

# Planning and Development Control Committee

## Agenda

Tuesday 6 November 2018

7.00 pm

Committee Room 1 - Hammersmith Town Hall

### MEMBERSHIP

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

**CONTACT OFFICER:** Charles Francis  
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### Public Notice

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

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

**Deadline to register to speak is 4pm on Thursday 1 November 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](http://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](mailto: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

6 November 2018

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<b>1. MINUTES</b>	4 - 10
<p>To approve as an accurate record, and the Chair to sign, the minutes of the meeting of the Committee held on 9 October 2018.</p>	
<b>2. APOLOGIES FOR ABSENCE</b>	
<b>3. DECLARATION OF INTERESTS</b>	
<p>If a Councillor has a disclosable pecuniary interest in a particular item, whether or not it is entered in the Authority's register of interests, or any other significant interest which they consider should be declared in the public interest, they should declare the existence and, unless it is a sensitive interest as defined in the Member Code of Conduct, the nature of the interest at the commencement of the consideration of that item or as soon as it becomes apparent.</p> <p>At meetings where members of the public are allowed to be in attendance and speak, any Councillor with a disclosable pecuniary interest or other significant interest may also make representations, give evidence or answer questions about the matter. The Councillor must then withdraw immediately from the meeting before the matter is discussed and any vote taken.</p> <p>Where Members of the public are not allowed to be in attendance and speak, then the Councillor with a disclosable pecuniary interest should withdraw from the meeting whilst the matter is under consideration. Councillors who have declared other significant interests should also withdraw from the meeting if they consider their continued participation in the matter would not be reasonable in the circumstances and may give rise to a perception of a conflict of interest.</p> <p>Councillors are not obliged to withdraw from the meeting where a dispensation to that effect has been obtained from the Audit, Pensions and Standards Committee.</p>	
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# Agenda Item 1

London Borough of Hammersmith & Fulham  
Planning and Development Control Committee  
Minutes



Tuesday 9 October 2018

## PRESENT

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

### 1. MINUTES

The minutes of the meeting of 11 September 2018 were agreed as an accurate record.

### 2. APOLOGIES FOR ABSENCE

There were no apologies for absence.

### 3. DECLARATION OF INTERESTS

Councillor Alex Karmel declared a non-pecuniary interest in respect of 68-72 Hammersmith Road as he sometimes shopped at Harrods. He remained in the meeting, participated and voted on the item.

### 4. DECISION TO RE-ORDER THE AGENDA

In view of members of the public present for particular applications the Chair proposed that the agenda be re-ordered, with which the Committee agreed, and the minutes reflect the order of the meeting.

### 5i. 13 Aldbourne Road, London W12 0LW, Wormholt and White City

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

The Committee heard a representation in objection to the application from a local resident. Some of the points raised included: The bulk and scale of the extensions would be detrimental to the character and appearance of the property and the surrounding area. The proposal would be harmful to neighbour amenity and include loss of outlook, daylight and sunlight. The height of the ground floor side extension was excessive and the proposed basement unit differed from what was set out in the construction statement. Excessive noise and disturbance would be created during the construction phase. Further points included: the application did

not include a demolition statement or address these risks. The proposal to introduce three flats to application site constituted an over development of the site.

During the course of discussions, the Committee explored a number of issues including the proposed design / materials and its effect on the local street scene. Further topics included an examination of the basement, its size and scale as well as the associated flood risks. Councillor Alex Karmel proposed that a missing condition, pertaining to the correct height of the proposal. This was seconded by Councillor Matt Thorley.

The Committee voted on application 2018/01439/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:  
1  
Against:  
7  
Not Voting:  
0

The Committee voted on a motion to refuse the application, the inclusion of the additional condition (as set out above) and 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 2018/01439/FUL be refused for the following reasons:

- The height and bulk of the proposal.
- Not in keeping with the street scene.
- The proposed choice of materials were unclear
- An un neighbourly form of development with increased overlooking

#### **68-72 Hammersmith Road, London, W14 8UD, Avonmore and Brook Green**

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

The Committee heard a representation in support of the application from the agent. Some of the points raised included: the application sought much needed office space which would enhance the working environment and facilities for employees. If approved, the proposal would create additional employment and benefit the local area. The design incorporated modern and flexible office space. The proposal would have no highways impact and the design incorporated sufficient car parking

and cycle space. The proposal incorporated a high quality design which would improve the existing building, regenerating the area and have a positive impact on heritage assets.

