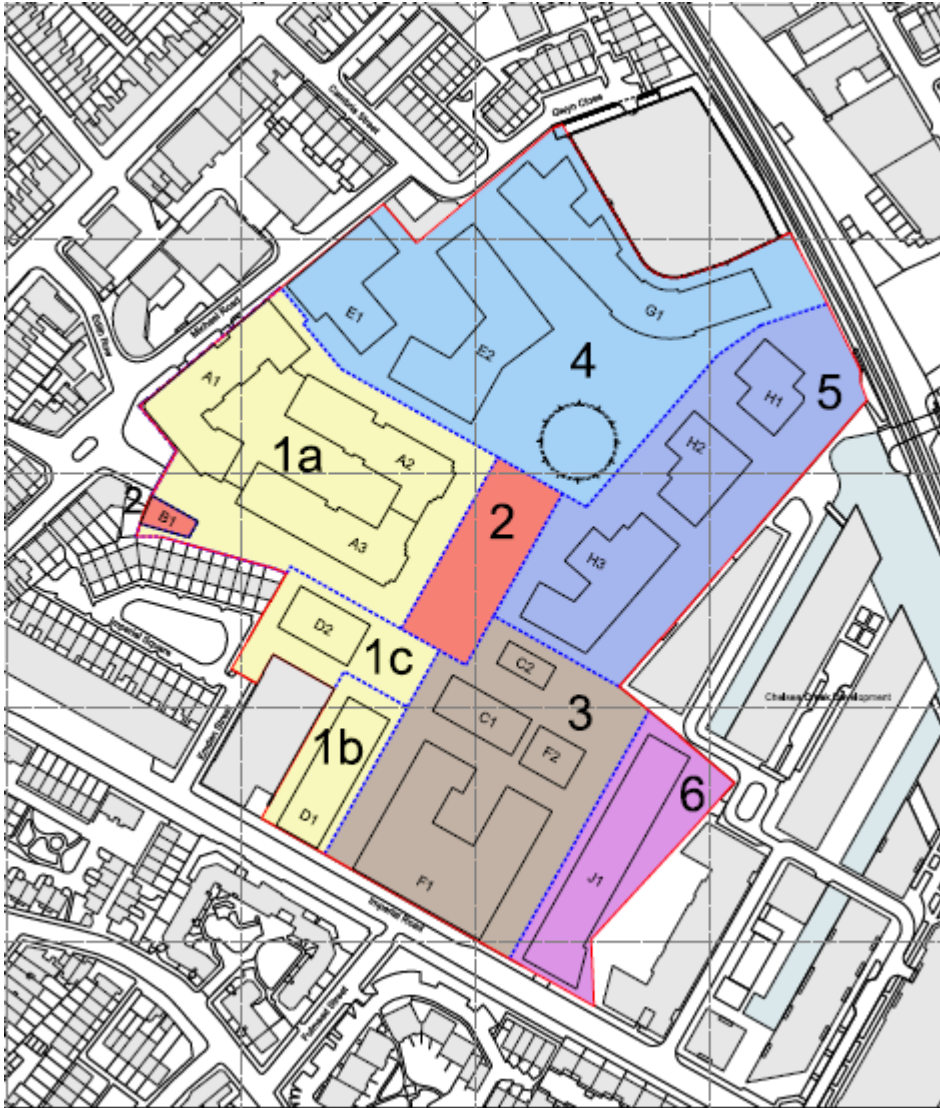


Figure: Phasing of Proposed Development

Massing

- 4.16 The buildings will range from a single storey pavilion to 37 storeys and will have private and public outdoor space, including publicly accessible routes through the site. The infrastructure required to support the development will include an energy centre, basement car and cycle parking, and waste storage.
- 4.17 Massing in the south of the site seeks to continue the scale and rhythm of the developments that have progressed along Imperial Road. The illustrative massing in the west of the site seeks to gradually step up from the boundary with Michael Road into the site. The shoulder height of the building at the entrance to the development takes its precedent from the existing Cooper House Building, whilst further to the north-east the perimeter massing is reduced to respect the existing properties on Gwyn Close. The illustrative massing in the north and east of the site steps up to the tallest element, with the arrangement and orientation strategically positioned to maximise the available sunlight into the Park and to be

respectful to local views.

- 4.18 A series of urban markers are proposed to identify the new area of public amenity space. The heights of the buildings have been designed to distinguish it from neighbouring sites with tall buildings. The illustrative masterplan proposes a 37-storey building as appropriate within the wider townscape strategy, with supporting taller buildings at 28 and 25 storeys respectively.

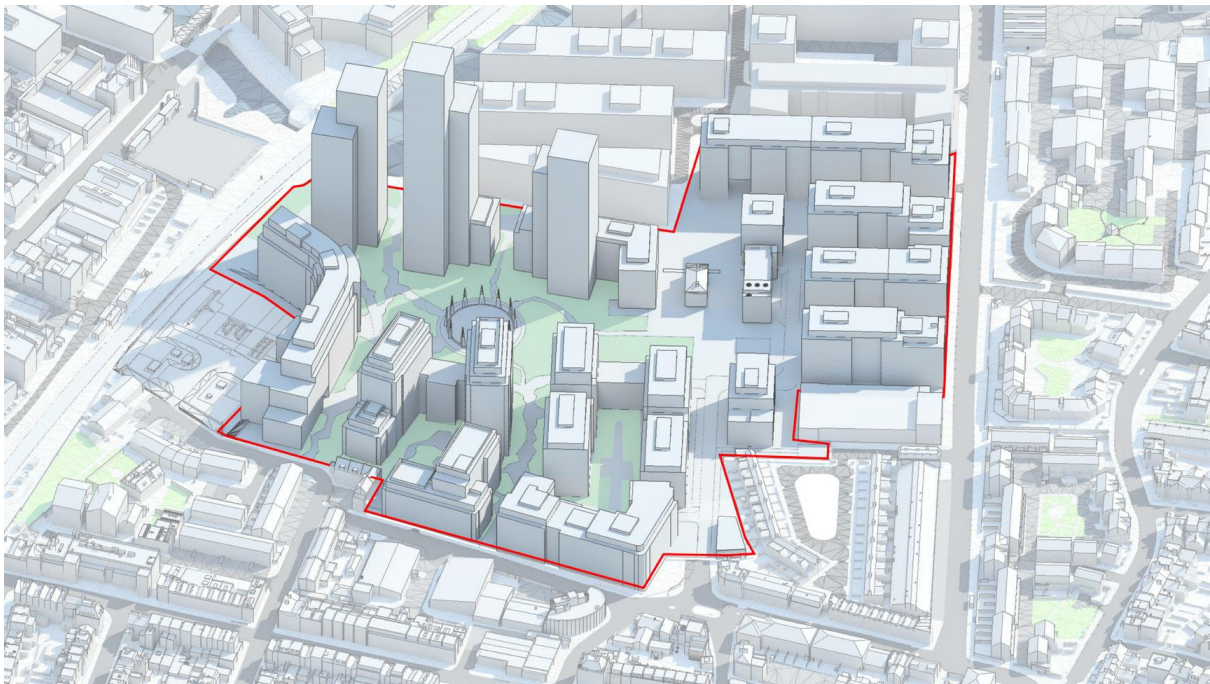


Figure: Aerial view of 3D model

Residential Accommodation

Detailed Component

- 4.19 The detailed element relates to Phase 1a of the development which comprises three development plots (A1, A2 and A3), which together contain three residential blocks. In the centre of these plots is a podium delivering communal private amenity space with access from each plot. The application also includes the landscaping detail around the buildings. Below ground the basement area accommodate access to the energy centre with vehicular access for residents gained through Plot A3. Each of the plots include two or three cores, which are located to suit the residential layouts. All cores have direct access to the basement and podium levels. The residential breakdown comprises:

Studio x 30 units
1 bed x 84 units
2 bed x 191 units
3 bed x 38 units
4 bed x 2
Total = 345 units

Plot A1

- 4.20 Plot A1 comprises a 7 storey, C shaped plot at the main entry to the site fronting Michael Road and Sands End Lave. The north-eastern elevation defines a pedestrian route (Park Lane) which leads from Michael Road toward the Park. The top floor steps in from the lower levels and the homes benefit from larger terraces. At ground floor there is a commercial unit on the north-western corner of Sands End Lane and Michael Road. There are two residential entrance lobbies, which provide level access directly from the street, along Michael Road. The plot encloses the western end of the podium courtyard garden, which sits above the ground floor commercial space, contained within Plots A1, A2 and A3.
- 4.21 A total of 766sqm (GEA) non-residential floorspace and 11,542sqm (GEA) residential floorspace is proposed within Plot A1.

Plot A2

- 4.22 Plot A2 is a rectilinear block comprising two elements; an 11-storey building adjacent to A1 joined at lower levels to a 13-storey building overlooking the park. The top two floors step in and a frame is introduced to articulate the roofline. The plot includes part of the podium courtyard garden which adjoins plot A1. The north-eastern elevation fronts Park Lane providing residential accommodation comprising eight homes all with private amenity space and front doors accessed from the public realm. There are two residential entrance lobbies which provide level access to the homes above. At the eastern end of the plot there is commercial space at ground floor which overlooks the park.
- 4.23 A total of 3,432sqm (GEA) non-residential floorspace and 16,684sqm (GEA) residential floorspace is proposed within Plot A2.

Plot A3

- 4.24 Plot A3 comprises a seven-storey element to the west adjacent to Plot A1 and a nine-storey building to the east overlooking the park. Like plot A2 the top two floors step in and a frame is introduced to articulate the roofline. The south-eastern elevation of the plot defines Sands End Lane, the main public route through the development and provides entrances to the residents' facilities, residents' lobbies and commercial units. The north-eastern elevation fronts the podium courtyard garden which adjoins to plots A1 and A2 and ground level. The residents' basement carpark is accessed from Sands End Lane at an entrance between plot A1 and A3, beneath the podium courtyard garden.
- 4.25 A total of 216sqm (GEA) non-residential floorspace and 10,260sqm (GEA) residential floorspace is proposed within Plot A3.

Outline Component

- 4.26 Outline planning permission is sought for the remaining 14 Development Plots and surrounding external spaces including the remainder of the basement level. These plots will be delivered in the later phases of development. A maximum of 174,355sqm (GEA) floorspace (excluding the basement) will be built in the Outline Component. A maximum of 166,560sqm (GEA) of residential floorspace is proposed within the outline component. The table below indicates the maximum floorspace for each plot. Parameter Plans and Design Codes are submitted for the following 14 plots and associated landscape as part of the Outline Component.

Maximum Floorspace sqm (excluding basement)

Development Plot	Residential	Non-Residential
B1	0	226
C1	0	1,720
C2	0	648
D1	9,130	1,081
D2	3,555	406
E1	9,678	0
E2	24,243	0
F1	22,885	1,353
F2	2,451	167
G1	23,959	0
H1	13,414	0
H2	20,178	0
H3	18,309	437
J1	18,758	857
Total	166,560	6,895

- 4.27 Below is a description of each of the 14 development plots with the outline component of the Proposed Development. Within each description reference is made to the following use classes allowed within each plot; A1-A4 (shops, financial and professional services, restaurants and cafes, and drinking establishments), B1 (business), C3 (residential and ancillary residential), D1 (non-residential institutions) and D2 (assembly and leisure).

Plot B1

- 4.28 Plot B1 is located on the western edge of the site and together with Plot A1 forms the entrance to Fulham Gasworks. The plot is located in the Garden Quarter (Character Area 1). The northern elevation fronts Sand End Lane, the primary vehicular access through the site and defines the street frontage. The southern elevation faces the rear elevations and gardens of the houses in Imperial Square. The use for Plot B1 is specified as A1-A4

and B1.

- 4.29 A maximum height of 5.345m (AOD +8.845m) has been established for Plot B1. The maximum AOD steps down to a shoulder height of 4.395m (AOD +7.895m) along the southern elevation to respect the scale of existing properties within Imperial Square.

Plot D1

- 4.30 Plot D1 is located on the southern edge of the site in the Imperial Quarter (Character Area 3). The northern elevation fronts Sands End Square, the southern elevation Imperial Road, the western elevation fronts onto an area of private communal amenity space and the two storey National Grid Depot. The use for Plot D1 is specified as A1-A4, B1, C3, D1 and D2. Non-residential uses are permitted at ground floor and first floor only.
- 4.31 A maximum height of 32.40m (AOD +36.850m) has been established for Plot D1. The maximum AOD steps down to 29.225m (AOD +33.675m) along the plot's southern elevation along Imperial Road. Plot D1 has defined maximum shoulder heights of 27.225m (AOD +31.675m) along Imperial Road and 23.775m (AOD +28.225m) for the remainder facades. Above these datums, the building is to set back to reduce the perceived building height from Imperial Road and the adjacent amenity spaces. The maximum number of storeys permissible for Plot D1 is 9 storeys (ground plus 8), stepping down to 8 storeys (ground plus 7) adjacent to Imperial Road.

Plot D2

- 4.32 Plot D2 is located in the south-western part of the site in the Imperial Quarter (Character Area 3). The northern elevation fronts Sand End Lane, the southern elevation defines an area of private communal amenity space with the three storeys high National Grid Depot. The western elevation faces the houses in Imperial Square and defines a pedestrian route from Emden Street, and the eastern elevation fronts onto Sands End Square. The use for Plot D2 is specified as A1-A4, B1, C3, D1 and D2. Non-residential uses are permitted at ground floor only with residential above.
- 4.33 A maximum height of 26.25m (AOD +30.350) has been established for Plot D2. The maximum height steps down to 16.55m (AOD +20.650) along the plot's western elevation to respect the perceived building height from Imperial Square. Plot D2 has defined maximum shoulder heights of 14.55m (AOD +18.650) at the lower level facing Imperial Square and 21.075m (AOD +25.175) at the upper level facing Imperial Square, Sands End Lane and the Depot. Above these datums, the building is to set back to reduce the perceived building height from Imperial Square and Sands End Lane. The maximum number of storeys permissible for Plot D2 is 7 storeys (ground plus 6), stepping down to 4 storeys (ground plus 3) adjacent to Imperial Square.

Plot E1

- 4.34 Plot E1 is located in the north-western part of the site, in the Garden Quarter (Character Area 1). The western elevation fronts Michael Road, the southern elevation defines a public route into the site, whilst the northern and eastern elevations define an area of private communal amenity space. The use for Plot E1 is specified as C3.
- 4.35 A maximum height of 31.8m (AOD +36.440) has been established for Plot E1. The maximum height steps down to 21.875m (AOD +26.515) along the plot's western elevation to respect the scale of the houses in Michael Road and Cambria Street. Plot E1 has defined maximum shoulder heights of 26.625m (AOD +31.265) on all facades at the upper level and 16.275m (AOD + 20.915) on all facades at the lower level. Above these datums, the building is to set back to reduce the perceived building height from Cambria Street, Michael Road and the adjacent amenity spaces. The maximum number of storeys permissible for Plot E1 is 9 storeys (ground plus 8), stepping down to 6 storeys (ground plus 5) adjacent to Michael Road.

Plot E2

- 4.36 Plot E2 is located in the north-western part of the site in the Garden Quarter (Character Area 1). Plot E2 is articulated by two main volumes, orientated along the public pedestrian routes that lead into the site. They are connected by a linking volume which steps down in scale and faces the Park. The northern elevation defines an area of public space, the southern elevation defines the public route into the site from Michael Road, the western elevation defines an area of private communal amenity space, facing Plot E1 and Bannon Court, and the eastern elevation fronts onto the Park and the secondary vehicular access route through the site. The use for Plot E2 is specified as C3.
- 4.37 A maximum height for the southern volume of E2 is 51.075m (AOD +55.715). The maximum height for the northern volume is 44.925m (AOD +49.565) stepping down to 21.875m (AOD +26.515) along the plot's western elevation to respect the scale of the houses in Cambria Street and the adjacent Bannon Court. The maximum height of the link section is 25.325m (AOD +29.965). Plot E2 has defined maximum shoulder heights on multiple facades; the southern volume is 42.225m (AOD +46.865), the northern volume is 36.075m (AOD +40.715) and 16.275m (AOD +20.915) adjacent to the site boundary. Above these datums, the building is to set back to reduce the perceived building height from Bannon Court, from the public pedestrian routes that lead into the Park and from the adjacent amenity spaces. The maximum number of storeys permissible for Plot E2 is 15 storeys (ground plus 14), stepping down to 6 storeys (ground plus 5) adjacent to Bannon Court.

Plot F1

- 4.38 Plot F1 is located on the southern edge of the site in the Imperial Quarter (Character Area 3). Plot F1 is a U-shaped block with two main volumes, orientated along the public pedestrian route and vehicular route that lead into the site. These two volumes are connected at Imperial Road by a lower level linking volume. The northern and eastern elevations fronts Sands End Lane, the southern elevation fronts Imperial Road and the western elevation defines an area of public realm. The use for Plot F1 is specified as A1-A4, B1, C3, D1 and D2. Non-residential uses are permitted at ground floor only with residential above.
- 4.39 The maximum height for the western volume is 33.3m (AOD +37.750). The maximum height for the eastern volume is 36.45m (AOD +41.200), stepping down to 29.825m (AOD +34.575) toward Imperial Road. The maximum height of the linking section is 17.075m (AOD +21.525). Plot F1 has defined maximum shoulder heights on multiple facades. Above these datums, the building is to set back to reduce the perceived building height from Imperial Road and the adjacent amenity spaces. The maximum shoulder height for the western volume is 28.125m (AOD +32.575) along the facades facing public spaces. The maximum shoulder height for the eastern volume is 31.275m (AOD +36.025) for the upper volume and 24.375m (AOD +29.125) for the lower volume adjacent to Imperial Road. The maximum number of storeys permissible for plot F1 is 10 storeys (ground plus 9), stepping down to 8 storeys (ground plus 7) in the south east corner, adjacent to Imperial Road.

Plot F2

- 4.40 Plot F2 is located in Sands End Square, adjacent to the Research Laboratory. The northern elevation fronts onto Sands End Square, the southern elevation fronts Sands End Lane, the western elevation fronts onto the adjacent Research Laboratory, and the eastern elevation faces onto the Park Road and an area of public realm. The use for Plot F2 is specified as A1-A4, B1, C3, D1 and D2. Non-residential uses are permitted at ground floor only with residential above.
- 4.41 A maximum height for Plot F2 is 25.875m (AOD +30.625). The maximum number of storeys permissible for Plot F2 is 7 storeys (ground plus 6).

Plot G1

- 4.42 Plot G1 is located in the north-western part of the site in Park View (Character Area 2). The northern elevation follows the line of the Pressure Reduction Station (PRS) boundary and fronts onto an area of private communal amenity space. The southern elevation fronts onto the Park and Park Road, the eastern elevation fronts onto Gwyn Close, whilst the western elevation fronts onto Park Road and the London Overground railway line. The use for Plot G1 is specified as C3. Ancillary residential is permitted at ground floor only.

- 4.43 A maximum height of 38.65m (AOD +43.290) has been established for plot G1. The maximum AOD steps down to 25.65m (AOD +30.290) and 15.9m (AOD +20.540) along the plot's western elevation to respect the scale of the houses in Gwyn Close. Plot G1 has two defined maximum shoulder heights at 33.475m (AOD +38.115) and 26.725m (AOD +31.365) on all facades. Adjacent to Gwyn Close there is a lower shoulder height at 23.65m (AOD +28.290). Above these datums, the building is to set back to reduce the perceived building height from the pedestrian route leading into the development from Gwyn Close and the adjacent amenity spaces. The maximum number of storeys permissible for Plot G1 is 11 storeys (ground plus 10), stepping down to 7 storeys (ground plus 6) and then to 4 storeys (ground plus 3) adjacent to Gwyn Close.

Plot H1

- 4.44 Plot H1 is located in the north-eastern part of the site in Park View (Character Area 2) and is adjacent to the gas easement route (to its east). The plot overlooks the Park, with its south and west elevations facing onto areas of public realm. The north elevation faces the Park Road and the London Overground railway line, whilst the east elevation faces the neighbouring Chelsea Creek development. The use for Plot H1 is specified as C3.
- 4.45 A maximum height of 89.625m (AOD +94.625) has been established for Plot H1. The maximum height steps down to 70.275m (AOD +75.275) to provide an elegant proportion. The maximum number of storeys permissible for plot H1 is 28 storeys (ground plus 27), reducing to a maximum of 21 storeys (ground plus 20) when the tall component steps down.

Plot H2

- 4.46 Plot H2 is located in the north-eastern part of the site in Park View (Character Area 2) and is adjacent to the gas easement route. The plot overlooks the Park, with its south, west and north elevations facing onto areas of public realm. The east elevation faces the neighbouring Chelsea Creek development, the Park Road and an area of public realm. The use for Plot H2 is specified as C3 (residential and ancillary residential).
- 4.47 A maximum height of 119.7m (AOD +124.700) has been established for Plot H2. The maximum height steps down to 91.125m (AOD +96.125) to provide an elegant proportion to the tall component and then again to 27.575m (AOD +32.575) at lower level, to create the podium. The podium has a defined maximum shoulder height of 22.125m (AOD +27.125), above this datum, the building is to set back to reduce the perceived building height from the surrounding public amenity spaces. The maximum number of storeys permissible for plot H2 is 37 storeys (ground plus 36), reducing to a maximum of 27 storeys (ground plus 26) when the tall component steps down. The maximum number of storeys permissible for the podium is 7 storeys (ground plus 6).

Plot H3

- 4.48 Plot H3 is located in the eastern part of the site in Park View (Character Area 2). The plot overlooks the Park, with its north and west elevations facing onto areas of public realm. The south elevation fronts onto Sand End Square, and the east elevation faces the neighbouring Chelsea Creek development. The Park Road and an area of public realm. The use for Plot H3 is specified as A1-A4, B1, C3, D1 and D2. Non-residential uses are permitted at ground floor only with residential above.
- 4.49 A maximum height of 82.05m (AOD +86.800) has been established for Plot H3. The maximum height steps down to 62.7m (AOD +67.450) to provide an elegant proportion to the tall component and to 27.475m (AOD +31.725) at lower level, to create the podium. The podium has a defined maximum shoulder height of 22.025m (AOD +26.275), above this datum, the building is to set back to reduce the perceived building height from the surrounding public amenity spaces. The maximum number of storeys permissible for Plot H3 is 25 storeys (ground plus 24), reducing to a maximum of 18 storeys (ground plus 17) when the tall component steps down. The maximum number of storeys permissible for the podium is 7 storeys (ground plus 6).

Plot J1

- 4.50 Plot J1 is located in the south-eastern part of the site in the Imperial Quarter (Character Area 3). The southern elevation defines the street frontage along Imperial Road, whilst the western elevation defines the street frontage along Sands End Lane. The eastern elevation faces an area of private communal amenity space and the northern elevation defines a public route into the site from Chelsea Creek. The use for Plot J1 is specified as A1-A4, B1, C3, D1 and D2. Non-residential uses are permitted at ground floor only with residential above.
- 4.51 A maximum height of 36.525m (AOD +41.275) has been established for Plot J1. The maximum height steps down to 29.9m (AOD +34.650) along the plot's southern elevation to reduce the perceived building height from Imperial Road. Plot J1 has defined maximum shoulder heights on all facades; the maximum shoulder height is 31.35m (AOD +36.100) and 24.45m (AOD +29.200) for the lower element on Imperial Road. Above these datums, the building is to set back to reduce the perceived building height from Imperial Road, from the adjacent Chelsea Creek development and from Sands End Lane. The maximum number of storeys permissible for Plot J1 is 10 storeys (ground plus 9), stepping down to 8 storeys (ground plus 7) adjacent to Imperial Road.

SUBMITTED DOCUMENTS

4.52 The following documents have been submitted in support of the applications

- Planning Statement
- Development Specification and Parameters (Revised Aug 2018)
- Design and Access Statement Volume 1: Outline Component
- Design and Access Statement Volume 2: Detailed Component
- Design Codes (Revised Aug 2018)
- Environmental Statement, including Townscape, Heritage and Visual Impact Assessment, Technical Appendices (including Transport Assessment); and Non-Technical Summary
- Environmental Statement, Statement of Conformity (Aug 2018)
- Outline Construction and Demolition Logistics Plan (Aug 2018)
- Outline Construction Workforce Travel Plan (Aug 2018)
- Flood Risk Assessment (Revised Aug 2018)
- Heritage Statement
- Sustainability Statement and Energy Statement
- Dynamic Overheating Assessment (Revised Aug 2018)
- Ventilation Strategy (Revised Aug 2018)
- Daylight and Sunlight Amenity within the Site Report
- Arboricultural Assessment
- Artificial Lighting Strategy and Impact Assessment
- Retail Assessment
- Statement of Community Involvement
- Financial Viability Appraisal

4.53 A Development Specification Document (Aug 2018) has been submitted for approval in support of the outline component of the scheme. This document contains the Parameter Plans and their specification which define the scope and extent of the development and set out the overall scale of development proposed in terms of maximum height and siting of buildings, floorspace, uses, basement demise, and areas of public realm and open space.

4.54 The illustrative designs for the masterplan as set out within the Design and Access Statement submitted as part of the Outline Application, provide examples of how the development could be brought forward within the parameters set. The illustrative masterplan drawings provide further illustrative material to demonstrate how the site layouts and floor plans could come forward for the above plots. It should be noted that the illustrative masterplan drawings are not submitted for approval.

4.55 The form of the outline component of the application, whilst allowing control over subsequent reserved matters, also allows for a degree of flexibility in the final designs so that the schemes for each plot can evolve over time to take account of relevant factors including possible changes to the surrounding built environment and market conditions.

Parameter Plans

4.56 Whilst all matters are reserved for Development Plots B1, C1, C2, D1, D2, E1, E2, F1, F2, G1, H1, H2, H3 and J1, the basement and associated routes and open spaces the following details have been provided in the Parameter Plans for approval:

- Planning Application Area (Red Line Boundary Plan)
- Existing Site Layout and Demolition;
- Proposed Plot Plan;
- Horizontal Limits of Development Plots (including Plot co-ordinates);
- Vertical Limits of Building Blocks – maximum extents (in metres AOD);
- Proposed Building Block Plan (with blocks and plot boundaries plotted);
- Proposed Ground Levels (in metres AOD);
- Proposed Basement Plan – maximum extents (in metres AOD);
- Proposed Ground Floor Uses;
- Proposed Upper Floor Uses;
- Public Realm (minimum extent of the publicly accessible areas);
- Access and Circulation Plan

4.57 If planning permission is granted, these parameter plans would constitute approved rather than indicative drawings which will guide the submission of future reserved matters applications.

4.58 The Parameter Plans do not propose any deviation beyond the maximum parameters although it would be possible to build up-to the maximum limits. This means that the final ground level/upper level building line or façade height may differ from those currently drawn on the plans. In some instances, the building line drawn on the plan is the maximum outer limit and the as built building line could only move behind the line (i.e into the site) and in other circumstances flexibility is permitted for the final building line to move in front or behind the building line as currently drawn.

4.59 In terms of maximum buildings heights, especially for the lower blocks, has been calculated to include a 1.5m roof plant zone and/or 2m high privacy screens for terraces. The Townscape and Visual Impact Assessment submitted with the application has taken into consideration mitigation measures and design rules set out in the Design Codes. Officers consider it is therefore imperative that the buildings within the outline element comply with the number of floors set out in the Design Codes for each building and for the mass of the building to not encroach into the roof plant / privacy screen zones. The zones of deviation have been tested to ensure that acceptable separation between and within building blocks is maintained in order that acceptable levels of residential outlook, access to sunlight and daylight, street widths and provision of adequate areas public realm are maintained within and adjacent to the site.

4.60 A range of maximum building heights for the outline plots have been specified. It should be noted that ground levels vary across the site. As

such building heights are primarily illustrated as relative their Above Ordnance Datum (AOD). It should be note that buildings within the outline plots with commercial uses at ground floor is based on an overall ground floor height of approx. 4.95m. The applicant has indicated that this height provides flexibility for future tenants but has confirmed that, if this height is not required at the final design stage, the relevant buildings would reduce slightly in overall height.

- 4.61 In order to ensure that the public realm routes and spaces shown are retained and are of a dimension suitable for their function and character, the open space plan contains the minimum area to be retained as public realm. It would not be possible within the levels of deviation to extend or encroach upon this area within the parameters set by this application.

Design Codes

- 4.62 The applicant has submitted Design Codes which are intended to inform the future design development of the Outline Components of the site. Together with the above documents the Design Codes provide the primary design information to inform the preparation of subsequent applications for approval of Reserved Matters on individual development plots. The Design Codes are mandatory design rules and guidance which focus on two and three-dimensional elements of the design that build upon the masterplan and provide the Council with certainty of the commitment to high quality design.

Statement of Community Involvement

- 4.63 The applicant has undertaken a comprehensive public consultation exercise prior and post submission of the planning application. Pre-application discussions were held with planning, design, and transport officers. Pre-application consultation and negotiation included discussions with officers at the Royal Borough of Kensington and Chelsea, the Greater London Authority, Transport for London, English Heritage and LBHF Disability Forum. It is acknowledged by officers that the extensive pre-application consultation informed the proposals for which planning permission is now sought. Scheme changes have been introduced to address comments raised throughout the pre-application consultation process.