During the course of discussions, the Committee explored a number of issues including car parking facilities, daylight / sunlight impacts and the use of the roof terrace including the potential noise and disturbance. Other points included: local community contributions, employment opportunities and the use of S106 contributions for local cycle schemes.

Councillor Wesley Harcourt proposed an amendment to Condition 13, limiting the use of the roof terrace from 8 am to 9:30 pm only. This was seconded by Councillor Alex Karmel.

The Committee voted on application 2017/02883/FUL and whether to agree the officer recommendation of approval, the amendment to Condition 13 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 2017/02883/FUL be approved, subject to the amendment to Condition 13, addendum and:

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

#### **Fulham Gasworks, Imperial Road, London, Sands End**

Referring to the addendum, officers proposed a number of changes as follows: On the last page of addendum page 383, Point D under the Heads of Terms, officers referred to the replacement of “not to exceed” with “estimated cost of”. Committee members noted that this applied throughout the report when these costs were referenced.

On page 384 under the Heads of Terms in relation to point I and the Youth Centre. There was an additional requirement given on-going negotiations with the applicant; therefore the following amendment was added to point I:

*“Should there be an increase in residential floorspace in the future; a minimum of 35% affordable housing should be maintained on site with provision that the Youth Facility could be increased up to circa. 12,000 sq.ft in floorspace; if not delivered payment in lieu of up to £8,000,000 to be made”.*

On page 384, Point H, under the Heads of Terms: A financial contribution towards Employment and Training initiatives to be agreed and no less than £250,000.

The Committee heard a representation in support of the application from the agent. Some of the points raised included: the developer had worked in close partnership with the Council and the proposals had evolved over the past three years. The proposal would create 1,843 additional homes, 35% of which would be affordable. It was anticipated that 40% of the affordable homes would be low cost rental accommodation. Should the proposal be approved, it would result in a £90 million Community Infrastructure Levy payment to the Authority which would benefit the local community. The proposal incorporated a youth centre and food bank, the refurbishment of four buildings and significant employment and training opportunities.

During the course of discussions, the Committee explored a number of issues including: access to the war memorials during the construction phases and the impact of the proposal on the listed building and highways. The Committee specifically asked whether the sums mentioned in the Heads of Terms would be index linked and what scope there was within the Heads of Terms to reallocate S106 monies should the food bank not be required. Further topics included: how the public and private amenity space would operate in practice.

Points were raised about the noise and disruption caused during the construction phases and the when the tranches of affordable housing would be delivered within the overall project. The Committee also asked about local infrastructure impacts and specifically when funding towards the Imperial Wharf station would be made available.

The Committee voted on application 2018/02100/COMB 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:

5

Against:

3

Not Voting:

0

**RESOLVED THAT:**

Planning Application 2018/02100/COMB be approved for the reasons set out in the report, the changes to the Heads of Terms (as set out above) and addendum as follows:

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.

**Kensington Centre, 66 Hammersmith Road, London W14 8UD, Avonmore and Brook Green**

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

The Committee heard a representation in support of the application from the agent. The main points raised were the applicant had scaled back the massing and had included an element of affordable work space within the proposal.

The Committee discussed the application and the following issues were explored: the likely impact on traffic generation, given its proximity to Olympia and the service and delivery implications. Further topics included the intended hours of operation of the terraces.

Councillor Wesley Harcourt proposed an amendment to Condition 13, limiting the use of the roof terrace from 8 am to 9:30 pm only. This was seconded by Councillor Alex Karmel.

Councillor Wesley Harcourt noted the reference within the report to cycle funding (s106 and CIL) towards CS 9 and proposed that this wording be amended to state a more general "contribution to cycling". This was seconded by Councillor Alex Karmel.

The Committee voted on application 2017/04752/FUL and whether to agree the officer recommendation of approval, two amendments (listed above) and the changes set out in the addendum. This was put to the vote and the result was as follows:

For:

6

Against:

2

Not Voting:

0

**RESOLVED THAT:**



Planning Application 2017/04752/FUL be approved for the reasons set out in the report, the two amendments and addendum.

**M&S White City Site, 54 Wood Lane, London, W12 7RQ, College Park and Old Oak**

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

The Committee voted on application 2018/02377/RES 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:

8

Against:

0

Not Voting:

0

**RESOLVED THAT:**

Planning Application 2018/02377/RES be approved for the reasons set out in the report and addendum.

**223-229 Dawes Road, London SW6 7RD, Munster**

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

Introducing the report, officers asked that a landscaping condition be attached to secure the implementation and retention of the proposed planting.

The Committee voted on application 2018/01856/FUL and whether to (1) agree the officer recommendation to grant permission asset out in the report, addendum and the additional landscaping condition as set out above and (2) 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, any such changes shall be within their discretion. This was put to the vote and the result was as follows:

For:

6

Against:

2

Not Voting:

0

**RESOLVED THAT:**

Planning Application 208/01856/FUL be approved for the reasons set out in the report, the addition of condition 45 and addendum.

Meeting started: 7:00 pm  
10:15 pm

Chair .....

Contact officer: Charles Francis  
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London Borough of Hammersmith & Fulham

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**Planning Applications Committee  
Agenda for 6th November 2018**

**Index of Applications, Enforcement Actions, Advertisements etc.**

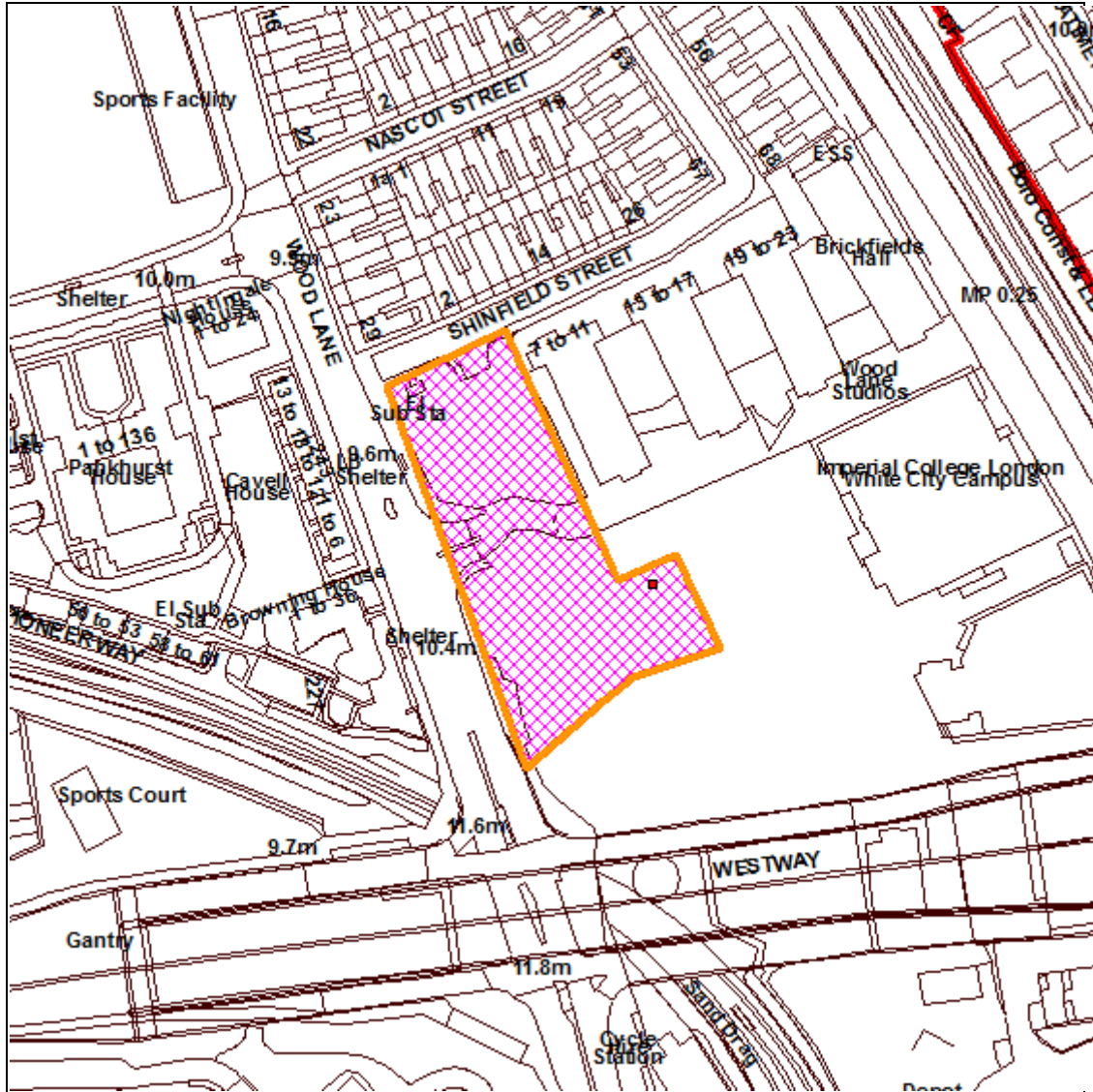
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<b>WARD REG NO</b>	<b>SITE ADDRESS</b>	<b>PAGE</b>
College Park And Old Oak 2018/01234/FUL	Woodlands 80 Wood Lane London	<b>Page 12 - 55</b>
College Park And Old Oak 2018/01256/VAR	Woodlands 80 Wood Lane London	<b>Page 56 - 106</b>
Parsons Green And Walham 2018/01598/FUL	4 – 5 Sotheron Place London SW6 2EJ	<b>Page 107 - 144</b>
College Park And Old Oak 2018/01943/FUL	Land at Rigeley Mews London NW10	<b>Page 145 - 166</b>
Fulham Reach 2018/02523/FUL	82 Rannoch Road London W6 9SP	<b>Page 167 - 175</b>