AMENDMENTS

- 4.64 Since the application submission St William has undertaken further consultation and negotiations with the Council, which has resulted in amendments to the following aspects of the proposals for which a summary of the details can be found in the Quod cover letter dated 28 August 2018;
- Elevation and section drawings
 - Floor plans
 - Revised Parameter Plan
 - Revised Design Codes: Plot codes

- Revised Design Codes: Landscape codes
- Revised Development Specification and Parameters Document
- Revised Ventilation Statement
- Dynamic Overheating Assessment
- Revised Flood Risk Assessment and Drainage Strategy
- Outline Construction Workforce Travel Plan and Outline Construction and Demolition Logistics Plan
- Environmental Statement: Statement of Conformity

Community Facilities

- 4.65 In response to comments from officers the development will provide a Youth Centre and a Food Bank which will be delivered within Phase 1b.
- 4.66 The Youth Centre will measure 650sqm in floorspace and its delivery will be secured via the S106 legal agreement with a maximum fitout cost of £1.25m including fees. Should the Youth Centre not be delivered the applicant will pay a commuted sum of £3.5m to the Council for the delivery of community facilities within the local area.
- 4.67 The Food Bank will have a maximum front of house area of 150sqm and a maximum storage area of 100sqm and its delivery will also be secured via the S106 legal agreement with a maximum fitout cost of £900,000 including fees. Should the Foodbank not be delivered the applicant will pay a commuted sum of £1.5m to the Council for the delivery of community facilities within the local area.

5.0 PUBLICITY AND CONSULTATION

- 5.1 The application has been advertised on the following basis:
- Development is subject to an Environmental Impact Assessment
 - The site is within a Conservation Area and affects the setting of Nationally Listed Buildings/Structures and a Locally Listed Structure.
 - The scheme comprises a Major Development

Residents

- 5.2 Residents were notified of the application by way of 1,271 letters, a site notices posted on 22 June 2018 and a press advert published 22 June 2018. A total of 78 representations have been received from neighbours, Resident Associations plus a petition (18 signatures) from Imperial Square Residents objecting to the proposals. Comments are summarised as follows:
- Architecture: unimaginative design, not in keeping with local buildings
 - Concern about adding to existing traffic and highways congestion
 - Change to character of area
 - Flood risk generated by underground car park
 - Height of tall buildings (overlooking, townscape views and loss of sky)

- Impact on social infrastructure
- Lack of consultation
- Lack of dedicated space for children
- Loss of historic buildings
- Loss of sunlight
- Noise and construction disruption
- Public transport capacity
- Seek a more balanced approach between quality of life, viability and affordable housing
- Should provide on-site recreation and community facilities
- Small local businesses need to be protected
- Excessive Density
- Air Quality Concerns
- Support principle of redevelopment and provision of green space
- Support provision of affordable housing and request provision studios, 1 and 2-bedroom homes

Technical Consultations

5.3 Technical consultations were undertaken and are summarised below:

Transport for London (TfL):

5.4 TfL asks that the matters below be addressed satisfactorily:

1. Remove general visitor parking on site, and secure the provision of blue badge spaces and EVCPs to meet Draft London Plan standards;
2. Provide additional details and clarifications in relation to trip rate/ mode share and highway network assessment;
3. Carry out trip generation assessment for non-residential trips;
4. Undertake Stage 1 Road Safety Audits for all highway proposals;
5. Secure a contribution of £187,500 toward local bus service capacity enhancement;
6. Secure a financial contribution of £1.85m towards Imperial Wharf rail station capacity enhancement;
7. Secure improvement to the local walking and cycle environment as identified in PERs and CoLs;
8. Secure cycle parking provision for the entire site to meet the Draft London Plan standards, as well as shower and changing facilities for the commercial part of the proposal;
9. Secure the provision of all proposed connecting points for the site, including the eastern boundary of the site for further pedestrian/ cycle link to Lots Road;
10. Secure right of access by members of public for the proposed Link Road and all other pedestrians/ cycle route within the site;
11. Safeguard land and secure cost toward the relocation of existing cycle hire docking station on Michael Road;
12. Undertake comprehensive traffic impact assessment for construction vehicle activities in light of comments;

13. Improve the travel plan as per comments and secure it by s106 agreement;
14. Secure the submission, approval and implementation of car parking management plan, DSP and CLP by appropriate legal agreement/ conditions.
15. Secure appropriate Mayor CIL toward Crossrail.

Environment Agency:

- 5.5 The Environment Agency (EA) considers that planning permission could be granted to the proposed development subject to conditions relating to land contamination, piling, boreholes, SUDs, waste and flooding. Without these conditions the site would pose an unacceptable risk to the environment and the EA would object to the application.

Thames Water:

- 5.6 Thames Water request that a condition be added to any planning permission seeking no properties be occupied until confirmation has been provided that either:- all water network upgrades required to accommodate the additional flows from the development have been completed; or - a housing and infrastructure phasing plan has been agreed with Thames Water to allow additional properties to be occupied. Thames Water also request that a condition be added to any planning permission requesting that an integrated water management strategy detailing, what infrastructure is required, where it is required, when it is required (phasing) and how it will be delivered, has been submitted to and approved by the Council in consultation with the water undertaker.

Historic England:

- 5.7 While Historic England (HE) welcomes the principle of the proposed retention of designated heritage assets within the development site, they are concerned by the lack of assurance given within the application that the repair and refurbishment of the Grade II* listed Gasholder No.2 and other listed buildings within the site would be delivered as part of the wider development. They note that tall buildings on the site would be visible across a wide geographic area, including within the setting of designated heritage assets. HE previously raised concerns regarding the harm caused to the significance of the Brompton Cemetery (Conservation Area and Grade I Registered Park and Garden) and Grade II* listed Chapel and Colonnade therein through the proposed development of a 27-storey tower within their settings. In HE's view, the current proposals would cause a greater degree of harm to the significance of these highly significant designated heritage assets due to the increased height and number of tall buildings (25, 28 and 37 storeys). HE considers the degree of harm caused to be considerable, albeit "less than substantial", in line with policy 134 of the NPPF.

English Heritage (Greater London Archaeology Advisory Service):

- 5.8 The planning application lies in an area of archaeological interest. Appraisal of this application using the Greater London Historic Environment Record and information submitted with the application indicates that the development is likely to cause some harm to archaeological interest but not sufficient to justify refusal of planning permission. Previous advice from GLAAS has been for a programme of historic building recording and for an archaeological watching brief. GLAAS recommends that these conditions also be applied to the current application.

Hammersmith and Fulham Historic Buildings Group:

- 5.9 Welcomes the link between the proposed square and parkland to the north which is centred on Gasholder No 2 and wishes that the bell (and the below-ground structure) of this, the oldest surviving gasholder in the world, will be restored, displayed and 'celebrated' to the fullest extent possible.
- 5.10 While the group welcomes the provision of affordable housing in the Borough, they consider it both important and relevant to judge the acceptability of the tallest buildings based on their potential impact on south Fulham, which is still predominantly a low-rise area with largely Victorian housing. However, the group acknowledges recent planning permissions have regrettably set unwelcome precedents for tall and unsympathetic buildings of particular relevance being on the Lots Road power station site. The group further state that in virtually all of the views assessed the proposed tallest residential blocks stand proud of the surrounding skyline, such as to be dominant and intrusive. The group therefore consider that the heights of at least the tallest Park View tower blocks, should be reduced. The group seek that buildings and structures be recorded and salvage and reuse of materials which has been secured as part of the approved demolition application.

Hammersmith and Fulham Disability Forum Planning Group:

- 5.11 Raises no objection following a meeting held with the applicant which lead to amendments made such as introducing a footway along the park road to separate pedestrians from vehicles. Accessible housing and parking will be secured by conditions.

Cadent Gas:

- 5.12 Cadent Gas has no objection the planning application at Fulham Gas works Imperial Road Fulham as the HP gas pipeline in the vicinity will not be affected

Canal and River Trust:

- 5.13 This application falls outside the notified area for its application scale. The Canal and River Trust confirmed that there is no requirement to consult them as a Statutory Consultee.

Greater London Authority (GLA) Stage 1 Response:

- 5.14 The application is referable to the Mayor of London under the following Categories of the Schedule to the Order 2008: Category 1A: “Development which comprises or includes the provision of more than 150 houses, flats, or houses and flats”. Category 1B: “Development (other than development which only comprises the provision of houses, flats, or houses and flats) which comprises or includes the erection of a building or buildings outside Central London and with a total floorspace of more than 15,000 square metres”. Category 1C: “Development which comprises or includes the erection of a building more than thirty metres high and outside the City of London”.
- 5.15 The Mayor was consulted on 20 June 2018 and received a response on 28 August 2018. The Mayor’s recommendation is that, whilst the principle of the proposal is supported, the application does not comply with the London Plan of Draft London Plan, for the reasons set out in paragraph 75 of his report. However, the resolution of those issues could lead to the application becoming compliant with the London Plan and Draft London Plan. A number of outstanding concerns are raised with regards to land use, affordable housing, urban design, climate change, flood risk and transport. The following provides a summary of the GLA comments;
- 5.16 ‘Land use principle: Given the site’s context within the South Fulham Riverside Regeneration Area and having regard to the London Plan and Draft London Plan, the principle of the housing-led mixed-use redevelopment of this site is strongly supported by the GLA, and the provision of retail and leisure floorspace is also considered acceptable in accordance with strategic policy. The GLA considers that the applicant should commit to providing replacement creative workspace at affordable levels, in line with London Plan Policy 4.1 and Draft London Plan Policy E2.’
- 5.17 ‘Affordable housing: The GLA broadly welcomes the offer of 35%, split 40:60 between rented and intermediate but in view of the 50% threshold for industrial sites set out in the Mayor’s Affordable Housing SPG and Draft London Plan Policy H6 this must be verified as the maximum through a viability assessment. The GLA considers the absence of any affordable housing in Phase 1 as unacceptable. Discussions are required to determine appropriate review mechanisms for this long-term, phased development, in accordance with London Plan Policies 3.11 and 3.12, Draft London Plan Policies H5 and H6 and the Mayor’s Affordable Housing & Viability SPG.’
- 5.18 ‘Urban design: The GLA supports the revised approach to layout and massing and it overcomes the majority of design concerns raised by the

GLA with regard to the previous scheme. The GLA considers that there are still concerns over the design code that should be addressed, in order to comply with London Plan Policies 3.5, 7.1, 7.3 and 7.5, Draft London D1, D4 and D7.'

- 5.19 'Climate change: The GLA considers the energy strategy to not fully accord with London Plan and Draft London Plan Policies. Further information regarding overheating, the heat network, the combined heat and power system and renewable energy is required. The final agreed energy strategy should be appropriately secured by the Council.'
- 5.20 'Flood risk: The GLA state that the applicant should address concerns over flood risk and surface water drainage, in order to ensure compliance with London Plan Policies 5.12 and 5.13, and Draft London Plan Policies SI12 and SI13.
- 5.21 Transport: The GLA considers that the proposal does not comply with London Plan Policies 6.3, 6.7, 6.9, 6.10, 6.13 and 6.14; and Draft London Plan Policies T2, T3, T4, T5, T6, T7 and T9. The applicant must address issues raised including car parking, trip rate, review of local highway proposals, public transport, cycle hire, construction and travel plan to make the proposal fully acceptable. Contributions to mitigate the impacts of the development on buses and Imperial Wharf station are also required.'

6.0 ENVIRONMENTAL IMPACT ASSESSMENT

- 6.0 An Environmental Impact Assessment (EIA) has been undertaken and an Environmental Statement (ES) has been submitted by the applicants under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017. This requires certain projects to be assessed to establish whether they would have any significant effect on the environment. The scale of the proposals means that it is EIA development requiring an ES.
- 6.1 The ES comprises:
- Volume I: Main Assessment Text and Figures – the main body of the ES, detailing the results of environmental investigations, effects arising and proposed mitigation measures;
 - Volume II: Townscape, Visual Impact and Built Heritage Assessment (TVIA) – reports the findings of the assessment of the effects on key and strategic views to and from the Site;
 - Volume III: Technical Appendices – comprises survey data, technical reports and background information supporting the assessments and conclusions given within the main ES; and
 - Non-Technical Summary – summarises the key findings of the ES in nontechnical language.
- 6.2 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.

- 6.3 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.
- 6.4 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.
- 6.5 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 effects.
- 6.6 Regulation 13 of the EIA Regulations provides that an applicant may ask a Local Planning Authority to state in writing its opinion as to the scope of an EIA. A formal EIA Scoping Report was submitted to the LBHF as a request for an EIA Scoping Opinion on the 26th January 2018 which detailed the scope of the ES, and the EIA Scoping Opinion was issued on 8th March 2018. Comments received in the Scoping Opinion and responses from other consultees have been taken into account throughout the EIA process and during the preparation of the ES.
- 6.7 In summary, the EIA has identified that, once the Proposed Development is completed and occupied, the majority of adverse effects will be reduced to insignificant levels through the implementation of mitigation measures, with the exception of the following:
- Air quality – the effect of vehicle emissions is predicted to be major adverse at two considered receptors; Receptor 45 and 46, located on Imperial Road.

This major adverse effect is partly due to high existing pollutant concentrations as well as the increase in predicted traffic along Imperial Road, south of the site access road. However, it should be noted that there is a significant improvement to air quality at other receptors including a major beneficial effect at four receptors on Cheryl's Close, Imperial Road and Harwood Terrace and a moderate beneficial effect is predicted at 15 receptors on Maltings Place, Manor Court and Cheryl's Close. Taking these factors into account and with regard to IAQM guidance it is considered that the overall effect of the development would not be significant;

- Daylight, sunlight and overshadowing – reduction in daylight levels resulting in a minor to moderate adverse effect for one property, a moderate adverse effect for three properties and moderate to major adverse effects for 14 properties;
- Daylight, sunlight and overshadowing – overshadowing resulting in a moderate adverse effect for one amenity area;
- Greenhouse gas emissions – whilst appropriate measures have been specified to reduce emissions, the greenhouse gas emissions assessment has noted that a potentially significant effect could occur. However, this is not specific to the proposed development, rather all development, so far as this is an acknowledgement of the IEMA guidance which specifies that “any GHG emissions or reductions from a project might be considered to be significant”;
- Heritage, Townscape and Visual – less than substantial harm to Brompton Cemetery and Brompton Cemetery Character Area as a result of changes to their setting; and Heritage, Townscape and Visual – moderate adverse effects due to the visual impacts to View 29A: Brompton Cemetery, looking south-east, View 30: Brompton Cemetery, looking south-east and View 31: Brompton Cemetery looking south-east.

6.8 Except for the above, the majority of the significant residual effects (that will remain post scheme development) are beneficial.

6.9 As the design of the Fulham Gasworks site has developed, it has responded to the site's setting and environmental constraints. Some measures, necessary to reduce environmental effects, require further action such that they will not be significant. Notably, there are predicted to be a large number of significant residual beneficial effects that will remain once the scheme is completed and operational which will contribute to the regeneration of the area. In combination with the other schemes which have been assessed, the completed proposed development would be expected to bring new housing, employment, regeneration and increased and improved pedestrian and cycle permeability in the area.

6.10 The environmental considerations are addressed in Section 8 of this report each containing a factual summary of the findings contained within the Environmental Statement (ES).

Table Error! No text of specified style in document.-1 Summary of significant residual effects during operation

Topic	Receptor	Effect	Residual significance
Traffic and Transportation	Harwood Terrace	Severance	Moderate beneficial
Traffic and Transportation	Kings Road	Pedestrian and Cyclist Delay	Major beneficial
Traffic and Transportation	Site Permeability	Pedestrian and Cyclist Delay	Moderate beneficial
Traffic and Transportation	Edith Row	Amenity, Fear and Intimidation	Moderate beneficial
Traffic and Transportation	Waterford Road	Amenity, Fear and Intimidation	Moderate beneficial
Traffic and Transportation	Harwood Terrace	Amenity, Fear and Intimidation	Moderate beneficial
Traffic and Transportation	Sands End Lane	Amenity, Fear and Intimidation	Moderate beneficial
Air quality	Two residential properties on Imperial Road	Vehicle emissions from traffic generated as a result of the proposed development	Major adverse
Air quality	Four residential properties on Cheryls Close, Imperial Road and Harwood Terrace	Vehicle emissions from traffic generated as a result of the proposed development	Major beneficial
Air quality	15 residential properties on Maltings Place, Manor Court and Cheryls Close	Vehicle emissions from traffic generated as a result of the proposed development	Moderate beneficial
Water Resources	Water Services Infrastructure (capacity)	Increased flood risk (i.e. within combined sewer network)	Moderate beneficial
Built Heritage	Imperial Square and Gasworks Conservation Area	Alteration in the character and appearance of the conservation area	Major beneficial
Built Heritage	No. 2 Gasholder (Grade II*)	Alteration in the setting of the listed structure and reuse of the listed structure itself	Major beneficial
Built Heritage	Office Building, 1856 (Grade II)	Alteration in the setting of the listed structure and reuse of the listed structure itself	Major beneficial
Built Heritage	Former Research Laboratory c. 1927 (Grade II)	Alteration in the setting of the listed structure and reuse of the listed structure itself	Major beneficial

Topic	Receptor	Effect	Residual significance
Built Heritage	WWI Memorial (Grade II)	Alteration in the setting of the listed structure and reuse of the listed structure itself	Major beneficial
Daylight, Sunlight and Overshadowing	Neighbouring existing residential properties	Reduction in levels of daylight	Minor to moderate adverse for one property; Moderate adverse for three properties; Moderate to major adverse for 14 properties.
Daylight, Sunlight and Overshadowing	Surrounding Sensitive amenity areas	Reduction in levels of sunlight to adjacent amenity areas 21 st March, 21 st June, and 21 st of December	Moderate adverse for one amenity area
Socio-Economics	Local residents	The proposed development will introduce an additional 2.7ha of open space which includes a new park around the retained gas holder; it will also introduce additional children's place space	Major beneficial
Socio-Economics	Local and borough residents	Availability of up to 1,900 new units of various unit sizes and tenure mix	Moderate beneficial
Greenhouse Gas Emissions	Atmospheric GHG concentration	Emissions as a result of the building's operational energy consumption	Potentially significant adverse
Heritage, Townscape and Visual – Townscape Receptors	Character Area A	Townscape effects	Moderate to major; beneficial
	Character Area B	Townscape effects	Major; beneficial
	Character Area D	Townscape effects	Minor to moderate; beneficial
	Character Area E	Townscape effects	Moderate; beneficial
	Character Area F	Townscape effects	Moderate to major; beneficial
	Character Area G	Townscape effects	Moderate; beneficial

Topic	Receptor	Effect	Residual significance
Heritage, Townscape and Visual – Townscape Receptors Heritage receptors – Conservation Areas	Brompton Cemetery CA	Effects on setting	Less than substantial harm
Heritage, Townscape and Visual – Heritage receptors – Listed Buildings	Church of England Chapel and arcades forming quarter of circle, Brompton Cemetery (Grade II*)	Effects on setting	Less than substantial harm
Heritage, Townscape and Visual – Heritage receptors – Registered parks & gardens	Brompton Cemetery	Effects on setting	Less than substantial harm
Heritage, Townscape and Visual – Visual Receptors	View 1: Lots Road, looking south-west	Visual effects	Moderate; beneficial
	View 2: Stadium Street, looking south-west	Visual effects	Major; beneficial
	View 3: Burnaby Street, looking south-west	Visual effects	Major; beneficial
	View 4: Burnaby Street, looking south-west	Visual effects	Moderate; beneficial
	View 5: Westfield Park, looking south-west	Visual effects	Moderate; beneficial
	View 6: King's Road, opp. No. 535, looking south	Visual effects	Moderate; beneficial
	View 7: Moore Park Road, looking south-east	Visual effects	Moderate; beneficial
	View 8: Moore Park Road, looking south-east	Visual effects	Moderate; beneficial
	View 9: Rumbold Road, looking south-east	Visual effects	Major; beneficial
	View 12: New King's Road, looking east	Visual effects	Moderate; beneficial
View 13: Waterford Road, looking south-east	Visual effects	Moderate; beneficial	

Topic	Receptor	Effect	Residual significance
	View 14: Summer & Winter: Eel Brook Common	Visual effects	Moderate; beneficial
	View 15: New King's Road, looking east	Visual effects	Minor to moderate beneficial
	View 16: Harwood Terrace, looking north-east	Visual effects	Moderate; beneficial
	View 17: Imperial Square, looking east	Visual effects	Major; beneficial
	View 17B: Imperial Square looking north-east	Visual effects	Major; beneficial
	View 19: Stokenchurch street, looking north-east	Visual effects	Moderate; beneficial
	View 20: Imperial Road, looking east	Visual effects	Moderate; beneficial
	View 21: Bovington Road, looking north-east	Visual effects	Moderate; beneficial
	View 24: Bagleys Lane, looking north-east	Visual effects	Moderate; beneficial
	View 26: Imperial Road, looking north-west	Visual effects	Moderate; beneficial
	View 27: Imperial Road, looking north-east	Visual effects	Moderate; beneficial
	View 28: Imperial Wharf station, looking north-west	Visual effects	Moderate; beneficial
	View 29A: Brompton Cemetery, looking south-east	Visual effects	Moderate; adverse
	View 29B: Brompton Cemetery, looking south-east	Visual effects	Moderate; neutral/balanced
	View 30: Brompton Cemetery, looking south-east	Visual effects	Moderate; adverse
	View 31: Brompton Cemetery, looking south-east	Visual effects	Moderate; adverse
	View 44: Fulham Road, at junction with St Mark Grove, looking south	Visual effects	Moderate; beneficial

6.11 Overall, the Proposed Development accords with the objectives of national, regional and local level planning policies and is therefore, considered to be in accordance with the Government's objectives for sustainable development.

7.0 POLICY FRAMEWORK

7.1 The Town and Country Planning Act 1990, the Planning and Compulsory Purchase Act 2004 and the Localism Act 2011 are the principal statutory considerations for town planning in England.

7.2 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).

7.3 In this instance the statutory development plan comprises the London Plan (2016), the Local Plan 2018 and the Planning Guidance Supplementary Planning Document 2018 (hereafter referred to as Planning Guidance SPD). A number of strategic and local supplementary planning guidance and other documents are also material to the determination of the application.

7.4 The National Planning Policy Framework (NPPF) came into effect on 27 March 2012 and is a material consideration in planning decisions. The NPPF, as supported by the Planning Practice Guidance (PPG), sets out national planning policies and how these are expected to be applied.

7.5 The NPPF does not change the statutory status of the development plan as the starting point for decision making. Proposed development that accords with an up to date Local Plan should be approved and proposed development that conflicts should be refused unless other material considerations indicate otherwise.

7.6 The NPPF is aimed at safeguarding the environment while meeting the need for sustainable growth. It advises that the planning system should:

- a) plan for prosperity by using the planning system to build a strong, responsive and competitive economy, by ensuring that sufficient land of the right type, and in the right places, is available to allow growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;
- b) plan for people (a social role) - use the planning system to promote strong, vibrant and healthy communities, by providing an increased supply of housing to meet the needs of present and future generations; and by creating a good quality built environment, with accessible local services that reflect the community's needs and supports its health and well-being; and
- c) plan for places (an environmental role) - use the planning system to protect and enhance our natural, built and historic environment, to use natural resources prudently and to mitigate and adapt to climate change, including moving to a low-carbon economy. The NPPF also underlines the need for

councils to work closely with communities and businesses and actively seek opportunities for sustainable growth to rebuild the economy; helping to deliver the homes, jobs, and infrastructure needed for a growing population whilst protecting the environment.

7.7 The NPPF sets out a presumption in favour of sustainable development. For decision-taking this means:

- approving development proposals that accord with the development plan without delay; and
- where the development plan is absent, silent or relevant policies are out of date, granting permission unless:
- any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or
- specific policies in this Framework indicate development should be restricted.

Draft London Plan

7.8 The new draft London Plan was published on 29 November 2017. The Plan's consultation ended on 2 March 2018. An Examination in Public (EiP) is due to be held in autumn of 2018, and publication of the new Plan is expected in the autumn of 2019. It is therefore considered that the new draft London Plan should be given limited weight at this stage in determining this application. In the interim, consideration shall be given to the London Plan (Consolidated with Further Alterations 2016).

7.9 With regards to this application, all planning policies in the National Planning Policy Framework (NPPF), London Plan, Local Plan 2018 and Planning Guidance Supplementary Planning Guidance (SPD) which have been referenced where relevant in this report have been considered with regards to equalities impacts through the statutory adoption processes, and in accordance with the Equality Act 2010 and Council's PSED. Therefore, the adopted planning framework which encompasses all planning policies which are relevant in officers' assessment of the application are considered to acknowledge protected equality groups, in accordance with the Equality Act 2010 and the Council's PSED.

8.0 PLANNING ASSESSMENT

8.0 The main considerations material to the assessment of this application have been summarised as follows:

8.1 Principle of Development

8.2 Layout, Height and Layout

8.3 Land Use Assessment (Non- Residential)

8.4 New Housing (Density, Mix, Affordable Housing, Tenure, Financial Viability Assessment);

8.5 Standard of accommodation (Internal size layout, Accessibility, Security, Amenity Space, Play space);

8.6 Open Space, Landscape and Public Realm;

- 8.7 Design, Appearance and Heritage (Scale and Massing, Appearance, Detailing and Materials, Townscape and Visual Impact Assessment, Design Codes, Design Conclusions);
- 8.8 Highways and Transportation (Traffic Generation and Pedestrian Safety, Servicing, Car parking, Cycle parking);
- 8.9 Environmental Considerations;
- 8.10 Sustainability and Energy;
- 8.11 Flood Risk Drainage and Water Resources;
- 8.12 Waste and Recycling;
- 8.13 Ground Conditions;
- 8.14 Air Quality;
- 8.15 Noise and Vibration;
- 8.16 Lighting;
- 8.17 Sunlight and Daylight;
- 8.18 Wind and Microclimate;
- 8.19 Ecology;
- 8.20 Archaeology;
- 8.21 Safety and Resilience to Emergencies;
- 8.22 Socio Economics and Community Effects;
- 8.23 Significant Cumulative Effects

8.1. PRINCIPLE OF DEVELOPMENT

- 8.1.1. **The NPPF 2018** states that applications should be considered in the context of a presumption in favour of sustainable development and that development proposals which accord with the development plan should be approved without delay.
- 8.1.2. In accordance with the NPPF and the London Plan, LBHF are required to promote sustainable economic growth through comprehensive regeneration plans set out in the Local Plan. The council has identified four regeneration areas which are anticipated to be the key focus for growth in the borough. The council supports major regeneration, growth and placemaking in these areas and will ensure that within these areas proposals will deliver new physical, social and environmental infrastructure that meets the needs of new residents as well delivering tangible benefits for surrounding communities.
- 8.1.3. **The NPPF 2018** requires planning policies and decisions to ‘encourage multiple benefits from both urban and rural land’, to ‘support the development of under-utilised land and buildings’ and to ‘give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated and unstable land’ (parts a-d).
- 8.1.4. **London Plan Policy 3.3 (Increasing Housing Supply)** sets housing targets for each Borough to ensure the provision of new homes in London and Policy 3.4 promotes development which optimises the use of land for

housing. Policy HO1 of the Local Plan 2018 aims to exceed London Plan housing supply targets.

- 8.1.5. **Local Plan Policy H01** states a revised target of 1,031 additional dwellings a year up to 2035.
- 8.1.6. **Local Plan Policy SFRRRA** sets a target for the South Fulham Riverside Regeneration Area to provide an additional 4,000 new homes and 500 indicative new jobs. This demonstrates both a need and capacity for residential development in the area.
- 8.1.7. **Local Plan Policy SFRRRA1**, sets out the requirements for the comprehensive residential-led development of the Fulham Gasworks site. Importantly, it also recognises that proposals should: “ensure any remaining gas operations that may be required are designed in such a way to ensure that any required health and safety requirements are met and integrated into the high-quality design for the area with minimal impact.” Significant weight can be given to the policy support for the continued provision of operational gas depot facilities at the Gasworks Area. Furthermore, this use is well-established on the site, with a facility provided since 1994 and two further planning permissions granted for temporary Gas Depots in 2016.
- 8.1.8. Due to changes in the way gas is stored, the Applicant's sister company National Grid Gas has, in consultation with the Health & Safety Executive (HSE), decommissioned the gasholders. This has provided an opportunity for the Gasworks Area to be substantially released for non-operational development. The gasholders are currently being demolished in accordance with planning permission 2016/03835/VAR.
- 8.1.9. The Site is currently under-utilised, having become redundant from its historic operational purpose; a fact that has been acknowledged by policy makers through its allocation for residential-led redevelopment. The under-utilisation of this Site within the SFRRRA means that the Site does not currently contribute to the economic, social and environmental opportunities for the local community. It is evident that the Site could be better used; a fact acknowledged by the allocation of the Site for residential-led redevelopment in the Local Plan; an allocation expressly supported by the adopted and emerging London Plans.
- 8.1.10. The Proposed Development would make better and effective use of brownfield land to create homes and jobs that would directly support the economic growth and competitiveness of the capital, and support the regeneration of inner London generally and of SFRRRA in particular. In doing so it can unlock social benefits and enable opportunities for environmental improvements.
- 8.1.11. This policy context and the opportunities associated with the Site's recent history have informed and driven the proposals to their current form. In particular:

- The Application represents the opportunity to deliver a significant quantum of new homes, including affordable homes, within the SFRRRA.
- The Site will also make a contribution to the jobs targets for the SFRRRA during its construction and operation, as set out in Part B of this Section. A mix of land uses are proposed that will allow for a variety of occupiers, facilitating the provision of a variety of workspaces for the 'changing economy', as required by the London Plan.
- Redevelopment would unlock the currently enclosed Site and therefore is expected to make a significant contribution to the enhanced permeability of a currently closed quarter of Fulham; enhancing connectivity between the existing surrounding residential neighbours to the river and Imperial Wharf Station. This is directly in line with the policy aspirations of the SFRRRA.
- The proposal includes creation of a new public park and public square at the centre of the Site, within which the Site's existing heritage assets would be retained. This is a further principle that is supported directly by the Local Plan, which promotes the achievement of environmental, health and heritage objectives set out at all levels of policy.
- The development of the Site provides an opportunity for multiple economic and employment benefits to Hammersmith and Fulham not only during the construction process, but also in the future through the provision of jobs, homes, and contributions to the community.