**Ward:** College Park And Old Oak

**Site Address:**

Woodlands 80 Wood Lane London



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**For identification purposes only - do not scale.**

**Reg. No:**  
2018/01234/FUL

**Case Officer:**  
Katrine Dean

**Date Valid:**  
17.04.2018

**Conservation Area:**

**Committee Date:**  
06.11.2018

**Applicant:**

Mr Fergal Burke  
C/O Agent

**Description:**

Erection of two buildings comprising research & development, offices (all within Use Class B1) and/or polyclinic (Use Class D1), together with commercial floorspace at ground floor within Use Class A1-A5 and other ancillary uses to form part of the Imperial White City Campus North; Plot A, part 3, part 5, part 7 storey building with single level of basement; Plot G, 10 storey building with a single level of basement; and external landscaping and public realm works.

Drg Nos:

**Application Type:**

Full Detailed Planning Application

**Officer Recommendation:**

1. Subject to there being no contrary direction from the Mayor of London that the Strategic Director of Growth and Place be authorised to grant planning permission on the completion of a satisfactory legal agreement to cover the items listed in section 8 and subject to the conditions set out below

2. To authorise the Strategic Director of Growth and Place in consultation with the Director of Law and approval of the Chair of the Planning and Development Control Committee to make any minor modifications to the proposed conditions or heads of terms as drafted in this report which may include the variation, addition or deletion of the conditions and heads of terms to ensure consistency between the two sets of provisions.

**CONDITIONS**

**1. Time**

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

Reason: To comply with Section 91(1) (a) of the Town and Country Planning Act 1990 (as amended and Section 51 of the Planning and Compulsory Purchase Act 2004).

**2. Approved Plan and Documents**

The development shall not be constructed unless in accordance with the following approved drawings and supporting documents:

- 17146-17147\_07\_001 Rev P1 Site Location Plan
- 17146-17147\_07\_003 Rev P2 Plots A+G Proposed Combined GFL Plan
- 17146-17147\_07\_200 Rev P2 Plots A+G Proposed Elevation to Shinfield Street
- 17146-17147\_07\_201 Rev P2 Plots A+G Proposed Elevation to Wood Lane
- 17146-17147\_07\_300 Rev P1 Proposed Site Cross Section AA through Plot A&G

17146\_07\_099 Rev P1 Proposed Plot A Basement Floor Plan  
17146\_07\_100 Rev P2 Proposed Plot A Ground Floor Plan  
17146\_07\_101 Rev P1 Proposed Plot A First Floor Plan  
17146\_07\_102 Rev P1 Proposed Plot A Second Floor Plan  
17146\_07\_103 Rev P1 Proposed Plot A Third Floor Plan  
17146\_07\_104 Rev P1 Proposed Plot A Fourth Floor Plan  
17146\_07\_105 Rev P1 Proposed Plot A Fifth Floor Plan  
17146\_07\_106 Rev P1 Proposed Plot A Sixth Floor Plan  
17146\_07\_107 Rev P1 Proposed Plot A Roof Plan

17146\_07\_200 Rev P2 Proposed Plot A Block Elevation facing North  
17146\_07\_201 Rev P1 Proposed Plot A Block Elevation facing South  
17146\_07\_202 Rev P1 Proposed Plot A Block Elevation facing West  
17146\_07\_203 Rev P2 Proposed Plot A Block Elevation facing East

17146\_07\_300 Rev P1 Proposed Plot A Section A  
17146\_07\_301 Rev P1 Proposed Plot A Section B

17146\_07\_500 Rev P1 Proposed Plot A Typical Façade Bay Study  
17146\_07\_501 Rev P1 Proposed Plot A Upper Façade Bay Study  
17146\_07\_502 Rev P1 Proposed Plot A Set Back Façade Bay Study  
17146\_07\_503 Rev P1 Proposed Plot A South Façade Bay Study  
17146\_07\_504 Rev P1 Proposed Plot A East Façade Upper Bay Study  
17146\_07\_505 Rev P1 Proposed Plot A East Façade Lower Bay Study  
17146\_07\_506 Rev P2 Proposed Plot A Signage Framework

17147\_07\_099 Rev P1 Proposed Plot G Basement Floor Plan  
17147\_07\_100 Rev P2 Proposed Plot G Ground Floor Plan  
17147\_07\_101 Rev P1 Proposed Plot G First Floor Plan  
17147\_07\_102 Rev P1 Proposed Plot G Second Floor Plan  
17147\_07\_103 Rev P1 Proposed Plot G Third Floor Plan  
17147\_07\_104 Rev P1 Proposed Plot G Fourth Floor Plan  
17147\_07\_105 Rev P1 Proposed Plot G Fifth Floor Plan  
17147\_07\_106 Rev P1 Proposed Plot G Sixth Floor Plan  
17147\_07\_107 Rev P1 Proposed Plot G Seventh Floor Plan  
17147\_07\_108 Rev P1 Proposed Plot G Eighth Floor Plan  
17147\_07\_109 Rev P1 Proposed Plot G Ninth Floor Plan  
17147\_07\_110 Rev P1 Proposed Plot G Roof Floor Plan

17147\_07\_200 Rev P1 Proposed Plot G Block Elevation facing North  
17147\_07\_201 Rev P1 Proposed Plot G Block Elevation facing South  
17147\_07\_202 Rev P2 Proposed Plot G Block Elevation facing West  
17147\_07\_203 Rev P2 Proposed Plot G Block Elevation facing East

17147\_07\_300 Rev P1 Proposed Plot G Block Section A  
17147\_07\_301 Rev P1 Proposed Plot G Block Section B  
17147\_07\_500 Rev P1 Proposed Plot G West Façade Bay Study  
17147\_07\_501 Rev P1 Proposed Plot G Set Back Façade Bay Study  
17147\_07\_502 Rev P1 Proposed Plot G North Façade Bay Study  
17147\_07\_503 Rev P1 Proposed Plot G South Façade Bay Study  
17147\_07\_504 Rev P1 Proposed Plot G South Façade Bay Study – Top  
17147\_07\_505 Rev P1 Proposed Plot G North Façade Bay Study – Lobby

White City Campus North Planning Statement – Plots A&G JLL April 2018  
White City Campus North Plots A&G - Design and Access Statement Allies and Morrison (March 2018)  
White City Campus North Plots A&G - Arboricultural Assessment WSP (February 2018 Ref No 70037435-008.3)  
White City Campus North Plots A&G - Air Quality Assessment WSP March 2018 Ref No 70037435  
White City Campus North Plots A&G - Daylight, Sunlight, and Overshadowing Assessment WSP March 2018  
White City Campus North Plots A&G - Drainage Strategy Curtins (Revised 20/06/2018)  
White City Campus North Plots A&G - Energy Strategy Hoare Lea (Rev B 08/06/2018) Energy Strategy Addendum - 2310705-5A-TS-20180725-GLA Comment Response-Rev4.doc  
White City Campus North Plots A&G – Flood Risk Assessment Addendum Curtins (Rev 05 08/06/2018)  
White City Campus North Plots A&G – Noise and Vibration Assessment WSP March 2018  
White City Campus North Plots A&G – Preliminary Ecological Appraisal Report WSP March 2018  
White City Campus North Plots A&G – Statement of Community Involvement Camargue March 2018  
White City Campus North Plots A&G – Sustainability Statement Hoare Lea March 2018 Rev A  
White City Campus North – Plots A&G – SUDS Drainage Operations and Maintenance Manual Rev 00 08/06/2018  
White City Campus North Plots A&G – Townscape and Visual Impact Assessment Millerhare March 2018  
White City Campus North Plots A&G – Transport Assessment and Travel Plan Steer Davies Greave March 2018  
Highways Technical Note – 14<sup>th</sup> August 2018 - 23204001  
White City Campus North Plots A&G – Wind Microclimate Assessment WSP March 2018