8.1.12. In this context, it is also relevant to consider the economic and social sustainability opportunities that could be delivered by St William specifically at this Site. The Berkeley Group has a history of achieving economic and social sustainability objectives through recognised and tested programmes providing benefit to their local communities. These programmes and activities will be applied to the Site to ensure not only that the environment will be enhanced, but that the commitment by the developers to engage with and enhance the local community will be of benefit in social and economic terms. The Berkeley Group Economic Contribution Report (2014) demonstrated that every home they build sustains 5.6 jobs; on this Site that equates to nearly 8,500 jobs. In addition to jobs sustained by new development, during the construction St William will be adopting the principles of The National Skills Academy for Construction to develop and implement an Employment and Skills Strategy through on-site training.

8.1.13. These benefits and this opportunity should be considered alongside the assessment of the environmental impacts and sustainability of the Proposed Development; set out in supporting information to the Application and summarised in parts D-F of this Planning Assessment.

8.1.14. It is evident that the principle of a residential-led mixed use development on the Site is supported by planning policy at all levels; particularly by the site-specific strategic policy in the Local Plan and by the economic, environmental and social aims of the development plan and of the NPPF. The detailed manner in which the proposal addresses the specific requirements and aims for the Site and other policy requirements is further addressed in the thematic parts of this section of the Planning Statement.

8.1.15. In summary, the proposals are considered to be in line with the core planning principles in the NPPF which places particular focus of stimulating economic growth. The provision of the additional employment connected with the construction, design and development processes (including on-going project management and open space maintenance) and the on-going operational jobs associated with the retail, office, community and leisure sectors would be considered to encourage economic growth in accordance with the NPPF. The resulting mix of land uses are considered to provide additional employment opportunities and new uses which add to the variety of land uses within the opportunity area. It is considered that the proposed quantum and range of uses would complement the locality as an emerging mixed use central London location. On balance therefore, it is concluded that the provision of a replacement depot subject to appropriate conditions would accord with National Policies within the NPPF and policies 2.9, 3.3, 3.4 and 7.8 of the London Plan 2016. The proposal would also assist with achieving the regeneration aspirations for the site and wider area and resulting significant public benefits in accordance with policies SFRRRA and SFRRRA1 of the Local Plan 2018.

8.2. LAYOUT, HEIGHT AND MASSING

Layout

- 8.2.1. The masterplan has identified a key pedestrian desire line through the site from Kings Road via Edith Row and Waterford Road, along the existing route of Sands End Lane and continuing into the Chelsea Creek development connecting to Imperial Wharf Station. It also introduces a new vehicular route between New Kings Road and Imperial Road via a realigned Sands End Lane to improve the setting of the Listed Buildings. Overall, the layout of the proposed masterplan block structure will create many options for pedestrian movement to and through the industrial site which previously precluded public access. A network of streets and spaces will link up to existing streets in the hinterland and create legible links into the new development. So, for example, there will be direct routes from Cambria Street, Waterford Road and Emden Street that will continue into the site. In addition, there will be 2 new routes into the site between new buildings from Imperial Road (including a realigned Sands End Lane), 2 new routes from Michael Road and 3 from the Chelsea Creek development (including the original route of Sands End Lane).
- 8.2.2. The Masterplan identifies 3-character areas, Garden Quarter, Park View and Imperial Quarter which are differentiated by the design of the buildings and their architectural expressions, their typologies and use and the role and design of the public spaces within them. This differentiation by design will help distinguish routes into the scheme and will aide recognition and assist navigation through the site.
- 8.2.3. The masterplan proposes boundaries edged with buildings that are generally of an appropriate scale to redefine the legibility of those streets.

The buildings will help to redefine the public realm through their typologies, façade treatments and use.

- 8.2.4. Routes between the buildings will provide attractively landscaped and will allow clear sight lines that will reveal the attractive open space and the Listed gas holder at the heart of the new district. From Imperial Road there will be a clear view into the new public square with the park and Listed gas holder beyond. Attractive views that draw people into the heart of the site.
- 8.2.5. The layout caters for many desire lines through the area as the spaces in the masterplan have been arranged according to a logical sequence of scale and use. Officers consider that overall the building massing and typology will significantly contribute to the scale and experience of those spaces.
- 8.2.6. Because the Application is mostly submitted in outline, the Applicant has worked to provide guarantees over this design quality through the development of an illustrative scheme, in conversation with officers. It should be noted that the parameters established by the Parameter Plans and used for the purposes of the HTVIA (which is discussed in greater detail below under 'Design, appearance and Heritage') closely fit the illustrative scheme. The Parameter Plans and the illustrative scheme therefore represent a 'worst-case' scenario in as far as possible, and will help to guide decision makers on future RMAs.

Height and Massing (Tall Buildings)

- 8.2.7. Policy DC3 of the Local Plan resists tall buildings that are 'significantly higher than the general prevailing height of the surrounding townscape and which have a disruptive and harmful impact on the skyline' but states that tall buildings may be appropriate in SFRRA.
- 8.2.8. The scheme proposes three towers of 25, 28 and 37 storeys, enabling the distribution of the rest of the built development to be lower in scale. This approach allows the masterplan to balance a range of competing factors: to complement neighbouring lower rise buildings; to deliver a quantum of open space that will meet the needs of the development and help to address the local open deficit; to respect the listed assets on the Site; and to secure adequate amenity conditions within residential dwellings and the public realm.
- 8.2.9. The heights of the tall buildings would be greater than other consented tall buildings nearby, including the adjacent Chelsea Creek development and the Lots Road Power Station scheme, but this is a large site that is capable of accommodating tall buildings. The towers would be set back from the River Thames and would not be as prominent as nearby riverfront development.
- 8.2.10. It is clear from the above that the NPPF places great emphasis on making the most of development opportunities by optimising the potential of sites,

particularly in highly sustainable and accessible locations. In addition, the NPPF encourages a step change in design quality of local areas, where this is needed and can be achieved, through outstanding and innovative approaches. The opportunity to deliver a development of significant scale and quality on the site is therefore clear and aligns with the objectives of the NPPF.

- 8.2.11. The use of tall buildings ensures that the Proposed Development can provide a mix of uses and a significant number of public benefits, most notably a new public square and park in the heart of the Site.
- 8.2.12. GLA officers agree that given the siting within the centre of the site and scale of the proposed towers, there would not be an adverse impact on any of the strategic views identified in the Mayor's London View Management Framework SPG. As such, the scale and massing is considered acceptable, subject to consideration of the impact on the setting of heritage assets, which is undertaken below.
- 8.2.13. In summary, it is considered that the proposed development complies with the relevant tall buildings policy tests. By optimising the use of the Site to provide a development of this scale it is possible to provide the number of significant important benefits outlined above. As such, it is clear that the Application Proposal has been developed in a manner that both optimises the use of the site and is appropriate for its context in terms of height and massing. It is therefore considered that the proposal complies with national, regional and local policy on these topics.

8.3 **LAND USE ASSESSMENT (Non- Residential)**

- 8.3.1. **The NPPF** promotes mixed use developments that encourage multiple benefits and encourages development on previously developed land. **The NPPF** states that "when assessing applications for retail, leisure and office development outside of town centres, which are not in accordance with an up-to-date Local Plan, local planning authorities should require an impact assessment if the development is over a proportionate, locally set floorspace threshold ...".
- 8.3.2. **London Plan Policy 2.3 (National Growth Area)** states that with the scale of growth expected in London, places with the scope for accommodating new homes and jobs will be of particular importance. Whilst Policy 2.9 (Inner London) states that development proposals in Inner London should sustain and enhance recent economic and demographic growth while also improving its distinct environment, neighbourhoods and public realm, supporting and sustaining existing and new communities. **Plan Policy 4.2** seeks to support office provision that will improve London's competitiveness, and particularly its attractiveness for varied occupiers, including small and medium enterprises
- 8.3.3. **Strategic Policy SFRRRA (South Fulham Riverside Regeneration Area)** of the Local Plan states that the council will work with landowners and other

partners to secure the phased regeneration of the area to become a high quality residential area together with a mix of other uses. Most development sites should be developed for predominantly for residential purposes and contribute to the South Fulham Riverside target of 4,000 additional dwellings including 500 new jobs by 2035.

- 8.3.4. **Strategic Site SFRA1 (Imperial Gasworks National Grid)** states that the council will support comprehensive residential-led development of the site with supporting community facilities and open space. Para 6.147 states the site has potential to come forward for a residential-led development to increase the quantity of new housing in the Borough. Ancillary uses such as small-scale retail for day to day needs will also be appropriate, along with social and physical infrastructure to adequately provide for the additional population.
- 8.3.5. The council does not consider that it is appropriate for additional major stores to be considered in the area. Any additional floorspace in the area should primarily cater for local needs in order to sustain the town centres.
- 8.3.6. **Local Plan Policy E1** supports proposals for new employment uses and the retention and intensification of existing employment uses, especially those that recognise the Borough's existing strengths in (inter alia) creative industries. It requires flexible and affordable space suitable for small and medium enterprises in large new business developments. **Policy E4** states that the council will seek appropriate employment and training initiatives for local people of all abilities in the construction of major developments and in larger employment generating developments, including visitor accommodation and facilities when these are completed. Local businesses will be encouraged to adopt the London Living Wage.
- 8.3.7. **Draft London Plan Policy E3**, states that planning obligations may be used to secure affordable workspace at rents maintained below the market rate for specific social, cultural or economic development purposes – including for specific sectors with social value, cultural value, disadvantaged groups, providing education outcomes to supporting start-up businesses or regeneration. The draft policy states that particular attention will be paid to this (inter alia) in locations where the provision of affordable workspace would be necessary or desirable to sustain a mix of business or cultural uses which contribute to the character of an area. Supporting paragraph 6.3.4 states that 'the Mayor will encourage the delivery of new workspace for SMEs, creative industries, artists and the fashion industry within new residential and mixed-use developments'.
- 8.3.8. **Draft London Plan Policy HC5** supports London's diverse cultural facilities and creative industries and states that through planning decisions boroughs should (inter alia): 'identify and promote new, or enhance existing, locally-distinct clusters of cultural facilities, venues and related uses defined as Cultural Quarters, especially where they can provide an anchor for local regeneration and town centre renewal'; and 'consider the use of vacant properties and land for pop-ups or meanwhile uses for cultural and creative

activities during the day and at night-time to stimulate vibrancy and viability and promote diversity in town centres, Cultural Quarters and other areas’.

- 8.3.9. The proposed development provides scope for the following non-residential land uses:

Non-residential use GEA (sqm)	Use Class	GEA (sqm)
Phase 1 (detail)		
Retail/Café/Restaurant	A1-A4	982
Leisure (Gym)	D1	3,432
Total		4,414
Subsequent Phases (outline)		
Retail/Café/Restaurant	A1–A4	3,055
Office / employment	B1	3,840
Community/Leisure	D1/D2	900
Total		6,895
Total proposed development (combined)		
Retail/Café/Restaurant	A1-A4	4,037
Office	B1	3,840
Community/Leisure	D1	4,332
Total Proposed Development		11,309

- 8.3.10. The proposed land uses would be located within the following plots, subject to being in accordance with the maximum floorspace provisions set out in the parameters plans/development specification report:

Plot	Land Uses	Non-Residential Floorspace (GEA sqm)
A1, A2, A3	A1/A2/A3/A4/D1/D2	4,414
B1	A1/A2/A3/A4/B1/D1/D2	226
C1	A1/A2/A3/A4/B1/D1/D2	1,720
C2	A1/A2/A3/A4/B1/D1/D2	648
D1	A1/A2/A3/A4/B1/D1/D2	1,081
D2	A1/A2/A3/A4/B1/D1/D2	406
E1		0
E2		0
F1	A1/A2/A3/A4/B1/D1/D2	1,353
F2	A1/A2/A3/A4/B1/D1/D2	167
G1		0
H1		0
H2		0
H3	A1/A2/A3/A4/B1/D1/D2	437
J1	A1/A2/A3/A4/B1/D1/D2	857

- 8.3.11. The proposed maximum floorspace for non-residential uses (across the whole site) equates to 11,309sqm (GEA), which could comprise a range of

uses including; restaurant/bar/cafe uses (A1-A4), office (B1), community (D1) and leisure facilities (D2). The flexible land uses include floorspace which could be occupied by health and social care facilities.

- 8.3.12. No details of the floorspace of internal layouts are provided within any of the plots. Plots A1 and A3 (within the detailed element) comprise up to 4,414sqm flexible floorspace.
- 8.3.13. Parameter Plans and detailed drawings confirm the location of non-residential uses at ground and first floor levels. The distribution and specific land uses across the Site has not yet been determined. The detail of the location of uses will be reserved by either planning condition (for the Detailed Component) or considered in detail as part of the Reserved Matters Applications (for the Outline Component). It is acknowledged that this approach provides the maximum flexibility for the Applicant to respond to the market demand at the appropriate stage that the floorspace is being delivered and will provide the best possible chance for the proposed units to be let. At the same time, the Council retain adequate control through the use of planning conditions.
- 8.3.14. The applicant confirms that the appropriate locations for commercial/leisure/office and community uses will be determined largely by market research. The applicant considers that, together with the high quality public realm, the non-residential uses would contribute to the aspiration to create a strong sense of place. The ground floor design set out in the detailed component and the land use parameter plans propose non-residential uses in order to provide active ground floor frontages and the opportunity for the public to integrate with the development. The applicant confirms that the scale and design of the non-residential space will need to ensure that the units are suitable for the potential occupier's requirements. The nature of the uses and the design of the public realm seek to generate vibrancy and vitality within the development which could significantly contribute to the overall regeneration of the South Fulham Regeneration Area and linked into the wider Fulham area.
- 8.3.15. The proposed non-residential floorspace is considered an appropriate provision in this location, providing services and facilities that complement the existing predominately-residential area and would help to meet the day-to-day needs of new residents, as well as existing residents who would be able to access the Site through new pedestrian and vehicle routes.
- 8.3.16. The southern part of the site, known as the Imperial Quarter, provides the greatest extent of commercial floorspace, reflecting the character and extending the nature of the commercial uses occupying the Imperial Road frontage at Chelsea Creek. This area within the development site would re-provide employment floorspace, along with the replacement employment floorspace that is proposed within the listed buildings in Sands End Square. The proposed employment re-provision seeks to balance the policy requirements of retaining existing employment uses and the site specific policy that seeks a residential-led comprehensive redevelopment of the Site.

The proposals incorporate a maximum floorspace limit for the non-residential uses, providing the flexibility to respond to market demand.

- 8.3.17. The non-residential are restricted to ground and first-floor levels and focus on the uses around Sands End Square and Sands End Lane. The nature of the uses and the design of the public realm seek to generate vibrancy and vitality within the development and significantly contribute to the overall regeneration of the SFERRA.
- 8.3.18. The proposed employment re-provision seeks to balance the policy requirements of retaining existing employment uses and the site specific policy that seeks a residential-led comprehensive redevelopment of the Site. The proposals incorporate a maximum floorspace limit for the non-residential uses, providing the flexibility to respond to market demand.
- 8.3.19. The proposed non-residential uses will therefore enhance the sense of place at and contribute to the overall regeneration of the SFERRA, supporting the social and economic objectives of the NPPF and of regional and local policy, and create a central focus for activity that acts as a shared space for residents and visitors, directly supports the objective of the NPPF to promote healthy communities.
- 8.3.20. It is also noted that the principle of a residential-led, mixed use development on this site is supported in strategic terms, as concluded by the GLA in their Stage 1 report.
- 8.3.21. Officers conclude that the proposed leisure, community and office and retail uses has the potential to complement and support the residential uses within the development site, subject to the detailed provisions within the reserved matters applications. With such controls in place, it is considered that the development would result in provision of a more balanced and sustainable community comprising a mix of complimentary uses within a highly accessible location. The additional retail, office, community and leisure uses could positively add to the sustainable mix of uses on the site, and within the Opportunity Area making the area more attractive and balanced in terms of land use mix. Officers are of the view that the additional uses alongside the significant provision of open space would reinforce the mixed-use character of the proposed site, which would make it a more inviting place to work, visit as a leisure destination and place to live. Officers consider that the proposed leisure, community, office and retail uses (including the restaurant/cafes) would be acceptable in terms of their impact on nearby town centres, in accordance with up-to-date planning policy guidance in the NPPF and Local Plan 2018.

Retail Assessment

- 8.3.22. **Local Plan Policy TLC1** establishes a more detailed local town centre hierarchy, classifying key local centres, neighbourhood parades and satellite parades in addition to the three large centres identified by the London Plan. The application site is not located in a town centre or key local centre, and is

not located on a neighbourhood or satellite parade. Kings Road Neighbourhood Parade is the centre closest to the Site. Policy TLC1 states that the council will support the network of town centres through a series of measures, including promoting new development, maintaining the retail function of town centres and safeguarding local shops and services from changes of use. It also enshrines the sequential and impact tests in local policy, establishing an impact test threshold of 300sqm.

- 8.3.23. **Local Plan Policy TLC2** (Town Centres) sets out policies for the management of existing town centres, including resisting certain uses such as payday loan shops, betting shops, bars and hot food takeaways, and the loss of retail floorspace where this would diminish the centre's retail function below a specified level. **Policy TLC3** (Local Centres) relates to all types of designation below the three main town centres. Again, the aim is to maintain a minimum level of retail function by resisting the encroachment of other uses through change of use. In Neighbourhood Parades no more than 40% of the frontage should be in non-A1 use.
- 8.3.24. Proposals for new development within the SFRRA are required to be predominantly for residential purposes but also include employment and retail uses that meet local needs. Proposals for development in the SFRRA should: "Include appropriate small-scale retail, restaurants/café's [sic] and leisure uses to support day to day needs."
- 8.3.25. Fulham town centre is the closest main town centre to the site, approximately half a mile to the north. Fulham is defined as a major centre in the London Plan. The retail provision within the town centre is concentrated upon North End Lane, Fulham Road and Fulham Broadway and within the Fulham Broadway Shopping Centre.
- 8.3.26. Overall the Hammersmith and Fulham Retail Study (September 2016, part 3.3) concluded that Fulham "provides a range of comparison, convenience, and leisure facilities for the local residents" and "fulfils its role as a major town centre with retail floorspace providing for the day to day needs of the local population". It has a range of mid-market and higher end convenience retail on offer, a diverse range of leisure facilities, a selection of branded mid-market restaurants and bars.
- 8.3.27. In terms of large out of centre retail provision, the closest food superstore is Sainsbury's at Fulham Wharf which opened in 2015 following redevelopment of the former smaller Sainsbury's Townmead Road store. This store of around 7,250sqm net has an extensive range of food and non-food goods. The store is very popular and trades strongly.
- 8.3.28. As part of the mixed-use redevelopments at Imperial Wharf and Chelsea Creek some retail and food and beverage provision was provided. This includes a Tesco Express convenience store, interiors and home furnishing stores and a range of restaurants. This commercial activity is focused around Imperial Wharf station.

- 8.3.29. The retail element, both detailed and outline, comprises 4,037sqm GEA. This floorspace is intended to meet the immediate, day-to-day needs of the new population arising from the rest of the scheme, both residents and workers. At present there are no specific tenants for this floorspace as the project is still in the early stages of development. Marketing of the units will only take place once there is certainty regarding the planning process. However, likely uses are convenience store retailers, some small comparison goods shops, cafes and services such as dry cleaners and hair and beauty salons.
- 8.3.30. This lack of certainty regarding the operators means flexibility is required from the planning permission to ensure that there is a wide market for the potential end users. Therefore, a flexible use within Use Classes A1 to A4 is sought. The likely outcome is a mix of all of these uses so that the immediate needs of the local population are met.
- 8.3.31. The applicant has submitted a Retail Assessment to support the application which applies the retail test (Sequential test) to the retail element of the proposal, assessing: a) whether there are any sequentially preferable sites that are available and suitable for the proposal; and b) whether there will be any significant adverse impact upon town centres.
- 8.3.32. The sequential assessment shows that there are no sites within the only relevant centre (Kings Road Neighbourhood Parade) that could accommodate the proposal. Other centres are too distant to serve the purpose for which the retail is proposed – i.e. to serve the immediate, day-to-day needs of the new population.
- 8.3.33. The impact assessment has shown that no planned investment will be undermined by the retail proposed and that there will be no adverse impact upon trade and turnover in any centre. Key to this is the fact that the expenditure generated by the residential element of the Fulham Gasworks proposal will bring more expenditure to the area than the new retail space will be able to absorb. This means the surplus expenditure will flow to other locations, including Fulham town centre, with the overall effect being a net benefit.
- 8.3.34. The test for retail proposals is whether they will have a “significant adverse impact”. In this case, they will not and the overall proposals will have a positive impact. The retail tests have therefore been passed.

8.4 **NEW HOUSING**

- 8.4.1 At the regional level, the London Plan emphasises the need for more homes in the capital at a range of tenures and of a range of sizes. As such there are several planning policies that seek to support the development of residential properties across the city.
- 8.4.2 **London Plan Policy 3.9 (Mixed and Balanced Communities)** states that a more balanced mix of tenures should be sought in all parts of London,

particularly in neighbourhoods where social renting predominates and there are concentrations of deprivation. **Policy 3.9** goes on to state that communities, mixed and “balanced by tenure and household income, will be promoted across London through incremental small scale, as well as larger scale developments which foster social diversity, redress social exclusion and strengthen communities’ sense of responsibility for, and identity with, their neighbourhoods. They must be supported by effective and attractive design, adequate infrastructure and an enhanced environment”. **Policy 3.10** outlines that homes “should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision”.

8.4.3 **London Plan Policy 3.10** defines affordable housing as: "social rented, affordable rented and intermediate housing (para 3.61), provided to eligible households whose needs are not met by the market. ..." and defines each as follows:

- Social Rented Housing - is owned by local authorities or registered providers, for which guideline target rents are determined through the national rent regime. It may also be owned by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Mayor. Social rent is lower than affordable rent.
- Affordable Rented Housing is that which is let by local authorities or registered providers of social housing and is subject to controls requiring a rent of no more than 80% of the local market rent (including service charges where applicable).
- Intermediate Housing - is available for sale or rent at a cost above social rent, but below market levels. These can include shared equity (shared ownership and equity loans), other low-cost homes for sale and intermediate rent, but not affordable rent. Households whose annual income is in the range £18,100-£66,000 should be eligible for new intermediate homes. For homes with more than two bedrooms, which are particularly suitable for families, the upper end of this eligibility range will be extended to £80,000. These figures will be updated annually in the London Plan Annual Monitoring Report.

8.4.4 **London Plan Policy 3.11 (Affordable Housing Targets)** sets a London wide affordable housing target of at least 13,200 more affordable homes per year. The policy advises that 60% of new affordable housing should be provided for social or affordable rent and 40% for intermediate rent or sale, with priority accorded to the provision of affordable family housing. The London Plan addresses the introduction of affordable rent, with further guidance set out in the Housing SPG. With regard to tenure split the Mayor’s position is that both social rent and affordable rent should be within the 60%.

8.4.5 **London Plan Policy 3.12 (Negotiating Affordable Housing on Individual Private Residential and Mixed-Use Schemes)** seeks negotiation to secure the maximum reasonable amount of affordable housing within new

development taking account of the individual circumstances including development viability.

- 8.4.6 **London Plan Policy 3.12** sets out a cascade approach to providing affordable housing. In the first instance it states that affordable housing should be provided on-site except where it can be demonstrated robustly that this is not appropriate. The policy also states that negotiations should take account of the Site's individual circumstances including development viability. Where it can be demonstrated that affordable housing cannot be provided on site, it may be provided off-site. It goes on to state that a cash in lieu contribution should only be accepted where this would have demonstrable benefits in furthering the affordable housing provision and should be ring-fenced to secure additional affordable housing on identified sites or elsewhere in the borough as part of an agreed programme.
- 8.4.7 **Local Plan Policy HO3 (Affordable Housing)** provides more detailed guidance on the level of affordable housing, stating that housing schemes should increase the supply and improve the mix of affordable housing to help achieve more sustainable communities. Stating that at least 50% of housing units should be affordable, of which 60% should be social or affordable rent and 40% should be for intermediate housing.
- 8.4.8 The Mayor of London published the **Housing SPG** in March 2016 which was subsequently updated in May 2016.
- 8.4.9 Para 5.1.13 states that as a general guide, where redevelopment of affordable housing is proposed, it should only be permitted where it is replaced by better quality accommodation, providing at least equivalent floorspace of affordable housing. The Plan provides flexibility to take into account local circumstances when considering individual proposals for estate renewal in terms of:
- the regeneration benefits to the local community
 - the proportion of affordable housing in the surrounding area and the need to provide mixed and balanced communities (Policy 3.9)
 - the amount of affordable housing intended to be provided elsewhere in the borough.
- 8.4.10 Para 5.1.15 goes on to state that the objective of no net loss of provision should generally be achieved without taking into account areas outside the estate boundary. This can include making more effective use of underused open space or non-residential sites within the overall estate boundary.
- 8.4.11 The Mayor of London published the '**Homes for Londoners**' **Supplementary Planning Guidance** in August 2017.
- 8.4.12 Paragraph 2.66 of the SPG states that schemes which include the loss of affordable housing will be required to ensure that existing affordable housing is replaced by better quality accommodation, providing at least the equivalent floorspace of affordable housing. The document states that the

Mayor expects existing affordable housing to be replaced on a like-for-like basis, meaning there should be no net loss of existing affordable housing tenures (including social rented accommodation).

- 8.4.13 **The Draft London Plan** was consulted on between December 2017 and March 2018. Within the context of the above, the most relevant policies are considered to be Draft Policy H5, Draft Policy H10 and Draft Policy H11.
- 8.4.14 **Policy H5** states that 50 per cent of all new homes delivered across London should be affordable. Supporting paragraph 4.5.5 states that affordable housing should only be accepted as an off-site contribution in exceptional circumstances where it can be demonstrated that affordable housing cannot be delivered on-site or where an off-site contribution would better deliver mixed and inclusive communities than an on-site contribution.
- 8.4.15 **Draft Policy H10** relates to the redevelopment of existing housing and estate regeneration states that the loss of housing will only be acceptable where it is replaced at existing or higher densities with at least the equivalent level of overall floorspace and should generally provide an uplift in affordable provision. For estate regeneration schemes the existing affordable housing floorspace should be replaced on an equivalent basis, social rented floorspace should be replaced on a like for like basis and delivery of additional affordable housing should be maximised.
- 8.4.16 **Draft Policy H11** promotes the efficient use of the existing stock of housing by reducing the number of vacant, unfit and unsatisfactory dwellings, including through setting and monitoring targets for bringing properties back into use.

Density

- 8.4.17 London Plan Policy 3.4 requires development to optimise housing output for different locations taking into account local context and character, the design principles in Chapter 7 and public transport capacity. Draft London Plan Policy D6 seeks a more design-led approach to density, based on an assessment against the housing standards within Policy D4 and the long-term management proposals for higher density developments.
- 8.4.18 A site specific Public Transport Accessibility Level (PTAL) calculation has been undertaken by the applicant which determines the PTAL to be between level 4 and 5 indicating a good excellent public transport accessibility.
- 8.4.19 The London Plan identifies a central setting as being within 800m walking distance of a Metropolitan or major town centre. Only the north-western part of the site is within walking distance from Fulham Town centre and as such is defined as being majority urban in terms of the London Plan density matrix. central setting. Table 3.2 sets out density ranges of 200-700hr/ha (70-260u/ha) for urban settings. The site measures 6.52 hectares and it is

anticipated that the development would equate to density of approximately 291 units/ha (839 habitable rooms per hectare).

8.4.20 The density would exceed the guidance ranges set out in the London Plan. Noting the varied PTAL across the site, the density would also exceed the threshold for further scrutiny in Draft London Plan Policy D6. It is noted that the highest density elements of the scheme would be located in what is currently the least accessible part of the site, although given that the development proposes to open up the site with accessible walking routes it would be expected that the site-wide PTAL score would increase. Officers are mindful of the fact that density is a guide to ensure optimisation of brownfield sites, and other issues should be considered, such as quality of design, sensitivity of works and re-use of the listed buildings, new linkages and public routes through the site and other regeneration benefits of the scheme. Both London Plan and Draft London Plan policy is clear that density ranges should not be applied mechanistically and developments should make efficient use of land to optimise housing delivery. Overall, the proposed density is considered acceptable, given the high quality of design (discussed further below), the site's characteristics and its capacity to accommodate growth.

8.4.21 In conclusion, the proposed residential density is considered to be acceptable and would accord with the London Plan policy 3.4.

Housing Mix

8.4.22 **The NPPF** requires local planning authorities to deliver a wide choice of high quality homes and to plan for a mix of housing in terms of size, type, tenure and range based on local demand

8.4.23 **London Plan Policy 3.8**, together with the Mayor's Housing SPG, seek to promote housing choice and a balanced mix of unit sizes in new developments, whilst Draft London Plan Policy H12 advises against setting prescriptive dwelling size mix requirements for market and intermediate homes. **Policy 3.11** establishes that strategic priority be afforded to the provision of affordable family homes. **Policy HO5** requires new residential development to include a mix of types, tenures and sizes of homes to reflect the needs of the borough, taking into account the characteristics of the site.

8.4.24 The application proposes up to 1,843 residential units in total, 345 of which are proposed in the detailed component (Phase 1) development. The mix within Phase 1 (Plots A1, A2 and A3) is controlled through the approval of plans and by way of the condition restricting the size of the units. The housing mix for the detailed development within Plots A1, A2 and A3 comprises the following:

30 x Studios (8.7%)
84 x 1 bed units (24%)
191 x 2 bed units (55%)
38 x 3 bed units (11%)

2 x 4 bed units (0.006%)
Total 345 units

- 8.4.25 The precise mix of the detailed component complies with the Local Plan policy aim to provide market units in a mix of unit sizes, including larger family accommodation.
- 8.4.26 As a result of the hybrid nature of the Proposed Development, a range of mixes is proposed in order to allow the precise mix of the outline component to respond to market conditions and local need as the phases come forward through RMAs over the life time of the Proposed Development. The indicative mix for the combined (detailed and outline) development comprises the following:

Studios (5-25%)
1 bed units (20-35%)
2 bed units (40-60%)
3 bed units (10-25%)
4 bed unit (0-5%)
Total 1,498 units (Maximum)

- 8.4.27 Notwithstanding this, it is considered that the indicative mix proposed would provide an acceptable mix which would be within the range set in the indicative overall residential dwelling mix (comprised in the completed development). It is considered that the proposals would be in accordance with the current-day planning policies set out in the London Plan (Policies 3.3 and 3.8) and Local Plan 2018.
- 8.4.28 It is considered that flexibility within the remaining plots to vary the indicative unit mixes can be given; provided the units comply with the minimum flat size requirements and that the total does not exceed 1,843 units (the maximum). In any event, the reserved matters submissions will be considered against the adopted policies at the time of assessment.
- 8.4.29 In conclusion, it is considered that the proposed mix of accommodation within the development is acceptable and would be in accordance with London Plan (Policies 3.3, 3.8 and 3.11) and Local Plan (Policies HO1 and HO3).

Affordable Housing

- 8.4.30 **The NPPF 2018** identifies the Government's support for the delivery of a wide choice of high quality homes across all tenures and sizes, including the provision of affordable homes (Paragraph 50). It also states that planning authorities should have regard to viability and the costs of any requirement such as affordable housing, as proposals should provide competitive returns to a willing land owner and willing developer to enable the development to be delivered (Paragraph 173). Proposals should not be subject to such a scale of obligations and policy burdens that their ability to be developed viably is threatened.

- 8.4.31 **Policy 3.11 of the London Plan** states that affordable housing provision should be maximised and that an annual average of at least 17,000 more affordable homes should be sought. It requires that 60% of affordable housing should be for social or affordable rent and 40% should be for intermediate rent or sale. Priority should be given to provision of affordable family housing.
- 8.4.32 **Policy 3.12 of the London Plan**, states that the ‘maximum reasonable amount of affordable housing should be sought when negotiating on individual private residential and mixed-use schemes’ having regard to:
- current and future requirements for affordable housing at local and regional levels, and the size and type of affordable housing needed in particular locations;
 - adopted affordable housing targets, the priority to be accorded to provision of affordable family housing and the need to promote mixed and balanced communities;
 - the specific circumstances of individual sites and the need to encourage rather than restrain residential development; and
 - resources available to fund affordable housing, to maximise affordable output and investment criteria.
- 8.4.33 **Policy 3.12** further sets out a preference for the on-site delivery of affordable housing noting that off-site provision of a cash payment in lieu will only be acceptable in exceptional circumstances.
- 8.4.34 **The Affordable Housing and Viability Supplementary Planning Guidance (SPG) (2017)** introduced the ‘threshold approach’ to assessing viability, which does not require supporting viability evidence to be submitted where proposals meet the threshold level of provision. The SPG identifies a 35% threshold for all sites above ten units except (only) for land in public ownership or public use, to which a 50% threshold applies. Paragraph 2.33 justifies this differentiation on the basis that land in public land that is surplus to requirement ‘typically has a low value in its current use, allowing higher levels of affordable housing to be delivered’.
- 8.4.35 **Draft London Plan** identifies surplus utilities sites as an important source of land for housing. It seeks to optimise the potential for housing delivery on suitable and available brownfield sites, ‘especially’ surplus utilities sites (Policy H1B(2)(d)). Draft London Plan also proposes a strategic target for 50% of all homes in London to be affordable.
- 8.4.36 **Draft London Plan Policy H6** and the Mayor’s Affordable Housing and Viability SPG set out a ‘threshold approach’ whereby schemes meeting or exceeding a specific threshold of affordable housing (in this case 50% on industrial land) by habitable room without public subsidy and which meets other criteria are not required to submit viability information to the GLA, nor would the application be subject to a late stage review mechanism. Draft London Plan Policy H7 and the Mayor’s SPG sets out a preferred tenure

split of at least 30% low cost rent (social or affordable rent, significantly less than 80% of market rent), at least 30% intermediate (with London Living Rent and shared ownership being the default tenures), and the remaining 40% to be determined by the local planning authority.

8.4.37 **Draft London Plan Policy H7** expects 30% of affordable homes to be low cost rented homes and 30% intermediate products that meet the definition of affordable housing. The remaining 40% is at the discretion of the LPA. Other affordable products may be acceptable if they meet the broad definition of affordable housing, meet the draft London Housing Strategy definition of genuinely affordable housing ('Homes for households whose needs are not met by the market') and are considered by the borough to be genuinely affordable.

8.4.38 **Policy HO3 of the Local Plan** states that the Council will seek the maximum reasonable amount of affordable housing, taking in to account site size and constraints and financial viability. It identifies a target for 50% of dwellings in schemes across the borough to be affordable, of which 60% are to be for social or affordable rent, and 40% are to be intermediate housing.

8.4.39 In accordance with national and regional policy, the policy recognises site-specific factors and CIL when negotiating affordable housing:

- site size and site constraints;
- financial viability, applying the principles set out in the [Council's] Viability Protocol;
- individual circumstances and characteristics of the site;
- site-specific infrastructure;
- availability of public subsidy; and
- CIL charge.

8.4.40 The policy requires viability information to be supplied where less than 50% of dwellings are affordable in developments proposing more than 11 residential dwellings.

Level of Affordable Housing, Tenure, Type and Affordability

8.4.41 The application proposes a total of 646 affordable units, which equates to 35% of the scheme by unit and by habitable room, with a split of 40/60 between rent and intermediate proposed.

8.4.42 Given the outline nature of most of the scheme, the applicant has submitted an indicative schedule of affordable housing, which is summarised below:

	London Affordable Rent		Affordable Rent (not at LAR benchmarks)	
	Number of London Affordable Rent Units	London Affordable Rent (by hab rooms)	Number of Affordable Rent Units	Affordable Rent (by hab rooms)
One-bedroom	0	0	52	104
Two-bedroom	0	0	129	464
Three-bedroom	78	390	0	-
Total	78	390	181	568
%	12%	21%	28%	31%

Table: Rented tenure indicative mix

	Shared Ownership		London Living Rent	
	Number of Shared Ownership Units	Shared Ownership Maximum income Threshold £	Number of London Living Rent units	London Living Rent Maximum income Threshold £
Studio	30	£75,000	31	£60,000
	0	£90,000		
One-bedroom	36	£75,000	77	£60,000
	43	£90,000		
Two-bedroom	31	£75,000	85	£60,000
	54	£90,000		
Total	194	-	193	-
%	30%	-	30%	-

Table: Intermediate tenure indicative mix

8.4.43 The affordable rents for the 1 and 2 bed units would be set at no higher than the prevailing Local Housing Allowance levels (currently £250pw and £302pw respectively, which equates to approximately 40-50% of market rents at current estimates). The 3 bed rent units will be delivered at London Affordable Rent in line with the prevailing benchmarks set out in the Mayor's Homes for Londoners Funding Guidance (currently £161pw excluding service charge, which equates to approximately 20-25% of market rents on current estimates).

8.4.44 The intermediate rental products account for 50% of the intermediate affordable units and will be available to households with an income of up to £60,000, and would be set at London Living Rent, in line with the prevailing benchmarks set out in the Mayor's Homes for Londoners Funding Guidance.

8.4.45 The other 50% of intermediate affordable units are shared ownership. Half of these will be available to households with an income of up to £75,000 (per annum) and the other half available to households with an income of up to £90,000 (per annum).

Affordable Housing Delivery

- 8.4.46 Affordable housing is proposed to come forward from Phase 1b (Plot D1) which will deliver a total of 86 Affordable Rent units and will be delivered within 12 months of completion of Phase 1a (Detailed Component). The applicant has suggested seven triggers for the delivery of affordable housing for the subsequent phases which will be secured within the s106 legal agreement. These triggers will ensure a continuous delivery of 35% affordable housing of the total units delivered for most of the remainder phases.
- 8.4.47 The following triggers for affordable housing delivery will be met within the s106 legal agreement:
- (a) 86 low cost rented units prior to completion of 346 private homes
 - (b) 196 affordable homes prior to completion of 551 private homes
 - (c) 304 affordable homes prior to completion of 751 private homes
 - (d) 385 affordable homes prior to completion of 901 private homes
 - (e) 493 affordable homes prior to completion of 1,101 private homes
 - (f) 646 affordable homes to be delivered prior to completion of 1,197 private homes

Financial Viability Assessment

- 8.4.48 As this proposed level of affordable housing is below the 50% strategic target set out in Local Plan Policy HO3 a Financial Viability Assessment (FVA) has been submitted in support of this application.
- 8.4.49 Whilst the Applicant has submitted a FVA in compliance with local policy, the Application does not qualify for the 'Fast-Track' threshold for industrial sites identified in draft Policy H6 of the draft London Plan by meeting the criteria set out in part C of the policy.
- 8.4.50 The FVA submitted is reflective of current revenues and considers the costs and challenges associated with the individual circumstances of the site. Namely the likely decontamination and remediation costs associated with the sites historic uses to bring the land to an acceptable standard for residential uses. The costs entailed in restoring the Heritage assets (Grade II* listed Gasholder No.2, two listed buildings and a listed war memorial) on the Site, as required by Local Plan policy SFRR1. The FVA also takes in to account the high CIL liability applicable to development on the Site which are subject to indexation but have been estimated at £76.5m of Borough CIL and £12m of Mayoral CIL for the illustrative scheme. This is in addition to site specific Section 106 contributions for infrastructure to be agreed with LBHF officers and other stakeholders. The applicant has also submitted evidence that the residential market in Imperial Wharf has contracted.
- 8.4.51 Daniel Watney LLP (DW) has been instructed by the Council to prepare a review of a viability assessment provided by the applicant (St William

Homes LLP). The review carried out by DW demonstrates that with the proposed affordable housing provision of 646 homes the IRR is 12.74% on a Day 1 basis. Although this is shown to be marginally more viable than the Applicant's IRR of 10.36% this is still lower than the Benchmark Return of 15% IRR.

- 8.4.52 DW has also undertaken sensitivity testing and a growth model, based on our adjusted Day 1 Appraisal, in order to understand where the scheme could progress to over five years. The Growth Model displays an IRR of 13.82% (revenues only outstrip costs by 1% overall which is why the uplift is marginal).
- 8.4.53 In conclusion, the application was submitted with a FVA that has been reviewed by the council's appointed consultants Daniel Watney and the GLA Viability Team. DW consider that, at this point in time, 35% affordable housing provision exceeds that which would be considered the maximum reasonable provision for the development against a target IRR of 15%. However, they would recommend a later stage review in order to capture any potential uplift the scheme may gain towards the affordable housing target of 50%.

8.5 STANDARD OF ACCOMMODATION

- 8.5.1 **London Plan Policy 3.5** requires new residential development to provide a high quality and design of internal living environment, as well as externally and in relation to the wider context. Part C and Table 3.3 of this policy specify the minimum unit sizes for new development. Part D includes a caveat stating that development that does not accord fully with the policy can be permitted if it exhibits exemplary design and contributes to the achievement of other policy objectives. **Policy 3.8** further requires that all new housing is built to Lifetime Homes Standards and that 10% is designed to be wheelchair accessible for residents who are wheelchair users. In addition to the minimum standards, private amenity space should be provided for each residential unit. Standard 4.10.1 of the Housing SPG requires that a minimum of 5 sqm of private outdoor space should be provided for 1-2 person dwellings and an extra 1sqm should be provided for each additional occupant. **Policy 7.2** seeks to ensure all new development achieves the highest standards of accessibility and inclusive design. Policy 3.8 requires all new housing to be built to the lifetime homes standards, with 10% of all the units designed to be wheelchair accessible or easily adaptable to this standard.
- 8.5.2 **Local Plan Policy HO11** states several criteria which should into account when ensuring that the design and quality of all new housing is of a high standard, meets the needs of future occupants and respects the principles of good neighbourliness.
- 8.5.3 The proposed residential accommodation has been designed to provide a very high level of amenity and achieves a significant level of conformity with the relevant design standards.

- 8.5.4 The residential accommodation has been designed to meet and exceed residential standards within the Mayor's Housing SPG (2016) in so far as possible. It does so through the following measures.
- Careful attention has been paid to the design and layout of the development to ensure minimisation in privacy or overlooking, both within the development itself and in the context of the development's relationship with its surroundings.
 - All of the homes are designed to meet or exceed minimum space standards, all will achieve Lifetime Homes standards, and detailed component unit layouts have been designed to ensure that at least the minimum number of units are capable of being built out or of later being easily converted to be wheelchair accessible or adaptable when the occupier is known. Indicative locations for these units are shown in the DAS, which also demonstrates how layouts in the outline component could be designed to meet the required standards. The Phase 1 wheelchair units are distributed across the Phase 1 buildings in line with guidance.
 - All units will have generous section heights and living space, with the majority being dual aspect. Where single aspect or north facing units exist in the detailed component, they have been designed to ensure that all units will have adequate daylight and sunlight and cross-ventilation to minimise overheating. All units will have high quality living accommodation.
 - All residential units within the Proposed Development will benefit from private amenity space in the form of either a private terrace or winter garden in adherence to guidance.
 - Communal private and public amenity space is further provided through communal private gardens and a high quality publicly accessible park, which together total 33,766 sqm and cover nearly half of the Site.
 - The development of the indicative proposals for the outline component has been informed by policy requirements, informing the siting of the development plots, their orientation and their floor areas. The detailed design of the outline component will pay further regard to these considerations and the RMAs will explain how the residential accommodation at each phase provides policy-compliant levels of amenity.
- 8.5.5 Addressing Local Plan Policy HO1, matters relating to parking, flooding and water, sustainable energy measures, durable construction, waste, recycling, noise and daylight and sunlight are addressed elsewhere in this report.
- 8.5.6 Overall officers are satisfied that the proposal would provide acceptable amenity and environmental standards for existing, future and surrounding residents.

Children's Playspace

- 8.5.7 The park and public realm will incorporate a variety of types of play space, sufficient to meet the needs arising from the unit mix of the proposed development. The precise quantum of play space will be calculated on a phase-by-phase basis to ensure that accurate and sufficient provision is made, using the GLA Playspace Calculator or any up-to-date guidance that

is applicable at the time of making RMAs. The play space strategy is set out within the DAS and ensures that the provision will be interesting, stimulating and fully accessible in line with standards. As there is currently no play space on the Site, policies pertaining to the loss of play space are not relevant to this Application.

- 8.5.8 Officers consider that the proposals for the provision of public open space and public realm comply with planning policy at all levels.

Security

- 8.5.9 The NPPF 2018 seeks to ensure that planning decisions promote public safety and take into account wider security and defence requirements. They should anticipate and address all plausible malicious threats and natural hazards and create safe, inclusive and accessible places that have high levels of amenity and do not undermine quality of life, community cohesion and resilience to due crime and disorder.

- 8.5.10 **London Plan Policy 7.13** states that through planning decisions development proposals should include measures to design out crime in a manner that is 'in proportion to the risk, deter terrorism, assist in the detection of terrorist activity and help deter its effects'. **Policy DC1** seeks to ensure that new developments, new publicly accessible open spaces and new community and leisure facilities are inclusive and accessible, contribute to improving quality of life and reducing the incidence of crime and anti-social behaviour (paragraphs 2.57, 10.5 and 12.3).

- 8.5.11 In developing the scheme, the Design Statement (for the outline component) states, the philosophy of crime prevention through environmental design and the principles of 'Secure by Design' have been applied. In particular, the following measures should be noted: Significant areas of active ground level frontage will be created to animate the public realm. The landscape design is publicly accessible with the exception of the private courtyards. All public spaces are overlooked by residents and non-residential users.

- 8.5.12 Residential glazing and doors will be Secure by Design certified. Access control, intruder detection system and number plate recognition will be incorporated into the scheme. These measures to design out crime will be specified in accordance with appropriate British Standards and European Norm standards.

- 8.5.13 It is important to note that the majority of the proposed open areas are publicly accessible with the exception of perimeter block courtyards which will be semi-private. All public spaces are overlooked by residents and non-residential users alike and will be covered by CCTV which will be designed in accordance with Home Office Scientific Development Branch and Centre for Applied Science and Technology standards to deliver coverage of the public realm and private areas of the development, including car and bicycles parks.

- 8.5.14 It is considered that the access points and the principle public spaces, as set out in the indicative masterplan into the scheme will be well lit, which would provide facial recognition. Residential cores will also be well lit and prominently positioned with recessed entrances only used in specific locations.
- 8.5.15 It is considered that collectively these design measures have been carefully considered in order to reduce the likelihood and fear of crime on the Site and, accordingly, the Proposed Development should be considered acceptable in this respect.
- 8.5.16 Further discussions would take place between the Metropolitan Police and the applicant and the Design Team in respect of the outline elements prior to the submission of any Reserved Matters planning applications.
- 8.5.17 The proposals are considered to be well designed and in accordance with the NPPF, Local Plan, and Policy DC1 of the Local Plan which requires development to reduce the opportunities for criminal behaviour.

8.6 OPEN SPACE, LANDSCAPING AND PUBLIC REALM

- 8.6.1 **The NPPF** (Paragraph 73) notes the important contribution that high quality open spaces can make to the health and well-being of communities. The NPPF defines open space as: 'All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity'.
- 8.6.2 **London Plan Policy 3.5** requires developments to take into account the provision of public, communal and open spaces. **Policy 3.6** further requires the provision of good quality, well-designed and stimulating play and informal recreation provision for children, including trees and greenery where possible. **Policy 7.18** support the creation of new open space in London.
- 8.6.3 **Local Plan Policy OS1** states that the Council will protect, enhance and increase the provision of parks, open space and biodiversity in the borough by (inter alia) requiring a mix of new public and open spaces in South Fulham Riverside Regeneration Area and any new major development. Policy OS2 Part C requires such open space provision to be accessible and inclusive. **Policy OS2**, paragraph 10.5 states that the space provided in the regeneration areas may be provided in a number of ways including 'easily accessible small private spaces and in larger parks'. **Policy OS3** states that proposals should not result in the loss of existing play space or the increased deficiency in the availability of such play space. It requires on well-designed provision of accessible, inclusive, safe and secure communal play space in new residential developments to cater to the needs of all children. The scale and nature of its provision should be proportionate to the scale and nature of the proposed development. **Policy OS5** seeks to

enhance biodiversity and green infrastructure in the borough by (inter alia) maximising the provision of gardens, garden space and soft landscaping, and seeking green and brown roofs and 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.

- 8.6.4 **Strategic Site Policy SFRA1** requires the provision of ‘an area of public open space to support the needs of the development and contribute to reducing open space deficiency in the area’. Supporting this policy, paragraph 5.115 states that the ‘a larger park could be provided at this site which could include a variety of spaces that will provide vitality and interact with its surrounding environment. The open space should feel generous and well-designed so that it feels safe and accessible’.
- 8.6.5 **Draft London Plan Policy HC5** supports London’s diverse cultural facilities and creative industries and states that through planning decisions boroughs should (inter alia): ‘seek to ensure that Opportunity Areas and large-scale mixed-use developments include new cultural venues and/or facilities and spaces for outdoor cultural events’. **Draft London Plan Policy HC6** states that in Development Plans and planning decisions boroughs should promote the night-time economy; improve inclusive access and safety, and make the public realm welcoming for all night-time economy users and workers; diversify the range of night-time activities (including extended opening hours of daytime facilities such as shops, cafes, libraries, galleries and museums); and protect and support evening and night-time cultural venues.

Open Space Provision

- 8.6.6 The Application proposes to deliver 27,055sqm of publicly accessible open and amenity space in addition to 6,711sqm communal private amenity space. This space includes a new public park, a new public square, pedestrian-friendly streets, communal amenity space within private courtyard podiums and gardens, and other principal areas of public realm. Amenity space within the development can be defined as: private amenity space, communal private amenity space, and public amenity space.
- 8.6.7 This would make a significant contribution to the open space provision of the Borough, particularly in the context of the deficient levels of such space across the Borough. In particular it should be noted that this open space provision includes a park of nearly 7,000sqm (6,795sqm), excluding Gasholder No. 2 which itself is over 1,000sqm.
- 8.6.8 The proposed open space has been designed in outline and a landscaping strategy is submitted with the Application. Its key features are secured through the Development Specification and the Design Codes. The Design Codes submitted with the application further control how the open space and public realm will come forward through RMAs.

- 8.6.9 At the heart of the scheme, two contiguous areas of open space are provided. The more formal square around the listed buildings and a public park. The park provides distinct areas, children's play area, an area of open lawn space, grow gardens, water gardens. Officers consider that the success of the park would be the level of permeability and to ensure this the park should not be fenced as indicated by the Design Codes. Officers do acknowledge that there might be a requirement to fence the play areas for health and safety reasons.
- 8.6.10 Officers consider that the park will be of high quality landscaping and will be well used given the shortage of open space in the area. The base of H3 will contain a café which is well located next to the children's play area which is likely to generate much public use. The success of the grow gardens may depend on how they are managed and the level of community involvement. Officers consider that their success cannot be guaranteed in the long run.
- 8.6.11 At the base of buildings H1, H2, H3 the buildings form the southern edge of the park. A buffer of landscaping has been provided to provide residential privacy for ground floor units. There is no public access to this area. Unfortunately, the buffer extends further into the park to provide landscaped strips that are sandwiched between the buffer and a proposed creek. There is no public access to these areas either so whilst they may contribute to the amenity value of the park they will not contribute to the useable area.
- 8.6.12 With regard to the new square, the quality of the design is considered to be good however, it is unclear whether the space will be successful in terms of generating activity and vitality in the long term. Public squares tend to be more successful when they are on or adjacent to a major thoroughfare that can attract a high level of footfall. For example, Lyric Square in Hammersmith Town Centre lies off a major road in the town centre where many businesses are located. It generates a high footfall from local employees, residents and visitors and is made active by surrounding town centre attractors and has occasional markets and art events.
- 8.6.13 The masterplan design encourages people to enter the site from the Kings Road with the aspiration that they will be attracted to uses within the commercial premises lining Sands End Lane the square and the Imperial Quarter. The uses contained within the Listed Buildings may act as attractors, but the uses are not clear yet. Although the square can incorporate small markets it is also unclear how that would manifest itself, it is not part of the planning application. Officers consider that the square would mainly cater for the local needs of residents and the limited numbers of employees in the new commercial units. It cannot be guaranteed that the space will become a vital active space without some active management by the estate to develop its role and purpose in the long term.
- 8.6.14 In view of the above and subject to conditions and securing a Landscape Management Plan the proposed development is judged to accord with the abovementioned London Plan Policies 3.19 and 7.18 and Local Plan policies OS1, OS2 and OS3.

8.7 DESIGN, APPEARANCE AND HERITAGE

- 8.7.1 **The NPPF** states that development should respond to local character and history and the surrounding environment and setting, whilst not preventing innovation – but extends this to recognise a role for change and increased densities. The NPPF advocates a positive strategy for conserving and enhancing the historic environment, taking account of (amongst other things) the desirability of new development to make a positive contribution to local character and distinctiveness. The NPPF state that economic, social and environmental gains are to be sought jointly and simultaneously in order to deliver positive improvements in the quality of the built, natural and historic environment.
- 8.7.2 **NPPF Paragraph 131** which advises that, in determining planning applications, local planning authorities should take account of the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation. **Paragraph 132** 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 through development within its setting. **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. **Paragraph 135** states that a balanced judgement will be required having regard to the scale of any harm or loss and the significance of a non-designated heritage asset. **Paragraph 137** of the NPPF states that Local Authorities should look for opportunities for new development within Conservation Areas to enhance or better reveal their significance
- 8.7.3 **London Plan Policy 7.4** requires developments to provide high quality design responses to existing spaces, to create a positive relationship with street level activity and to allow 'existing buildings and structures that make a positive contribution to the character of a place to influence the future character of an area'. **Policy 7.5** requires public realm to be comprehensive at a human scale through appropriate treatment such as gateways, focal points, landmarks and landscape treatment. Proposals should be informed by the heritage of an area, reinforcing the connection between public spaces and (inter alia) local features that may be of heritage significance. Proposals should further consider integration with high quality public art. **Policy 7.6** sets high architectural standards for all buildings and structures, and requires these to enhance, activate and define the public realm. It allows for materials that complement but do not necessarily replicate the local architectural character.
- 8.7.4 **Local Plan Policy DC1** states that all development within the borough 'should create a high quality urban environment that respects and enhances

its townscape context and heritage assets. There should be an approach to accessible and inclusive urban design that demonstrates how good design, quality public realm, landscaping, heritage assets and land use can be integrated to help regenerate places’.

- 8.7.5 **Local Plan Policy DC2** permits new build development that is of a high design standard and compatible with the scale and character of existing development and its setting. It requires proposals to respect:
- historical context, townscape and the sense of place of a site;
 - the surrounding area scale, mass, form and grain;
 - the relationship of the proposed development to the existing townscape;
 - local design context to promote and reinforce local distinctiveness;
 - good neighbourliness and principles of residential amenity;
 - local landscape context, providing high quality landscaping and public realm with good permeability where appropriate;
 - sustainability objectives;
 - the principles of accessibility and inclusive design; and
 - the principles of Secured by Design.
- 8.7.6 **Strategic Site Policy SFRA1** requires development proposals on the Site to ‘be of high quality design which respects the character and appearance of the Imperial Square and Gasworks Conservation Area and protects the Grade II Listed Gasholder and its setting and other heritage assets in the surrounding townscape’.
- 8.7.7 **Draft London Plan** seeks to secure the delivery of good design through a variety of ways. Going beyond the expectations of the adopted London Plan, Policy D2 does the following. Part C encourages use of digital modelling techniques to analyse potential design options, and to use 3D/virtual reality to inform and engage Londoners in the planning process. Part F requires proposals to go through a design review (which must align with the Mayor’s guidance on design reviews) if a scheme is referable to the Mayor and is above the design threshold in Policy D6 or a tall building is proposed in an area where there is ‘no local tall building definition’. Part H seeks to ensure design quality is retained through (inter alia) avoiding deferring the assessment of the design quality of large elements of a development to the consideration of a planning condition or referred matter, and the use of architect retention clauses in legal agreements ‘where appropriate’.

ES Non-Technical Summary

- 8.7.8 The Heritage, Townscape and Visual Impact Assessment (ES Volume II) has considered the potential effects of the proposed development on the designated and non-designated heritage assets located in the surroundings of the site, the surrounding townscape character and the character and quality of strategic and local views.

- 8.7.9 During demolition and construction phases of the development the effects on the visual amenity of the local area were found likely to be of an adverse nature, because of the disturbance caused by the presence of cranes, scaffolding, the sight of uncompleted buildings, site-deliveries, lighting and service connections. The effects would be short-term and temporary and their degree would depend of the distance between the viewing position and the site, with a larger effect in the areas located closer to the site. These temporary visual effects would be mitigated, according to industry best practice in construction standards, including the use of appropriate hoarding and the minimisation of lighting.
- 8.7.10 The mitigation of operational effects (permanent effects that arise when the project is completed) was embedded in the design process, through the detailed designs and parameter plans and design codes for the outline components of the masterplan. The potential effects of height and mass and the principles of their architectural language and quality were considered and adjusted throughout the design process in order to obtain a design that will relate positively to its local and wider context. The operational effects would not require supplementary mitigation.
- 8.7.11 In most cases the proposed development, when considered in isolation and in combination with other consented schemes in the vicinity, would cause no harm on the heritage significance of designated and non-designated heritage assets located in the vicinity of the site. Only in a small number of cases, namely Brompton Cemetery and some of the listed buildings contained within it, was it found that the proposed development would cause less than substantial harm, but a significant adverse effect, on their significance, owing to changes to their setting. It was found that the proposed development would have no significant adverse effects on the character of the surrounding townscape. Of the 44 views assessed, only four were found to have minor or moderate adverse effects; three from Brompton Cemetery and one from The College of St Mark and St John Conservation Area. The vast majority of effects on heritage, the townscape and visual receptors were found to be beneficial.

Assessment

- 8.7.12 The architectural expression of the buildings is well considered in the detailed component and throughout the masterplan area and buildings have clearly identifiable bases, middle and top sections. Parameter plans, and design codes will ensure the consistent quality of the design of future phases.
- 8.7.13 Buildings in the Garden Quarter, which includes the detailed application, will relate to existing buildings nearby, where the dominant tones are buff, yellows and browns as seen on the houses in Harwood Terrace, Imperial Square, Waterford Road and Kings Road. The primary material for the facades will therefore be buff bricks to create unity with the character of the area. The secondary and tertiary elements of the facades will complement the buff brick and will be comprised off multi-stock bricks, anodized bronze

aluminium and cast masonry. Further into the quarter towards the park, the primary facades will change to cast masonry of a similar tone to the brick in order to respond to the architecture of the plots on the south side of the park in the Park View Quarter.

- 8.7.14 The facades will be well articulated with recessed balconies and deep reveals, set back upper storeys and a rhythm of piers meeting the ground to set the frame for commercial and ground floor residential units.
- 8.7.15 The block alignment will improve the frontages onto the existing streets, i.e. Michael Road, Gwyn Close and Sands End Lane and provide new routes into the heart of the site. The well landscaped streets will provide space for pedestrian routes, private front gardens and public communal spaces. All edges of the plots, both residential and commercial have been designed to have active uses fronting the streets to encourage vitality.
- 8.7.16 Within the Imperial Quarter, uses throughout the character area at ground floor level will be commercially focused, creating a business hub and completing the commercial and retail edge to the new Sands End Square. The primary façade material of the buildings will be red textured brick to relate to the red and brown bricks found in the existing houses in Imperial Road and Bagleys Lane. The proposed materials for the secondary and tertiary facade elements are painted steel, anodised aluminium and cast masonry to be complementary to the industrial heritage of the area. The design codes require a metal grid structure to be included in the facades to reflect the industrial heritage of the site.
- 8.7.17 The design of the landscaping between the blocks will reflect the commercial nature of the streets and be designed to draw visitors into the site from Imperial Road with views along one of them to the park along a dedicated, vehicle free route.
- 8.7.18 Due to the requirements of the National Grid gas easement route along the east side of the site, the landscaping must be limited in height and no tree planting is possible. This is unfortunate given the scale of the proposed buildings along this end of Sands End Lane that would benefit from the softening effect of tree canopies.
- 8.7.19 The Park View Character Area is located in the north-eastern section of the site and is designed to respond to the edge conditions of Gwyn Close, the PRS, the railway viaduct and the boundary with Chelsea Creek. It also has to respond to the restrictions imposed by the National Grid Easement Line. On its western edge it forms the boundary to the new public open space and has been laid out to enhance permeability through the site to Chelsea Creek and Imperial Wharf Station.
- 8.7.20 The quarter is comprised of a long block wrapping around the south side of the PRS and 3 towers, of 28, 37, and 25 storeys. The development plots were divided to create clear views of the park and allow sunlight to reach it throughout the course of the day. The form of the towers has been designed

to provide slender silhouettes maximising views across the park and the wider area particularly from heritage receptors as tested in the Heritage Townscape and Visual Impact Assessment (HTVIA).

8.7.21 The proposed primary material for the towers is light coloured cast masonry to respond to newer developments to the south-east of the site. The secondary façade elements will be dark in colour, with tertiary elements comprised of glazed balustrades and vertical fenestration.

Heritage, Townscape and Visual Impact Assessment (HTVIA)

8.7.22 With regards to heritage, townscape, and visual effects, design development was informed by input from townscape and heritage consultants. The HTVIA submitted with the application found that the majority of effects arising from the Proposed Development would be positive and beneficial owing to the design approach, the high quality of the proposed architecture, and the level of detail provided in the Design Codes to secure the illustrative proposal.

8.7.23 In the context of the findings specifically in relation to tall buildings, the following points from the HTVIA should be noted:

- “The design of the tall buildings ‘will relate well to the urban grain, scale and character of surrounding buildings, and will incorporate a high standard of architecture and materials’. The taller plots will contribute to the local areas as townscape markets, indicating the location of the proposed park as a new destination.”
- “Despite being in outline, the parameter plans have been based ‘on a thorough urban design analysis’ and that the design codes ‘have a high level of detail’ that has been informed by the illustrative design. Together, ‘these measures will ensure that potentially adverse effects of future designs for the tall buildings on the surrounding townscape or nearby heritage assets are minimised as far as possible’. ‘The architects have succeeded in being sympathetic to the form, scale, materials and architectural detail of most nearby heritage assets, by creating richly detailed buildings for Phase 1 and ensuring the same for the other phases through the design codes, in accordance with London Plan Policy 7.8D’.”
- “The proposals do not interfere with any significant views of City and London buildings, complying with the requirements of the London View Management Framework SPG and London Plan Policies 7.11 and 7.12.”

8.7.24 The HTVIA tested the visual effect of the proposed development on 44 heritage receptors around the site. In spite of the extensive consideration of townscape and heritage, the quality of the design and significant efforts to mitigate any effects through design, the HTVIA identified some adverse effects. It identified four views in RBKC where there would be a minor or moderate adverse effect including three views from Brompton Cemetery where there would be a moderate effect. The Brompton Cemetery is included on the English Heritage Register of Historic Parks and Gardens, forms the Brompton Cemetery Conservation Area and also contains a

number of listed buildings. The fourth view is from within the College of St. Mark and St. John Conservation Area which is considered to have a minor effect.

- 8.7.25 Officers agree with the majority of the assessments set out in the HTVIA however, it is considered that there will be an adverse effect in three more views and the degree of harm from one view will moderate rather than minor. Officers assessments for these heritage receptors are set out below.
- 8.7.26 The Applicants consider that in view 29B from Brompton Cemetery there will be a moderate and neutral effect. Officers consider that, the 37-storey tower H2 will appear next to the lantern on the listed arcade and will compete with it in scale and massing. Currently the lantern appears against a background of open sky with no other buildings in the backdrop. Despite the quality of the architecture, officers consider that it will have a moderate and adverse effect on the setting of the Grade I listed Cemetery.
- 8.7.27 The Applicants consider that in view 43A from the northern end of the Green looking at the College of St. Mark and St. John, that the effect is minor which is adverse, to a low degree. The roofline of the College currently appears against open sky through the tree canopy in the foreground which provides some screening. Officers consider that despite the high quality of the architecture the appearance of the 3 towers, H1, H2 and H3 above the ridge line of the College will have a moderate and adverse effect on the setting of the Grade II listed College building.
- 8.7.28 The Applicants consider that in view 17B from within Imperial Square, looking North-East the effect will be major and beneficial. This view is from within the Imperial Square and Gasworks Conservation Area. Currently the terrace of houses on the east side of the square has a continuous ridge line that defines the scale of the square. 2 existing buildings further east behind the terrace, barely protrude above the ridge line which appears against open sky. Originally a gas holder would have appeared above part of the roofline. Blocks A1 and A3 will in part, fall within the boundary of the Conservation Area Officers consider these 2 blocks in the detailed application will create a more continuous form of enclosure for the square with only one break falling between the blocks. The form of the blocks is substantially different from the changing volume of the former gas holder and they would combine to compete in scale, mass and form with the continuous ridge line of the terrace. In the process the scale and enclosure of Imperial Square would be redefined. Despite the high quality of the architecture it is considered that the likely effect would be major with a minor adverse impact on the character and appearance of the Imperial Square and Gasworks Conservation Area.
- 8.7.29 The Applicants consider that in view 21 from Bovingdon Road in the Studdridge Conservation Area that the effect would be moderate and beneficial. Bovingdon Road has a slight curve along its length and the prominent paired gables on projecting bays define the roofline with mansard roofs and chimneys set behind them. Historically, the changing volumes of

the gasholders would have appeared in parts of the view. Officers consider that the combined scale and mass of blocks H1, H2 and H3 would dominate the view and draw focus away from the gabled roofline of the street. There would be a considerable jump in scale and mass compared to the much lower gasholders which did not compete to the same degree. Despite the high quality of the architecture officers consider that the effect would be major and have an adverse effect on the setting of the Studdridge Conservation Area.

- 8.7.30 As outlined in Section 5, the NPPF identifies two levels of potential ‘harm’ that might be caused to a heritage asset by a development: ‘substantial harm...or total loss of significance’ or ‘less than substantial’. The applicants have acknowledged that some “less than substantial harm” will be caused to a few important heritage assets. According to the NPPF, paragraph 134: “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 value. The acceptability of this harm is a matter of judgement in the context of the wider benefits delivered by the Application and the balance of those benefits against any harm
- 8.7.31 Officers agree with the Applicants assessment that there will be some “less than substantial harm” and have outlined above where their assessment of the degree and extent of that harm is at variance with the Applicants.
- 8.7.32 Officers accept that mitigation was imbedded in the design process and that potential adverse effects were dealt with through changes to the design as far as possible. However, in some cases the effects of height and mass could not be neutralised by further changes. Officers consider that the “less than substantial harm” that will be caused to some heritage assets will be outweighed by the substantial economic, social and environmental benefits arising from the proposal in accordance with the provisions of Paragraphs 134 and 135 of the NPPF.

Built Heritage and Conservation

ES Non-Technical Summary

- 8.7.33 Chapter 13: Built Heritage of the ES assess the likely environmental effects of the proposed development with respect to build heritage assets.
- 8.7.34 During demolition the proposed development will remove the remaining buildings (excluding Listed Structures) and this will affect the heritage significance of the site and its context. All the structures to be removed are of low sensitivity and of low heritage significance. The effect of the removal of these structures is considered minor adverse purely in that they have been deemed to make some, if only a very modest, contribution to the character and appearance of the conservation area and the setting of retained listed structures on the site. No mitigation beyond the overall benefits of the completed development is proposed.

8.7.35 The proposed development will significantly alter the setting of retained heritage assets on the site, and will provide them with a new context. The character and appearance of the Imperial Square and Gasworks Conservation Area will be altered. The retained heritage assets themselves will have a new role and function within the completed development. This will be a permanent major beneficial effect in respect of each asset.

Assessment

8.7.36 The proposals for the Fulham Gasworks site are substantial, and will affect over two thirds of the Imperial Square and Gasworks Conservation Area. They will transform the existing character and appearance of the conservation area, and wholly alter the circumstances of heritage assets to be retained on the site: the Grade II* listed No. 2 gasholder, the Grade II listed 1856 Office Building, the Grade II listed 1927 Laboratory Building, the Grade II listed WWI the war memorial, and the unlisted WWII war memorial.

8.7.37 As a result of the closed-off nature of the Site at present, the wider redevelopment of the Site for publicly accessible uses will allow the significance of these assets to be revealed and better understood and enjoyed by the public. Officers consider that the setting of the Listed Structures will be greatly improved within the new public square framing the Listed Buildings. The Proposed Development will result in the transformation of a redundant and enclosed gasworks site to a high quality new urban quarter that will bring benefits not only to its future residents but to existing surrounding residents and users of the public realm from further afield.

8.7.38 The scheme will provide the site with a long-term, and sustainable future, that will secure the well-being of its heritage assets. It will create well-designed and attractive buildings between which will occur equally attractive new urban space. It will transform a largely hidden and underappreciated set of gas-related heritage assets, allowing them to be refurbished, given appropriate uses and made accessible so that their significance can be appreciated and enjoyed. The scheme creates permeability and reinforces the urban grain by means of a high-quality new public realm.

8.7.39 The ground level of the Proposed Development 'will enhance the relationship of the site to its surroundings by creating a lively frontage that will enhance the vitality of the conservation area'. The Heritage Statement further notes that the buildings to be removed 'are of low heritage significance and make little or no contribution to the conservation area' whilst what is to be retained 'is of notable heritage value' and the scheme will preserve each of these assets and thus enhance their significance in accordance with Strategic Site Policy SFRR1 of the Local Plan.

8.7.40 Historic England welcomes the principle of the proposed retention of designated heritage assets within the development site but raise concerns given the lack of assurance given that the repair and refurbishment of the

Grade II* listed Gasholder No.2 and other listed buildings within the site would be delivered as part of the wider development. Officers have agreed with the applicant that the s106 legal agreement will require that the listed structures be surveyed prior to first occupation of Phase 1a; the strategy for the re-use of the Listed Buildings and War Memorials be agreed prior to commencement of Phase 3 and implemented prior to practical completion of Phase 3; the strategy for the re-use of Gasholder 2 be agreed prior to commencement of Phase 4 and implemented prior to practical completion of Phase 4.

- 8.7.41 It is considered that the proposed scheme will preserve heritage assets, and will deliver clear and substantial heritage and public benefits for Hammersmith & Fulham and its residents. The scheme will enhance the character and appearance of the Imperial Square and Gasworks Conservation Area and the heritage assets within it. For these reasons officers consider that the Proposed Development complies with NPPF paragraphs 131, 132 and 137 and relevant London Plan and Local Plan policies referred to above.

Conclusion - Design, Appearance and Heritage

- 8.7.42 The design of the Proposed Development has evolved through an extensive consultation process with officers, in addition to consultation with the GLA and various other stakeholders. The process has benefitted from extensive site analysis and has resulted in an urban design strategy that responds appropriately to the site's constraints and opportunities.
- 8.7.43 The DAS addresses the principles taken to the masterplan and identifies how these and other detailed considerations were informed by public consultation from an early stage in the design development process, in accordance with Paragraph 66 of the NPPF. The DAS further demonstrates how the expectations and principles underpinning Local Plan Policy DC1 and Paragraph 58 of the NPPF have been considered through the development of the proposals.
- 8.7.44 The scheme is sensitive and responsive to its context. It proposes urban form that is appropriate for the site and its context. It is deliberately dense, and the scale is deliberately more than that which exists at the moment in order to achieve important urban design objectives and to deliver the significant benefits the site can provide. It is well designed and provides high-quality commercial and residential accommodation in a scheme that responds carefully and intelligently to its specific location and to its surroundings.
- 8.7.45 The scheme will provide the site with a long-term, and sustainable future, that will secure the well-being of its heritage assets. It will create well-designed and attractive buildings between which will occur equally attractive new urban space. It will transform a largely hidden and underappreciated set of gas-related heritage assets, allowing them to be refurbished, given appropriate uses and made accessible so that their significance can be

appreciated and enjoyed. The buildings and structures that are removed by the scheme are of low heritage significance and make little or no contribution to the conservation area; their removal will not cause harm to heritage significance. The scheme creates permeability and reinforces the urban grain by means of a high-quality new public realm. It will create jobs and homes, and help to secure the contribution of the site to the borough and London over the long term.

- 8.7.46 The proposed scheme will preserve heritage assets, and will deliver clear and substantial heritage and public benefits for Hammersmith & Fulham and its residents. The scheme will enhance the character and appearance of the Imperial Square and Gasworks Conservation Area and the heritage assets within it. For these reasons the proposed scheme will therefore comply with the law, and national and local policies and guidance for urban design and the historic built environment.
- 8.7.47 On balance, it is considered the tall buildings are an essential element of the Proposed Development that facilitate the appropriate distribution of the development across the Site in a manner that meets the competing requirements of the site allocation and the site-specific needs and costs, having regard to its historic use. In particular, this means particularly the need to provide a significant quantum of open space alongside a substantial number of houses meanwhile providing sufficient amenity to future residents and neighbours.
- 8.7.48 For these reasons, it is considered that the limited harm identified in a small number of views as a result of the proposals should be found acceptable in the context of a proposal that delivers substantial public benefits, including heritage benefits, which should be perceived to outweigh this harm.
- 8.7.49 In summary, it is considered that the proposed development complies with the relevant tall buildings policy tests. By optimising the use of the Site to provide a development of this scale it is possible to provide the number of significant important benefits outlined above. As such, it is clear that the Application Proposal has been developed in a manner that both optimises the use of the site and is appropriate for its context in terms of height and massing. Officers therefore consider the proposal is in accordance with the NPPF, London Plan policies 7.1, 7.2, 7.3, 7.4, 7.5, 7.6 and 7.8 and policies DC1, DC2 and DC8 of the Local Plan 2018.

8.8 **TRANSPORT AND HIGHWAYS**

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

a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

- 8.8.2 **London Plan Policies 6.1, 6.3, 6.10, 6.11 and 6.13** set out the intention to encourage consideration of transport implications as a fundamental element of sustainable transport, supporting development patterns that reduce the need to travel or that locate development with high trip generation in proximity of public transport services. The policies also provide guidance for the establishment of maximum car parking standards.
- 8.8.3 **Local Plan Policy T1** sets out the Council's intention to 'work with strategic partners to improve transport provision, accessibility and air quality in the borough, by improving and increasing the opportunities for cycling and walking, and by improving connections for bus services, underground, national and regional rail'. **Local Plan Policy T2** relates to transport assessments and travel plans and states "All development proposals would be assessed for their contribution to traffic generation and their impact on congestion, particularly on bus routes and on the primary route network". **Policies T3, T4, T5 and T7** relate to opportunities for cycling and walking, vehicle parking standards, blue badge holders parking and construction and demolition logistics. **Policies 5.16 and 5.17** are relevant to waste and recycling. **Local Plan Policy CC7** sets out the requirements for all new developments to provide suitable facilities for the management of waste.
- 8.8.4 **Planning SPD (2018) Key Principles WM1, WM2, WM7 and WM11** are also applicable which seek off-street servicing for all new developments.

Accessibility

- 8.8.5 The Imperial Road is classified as a Local Distributor Road which, while Michael Road is classified as a Local Access Road. The nearest on-street parking to the site is along Edith Road, Harwood Terrace, and Michael Road opposite the site to the east.
- 8.8.6 The Site is in a predominantly residential area which has a good level of access to public transport, particularly by Overground and by bus, with London Underground stations within walking distance. The public transport accessibility of the Site has been reviewed in context of the Proposed Development and new routes available through the Site and found that the northern half of the Site is a PTAL of 5 (Very Good) and the southern half of the site a PTAL 4 (Good).

ES Non-Technical Summary

- 8.8.7 Chapter 6: Traffic and Transportation of the ES assesses the likely environmental effects of the proposed development with respect to traffic and transport. This chapter considers the effects of the proposed development during construction as well as once it is operational.

- 8.8.8 During construction, it is anticipated that a short term minor adverse effect will arise on Kings Road in terms of Driver and Bus delay while some highway improvements are implemented. Short term minor adverse effects are also expected on Edith Row and Harwood Terrace while highway improvements are implemented. These effects are not anticipated to be significant.
- 8.8.9 During operation, a number of long term beneficial effects are expected. The introduction of the Northern Link Road is expected to relieve congestion on Harwood Terrace; leading to moderate beneficial effects in terms of severance and amenity, fear and intimidation. Improvements to Kings Road and the opening up of the site to create a more permeable and attractive landscape will result in major and moderate beneficial effects for pedestrian and cyclist delay respectively. Amenity, fear and intimidation on Edith Row, Waterford Terrace and Sands End Lane will all be improved with a moderate beneficial effect in each location.
- 8.8.10 To mitigate construction and demolition stage impacts, time and route restrictions on demolition and construction activity are expected to be controlled through a Demolition and Construction Logistics Plan or equivalent. No adverse effects were identified in the assessment of the operation stage. However, a Travel Plan and a Delivery and Servicing Plan will be implemented to support efficient operation of the development and support efficient and sustainable travel.

Assessment

Basement

- 8.8.11 The Development Proposal seeks permission for a one-storey basement. The basement does not reach below the listed assets on the Site, in order to maintain appropriate separation and preserve their structure integrity.
- 8.8.12 A draft Construction Logistics Management Plan ('CLMP') has been prepared by WSP and is submitted with the application and a development of a CMS is anticipated to be secured via condition. This demonstrates that no unacceptable levels of harm to neighbouring properties or the local, natural or historic environment will be caused by the basement construction or operation. It also demonstrates that the structural stability of nearby existing buildings and the buildings on the Site that are to be retained will be safeguarded. This is discussed further below (see 'Transport and Servicing').
- 8.8.13 Above the basement a minimum of 1.5m of soil will be maintained. This approach allows for a range of appropriate planting to be planted at any point across the Site and for the use of Sustainable Urban Drainage Systems to minimise the risk of flooding.

Car Parking

- 8.8.14 Policy-compliant levels of car and parking provision, along with the existing level of public transport accessibility will deter people from using the car and encourage the use of sustainable modes of travel.
- 8.8.15 In this context, the Proposed Development seeks permission for vehicle parking in accordance with (and below) adopted maximum residential and commercial parking standards. The limited number of spaces is consistent with policy objectives to reduce congestion and traffic levels, and the objective to promote more sustainable modes of travel in accordance with Policy 6.13 of the London Plan.
- 8.8.16 It is notable that, in recognition of the draft London Plan aspiration for developments in highly accessible locations to be car-free, the Applicant has reduced the level of proposed parking from the Pending Application both in terms of parking spaces and parking ratio (from 550 spaces, at a ratio of 0.4 spaces per dwelling to 460 spaces, at a ratio of 0.25). In accordance with policy requirements, 10% of car parking spaces will be 'blue badge' spaces for accessible use. 8 car club spaces will be provided to further assist the reduction of single car occupancy. 6 on-street visitor parking spaces will be provided in Sands End Road and will be controlled via short-stay on-street parking restrictions enforced by the management company.

Blue badge car parking

- 8.8.17 Car parking for blue badge holders for residents, staff and visitors will be located within the basement, which is proposed to have a clearance of 2.2 metres. It is proposed that residents that are blue badge holders requiring greater head height, would be provided a surface level car parking space. 46 car parking spaces, which equates to 10% of total car parking provision, will be marked as accessible spaces for use of blue badge holders. The level of blue badge parking will be secured by the s106 legal agreement.

Electric Vehicle Charging Points

- 8.8.18 92 active electric vehicle charging points which equates to 20% of the overall parking provision, will be provided. The remaining 368 car parking spaces will be fitted with passive charging points which will be ready for future use if required. The proposed provision of electric vehicle charging points in exceedance of adopted London Plan and local policy and in alignment with the emerging London Plan.

Cycle Parking

- 8.8.19 The Application further seeks permission for cycle parking provision for residential and non-residential (both long stay and short stay) in accordance with the minimum cycle parking requirements identified in the emerging London Plan. The draft London Plan sets the highest cycle parking

requirements and therefore the provision is made to support the ambitious mode shift targets as identified in the draft London Plan. Cycle parking would be provided through a combination of long-stay spaces within stores in the basement and short-stay parking provided via stands in the public realm.

- 8.8.20 The proposed development will 3495 long stay and 48 short stay cycle parking spaces for the C3 residential class use; 51 long stay and 8 short stay cycle parking spaces for the B1 office class use; 4 long stay and 38 short stay cycle parking spaces for the A1 convenience store; 11 long stay and 99 short stay cycle parking spaces for the A1 retail class use; 8 long stay and 65 short stay cycle parking spaces for the A3 café/restaurant class uses and 14 long stay and 34 short stay cycle parking spaces for the D2 leisure class use. The cycle parking provision, stated above, is in accordance with the requirements of the draft London Plan and will adequately cater for existing and future demands for cycle parking.
- 8.8.21 In addition, the Proposed Developments involves the relocation of an existing Santander Cycle hire docking station. The docking station will move southwards along Michael Road, remaining near its existing location. The Applicant proposes to agree details of this via Section 106 Agreement and in conversation with TfL and LBHF.
- 8.8.22 To facilitate enhanced access to the development, a number of improvements have been identified. These improvements are primarily focussed on enhancing access by sustainable modes and include improvements to the Edith Row / Sands End Lane junction, and the introduction of uncontrolled pedestrian crossing on Kings Road close to Waterford Road. The design of the junction of Edith Row and Sands End Lane is proposed to provide a high quality public realm at the entrance to the Site. This junction includes raised tables with contrasting surfacing to slow speeds and promote pedestrian priority and minimise vehicle speeds. A pedestrian refuge island is proposed on Kings Road to facilitate crossing on the main desire line towards Fulham Broadway.

Pedestrian access under the West London Line

- 8.8.23 Strategic Site Policy SFRR1 (Imperial Gasworks) state that development proposals for this site should aim to provide a pedestrian access under the West London Line at the southern end of the site connecting to Lots Road. The connection under the railway line is not proposed as part of the Proposed Development and the applicant has stated the following reasons relating to deliverability and viability.
- 'First, the land is outside of the Applicant's ownership and outside of the Site boundary. It is not within the Applicant's power to deliver such a link. The delivery of the link would require the agreement and involvement of the landowners (believed to be National Rail and RBKC) or the use of compulsory purchase powers by the Council to make the land available.'

- 'Second, and notwithstanding part i. above, the costs involved in delivering the link would be substantial due to technical constraints of accessibility and the current condition of the existing underpass, which is prone to flooding and would require flood defences if it were to be delivered for pedestrian use. This is a relevant consideration in weighing the benefits and dis-benefits of delivering the link'
- 8.8.24 The applicant state that alternative options, such as the provision of a bridge over the railway link, have been considered to support the policy aspiration but state that this would face similar landownership issues, cost issues, visual impacts and concerns over accessibility.
- 8.8.25 According to the applicant these costs would have to be taken in to account in the financial viability appraisal of the Proposed Development and would be very likely to impact upon affordable housing provision. Instead, the Design Codes and Parameter Plans submitted to guide the development of the outline component of the Application requires the provision of a shared pedestrian and cycle connection from the park to the north-eastern park boundary so that it may connect to a link should it be able to be delivered in the future.
- 8.8.26 Officers remain supportive of delivering a link under the West London Line which currently acts as a barrier to pedestrian movement and will connect the area to Lots Road and the Thames Path beyond. However, officers acknowledge the reasons stated by the applicant and the substantial improvements to permeability by the Proposed Development. Officers recommend that this link be delivered by future development sites abutting the underpass.

Trip Generation

Residential

- 8.8.27 Trip rates for the revised planning application for the site have resulted in a lower ratio of car parking provision than the Imperial Wharf development. After further investigation of alternative sites of comparable it was agreed to apply a pro rata to the agreed trip rates for the car driver and car passenger mode shares from 0.46 to 0.25 and reassign the displaced journeys proportionately to public transport modes. The resultant trip generation forecast for the maximum of 1,900 units are summarised below in table 17.5.

Table 17-5 Multi-modal Trip Generation Forecast (1,900 dwellings, 0.25 parking ratio)

MODE	0800-0900			1730-1830		
	IN	OUT	TWO-WAY	IN	OUT	TWO-WAY
Car driver	29	30	59	25	40	65
Car passenger	6	10	16	11	11	21
Pedal cycle	6	28	34	13	10	23
Motorcycle	1	1	2	0	1	1
Bus	32	118	149	61	50	110
Overground	31	114	145	59	48	107
Underground	36	133	169	68	56	125
National Rail	5	19	24	10	8	18
River/Other	1	6	7	3	2	5
Taxi	4	18	22	9	6	15
Walk	73	348	422	166	119	286
Total persons	223	824	1047	425	351	775

8.8.28 The trip generation data in table 17.5 shows an increase in overall person trips, however there is a reduction in car driver and car passenger trips as a result of the reduced parking ration of the revised scheme. The results show 59 two-way trips by car in the AM peak and 65 two-way trips by car in the PM peak. It is also demonstrated that the proposed development would generate 487 two-way trips by public transport (Bus, Overground, Underground and National Rail) in the AM peak and would generate 360 two-way trips by public transport in the PM peak. Table 17.5 shows that the proposed development will generate 456 two-way trips by active travel (walking and cycling) in the AM peak and 309 two-way trips by active travel in the PM peak. It is noted that a negligible number of trips will be generated by motorcycle, taxi, river, and other modes. The result of the residential trip generation is accepted and welcomed by Highway officers and is deemed to reflect the aspirations of the 2017 draft London Plan.

Office Trip Generation

8.8.29 The trip generation for the proposed office use on the application site was forecasted based on the first principles approach which assumes 10.8m2 NIA per staff member; 85% of staff will be at work on a given day; of staff at work, 55% arrive in the AM peak hour and depart in the PM peak hour; of staff at work, 5% depart in the morning peak hour and arrive in the evening peak hour. Based on these criteria it is estimated that 356 members of staff will be employed at the site and 303 staff members would be present on any given day. Of the 303 members of staff, 167 would arrive in the AM peak and depart in the PM peak. 15 staff members would depart in the AM peak and arrive in the PM peak. Below, table 18.1 displays the multi-modal trip generation for the proposed B1 office use.

Table 18-1 Daytime Population – Multi-modal Trip Generation (3,840m2 B1 office)

MODE	2011 CENSUS	ADJUSTED MODE SHARE	AM PEAK			PM PEAK		
			IN	OUT	TWO-WAY	IN	OUT	TWO-WAY
Underground	23.6%	26.7%	45	4	49	4	45	49
Overground	21.7%	19.6%	33	3	36	3	33	36
National Rail		4.9%	8	1	9	1	8	9
Bus	20.9%	23.7%	39	4	43	4	39	43
Taxi	2.0%	2.0%	3	0	4	0	3	4
Motorcycle	1.7%	1.7%	3	0	3	0	3	3
Car (Driving)	10.6%	2.0%	3	0	4	0	3	4
Car (Passenger)	1.2%	1.2%	2	0	2	0	2	2
Bicycle	9.9%	9.9%	16	1	18	1	16	18
On Foot	6.2%	6.2%	10	1	11	1	10	11
Other	2.2%	2.2%	4	0	4	0	4	4
Total	100%	100	167	15	182	15	167	182

Table demonstrates that most trips generated by the proposed office use will be by public transport and account for 84.9% of the proposed mode share. 3 accessible car parking spaces for blue badge holders will be provided for the non-residential uses on the site, which is reflected in the table above.

Non-residential

- 8.8.30 The non-residential elements of the application site consist of a mix of office, retail, convenience store, café, restaurant, and a gym. The proposed retail units are to serve as small scale increase to the existing facilities in the vicinity of the site. It is anticipated that retail, convenience store, café and restaurant would attract trips from residents and existing pass-by trade and therefore would not attract additional trips to the area. It was agreed during pre-application consultations that trip generation for these land uses would not be forecasted.
- 8.8.31 As part of the Transport Assessment, the net impact on public transport services has been assessed; including bus routes, London Overground, National Rail, and London Underground services. Based on the forecast net change in trips per mode, it is concluded that the development would not have a severe impact on any of the rail or bus networks. It should be noted that mitigation for the potential impact of the development on public transport is to be secured via s106 legal agreement.

Highway Works

Link Road

- 8.8.32 The transport provisions made by the Application include a new two-way link road through the site connecting Imperial Road to the junction of Edith Row/Waterford Road/Harwood Terrace/Michael Road. It was confirmed with TfL as part of pre-application scoping discussions that no buses would be expected to route through the site.
- 8.8.33 The link road is designed as a local access road through the site and while it does increase the permeability in the area very locally and redistribute traffic

from Harwood Terrace, it is not intended to reduce journey times between Wandsworth Bridge Road and Kings Road. The detail of the design of the link road will be developed post-submission and as the detailed phases come forward, with defined appropriate width and constraints so that it is not expected to attract additional trips to the area.

Edith Row/ Sands End Lane

- 8.8.34 The new design for the junctions of Edith Row, Harwood Terrace, Michael Road, and Sands End Lane will provide a high quality public realm at the entrance to the site. The junction will include raised tables with contrasting surfacing to slow speeds and promote pedestrian minimise vehicle speeds.
- 8.8.35 In contrast to the link road, adequate width for two larger HGVs to pass will be maintained as it is noted vehicles queue back from Kings Road.

Kings Road Pedestrian Crossing

- 8.8.36 A pedestrian refuge is proposed on Kings Road to improve crossing on the main desire line towards Fulham Broadway. A Stage 1 Road Safety Audit was carried out to examine any highway safety implications which any resultant recommended mitigations will be secured via planning condition.
- 8.8.37 Off-site highway works will be controlled through a S.278 agreement and licence to undertake works on the highway which will include a strategy to minimise and manage adverse effects.
- 8.8.38 Operationally, the Transport Assessment identifies no adverse effects in the assessment of the operation stage and therefore no further mitigation is identified. A Travel Plan and a Delivery and Servicing Plan will however be implemented to support efficient operation of the development and support efficient and sustainable travel. After mitigation, the scale of the adverse impacts is expected to reduce and will no longer be significant. The beneficial effects will remain unchanged.

Construction Logistics

- 8.8.39 In accordance with policy T2 and T7 of LBHF's Local Plan a Transport Assessment is submitted with the Application, alongside a Construction Logistics Plan (CLP) sets out how the impact of the demolition and construction phases of the proposed development will have on the local highway network. Consideration of nearby sensitive uses, proposed developments and planned measures inform the CLP. Both have been prepared by WSP. The Transport Assessment finds that mitigation will be required of construction and demolition stage impacts. Time and route restrictions on demolition and construction activity are expected to be controlled through a Demolition and Construction Logistics Plan.
- 8.8.40 A framework construction logistics plan was submitted with the application within the transport assessment, which also incorporates issues relating to

the proposed elements of demolition. At this stage of the planning process the information relating to the Construction Logistics Plan (CLP) has yet to be detailed, and therefore this information needs to be developed in accordance with policy T7 of the Local Plan (2018). The plans would need to be developed to be in accordance with TfL requirements, which seek to minimise the impact of construction traffic on nearby roads and restrict construction trips to off peak hours only.

Delivery and servicing

- 8.8.41 The proposed layout of the Site has been designed to accommodate the delivery and servicing needs of the Proposed Development. The approach set out below will allow the minimisation of above-ground traffic, ensuring that the pedestrian experience of the public realm is prioritised and supporting the fulfilment of TfL's Healthy Streets objectives.
- 8.8.42 It is proposed that the majority of deliveries to the Site will be made to a proposed basement service area. Loading areas are provided within the public realm for fresh/perishable food deliveries direct to residents. There are also two new loading locations proposed on Michael Road to accommodate deliveries to the northern section of Phase 1 and to the convenience store at the junction of Sands End Lane and Michael Road.
- 8.8.43 Refuse is proposed to be collected from a single central location in the service basement housing waste compactors. The on-site management will transfer waste from cores and commercial bin stores to compactors ready for collection. Bulky waste will also be collected from the service basement.
- 8.8.44 An access route around the central park area is also proposed, providing access for fresh/perishable deliveries as well as pick-up and drop-off activity.
- 8.8.45 A Delivery and Servicing Management Plan ('DSMP') is submitted with the Application to provide more details on the approach to servicing and refuse. Because the servicing basement is located in the Phase 2 area of the Site, a temporary strategy will be required for phase one. The Applicant proposes to agree this strategy via a condition on the grant of initial planning permission.

PERS Audit

- 8.8.46 A Pedestrian Environment Review System audit was carried and submitted with the planning application. The PERS audit raised some concern and provided recommendations for which mitigation measures will be secured by planning conditions.

Accessibility and safety

- 8.8.47 The approach to the design of the public realm, landscaping and each plot has been designed to maximise access to all parts of the Site, regardless of

age or ability. The following has been applied to the detailed component and will be applied to the outline component, as set out in the DAS and Transport Assessment, and secured (where relevant and necessary) through the design codes.

- 8.8.48 There will be level access to all residential and non-residential buildings. Accessibility to the listed buildings will be addressed through Listed Building Consent (LBC) applications and RMAs. The detailed design of Phase 1 ensures that all shared communal residential entrances will be level. For the outline component this requirement is secured through the design codes for each plot.
- 8.8.49 Circulation routes through the Site (as identified on the Circulation & Access parameter plan) will be step-free and links adjoining pedestrian routes will accommodate pedestrian level changes in the most inclusive way possible.
- 8.8.50 In terms of the safety and accessibility of the park road, this route within the Site route is expected to be very lightly trafficked and designed to operate two-way. It is anticipated that it will be raised to footway level and the surface treatment such that it is a different environment to the link road, with slower vehicle speeds and operating as a single shared surface for use by pedestrians, cyclists, and vehicles.
- 8.8.51 Measures to ensure the provision and sufficiency of accessible car parking provision are set out in subsection 'i. Vehicle and cycle parking', above. They will meet all necessary standards as required by policy. In addition, the design of the link road facilitates accessible drop-off points next to common entrances for passengers of cars, taxis, or mini buses so that walking distances are reduced.
- 8.8.52 From the above it is therefore clear that the masterplan approach promotes the principles of accessibility and inclusivity. The proposal is clearly capable of fulfilling policies and standards throughout the detailed and outline components of the application, and should therefore be found acceptable against the relevant accessibility policies.

Transport and Highways Summary

- 8.8.53 The Site benefits from high levels of public transport accessibility and benefits from good levels of pedestrian permeability and cycling accessibility. By establishing permeability as a key masterplan principle from the commencement of the design work for the proposal, the proposal makes a successful further contribution to the enhanced permeability and connectivity of the wider area and the Site itself. The masterplan approach safeguards the opportunity for the permeability of the area to be further enhanced should a pedestrian link under the railway line be delivered in the future.
- 8.8.54 Furthermore, the proposals will support the aspirations of policy at various levels to reduce travel by car as a mode share through the creation of a high

quality public realm; clear pedestrian and cycling routes through the site; the provision of parking below the maximum level permitted by adopted policy; the provision of cycle parking in line with the strictest standards.

- 8.8.55 The above measures, along with measures to ensure the maximum reasonable level of servicing is diverted underground, will contribute to improvements in the experience of the streetscape, supporting TfL's Healthy Streets indicators. The proposals would result in a net benefit to the street experience.
- 8.8.56 This is supported by the Transport Assessment submitted with the Application, which identifies that the residual effects of the proposal in terms of highways impacts will be acceptable. It identifies the mitigation measures that have been designed in to the proposal and that would be further required during the demolition and construction phases. To ensure the effects of the proposal are properly managed, management plans have been produced in support of the application including a framework travel plan, a construction and demolition logistics plan, a car park management plan and a delivery and servicing management plan.
- 8.8.57 Further detail on the effect of the proposed development in transport terms is provided in the Transport Assessment, and the CTMP prepared by WSP. It is anticipated that financial highways contributions will be required and the appropriate level is proposed to be discussed and agreed during the determination period.
- 8.8.58 It is therefore evident that the Proposed Development and mitigation measures have been designed to maximise the potential for sustainable travel and minimise any impacts on the local transport networks, as required by planning policy. Overall, the design and scale of Proposed Development is concluded to be sustainable and appropriate for the location and is not expected to have a detrimental effect on local pedestrian, cycle, public transport, or highway networks.
- 8.8.59 The net effect of the Proposed Development in transport terms is beneficial. In terms of highways effects, the Proposed Development should therefore be found acceptable against adopted and emerging transport policy.
- 8.8.60 Officers consider that subject to conditions relating to the submission of updated travel plans, provision of cycle and disabled car parking, refuse and servicing delivery plans, restrictions relating to hours of use and the submission of a satisfactory demolition and construction logistics plans, the development would not detrimentally impact on the highway network and would be in accordance with London Plan policies 6.1, 6.3, 6.9, 6.10, 6.11, 6.13 and 6.14 and Local Plan policies T2, T3, T4, T5 and T7 and CC7.

8.9 ENVIRONMENTAL CONSIDERATIONS

- 8.9.1 **The NPPF** identifies an environmental role for the planning system and recognises the need for environmental objectives. The NPPF also

acknowledge the need to make effective use of land when considering the impact of development.

- 8.9.2 **London Plan Policies 5.1 and 5.2** focus specifically on how to mitigate climate change, and the carbon dioxide emissions reduction targets that are necessary across London to achieve this. Developments are required to make the fullest contribution to tackling climate change by minimising carbon dioxide emissions (be lean); adopting sustainable design and construction measures and prioritising decentralised energy (be clean), including renewables (be green).
- 8.9.3 **London Plan Policy 5.2** requires an overall reduction in carbon emissions over minimum building regulation levels following the energy hierarchy. Policy 5.2 - development proposals to make the fullest contribution to minimising carbon dioxide emissions. This is achieved through applying the following hierarchy;
Be Lean: Use less energy.
Be Clean: Supply energy efficiently.
Be Green: Use renewable energy.
- 8.9.4 **London Plan Policy 5.5** seeks to ensure that all Development Plan Documents (DPDs) identify and safeguard existing heating and cooling networks and maximise the opportunities for providing new networks that are supplied by decentralised energy. The Mayor and boroughs will also work to identify and establish network opportunities to ensure delivery of networks and to maximise potential for existing development to connect to them. Decentralised energy in development proposals is addressed through policy 5.6 in the London Plan which requires all development proposals to evaluate the feasibility of Combined Heat and Power (CHP) systems.
- 8.9.5 **London Plan Policy 5.7** further states that major developments should provide a reduction in expected carbon dioxide emissions through the use of on-site renewable energy generation, where feasible. There is a presumption that all major development proposals will achieve a reduction in carbon dioxide emissions of 20% from on-site renewable energy generation (which can include sources of decentralised renewable energy) unless it can be demonstrated that such provision is not feasible. The London Plan incorporates policy to encourage future adaptation to climate change, with paragraph 5.46 stating that 'all developments should make the fullest contribution to London's adaptation to climate change'. The following London Plan policies promote and support the most effective adaptation to climate change, including minimising overheating and contribution to heat island effects (Policy 5.9); minimising solar gain in summer (Policy 5.9); contributing to reducing flood risk including applying principles of sustainable urban drainage Policy 5.12 and London Plan policy 5.13); minimising water use (Policy 5.15); and protecting and enhancing green infrastructure (Policy 5.10).
- 8.9.6 **London Plan Policy 5.3** seeks to ensure future developments meet the highest standards of sustainable design and construction. Policy 5.6 seeks

to ensure developments evaluate CHP systems and where a new CHP system is appropriate examine opportunities to extend the scheme beyond the site boundary. Policy 5.7 aims to reduce carbon dioxide emissions through the use of on site renewable energy generation. Policy 5.10 promotes and supports urban greening and advises that development proposals should integrate green infrastructure from the beginning of the design process to contribute to urban greening.

- 8.9.7 **The London Plan** sets a target of 60% (below 1990 levels) reduction in London's carbon dioxide emissions by 2025 (Policy 5.1). Energy use in new development should be reduced by appropriate siting, design, landscaping and energy efficiencies within the building. Where possible, new development should link to existing decentralised energy systems and update these systems. Energy Assessments will be required to demonstrate the reduction in carbon emissions achieved by the proposed development. New development also needs to maximise the amount of energy generated from renewable sources, including measures to help minimise water use.
- 8.9.8 **Local Plan Policy CC13** addresses wider amenity considerations arising from development. It requires developments to show there will be no detriment to the amenities of existing surrounding occupiers and provides similar protections to prospective residents. It requires mitigations to avoid nuisances from (for example) smoke, fumes, gases, dust, steam, light, vibration, smell, noise, spillage of gravel and building aggregates or other polluting emissions.

Environmental Impacts

- 8.9.9 The following environmental impacts have been assessed within the ES and the supporting planning application documents.
1. Sustainability
 2. Energy
 3. Flood risk and water
 4. Waste
 5. Contaminated land
 6. Air quality
 7. Noise and vibration
 8. Lighting
 9. Sunlight and daylight
 10. Wind and microclimate
 11. Ecology
 12. Archaeology
 13. Safety and resilience to emergencies
- 8.9.10 Below follows a planning assessment of the development impacts against adopted planning policies and relevant supplemental guidance notes

8.10 SUSTAINABILITY AND ENERGY

- 8.10.1 **The NPPF** state that development proposals are expected to comply with local requirements and should take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption and to increase the use and supply of renewable and low carbon energy.
- 8.10.2 **London Plan Policies 5.1, 5.2 and 5.3** require developments to make the fullest contribution to the mitigation of and adaptation to climate change, ensure sustainable design and construction and minimise carbon dioxide emissions. Policies 5.5, 5.6, 5.7 and 5.8 require developments to provide decentralised energy, renewable energy and innovative energy technologies where appropriate.
- 8.10.3 **The Mayor's Sustainable Design and Construction SPG** provides guidance on the implementation of London Plan Policy 5.3 and provides a range of additional guidance on matters relating to environmental sustainability.
- 8.10.4 **Draft London Plan Policy SI2** seeks to extend the extant requirement on residential development to non-residential development to meet zero carbon targets. It maintains the expectation that a minimum reduction of 35% beyond Building Regulations to be met on site (10% or 15% of which should be achieved through energy efficiency for residential development, and non-residential development). Where it is clearly demonstrated that the zero-carbon target cannot be met on site, the shortfall should be provided through a cash in lieu contribution to the borough's carbon offset fund, or off-site provided an alternative proposal has been identified and delivery is certain.
- 8.10.5 **Draft London Plan Policy SI3** identifies Heat Network Priority Areas, which include the Fulham Gasworks site. Here, major proposals should have a communal heat system in accordance with a hierarchy that priorities connection to local existing or planned heat networks, followed by: use of available local secondary heat sources; generation of clean heat/power from zero-emission sources; and use of fuel cells. CHPs are ranked fifth of the six options, followed by ultra-low NOx gas boilers. Supporting text explains that further information about the relevance of CHP in developments of various scales will also be provided in an Energy Planning Guidance document, which will be kept updated as technology changes, however this guidance has not yet been published. The draft Plan states that it is not expected that gas engine CHP will be able to meet the standards required within areas exceeding air quality limits with the technology that is currently available.
- 8.10.6 **Draft London Plan Policy SI4** seeks to minimise internal heat gain and the impacts of urban heat island effect through design, layout, orientation and materials. An energy strategy should demonstrate how development proposals will reduce potential for overheating and reliance on air conditioning systems in accordance with a hierarchy that prioritises the

minimisation of internal heat generation through energy efficient design and reductions to the amount of heat entering a building.

- 8.10.7 **Local Plan Policy CC1** requires major developments to implement energy conservation measures by implementing the London Plan sustainable energy policies and meeting associated CO2 reduction target and demonstrating that a series of measures have been taken to reduce the expected energy demand and CO2 emissions. It requires the use of on-site energy generation to further reduce CO2 emissions where feasible.
- 8.10.8 **Local Plan Policy CC2** seeks to ensure the implementation of sustainable design and construction measures by implementing the London Plan sustainable design and construction policies.

ES Non-Technical Summary

- 8.10.9 Chapter 18 of the ES assess the likely environmental effects of the proposed development with respect to Greenhouse Gas (GHG) Emissions.
- 8.10.10 During demolition and construction, a Site Waste Management Plan will provide a framework for monitoring the quantity of waste produced on-site and monitoring of energy and water consumption during construction to allow comparison against best practice benchmarks and improvements to be made.
- 8.10.11 During the operation of the development mitigation measures consists of applying a 'lean, clean, green' hierarchy, to first reduce the demand for energy and, then to deliver energy efficiently before finally applying low carbon technologies.

Assessment

- 8.10.12 As required, a Sustainability Statement has been provided with the application. In terms of sustainable design and construction, the new development has been designed with reference to the Mayor's Sustainable Design and Construction SPG. This contains a number of priority and best practice measures on issues such as land use, site layout, building design, use of resources such as energy, water and building materials, promoting nature and biodiversity, managing flood risk and pollution impacts and inclusion of climate change adaptation measures.
- 8.10.13 Officers consider that the development meets the requirements of the London Plan Policy 5.3 and Policy CC2 of the Local Plan implementing measures wherever possible to provide a high level of sustainability. Measures include the following: re-using previously developed land, car free development, encourages cycle use by providing cycle parking, provides recycling facilities, including water efficiency measures and sustainable energy measures to reduce CO2 emissions, use of sustainable building materials including timber, tree planting that increases biodiversity, flood risk minimisation measures and noise and air quality mitigation measures.

8.10.14 The following measures and outcomes demonstrate collectively that the development will comply with planning policies relating to sustainable design and construction.

- A Construction Waste Management Plan will be implemented in order to limit construction waste sent to landfill. An Operational Waste Management Plan will govern the reduction in operation waste.
- The Site will be serviced from within the Site and at basement, ensuring the quality of life of residents is upheld by reducing grade-level noise and avoiding traffic disruption arising from servicing from the public highway. This is in accordance with policy.
- Materials used in the development will be responsibly and sustainably sourced and recycled where feasible, and will be chosen with focus on achieving a low overall environmental impact.
- The development will comprise water saving measures including efficient water installations. The water consumption for each of the Phase 1 dwellings will be ≤ 105 litres per person per day.
- The proposals improve pedestrian links to public transport and provide non-residential uses within the development site to enable residents to have access to day-to-day and leisure amenities without the need to travel.
- The landscaping strategy incorporates an extensive and varied range of landscaping features across the Site that will support and enhance biodiversity and contribute to sustainable drainage.

8.10.15 The Application promotes a design centred on low energy and sustainable development with ambitious energy and carbon performance and sustainability measures. The Proposed Development will achieve New Construction BREEAM 2018 Very Good. In broad terms, - subject to further comments on specialist areas that have been assessed in more detail - the approach to sustainability is acceptable.

Energy

8.10.16 As required, an Energy Assessment and Dynamic Overheating Report have been provided with the application. As the scheme is a major residential development, the residential aspects are required to comply with the London Plan's zero carbon requirement.

8.10.17 The Proposed Development has been designed in accordance with the Mayor's "Be Lean", "Be Clean" and "Be Green" energy hierarchy and would achieve significant reductions in domestic and non-domestic carbon emissions, of approximately 40.65% better than a baseline Part L 2013 compliant development. The London Plan 35% benchmark requirement has been exceeded for the non-residential element, but in order to bring the residential component up to the zero-carbon level, a payment in lieu would be required to offset the remaining CO₂ emissions.

8.10.18 Subject to the inclusion of conditions requiring the implementation of the submitted documents as set out above, requiring submission of

Sustainability and Energy Statements for phases subsequent to Phase 1, and the inclusion of the carbon offset payment in the s106 agreement, officers therefore consider that the proposed development accords with Policies 5.1, 5.2, 5.3, 5.6, 5.7, 5.8, 5.9, 5.11, 5.12, 5.13, 5.14, 5.15 and 7.19 of the London Plan and Policies CC1, CC2 and CC7 of the Local Plan.

8.11 FLOOD RISK DRAINAGE AND WATER RESOURCES

- 8.11.1 **The NPPF** seeks to meet the challenge of climate change, flooding and coastal change by supporting the transition to a low carbon future in a changing climate taking account of flood risk and coastal change.
- 8.11.2 **London Plan Policies 5.11, 5.12, 5.13, 5.14 and 5.15** require new development to comply with the flood risk assessment and management requirements of national policy, including the incorporation of sustainable urban drainage systems, and specifies a drainage hierarchy for new development. **Policy 5.3** identifies the efficient use of natural resources (including water) as a principle for informing the achievement of other policies in the London Plan. **Policy 5.11** Part A subsection b recognises the role of green roofs and walls in delivering sustainable urban drainage objectives. **Policy 5.13** further states that development should utilise SuDS unless there are practical reasons for not doing so, and should aim to achieve greenfield run-off rates and manage surface water run-off close to source. **Policy 5.14** states that planning decisions must ensure that adequate waste water infrastructure capacity is available in tandem with development.
- 8.11.3 **Local Plan Policy CC2** requires major developments to implement sustainable design and construction measures, including making the most efficient use of water.
- 8.11.4 **Local Plan Policy CC3** requires a site-specific Flood Risk Assessment (FRA) for developments in Flood Zones 2 and 3 that: a. addresses the NPPF requirements; b. takes account of the risk of flooding from all relevant sources; c. integrates appropriate flood proofing measures where there is a risk of flooding; and d. provides structural waterproofing measures in subterranean elements and using non-return valves or equivalent to protect against sewer flooding.
- 8.11.5 **Local Plan Policy CC4** ('Minimising surface water run-off with sustainable drainage systems') requires all proposals for new development to 'manage surface water run-off as close to its source as possible and on the surface where practicable, in line with the London Plan drainage hierarchy'. It also requires all major developments to implement SuDS 'to enable reduction in peak run-off to greenfield run off rates for storms up to the 1 in 100-year event (plus climate change allowance)' and to provide a sustainable drainage strategy to demonstrate how the strategy will enable these requirements. These are to be retained and maintained for the lifetime of the development, with details of their planned maintenance to be provided.

- 8.11.6 **Draft London Plan Policy SI13** sets out the same requirement and additionally states that proposals for impermeable paving should be refused and that drainage should be design and implemented to address water efficiency, river quality, biodiversity and recreation.

ES Non-Technical Summary

- 8.11.7 Chapter 9: Water Resource and Flood risk of the ES assess the water resources and flood on and from the development.
- 8.11.8 The impacts on drainage infrastructure with increased sedimentation during construction is considered to be negligible on the basis of implementation of the mitigation outlined in the ES.
- 8.11.9 During the operation of the Proposed Development the diversion of the majority of surface water away from combined sewers, will result in a reduction in the pressure being placed on the combined sewer, thus reducing flood risk on site and to other receptors downstream. The use of interceptors will additionally reduce the impact of pollutants contained within surface water run-off, helping to mitigate against pollution to natural receptors during operation. With regard to on-site flood risk, site levels have been agreed and set for the masterplan design in consultation with the Environment Agency. Although there will be an increase in water demand and capacity required for foul drainage, the development will need to meet water efficiency standards through a number of measures. These will assist in reducing potable water and foul water demand, through design and construction.
- 8.11.10 Furthermore, discharging the majority of the sites surface water drainage directly to Dock Basin will improve the capacity of the combined foul water and surface water sewer when compared to the existing case (surface water currently discharges to the combined sewer).

Assessment

- 8.11.11 The applicant has submitted a Flood Risk Assessment (FRA) and Drainage Strategy as part of the ES. In terms of providing protection to the new buildings on-site from flood risk impacts, the development has been designed with Finished Floor Levels (FFLs) that take account of the advice provided by the Environment Agency on the potential for the site to be impacted if there was a breach or over-topping of the flood defences. The FRA demonstrates that the site and its occupants will be safe in the event of a flood event. A safe emergency route will be available for all residents and occupiers to take them safely away from site to higher ground in the unlikely event of an evacuation being required. Confirmation of the structural waterproofing and sewer surcharge protection measures for the basement should still be provided, which is covered by condition.
- 8.11.12 The Drainage Strategy states that in terms of surface water management, the Proposed Development will utilise SuDS and will follow the drainage

hierarchy to ensure that the rate of storm water run-off is controlled and does not adversely affect flood risk. The surface water drainage system will be design for a 1 in 100 year +40% for climate change worst case storm. The final design will ensure that no flooding will occur on or off the site due to the construction or operation of the development. In terms of foul water drainage, there will be a reduction in the pressure being placed on existing sewers. There is an existing Thames Water public sewer on the Site and the Eel Brook Sewer is a combined foul water and surface water sewer, which is approximately 4m below the existing ground level. 95% of the existing site is impermeable roof and hard standing. All surface water from the Site currently discharges into the local combined sewer system via the Eel Brook Sewer. The Proposed Development will divert the majority of surface water away from the combined sewer by draining it into the Dock located on the neighbouring Chelsea Creek site and, therefore, will reduce pressure on the system and reduce flood risk downstream. Supporting sustainable drainage, the design codes provide for green and brown roofs to be provided wherever practicable, contributing to biodiversity and to the Urban Greening Factor of the Proposed Development, in addition to sustainable drainage. Where living roofs are not provided in the detailed component or secured by the design codes for the outline component, this is to accommodate necessary plant.

- 8.11.13 A condition is proposed to secure the submission of a Surface Water Drainage Strategy which shows how Sustainable Drainage Systems (SuDS) will be designed into the development, in line with the requirements of the London Plan Drainage Hierarchy to maximise the levels of storm water attenuation and reduce final discharges of surface water to greenfield rates where feasible.
- 8.11.14 Following the implementation of mitigation measures within the Construction Environment Management Plan (CEMP), there are likely to be negligible effects in relation to water resources throughout the demolition and construction phases of the Proposed Development.
- 8.11.15 Operationally, mitigation measures, including the use of interceptors will additionally reduce the impact of pollutants contained within surface water run-off, will mitigate against pollution in waterways. The implementation of identified mitigation measures during the operational phase of the Proposed Development are likely to result in residual impacts that are negligible to moderately beneficial.
- 8.11.16 Subject to the inclusion of conditions requiring the submission of a Surface Water Drainage Strategy and Flood Risk Assessment for each relevant development plot officers consider that the proposed approach would be acceptable and in accordance with Policies 5.11, 5.13, 5.14 and 5.15 of the London Plan and policy requiring flood risk assessment and development to mitigate flood risk, Policies CC2, CC3, CC4 and CC5 of the Local Plan which requires development to minimise future flood risk.

8.12 WASTE AND RECYCLING

8.12.1 **London Plan Policies 5.16 and 5.18** seeks to achieve waste net self-sufficiency. It seeks to (inter alia) minimise waste, encourage the reuse and reduction in use of materials, increase recycling and composting levels in local authorities and in construction, excavation and demolition, reduce the proportion of waste exported from London and wherever practicable waste should be removed from and brought to sites by water or rail transport.

8.12.2 **Local Plan Policies CC6 and CC7** sets out the Council's intention to pursue the sustainable management of waste and requires all new developments to 'include suitable facilities for the management of waste generated by the development, including the collection and storage of separated waste and where feasible on-site energy recovery'.

ES Non-Technical Summary

8.12.3 Chapter 11: Waste of the ES assess the environmental effects associated with solid waste generation and management during demolition, construction and operation of the proposed development.

8.12.4 During demolition and construction mitigation measures set out in the Site Waste Management Plan (SWMP) will ensure waste produced from the proposed development is handled in an environmentally sustainable manner, and in line with industry best practice and relevant policies. After mitigation measures have been implemented, it has been estimated that the demolition and construction works related to the proposed development will result in a negligible effect.

8.12.5 During the operation of the development an Operational Waste Management Plan (OWMP) will ensure that waste can be segregated easily from the point of disposal, to ensure high capture rate of recyclable waste streams and that waste is moved and serviced in an efficient and sustainable way.

Assessment

8.12.6 The applicant has submitted a Site Waste Management Plan ('SWMP') and an Operational Waste Management Plan ('OWMP') as part of the ES Chapter 11. The SWMP demonstrates that (in terms of demolition and construction phase effects), the implementation of standard practice will potentially achieve a recovery rate of 75% of waste arising from excavation, remediation and demolition; while good practice will potentially achieve a recovery rate of 90%.

8.12.7 The OWMP demonstrates that (in terms of operational effects), a high capture rate of recyclable waste streams will be ensured through its effective segregation and transfer, and that all waste arising from the Proposed Development is moved and serviced in an efficient and sustainable way.

8.12.8 Subject to the inclusion of conditions requiring the implementation of the submitted documents as set out above, officers consider that the proposed development accords with Policies 5.16 and 5.18 and Policies CC6 and CC7 of the Local Plan.

8.13 **GROUND CONDITIONS**

8.13.1 **London Plan Policy 5.21** explains that ‘the Mayor supports the remediation of contaminated sites and will work with strategic partners to ensure that the development of brownfield land does not result in significant harm to human health or the environment, and to bring contaminated land to beneficial use’. For decision-making, the policy requires ‘appropriate measures’ to be taken to ensure that development on previously contaminated land does not activate or spread contamination.

8.13.2 **Local Plan Policy CC9** requires a site assessment and a report on its findings for developments on or near sites known to be (or where there is reason to believe they may be) contaminated. Development will be refused ‘unless practicable and effective measures are to be taken to treat, contain or control any contamination’. Any permission will require that any agreed measures with the council to assess and abate risks to human health or the wider environment are carried out as the first step of the development.

8.13.3 **Key principles LC1-6 of the Planning Guidance SPG** identify the key principles informing the processes for engaging with the council on, and assessing, phasing and granting applications for planning permission on contaminated land. The latter principle provides that planning conditions can be used to ensure that development does not commence until conditions have been discharged.

ES Non-Technical Summary

8.13.4 Chapter 12: Ground Conditions of the ES assess the likely significant effects of the redevelopment of Fulham Gasworks with respect to ground conditions and land contamination.

8.13.5 During the demolition and construction proposed mitigation measures and good site practices within the Construction Environmental Management Plan (CEMP) will ensure dust control measures, reuse of materials on site, all plant and equipment to be inspected for leaks prior to use to prevent accidental release of contaminants to soil, groundwater and surface water, wheel washing of all vehicles to prevent uncontrolled transport of contaminated material off-site, vehicle and plant cleaning and refuelling to be restricted to suitably protected areas; and appropriate handling, storage, testing and transport of oils, tars and sludges with removal to a waste facility for disposal with appropriate duty of care paperwork, or for recycling.

8.13.6 During the operation of the development it will introduce on site residents as a new receptor to contamination. Mitigation will comprise additional site

investigation, risk assessment, remediation and verification to reduce the impact to on-site residents. With the proposed mitigation measures employed, it is considered that the impact on human health and the environment would be negligible.

Assessment

- 8.13.7 Chapter 12 (Ground Conditions) of the ES submitted assesses the ground conditions at the Site and the effects of the Proposed Development. The assessment addresses potential sources of contamination, potential mitigation measures and potential effects of such mitigation, during the construction and operational or occupational phases. Potential contamination sources have been identified relating to the historic use of the Site as a gasworks and relate to the processing and storage of materials in relation to the former industrial activities at the Site.
- 8.13.8 The report outlines that during demolition and construction precautions will be taken to minimise exposure of workers and the general public to potentially harmful substances. Following mitigation, the residual potential effects to on-site workers are considered negligible if appropriate site safety procedures are implemented and followed. The provision of a Construction Environmental Management Plan ('CEMP') is proposed to ensure that residual impacts relating to the demolition and construction phase are negligible.
- 8.13.9 With regards to operational effects, following mitigation, the four identified potentially significant effects (on human-site human receptors, groundwater and surface water) are found to be negligible. The mitigation measures concern the implementation of the CEMP and planning conditions to the planning permission to secure site investigations, risk assessments, a remedial strategy and its implementation, verification and monitoring.
- 8.13.10 Subject to the inclusion of conditions requiring the implementation of the submitted documents and submission of further information, officers consider that the proposed development accords with Policies 5.21 and Policy CC9 of the Local Plan given that all identified potentially significant effects during the demolition and construction and the operational stages can be suitably adequately mitigated, such that the significance of the residual effects of the Proposed Development will be negligible and that the land will be suitable for the proposed uses.

8.14 AIR QUALITY

- 8.14.1 **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). **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.

- 8.14.2 **London Plan Policy 7.14** seeks that development proposals minimise pollutant emissions and promote sustainable design and construction to reduce emissions from the demolition and construction of the buildings; not worsen existing poor quality air quality. Where additional negative air quality impacts from a new development are identified, mitigation measures 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.
- 8.14.3 **The Mayor's Air Quality Strategy (2010)** seek to minimise the emissions of key pollutants and to reduce concentrations to levels at which no, or minimal, effects on human health are likely to occur.
- 8.14.4 **Local Plan Policy CC10** seeks to reduce potential adverse air quality impacts arising from new developments and sets out several requirements.

ES Non-Technical Summary

- 8.14.5 Chapter 8: Air Quality of the ES assesses the potential air quality impacts and effects from the proposed development.
- 8.14.6 The potential risk for construction activities to impact upon local air quality has been assessed, and recommended mitigation measures have been proposed, based on this risk. This will ensure that no significant adverse effects occur during construction.
- 8.14.7 With regard to operational effects, pollutant emissions from traffic generated as a result of the proposed development and from on-site energy generation have been assessed. There are twelve existing receptors where air quality objectives are currently exceeded that are predicted to experience a reduction in pollutant concentration that would result in air quality objectives being met as a result of the proposed development.
- 8.14.8 Measures have been recommended to reduce exposure, to minimise the risk for future building occupants, resulting in insignificant impacts on these receptors. The proposed mitigation (implementation of a travel plan and provision for electric vehicle charging) would help ensure that vehicle movements and pollutant emissions generated by the development would be kept to a minimum; Taking these factors into account it is considered that the overall effect of the development would not be significant.

Assessment

- 8.14.9 The applicant has submitted an Air Quality Assessment as part of the ES submitted which is an assessment of the likely significant effects on local air quality as a result of the Proposed Development. The development site is within the borough wide Air Quality Management Area (AQMA). The site is in an area of very poor air quality due to the road traffic emissions from

Imperial Road and Michael Road. The development proposal will introduce new receptors into an area of poor air quality.

- 8.14.10 During the demolition and construction period the ES identifies that the effects will be of minor significance following mitigation entailing good practice measures and the use of a Construction Environmental Management Plan (CEMP). The ES finds the following.
- 8.14.11 Pollutant emissions from traffic generated as a result of the Proposed Development and from the on-site energy generation have been assessed. The change in pollutant concentrations at surrounding residential receptors due to traffic emissions has been predicted using air dispersion modelling at receptor locations where the impact is likely to be greatest.
- 8.14.12 There is a predicted major adverse impact at two existing receptor locations with the maximum increase in NO₂ concentration predicted to be 0.7µg/m³, because of the development. The main reason for this predicted impact is owing to predicted increases in traffic flow on Imperial Road south of the site access.
- 8.14.13 Due to the emissions from transportation sources mitigation will be required in the form of additional ventilation for the proposed habitable rooms (Bedrooms, Living rooms), with front elevations Imperial Road, Michael Road, and Sands End Lane. Officers recommends the following mitigation to comply with policy CC10:
- The habitable rooms and balconies/residential amenity/roof terraces are orientated away from the road traffic emissions from Imperial Road, Michael Road, and Sands End Lane as part of the design mitigation to reduce human health exposure to poor air quality.
 - The fresh air intake for the residential units should be located at roof level on the rear elevations. There should be no fresh air intakes on any front elevations on Imperial Road, Michael Road, and Sands End Lane. Care will need to be taken to locate the inlets for the ventilation away from any local sources such as boiler flues and kitchen vents.
 - To avoid contamination of the fresh air intake supply the Ventilation system for the residential units should be designed to ensure that all the extracts for the ventilation system are located are a minimum of 2m away from the fresh air intakes.
 - Green infrastructure on the Imperial Road, Michael Road, and Sands End Lane site boundaries during the operational phase would provide some mitigation from the vehicle traffic emission if implemented in accordance with the recommendations of the Phytosensor Toolkit, Citizen Science, May 2018 and the 'First Steps in Urban Air Quality', TDAG, 2017 guidance.
- 8.14.14 The report states the CHP will be moved in phases such that the termination height of combustion energy plant flue (CHP and Gas boiler plant) will move from the initial location in Block D1 (which is lower than the buildings F1, F2 and J1) to the final location Block G1. However, the taller buildings H1, H2 and H3 are above the height of energy plant flue in Block G1.

8.14.15 Officers consider that the proposed final location of the combustion based energy Plant in Block G1 will result in reduction of the efficient dispersion of NOx emissions from the energy plant due to its proximity with the taller buildings H1, H2 and H3 in the development. Officers further consider that this location does not consider the impact of energy plant emissions on residential units above the termination height of the energy plant flue(s) in the taller buildings (H1, H2, H3) on-site of the development.

8.14.16 Officers recommend that the location of the combustion based energy centre and its associated flue must be located in Building H2 the tallest building in the development to comply with paragraph 25 of the overriding minimum requirements of the Chimney heights. Third edition of the 1956 Clean Air Act memorandum. The termination of the shared energy plant flue of all the combustion based energy plant should be a minimum of 3m above roof level of building H2 to enable efficient dispersion of NOx emissions and meet approval under the Clean Air Act 1993, Section 14, 15 and 16.

8.14.17 Measures have been recommended to help ensure that vehicle movements and pollutant emissions generated by the development would be kept to a minimum, including implementation of a Low Emission Strategy, a travel plan and provision for electric vehicle charging.

8.14.18 Subject to the inclusion of conditions requiring the submission of a revised Air Quality Assessment prior to the commencement of above ground works for each phase of the development to address the above mitigation measures, officers consider that the proposed development can accord with Policies 7.14 of the London Plan and Policy CC10 of the Local Plan.

8.15 NOISE AND VIBRATION

8.15.1 **London Plan Policy 7.15** states that development proposals should seek to reduce noise by minimising the existing and potential adverse impacts of noise on, from, within, or in the vicinity of, a development and promoting new technologies and improved practices to reduce noise.

8.15.2 **Local Plan Policy CC11** seeks to control the noise and vibration impacts of developments, requiring the location of noise and vibration sensitive development 'in the most appropriate locations'. Design, layout and materials should be used carefully to protect against existing and proposed sources of noise, insulating the building envelope, internal walls floors and ceilings, and protecting external amenity areas. Noise assessments providing details of noise levels on the site are expected 'where necessary'.

8.15.3 **Local Plan Policy CC13** seeks to control pollution, including noise, and requires proposed developments to show that there will be 'no undue detriment to the general amenities enjoyed by existing surrounding occupiers of their properties'.

ES Non-Technical Summary

- 8.15.4 Chapter 7: Noise and vibration of the ES assesses the effects of noise and vibration from the proposed development. The assessment covers noise and vibration levels during the construction and operational phases of the proposed development, predominately using British Standards and guidance.
- 8.15.5 During demolition, site preparation and piling activity, with the appropriate noise mitigation measures applied and satisfactorily implemented, construction noise is expected to have a short-term minor adverse effect. A short-term effect on buildings due to construction vibration is predicted to be negligible even at existing receptors with high sensitivity levels. Due to the slight change in traffic flows due to construction activities, a negligible significance of effect has been predicted at all receptors.
- 8.15.6 During operation, if noise emissions from fixed mechanical plant and equipment are kept to the level stipulated by policy and guidance, the long-term effect at existing receptors with high sensitivity levels will be negligible. Traffic noise generated by the development during operation at the year of completion and full occupation will have a moderate/minor beneficial long-term effect at receptors NSR 1, 4, 5 and 6, and negligible at the remaining receptors.
- 8.15.7 After undertaking an assessment on the effects of noise and vibration from the development of the site, it can be concluded that some properties with high sensitivity may experience a minor adverse effect due to construction activities. However, it has to be taken into consideration that calculations have been made considering the distance from the receptors to the site boundary, whilst actual construction activities will probably take place further inside the development. The use of appropriate noise mitigation measures is recommended, if these are satisfactorily implemented, no significant adverse construction effects are predicted from the proposed development. With regard to the operational phase, Fulham Gasworks is predicted to have a negligible effect on the noise sensitive receptors.

Assessment

- 8.15.8 The applicant has submitted an assessment of the noise and vibration effects arising from the Proposed Development as part of the ES.
- 8.15.9 During construction, on-site, the implementation of good industry standards, guidance and practice procedures (i.e. Considerate Contractors scheme) will be followed in order to minimise noise effects. Noise and vibration will be managed to reduce impacts, and mitigation measures have been set out within the Construction Environmental Management Plan.
- 8.15.10 Operationally, the Proposed Development is able to achieve acoustic levels commensurate with similar residential developments and locations in London through the use of sound insulation including acoustic glazing units.

Residents will have the ability to open and close facade doors and windows, noting that in order to meet the required internal noise criteria they would usually be closed which is entirely normal within a city environment. In conjunction, a suitable mechanical ventilation strategy is proposed for background ventilation and for the control of summertime overheating. It is considered acceptable for purge ventilation to be provided through the use of an open facade door or window.

8.15.11 Subject to the inclusion of conditions requiring the implementation of the submitted documents and submission of further information, officers consider that the proposed development accords with Policies 7.15 of the London Plan and Policies CC11 and CC13 of the Local Plan.

8.16 LIGHTING

8.16.1 **London Plan Policy 7.5** states that 'London's public spaces should be secure, accessible, inclusive, connected, easy to understand and maintain, relate to local context, and incorporate the highest quality design, landscaping, planting, street furniture and surfaces'. Paragraph 7.19 notes that the lighting of the public realm requires 'careful consideration to ensure places and spaces are appropriately lit, and there is an appropriate balance between issues of safety and security, and reducing light pollution'. Paragraph 7.22 notes that 'lighting of, and on, buildings should be energy efficient and appropriate for the physical context'. Paragraph 7.62 notes that promotion of nature conservation should be integral to development proposals and, in this context, states that the indirect effects of development (which include lighting) need to be considered alongside direct impacts (such as habitat loss).

8.16.2 **Local Plan Policy CC12** seeks to control potential adverse impacts from lighting by requiring all development proposals seeking permission for external lighting to submit details to demonstrate they it would be appropriate for the intended use, provide the minimum amount of light necessary to achieve its purposes, be energy efficient, and provide adequate protection from glare and light spill.

8.16.3 **Draft London Plan Policy D7** mirrors the policy and text relating to lighting in the adopted London Plan. Paragraph 3.7.10 further states seeks to ensure that lighting of public realm is appropriate to address safety and security issues and to make night-time activity areas and access routes welcoming and safe, whilst minimising light pollution.

8.16.4 A Lighting Strategy has been submitted with the application as part of the Design and Access Statement. The strategy seeks to enhance the user experience of the public realm, to make it a safe and enjoyable night time environment, reinforce wayfinding, and minimise light spill and light pollution. Feature lighting has been kept to a minimum, however, where it is proposed it is intended to enhance landscape and architectural features. This applies to the pedestrian link under Plot J, which is made visually engaging by lighting in the illustrative design.

8.16.5 The applicant has also submitted an Artificial Lighting Strategy and Impact Study (ALSIS) with the Application. This demonstrates how the overall proposal will support actual and perceived levels of safety within the Site at night-time, meanwhile minimising the potential adverse effects of artificial lighting. In respect of the detailed component, the ALSIS finds that:

- the Proposed Development shows low levels of intrusive light and light pollution;
- all exterior areas of the Proposed Development have been illuminated to a level that complies with relevant guidelines to ensure a safe and comfortable public realm;
- upward light spill from proposed luminaries is minor (not significant);
- if façade lighting is introduced and is designed in accordance with criteria set out in Section 3.2 in of this document, the effects are anticipated to be minor (not significant);
- the internal lighting is deemed to be within recommended criteria and within the permissible emissions of light onto the surrounding areas and adjacent buildings; and
- there will be negligible amounts of light spill to neighbouring properties.

8.16.6 With regards to the outline component, the ALSIS notes that the future detailed design of the outline phases should limit light spill from ground level lighting and from buildings onto the adjacent habitats along the railway line and Chelsea Creek waterways to ensure that there is no adverse impact on nocturnal species such as foraging/commuting bats and nesting/roosts birds'. This is most relevant to the taller elements but light spill impacts on surrounding vegetation is also relevant during detailed lighting design for the park, the play area adjacent to the railway line and in proximity to any new habitats created as part of the proposed development itself.

8.16.7 Officers consider that these findings together with the recommendations made by the ALSIS submitted that the impacts of artificial light arising from the Proposed Development can be minimised and managed to avoid adverse impacts on existing and new receptors and to promote energy efficiency, meanwhile promoting and supporting a safe and reasonably activated night-time experience of the public realm.

8.16.8 Subject to the inclusion of conditions requiring the implementation of the submitted documents, officers consider that the proposed development accords with Policies 7.5 of the London Plan and Policies CC12 of the Local Plan in terms of safety, inclusivity and designing out crime.

8.17 **SUNLIGHT AND DAYLIGHT**

8.17.1 **The NPPF** (Paragraph 123 part c) and footnote 37 states that daylight and sunlight guidance should be applied flexibly 'where they would otherwise inhibit making efficient use of a site', so long as they continue to provide adequate living standards.'

- 8.17.2 **London Plan Policy 7.6** requires new buildings and structures to ensure that they do not cause unacceptable harm to the amenity of surrounding land and buildings in relation to a number of factors, including overshadowing. Policy 7.7 further states that tall buildings should not adversely affect their surroundings in terms of overshadowing and reflected glare.
- 8.17.3 **The Mayor's Housing SPG Policy 7.6** makes clear that 'an appropriate degree of flexibility' should be applied when assessing the impacts of new development on surrounding properties and within developments. In particular paragraph 1.3.45 states '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.' Paragraph 1.3.46 further states 'The degree of harm on adjacent properties and 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 avoid unacceptable harm.'
- 8.17.4 **Local Plan Policy HO11** addresses detailed residential standards and, in seeking a high standard of design, seeks to ensure the protection of existing residential amenities; 'including issues such as loss of daylight, sunlight, privacy and outlook'. Local Plan Policies DC2 and Policy DC3 states that all new builds and tall buildings must be designed to respect good neighbourliness and the principles of residential amenity.
- 8.17.5 Finally, **SPD Key Principle HS1** states that, "Where communal open space is provided, development proposals should demonstrate that the space: is designed to take advantage of direct sunlight..." And, SPD Key Principle SDC1 states that, "Other effects buildings can have on the local climate include: Overshadowing and reducing access to sunlight"
- 8.17.6 **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. In terms of overshadowing of gardens and open spaces the BRE guide recommends that for an open space to appear adequately sunlit through the year, more than half of the space should receive at least two hours of sunlight at the March equinox.

ES Non-Technical Summary

- 8.17.7 Chapter 16: Sunlight, Daylight and Overshadowing of the ES assess the effect of the proposed development on the daylight and sunlight amenity of all relevant adjoining residential properties. An overshadowing assessment has also been undertaken for all relevant public and private amenity space that could be affected.
- 8.17.8 During demolition and construction, the effect of development on the daylight, sunlight and overshadowing will vary through the construction process, but will likely be limited until the massing of the proposed buildings reach close to completion.
- 8.17.9 During the operation of the development there are 17 (15%) out of 117 adjacent properties that will experience alterations (moderate+) in their daylight and sunlight amenity. In relation to overshadowing, given the scale of the proposed development, some overshadowing is to be expected if the massing is to be in keeping with the urban grain of the regeneration area. The effect on adjoining amenity area can be considered low. Overall for a development of the scale proposed there are only very few properties that experience an effect on their daylight and sunlight amenity. The site is designated a regeneration area and for the most part the retained daylight and sunlight levels are commensurate with the changing urban grain of the area.

Assessment

- 8.17.10 The design and orientation of both the proposed Phase 1 detailed component and the outline component Development Plots and Parameters has been carefully considered with regard to the needs to minimise overshadowing and effects on existing and future neighbouring properties, and to optimise levels of daylight and sunlight for the proposed dwellings. An assessment of the daylight, sunlight and overshadowing effects of the Proposed Development on surrounding buildings and amenity space is contained within Chapter 16 of the ES. It is also accompanied with a report on the daylight and sunlight amenity levels within the Site. The assessment represents the worst-case in that it is based upon the maximum parameters.
- 8.17.11 With regards to effects on receptors external to the Site, the residual effects would range between 'negligible' (effects considered to be 'not significant' and not a matter of local or wider concern) for 75 properties, and 'moderate to major adverse' (effects deemed to be 'significant') for 17 properties when compared to BRE guidelines. No 'major adverse' effects have been identified.
- 8.17.12 In respect of the external effects, the reports note that some important factors should be taken into account when considering the effects on sensitive receptors. In line with the abovementioned policies, it reaffirms that BRE guidelines should be applied flexibly, and the expectations for daylight

and sunlight in densely populated urban locations are necessarily lower given the general site layouts and building-to-building relationships attributable to inner city locations. Furthermore, it states breaches of BRE numerical guidelines do not necessarily result in unacceptable effects. In this case a number of the sensitive receptors around the Site experience unusually high levels of daylight and sunlight for an urban environment, in part due to the historically relatively undeveloped, and therefore relatively low-density, nature of the Site. Meanwhile, others already experience levels lower than BRE guidelines suggest despite the existing nature of the Site. This is a direct result of the inherent design features of the respective sensitive receptors, such as overhanging balconies, recessed windows, etc. As such changes in daylight and sunlight conditions would be unavoidable.

8.17.13 With regards to the results internal to the Site, the majority of rooms tested will exceed the BRE guidelines on daylight and sunlight. Where daylight levels are below guidelines this is often due to the layout of the apartments, namely large living rooms or balconies which themselves result in an additional amenity benefit for residents. Where sunlight levels are below BRE guidelines this is again often due to the provision of balconies, and the results demonstrate that they would improve in the summer. Accordingly, sunlight levels on balconies have also been tested, and have been shown to receive good levels of sunlight. On overshadowing, all occupants will enjoy good sunlight using amenity areas within a short-distance of their dwellings and particularly in the proposed park (the main amenity area), which will significantly exceed BRE guidelines.

8.17.14 Officers have considered both the external and internal effects. The policy framework clearly supports the flexible application of daylight, sunlight and overshadowing guidance in order to make efficient use of land, and not to inhibit density. These policy documents resist the rigid application of guidelines and signal a clear recognition that there may be circumstances in which the benefits of not meeting them are justifiable, so long as acceptable levels of amenity are still enjoyed. The Proposed Development would provide acceptable internal levels of amenity, and existing receptors will continue to enjoy acceptable levels of amenity even where reductions in current levels of daylight or sunlight will take place beyond those recommended by BRE guidelines. Together with the contribution the Proposed Development would make to housing need and open space provision through its proposed form, density and layout, the proposal is acceptable in respect of daylight, sunlight and overshadowing impacts.

8.18 WIND AND MICROCLIMATE

8.18.1 **London Plan Policy 7.6** states that buildings and structures should not cause unacceptable harm to the amenity of surrounding land and buildings in relation to (inter alia) wind and microclimate. **London Plan Policy 7.7** states that tall buildings should not affect their surroundings adversely in terms of microclimate, wind turbulence, overshadowing.

- 8.18.2 **The Mayor's Sustainable Design and Construction SPG** recognises at paragraph 2.3.7 that large buildings can alter their local environments and affect the micro-climate and notes that the Lawson Comfort Criteria can be used to assess the impact of a large building on the comfort of the street environment. It further states that developers should assess the potential impacts at ground level of any building that is significantly taller than its surroundings.
- 8.18.3 **Local Plan Policy DC3** states that tall buildings should not affect their surroundings adversely in terms of microclimate, wind turbulence, overshadowing.
- 8.18.4 **Local Plan Policy CC2** seeks to ensure that developments are comfortable and secure for users and avoid impacts from natural hazards. In supporting text paragraph 13.7 explains that this policy is intended to ensure that developments help to enhance open spaces and contribute to well-being.
- 8.18.5 **Draft London Plan** further addresses wind and microclimate. Indirectly, draft Policy GG1 requires streets and public spaces to be planned for circulation by the comfort in comfort and safety, and to be welcoming. More directly, draft Policy D8 addresses the environmental impact of tall buildings, requiring careful consideration of the wind (and daylight, sunlight penetration and temperature) conditions around tall buildings and their neighbourhoods so that they do not compromise the comfort and enjoyment of them. Draft paragraph 3.1.2 further states the importance of a comfortable pedestrian environment with regard to levels of sunlight, shade, wind, and shelter from precipitation.

ES Non-Technical Summary

- 8.18.6 Chapter 15: Wind microclimate of the ES comprise a quantitative study to predict and analyse wind conditions for the detailed component (Phase 1) of the planning application and an illustrative quantitative study has been undertaken for the maximum parameters of the outline planning application.
- 8.18.7 During demolition conditions will gradually move from the existing scenario to a more exposed position, then conditions will change as buildings are erected, the early phases of construction will likely shelter the site from the south-westerly prevailing winds. Impacts from this will be reduced at ground level through the provision of hoardings, and perimeter fences. Effects are predicted to be insignificant.
- 8.18.8 For phase 1, no further measures are required beyond those already committed to at this stage. The effects are predicted are negligible to minor beneficial. In the case of the outline application, for the future remaining phases, further analysis and mitigation will be addressed through building and landscape design. This will be analysed at the reserved matters stage to ensure no significant adverse effects materialise on-site or off-site.

Assessment

- 8.18.9 According to the DAS the Proposed Development has been designed with wind and microclimate considerations in mind from the outset. This particularly applies in respect of the proposed form of the taller buildings, the choice of which was influenced by an assessment of their effects compared to alternative forms.
- 8.18.10 The applicant has submitted an assessment of the wind and microclimatic effects of the Proposed Development as part of the ES (Chapter 15). has been carried out and is detailed in Chapter 15 of the ES. The assessment makes the following findings;
- 8.18.11 According to the ES the implication of the findings of these effects is that during operation the wind conditions will be (in the case of the design component) or will be designed to be (in the case of the outline component) suitable for pedestrians to sit in the public realm.
- 8.18.12 Subject to the inclusion of conditions requiring the implementation of the submitted documents, officers consider that the proposed development accords with Policies 7.6 and 7.7 of the London Plan and Policies DC3 and CC2 of the Local Plan in terms of wind and microclimate.
- 8.19 **ECOLOGY**
- 8.19.1 **The NPPF** (Paragraphs 168 and 173) explains that pursuing sustainable development involves (inter alia) ‘moving from a net loss of bio-diversity to achieving net gains for the future’. Paragraph 99 requires new developments to be planned to avoid increased vulnerability to climate change impacts, which include changes to biodiversity. Paragraph 109 states that the planning system should contribute to ‘minimising impacts on biodiversity and providing net gains in biodiversity where possible’. Planning decisions should encourage opportunities to incorporate biodiversity in and around developments and refuse development resulting in harm where this that cannot be adequately mitigated – or as a last resort, compensated.
- 8.19.2 **London Plan Policy 7.19** requires development proposals to make positive contributions to biodiversity (its protection, enhancement, creation and management) wherever possible and to prioritise improving access to nature in arrears deficient in accessible wildlife sites. **Policy 7.21** of the London Plan supports the retention of existing trees of value and encourages the provision of additional trees, particularly large-canopied species, in new developments.
- 8.19.3 **Local Plan Policies OS1 and OS5** seeks to enhance biodiversity and green infrastructure in LBHF by (inter alia) maximising the provision of gardens, garden space and soft landscaping, and seeking green and brown roofs and 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.

- 8.19.4 **Draft London Plan** sets more ambitious targets for ecology and urban greening, which includes a target to increase tree cover in London by 10% by 2050.
- 8.19.5 **Draft London Policy G5** states that major development proposals should 'contribute to the greening of London by including urban greening as a fundamental element of site and building design, and by incorporating measures such as high-quality landscaping (including trees), green roofs, green walls and nature-based sustainable drainage'. Boroughs should develop an Urban Greening Factor (UGF) to identify the appropriate amount of urban greening required in new developments, based on Urban Greening Factors set out in Table 8.2 of the draft Local Plan. Higher standards of greening are expected of predominately residential developments (target score 0.4).
- 8.19.6 **Draft London Policy G7** states that existing trees of quality should be retained wherever possible or replace where necessary. New trees are generally expected in new development, particularly large-canopied species.

Es Non-Technical Summary

- 8.19.7 Chapter 10: Ecology of the ES assess the effects of the proposed development on the ecology of the site and the surrounding area.
- 8.19.8 No direct impacts are anticipated during construction on the nearby Identified Sites of Nature Conservation Importance (SINCs) or the Green Corridor subject to implementation of supplementary mitigation measures detailed in the Construction Environmental Management Plan (CEMP) to manage airborne dust, run-off, waste, noise/vibration and construction lighting will ensure that these elements do not cause a significant effect to these ecological features.
- 8.19.9 Limiting operational light spill to avoid the railway line corridor and wetland habitats including Chelsea Creek will be achieved during the detailed design of ground level lighting and internal building lighting, thereby avoiding adverse impacts on nocturnal species such as foraging/commuting bats. A lighting strategy will be prepared for each phase that incorporates directional lighting where appropriate (and where it is safe to do so) which will minimise any impacts from light spill. Upon completion of the development, the site will incorporate new buildings, hardstanding, and green and blue infrastructure including a large central park and planted green corridors throughout the site, scattered wetland and open water features, additional semi-natural planting adjacent to the boundary with the overground West London Line and Chelsea Creek development, and provision of a range of extensive green/brown/ roofs and podium gardens. This will provide long-term habitat opportunities for breeding birds such as black redstarts, and other species of conservation importance, and is therefore likely to have a minor beneficial effect with regard to these

species, as well as providing additional habitats for other local fauna species, including bats and invertebrates.

8.19.10 With implementation of the proposed supplementary mitigation, no effects are considered likely to be significant during demolition/construction or operation. A number of supplementary measures have been recommended to enhance the site for biodiversity in line with planning policy objectives which will have minor beneficial effects for biodiversity.

Assessment

8.19.11 The Planning Statement states that from the outset the Proposed Development has been designed with ecological enhancement and urban greening in mind. The landscaping approach proposes a significant quantum of new open space comprising a significant variety of landscaping and planting features.

8.19.12 The range of features proposed within the proposed amenity spaces have been considered extensively in order to ensure that they can support the multiple needs of the Site; providing interest and supporting biodiversity and ecological aims, meanwhile providing interest and supporting the role of the park as a usable space. The landscaping vision, objectives and features are detailed in the DAS. The result is a high quality and landscaping approach that, in summary:

- enhances biodiversity;
- utilises green and brown roofs wherever possible (as secured in the Design Codes);
- supports sustainable drainage and creates biodiversity opportunities through the incorporation of carefully designed water features in the form of hydro-planes (in addition to the use of permeable paving wherever possible);
- provides tree and planting strategies that use indigenous species in appropriate locations;
- includes a variety of open spaces and interesting features including grow gardens, and natural play features.

8.19.13 Collectively, these landscaping features enable achievement of an Urban Greening Factor of 0.37. This is considered to be the maximum score achievable on the Site taking into account the need for the proposed development to support urban greening and help to alleviate open space deficiency in the wider area; an element of which means the provision of grassed lawn space, which is one of the lowest scoring elements in the draft London Plan's scoring system but plays an important role in terms of usable public space.

8.19.14 The ES (Chapter 10) identifies that there are no likely significant adverse impacts forecast on ecological receptors during construction or operation after mitigation and identifies likely significant effects arising from the landscaping proposals.

8.19.15 The applicant has submitted a Preliminary Ecological Appraisal Report ('PEAR') as part of the ES. The ES and PEAR note that habitats on the Site are of site level ecological importance, there are several sites of metropolitan to local nature conservation value within 100m of the Site, and wetland habitats are being created adjacent to the Site in the Chelsea Creek. The ES considers that a Construction Environmental Management Plan ('CEMP') can control potential impacts on these ecological features arising from demolition and construction activities.

8.19.16 During the operation of the Proposed Development, the assessment considers that a lighting strategy can manage the potential impacts of light spill in order to avoid adverse effects on nocturnal species. The ES assessment further identifies likely beneficial effects arising from the development through the creation of ecological opportunities through the provision of the new park and variety of biodiversity within it and across the Site.

8.19.17 Subject to the inclusion of conditions requiring the implementation of the submitted documents, officers consider that the proposed development accords with Policies 7.19 and 7.21 of the London Plan and Policies OS1 and OS5 of the Local Plan in terms of ecological and urban greening.

8.20 **ARCHAEOLOGY**

8.20.1 **The NPPF** (Paragraph 185) requires developers to submit an appropriate desk-based assessment and, where necessary a field evaluation if a site includes, or has the potential to include heritage assets with archaeological interest in order to limit any harmful effects on the historic environment.

8.20.2 **Local Plan Policy 7.8** states that new development should make provision for the protection of archaeological resources. It recognises the significance of London's heritage assets and historic environment and states the desirability of sustaining and enhancing their significance and of utilising their positive role in place shaping. Part E states that new developments should 'incorporate measures that identify, record, interpret, protect and, where appropriate, present the site's archaeology' and notes that 'where the archaeological asset or memorial cannot be preserved or managed on-site, provision must be made for the investigation, understanding, recording, dissemination and archiving of that asset'. Paragraph 7.31 notes that 'substantial harm to or loss of a designated heritage asset should be exceptional.... Where a development proposal will lead to less than substantial harm to the significance of a designated asset, this harm should be weighed against the public benefits of the proposal'. Paragraph 7.32 recognises the value of London's heritage, stating that 'where new development uncovers an archaeological site or memorial, these should be preserved and managed on-site. Where this is not possible provision should be made for the investigation, understanding, dissemination and archiving of that asset'.

- 8.20.3 **Local Plan Policy DC1** states the following: ‘The existing character of the borough is heavily influenced by a variety of historical, landscape and architectural assets. Some of these are of national importance, such as listed buildings and the Fulham Palace Moated Site, whereas others are of borough importance, including archaeological priority areas... and locally listed buildings of merit. However, whether they are of national or local importance, they should be considered in all developments in accordance with the policies of the National Planning Policy Framework (NPPF) and the associated Historic England Historic Environment Planning Practice Guide’.
- 8.20.4 **Local Plan Policy DC8** states that the council will conserve the historic environment by protecting, restoring and enhancing its heritage assets and sets criteria for planning applications. Supporting paragraph 5.2.3 states that where the preservation of remains in situ is not possible or is not merited, ‘planning permission may be subject to conditions and/or formal agreement requiring the developer to secure investigation and recording of the remains and publication of the results’.

ES Non-Technical Summary

- 8.20.5 Chapter 14: Archaeology of the ES assess the likely environmental effects of the proposed development with respect to archaeology. The archaeological resource comprises buried heritage assets, structures, monuments or heritage landscapes within or immediately around the development site that are considered to be significant because of their evidential, historic, aesthetic or communal interest.
- 8.20.6 During demolition and construction any archaeological remains will be removed entirely within the remediation areas, to the depth of the excavation. The adverse environmental effects of the proposed development will be mitigated by a suitable programme of archaeological investigation before and/or during construction.
- 8.20.7 An assessment of operational phase effects has been scoped out on the basis that once the proposed development has been completed, no further ground disturbance will occur and consequently there will be no additional impacts or resulting environmental effects upon buried heritage assets.

Assessment

- 8.20.8 An archaeological assessment has been carried out by MOLA and submitted with the application as part of the ES (Chapter 14). The ES is supported by a Historic Environment Assessment (‘HEA’) which details the likely or possible buried heritage assets within the Site boundary and explains their possible significance.
- 8.20.9 Qualified experts have been used to describe the significance of assets on the Site and assess the impacts of the proposed development on them. The Application presents these findings and identifies measures to mitigate adverse effects arising from the Proposed Development, recommending the

use of conditions to ensure that any heritage assets identified during excavation and will not be retained are suitably analysed. The ES state that after mitigation the residual effects of the Proposed Development will be negligible and therefore no substantial or less than substantial harm will result from the Proposed Development in respect of archaeology.

8.20.10 Subject to the inclusion of conditions requiring the implementation of the submitted documents, officers consider that the proposed development accords with Policy 7.8 of the London Plan and Policies DC1 and DC8 of the Local Plan in terms of archaeology.

8.21 SAFETY AND RESILIENCE TO EMERGENCIES

8.21.1 **London Plan (Paragraph 7.13)** concerns safety, security and resilience to emergencies. It requires development proposals to contribute to the minimising of physical risks, including fire and flooding and related hazards, crime and terrorism. Risks relating to flooding and crime are considered elsewhere in this report.

8.21.2 **Local Plan (Paragraph 12.11)** states that the council will seek to ensure that new developments are sustainable durable and adaptable, and deliver safe and inclusive environments. On fire safety in particular, it states the following. 'Fire Regulations have to be checked both from a structural aspect and also to ensure fast and easy escape from a building. Building regulations are completely separate from planning control and approval under them does not mean that planning permission has been given, nor does a planning permission imply approval under the Building Regulations. Applicants are advised to contact Building Control for guidance and advice early in the design stages of a scheme.

8.21.3 **Draft London Plan Policy GC6** seeks to help London become a more efficient and resilient city, by requiring those involved in planning and development to 'create a safe and secure environment which is resilient against the impact of emergencies including fire and terrorism'. **Draft Policy D3** requires developments to be design to 'incorporate safe and dignified emergency evacuation for all building users' including (in all developments that include lifts) at least one lift per core that is a fire evacuation lift suitable to be used to evacuate people who require level access from the building. The draft London Plan further seeks to extend the above consideration of fire risk to introduce specific policies to address the reduction of fire risk.

8.21.4 The DAS submitted with the application state that the Proposed Development will achieve the highest fire standards, with both adopted and emerging policy requirements being met. According to the applicant they have employed a fire consultancy to advise on the development proposals from the start of the design development process and a Fire Safety Strategy has been prepared by the fire consultancy, Exova Warringtonfire, in support of the Application.

8.21.5 The DAS demonstrates how the Proposed Development will be accessible by emergency service vehicles; the envisaged safety measures to be proposed within apartments; the means of escape for residents, commercial occupiers and basement users; smoke control measures for all buildings featuring residential corridors; and the structural strategy that will maximise resilience to fire risk.

8.21.6 The Fire Safety Strategy provides a technical explanation package of measures that are proposed and the proposed consultation process on that strategy to ensure that the measures will be found acceptable by the relevant authorities. The Fire Statement proposes an extensive package of measures for phase 1 of the Proposed Development and explains that the same principles will be applied to the outline component of the development.

8.21.7 Collectively, Exova Warringtonfire have advised that the proposed package of measures will ensure the highest standards of safety, addressing the following:

- Fire protection – fire detection and alarm systems, suppression measures, smoke control, emergency lighting and escape signage, and emergency power supplies;
- Means of warning and escape strategies – this includes sections on occupancy design, travel distances, apartment design, means of escape for disabled occupants, doors, storey exits, stair widths and final exits;
- Internal and external fire spread – the linings, structures and materials that will prevent the spread of fire within, across and between buildings; and
- Access and facilities for the fire service – the key fire safety design features to cover fire vehicle access and hose coverage, firefighting shafts, lifts and lobbies; fire mains; external hydrants, and typical residential floor firefighting shaft provisions.

8.21.8 The information contained within the above-mentioned documents indicate that:

- fire safety has been considered prior to Building Regulations;
- a consultation strategy is in place to agree the detailed approach to fire safety after the grant of initial planning permission, as per standard procedure;
- the resilience of the Proposed Development has been considered both through consideration of the structural integrity, additional measures such as the use of sprinkling systems and mechanical ventilation, and the layout of buildings across the Site to enable sufficient access to cores of buildings; and
- all users of all abilities will be able to be safely evacuated from the Proposed Development.

8.21.9 Subject to the inclusion of conditions requiring the implementation of the submitted documents, officers consider that the proposed development

accords with London Plan, Local Plan and Draft London Plan in respect of safety and resilience to emergencies.

8.22 SOCIO ECONOMICS AND COMMUNITY EFFECTS

8.22.1 **London Plan Policy 3.1** presents the Mayor's commitment to ensuring equal life chances for all Londoners, borne out of the recognition that meeting the needs of particular groups and communities is key to addressing inequalities and fostering diverse communities. **Policies 3.3, 3.8 and 3.11** relate to increasing housing supply, ensuring housing choice and reaching affordable housing targets. **Policy 3.6** state that all children and young people have safe access to good quality, well-designed, secure and stimulating play and informal recreation facilities. **Policy 3.16** sets out that London requires additional and enhanced social infrastructure provision to meet the needs of its growing and diverse population. **Policy 3.17** states the Mayor will support the provision of high quality health and social care appropriate for a growing and changing population, particularly in areas of under-provision or where there are particular needs. **Policy 4.12** seeks to improve access to employment and employment opportunities for Londoners, supporting local employment, development and training.

8.22.2 **Local Plan Policies E1 and E2** relate to employment uses. The Local plan states that plans for the SFRRRA should meet a number of needs including the following:

- Deliver new residential development to contribute to the South Fulham Riverside target of 4,000 additional dwellings by 2035;
- Include employment based uses that will meet local business needs and are compatible with residential development in the most accessible parts of the area;
- Include appropriate small-scale retail, restaurants/ cafes and leisure uses to support day to day needs; and
- Secure economic benefits for the wider community around the SFR Regeneration Area by providing programmes to enable local people to access new job opportunities through training, local apprenticeships or targeted recruitment.

8.22.3 **Draft London Plan** provides revised housing targets for LBHF. For the period 2019/20 to 2028/29 the Draft London Plan sets out a target for 16,480 new homes to be delivered, an annual average of 1,648.
ES Non-Technical Summary

8.22.4 Chapter 17: Socio Economics. The socio-economic impact assessment was undertaken using a wide range of information sources, including Census data and studies/assessments relating to business, housing, proposed population generation, travel patterns, education and health care, which are predominantly undertaken by the Council, the GLA and various government departments.

- 8.22.5 During the demolition and construction of the development the proposed development will generate beneficial employment effects. There is considered to be a temporary minor adverse impact to local employment as a result of the demolition of existing employment floorspace on site.
- 8.22.6 During the operation of the development overall there are likely to be beneficial socio-economic effects associated with the proposed development. The creation of a new park which includes children's play areas, will significantly contribute to public access to green open spaces. The new commercial spaces with flexible use will allow for new employment opportunities. The assessment concludes that in the long term there will be negligible effects on education facilities in the area given current assessments of surplus capacity. There is assessed to be a negligible effect on health facilities within the local area, and it is assumed that developer contributions will be collected by the Council to fund additional facilities in line with identified needs. The proposed development will assist in ensuring the planning policy aspirations for the high-quality regeneration of the South Fulham Riverside area are achieved.

Assessment

- 8.22.7 The ES submitted with the application concludes that overall the Proposed Development has a beneficial impact on the local population, increasing economic activity and improving access to quality green space. The effect on education services is assessed as negligible in the detailed and outline components, however the impact on healthcare will be adverse during both phases. It is assumed however that where physical provision for infrastructure has not been sought on the site, developer contributions will be collected by the Council and used to fund the facilities required.
- 8.22.8 During the detailed components (Phase 1) and outline components there is anticipated to be a short to medium term temporary minor to moderate adverse effect to the local economy resulting from the displacement of historical tenants from the site and the potential for fewer employment opportunities locally as a consequence. However, there is the potential for this to be redressed once the whole development is constructed.
- 8.22.9 The significance of effects has been defined with reference to specific standards, accepted criteria and legislation where available. Effects have been classified as explained within EIA section earlier in this report. The EIA submitted has considered the effects during construction and the operation of the Proposed Development. The main conclusions from the ES on the impact on Socio Economics by the completed development are summarised below.

Table 17-35 Summary of residual effects for the completed and occupied development as a whole Receptor	Effect	Significance before mitigation	Mitigation	Residual effect significance
Local and borough residents	Availability of up to 1,900 new units of various unit sizes and tenure mix	Moderate beneficial	N/A	Moderate beneficial permanent
Local and borough residents	Availability of new affordable units subject to viability discussions with LBHF	Minor beneficial	N/A	Minor beneficial permanent
Local children & young people	The proposed development could lead to an additional 318 children requiring primary school places and an additional 161 children requiring secondary school places. The baseline assessment suggests there is sufficient capacity locally to accommodate this increase	Negligible	N/A	Negligible permanent
Local residents	The proposed development could lead to an additional c 4,443 people requiring health care through GP services. The baseline assessment suggests there is insufficient capacity to accommodate this increase	Moderate Adverse	Financial Contributions (CIL)	Negligible permanent
Local residents	The proposed development will introduce an additional 2.7ha of open space including a new park around the retained gas holder; it will also introduce additional children's place space	Major beneficial	N/A	Major beneficial permanent
Local residents	The proposed development deliver a total of 4,640sqm of child play space.	Negligible	N/A	Negligible

Local employment	The proposed development may result in a net loss (323) or net gain (340) of jobs that could be generated on the site, depending on the implemented use class of the flexible commercial floorspace. It should however be noted that the existing commercial floorspace has already been taken off of the market and is currently vacant	Minor adverse to minor beneficial	N/A	Minor adverse to minor beneficial
Local businesses	An increase in the residential population could lead to additional spending locally.	Minor beneficial permanent	N/A	Minor beneficial permanent
London population	Greater availability of housing plus new green space and potentially some additional employment	Negligible	N/A	Negligible, permanent

Table: Socio Economic Impact by completed development

8.23 SIGNIFICANT CUMULATIVE EFFECTS

- 8.23.1 During operation, the ES concludes that with regard to the properties at Chelsea Creek, which are exposed to a major adverse air quality effect, and the properties affected by a loss of sunlight and daylight, the overall interactive effect of all effects from the proposed development will inevitably be adverse when compared to the baseline.
- 8.23.2 With regard to in-combination effects, with other development projects, a moderate adverse effect has been predicted at views 29A, 30 and 31 at Brompton Cemetery. This is in contrast to the 17 moderate and major beneficial effects predicted to other views in addition to other significant beneficial effects to certain character areas. The effect of operational GHG emissions associated with the cumulative development is predicted to be major adverse at two considered receptors; Receptor 45 and 46, located on Imperial Road. However, the ES further states that this is in contrast to a major beneficial effect at four receptors on Cheryl's Close, Imperial Road and Harwood Terrace. A moderate beneficial effect as a result of reduced vehicle emissions (air quality) is predicted at 15 receptors on Maltings Place, Manor Court and Cheryl's Close. A number of significant moderate to major beneficial cumulative effects with other forthcoming schemes have been identified. This includes a reduction in surface water going to the combined sewer network, improved groundwater quality due to remediation, securing the future of on-site heritage assets and improvements to the local economy and social infrastructure.

8.24 COMMUNITY INFRASTRUCTURE LEVY (CIL) / PLANNING OBLIGATIONS

- 8.24.1 This development would be subject to a London-wide community infrastructure levy (Mayoral CIL2). MCIL2 will also be chargeable at a rate of £80/sqm for new development except for health and education. Relief is available on residential floorspace for social housing. The GLA expect the Council, as the collecting authority, to secure the levy in accordance with Policy 8.3 of The London Plan.
- 8.24.2 The Proposed Development would also be liable for Borough CIL (BCIL). The LBHF CIL Charging Schedule identifies the type of developments liable to pay BCIL. BCIL is chargeable on the Proposed Development at the rates of £400 per sqm (/sqm) for new residential floorspace and £80/sqm for Use Class A floorspace and for health and fitness leisure centres.
- 8.24.3 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.
- 8.24.4 **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'.
- 8.24.5 **London Plan Policy 8.2** 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 onto state: 'Importance should also be given to tackling climate change, learning and skills, health facilities and services, childcare provisions and the provision of small shops.'
- 8.24.6 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 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).

8.24.7 Section 106 Agreements ('S106s')

8.24.8 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.'

8.24.9 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).

8.24.10 The application involves the redevelopment of a derelict industrial site to provide a high quality residential-led scheme within South Fulham Riverside Regeneration Area. The planning obligations set out in the heads of terms are therefore 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.

8.24.11 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 Strategic Director for Growth and Place after consultation with the Director of Law and the Chair of the Planning and Development Control Committee, to authorise the changes he/she considers necessary and appropriate, within the scope of such delegated authority.

9 S106 OBLIGATIONS

9.1 It is anticipated that the S106 for this development will include the following heads of terms:

A. Wheelchair User Dwellings

- 10% of dwellings to be wheelchair user dwellings, being fully wheelchair accessible
- Wheelchair dwellings to be marketed as widely as reasonably practicable with a 6-month exclusivity period.

B. Affordable Housing

- Minimum of 35% of residential units to be affordable housing.
- 60% of the affordable housing to be intermediate and 40% to be rent.

C. Open Space

- Management strategy for open space to be prepared
- Unrestricted public access to be maintained to the open space

D. Traffic, transport and highways

- Link road between Michael Road and Imperial Road to be delivered before the completion of Phase 3.
- Unrestricted public access to be maintained to the link road
- Harwood Terrace traffic survey to be undertaken within 10 years of commencement, following completion of the link road. Maximum cost of survey and mitigation not to exceed £100,000.
- Travel Plans to be prepared prior to the occupation of each phase of the development. Total cost of travel plans not to exceed £200,000.
- Future residents (besides blue badge holders) prohibited from applying for on-street parking permits for controlled zones on surrounding streets.
- Contributions for mitigating impact of development on buses, rail and bicycle hire scheme to be agreed with TfL. Cost not to exceed £800,000.
- S.278 agreements to be entered into for junction realignment and improvement works on Michael Road and Imperial Road, and delivery of a traffic island on King's Road. Maximum cost not to exceed £600,000.

E. CCTV

- CCTV strategy to be agreed for each phase.

F. Gasholder 7

- Interpretation Strategy for the re-use of Gasholder 7 in the proposed development to be agreed prior to 20% of practical completions, and implemented prior to 70% of practical completions.
- Cost of delivering the interpretation of Gasholder 7 not to exceed £1,000,000

G. Listed Buildings

- Listed structures on site to be surveyed prior to occupation of Phase 1.

- Details of re-use of Research Laboratory, Chief Engineer's Office and War Memorials to be agreed prior to commencement of Phase 3 and works completed prior to the final practical completion of Phase 3
 - Details of re-use of Gasholder 2 to be agreed prior to commencement of Phase 4 and works completed prior to the final practical completion of Phase 4.
- H. Employment and Training
- Employment and Training strategy to be agreed for each phase.
- I. Community Facilities
- Design and specification of Youth Centre to be agreed and delivered on site. If not delivered payment in lieu of £3,500,000 to be made.
 - Design and specification of Food Bank to be agreed and delivered on site. If not delivered payment in lieu of £1,500,000 to be made.
- J. Energy and sustainability
- Carbon dioxide emission offset contribution to be calculated for each phase and paid by St William.

10 CONCLUSION AND RECOMMENDATION

- 10.1. Land Use: All the proposed land uses are supported by adopted policy. Officers consider that the residential-led mixed use development is appropriate in this location and would replace a redundant industrial site. The proposal is therefore supported in land use terms subject to the satisfaction of other development plan policies and is considered to be in accordance with the NPPF, London Plan Policies 2.13 and 3.3 and Policies SFRRRA, SFRRRA1, HO1, HO3 and HO4 of the Local Plan 2018.
- 10.2. Affordable Housing: The proposal would help to regenerate the wider South Fulham Riverside Regeneration Area whilst maximising the value of the existing vacant site. The development provides the maximum reasonable proportion of affordable housing on site. This is supported in order to maximise the delivery of much needed affordable housing within the borough. The proposal is therefore considered to be in accordance with the NPPF, London Plan Policies 3.3, 3.4, 3.5, 3.6, 3.8 and 3.9 and Policy HO3 of the Local Plan 2018.
- 10.3. Housing: The proposal provides a range of unit sizes which are considered to respond positively to the site characteristics and given consideration to the wider demographics, would lead to a development that would maintain a mixed and balanced ward. The amenity and play space provided accords with the adopted policies and would provide a high quality of private and communal amenity for future occupants together with a high standard of residential accommodation. The density is acceptable, given the location within the South Fulham Riverside Regeneration Area and transport accessibility of the site and the resultant acceptable quality of the residential accommodation which will deliver 1,843 homes. The proposal is therefore supported and is considered to be in accordance with the NPPF, London

Plan Policies 3.3, 3.4, 3.5, 3.6, 3.8 and 3.9 and Policies HO1, HO3, HO4, HO5 and HO6 of the Local Plan 2018.

- 10.4. Design and Conservation: Development of this site provides an opportunity for significant enhancement and regeneration of this area. The proposal complies with Local Plan policy DC1 in that it respects the existing townscape context, demonstrates tangible urban design benefits and is consistent with the Council's wider regeneration objectives, and in doing so is sensitive to the setting of heritage assets. The development would a new high-quality spaces and public realm. The proposed built form has a massing which responds to the proposed spaces and surrounding townscape at its edges. The elevations of the detailed element have an architectural character which provides interest across all frontages. The relationship between the built form and public realm would assist in the creation of a sense of place. It is considered that this is compliant with Section 66 and Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990. The proposal is also in line with national guidance in the NPPF, London Plan Policies 7.1, 7.2, 7.3 7.4, 7.5, 7.6 and 7.8 and Policies H04, DC1, DC2 and DC8 of the Local Plan 2018.
- 10.5. Transport: The 460 parking spaces provided are in line with adopted policy and are suitable for this development in this location. There would be no adverse impact on traffic generation and the scheme would not result in congestion of the road network. Conditions would secure satisfactory provision of cycle and refuse storage, construction and logistics and management while a Travel Plan is secured by legal agreement. Adequate provision for storage and collection of refuse and recyclables would be provided. The accessibility level of the site is very good, and is well served by public transport. External impacts of the development would be controlled by conditions and section 106 provisions. In addition, servicing and road safety and travel planning initiatives would be implemented in and around the site to mitigate against potential issues. The proposed development therefore accords with Policies 6.1, 6.3, 6.9, 6.10, 6.11, 6.13 of the London Plan, Policy T1, T2, T3, T4 and T5 of the Local Plan 2018.
- 10.6. Impact on Neighbouring Properties: The impact of the proposed development upon adjoining occupiers is considered acceptable with no significant worsening of noise/disturbance and overlooking, no unacceptable loss of sunlight or daylight or outlook to cause undue detriment to the amenities of neighbours. In this regard, the development would respect the principles of good neighbourliness. The proposed development therefore accords with London Plan Policies 3.5, 3.6, 3.8, 7.3, 7.6, 7.7 and 7.14 and Policies DC1 and DC2 of the Local Plan (2018).
- 10.7. Safety and Access: A condition would ensure the development would provide a safe and secure environment for all users in accordance with London Plan Policy 7.3 and Policy DC1 of the Local Plan 2018. The development would provide 10% of all units as wheelchair units, level access, a lift to all levels and suitable circulation space. Conditions would ensure the proposal would provide ease of access for all persons, including

disabled people and an Inclusive Accessibility Management Plan is provided for approval. Satisfactory provision is therefore made for users with mobility needs, in accordance with Policy 7.2 of the London Plan and Policy H06 of the Local Plan 2018.

- 10.8. Sustainability and Energy: The application proposes a number of measures to reduce CO2 emissions with a carbon offset payment secured. A revised Sustainable Urban Drainage Strategy would be required by condition to reflect final design detail for all development plots within the outline element. The proposal would thereby seek to reduce pollution and waste and minimise its environmental impact. The proposed development therefore accords with Policies 5.1, 5.2, 5.3, 5.6, 5.7, 5.8, 5.9, 5.11, 5.12, 5.13, 5.14, 5.15 and 7.19 of the London Plan and Policies CC1 and CC2 of the Local Plan 2018.
- 10.9. Flood Risk: A revised Flood Risk Assessment would be required for all development plots in order to ensure the risk of flooding at the site remains low and is considered acceptable. Sustainable drainage systems (SUDS) would be integrated into the development to cut surface water flows into the communal sewer system with further information on surface water drainage secured by condition. The development would therefore be acceptable in accordance with the NPPF (2012), Policies 5.11, 5.13, 5.14 of the London Plan and Policies CC3 and CC4 of the Local Plan 2018.
- 10.10. 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 and Policy CC9 of the Local Plan 2018.
- 10.11. Microclimate: The development would not result in an unacceptable wind microclimate that would cause harm, discomfort or safety issues to pedestrians or the environment around the buildings. A condition is secured to provide additional mitigation measures for all development plots within the outline element. The proposals are considered to comply with Policies 5.3, 7.6 and 7.7 of the London Plan and Policy DC2 of the Local Plan 2018.
- 10.12. Planning Obligations: Planning obligations to offset the impact of the development and to make the development acceptable in planning terms are secured. Contributions relating to transport and highways improvements, 35% Affordable Housing, 10% Wheelchair User Dwellings, CCTV Strategy, Interpretation Strategy for the re-use of Gasholder 7, Community Facilities comprising of a Youth Centre and Food Bank, carbon offset payment, and local training and employment opportunities and procurement are secured. The proposed development would therefore mitigate external impacts and would accord with Policy INFRA 1 of the Local Plan 2018.
- 10.13. Accordingly, it is recommended that the proposed development be granted planning permission subject to the conditions listed and the completion of a s106 agreement securing the heads of terms contained within this report.