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

### **3. Air Quality – Mechanical Ventilation**

Prior to installation of mechanical ventilation, a report including detailed information on the proposed mechanical ventilation system with NO<sub>x</sub> filtration shall be submitted to and approved in writing by the Council. This report shall specify air intake and air extract locations at roof level and the design details and locations of windows on all floors for Class B1 Office use to demonstrate that they avoid areas of NO<sub>2</sub> or PM<sub>10</sub> exceedance e.g. Wood Lane (A219), Westway (A40), West Cross Route (A3220). The whole system shall be designed to prevent summer overheating and minimise energy usage. Chimney/boiler flues and ventilation extracts shall be positioned a suitable distance away from ventilation intakes, openable windows, balconies, roof gardens, terraces, and receptors. The maintenance and cleaning of the systems shall be undertaken regularly

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

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

#### **4. Boiler Compliance with Emission Standards**

Prior to the installation and operation of the Ultra-Low NO<sub>x</sub> Gas fired boilers, the following shall be submitted to and approved in writing by the Local Planning Authority:

- Evidence that the termination height of the Shared Flue stack for the Gas Boiler Plant has been installed a minimum of 3 metres above the roof level of the tallest building in the development of buildings A and G;
- Details to demonstrate that the Ultra-Low NO<sub>x</sub> Gas fired boilers and associated abatement technologies shall meet a minimum dry NO<sub>x</sub> emissions standards of 30 mg/kWh (at 0% O<sub>2</sub>); and
- Following installation, emissions certificates, and the results of NO<sub>x</sub> emissions testing of each Ultra Low NO<sub>x</sub> gas boiler by an accredited laboratory will need to be provided to the Local Planning Authority to verify emissions.

Where any installations do not meet the relevant emissions standard, it should not be operated without the fitting of suitable NO<sub>x</sub> abatement equipment or technology as determined by a specialist to ensure comparable emissions. Approved details shall be fully implemented prior to the occupation/use of the development and thereafter permanently retained and maintained.

Reason: In the interests of Air Quality and to comply with Policy CC10 of the LBHF Local Plan 2018.

#### **5. Air Quality – Dust Management Plan**

Prior to the commencement of plots, A and/or G an Air Quality Dust Management Plan (AQDMP) is submitted to and approved in writing by the Council. The AQDMP must be site specific and include an Air Quality Dust Risk Assessment (AQDRA) that considers sensitive receptors off-site of the development and is undertaken in compliance with the methodology contained within Chapter 4 of the Mayor of London 'The Control of Dust and Emissions during Construction and Demolition', SPG, July 2014 and the identified measures recommended for inclusion into the AQDMP. The AQDMP submitted must comply with the Mayors SPG and should include an Inventory and Timetable of dust generating activities during construction; Dust and Emission control measures including on-road and off-road construction traffic, Ultra Low Emission Vehicle Strategy (ULEVS) e.g. use of Ultra Low Emission Vehicles such as Electric, Hybrid (Electric-Petrol); Non-Road Mobile Machinery (NRMM). Details of all the NRMM that will be used on the development site will be required and the NRMM should meet as minimum the Stage IIIB emission criteria of Directive 97/68/EC and its subsequent amendments. This will apply to both variable and constant speed engines for both NO<sub>x</sub> and PM<sub>10</sub>. An inventory of all NRMM must be registered on the NRMM register <https://nrmm.london/user-nrmm/register>. Air quality monitoring of PM<sub>10</sub> should be undertaken where appropriate



and used to prevent levels exceeding predetermined Air Quality threshold trigger levels. Developers must ensure that on-site contractors follow best practicable means to minimise dust and emissions always. Approved details shall be fully implemented and permanently retained and maintained during the construction phases of the development.

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

## **6. Low Emissions Strategy**

Prior to occupation of Plots A and/or G a Low Emission Strategy for the operational phase shall be submitted to and approved in writing by the Local Planning Authority. The Low Emission Strategy must detail the remedial action and mitigation measures that will be implemented to protect receptors (e.g. abatement technology for energy plant, design solutions). This Strategy must make a commitment to implement the mitigation measures (including NOx emissions standards for the chosen energy plant) that are required to reduce the exposure of future residents to poor air quality and to help mitigate the development's air pollution impacts, in particular the emissions of NOx and particulates from on-site and off-site transport 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.

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

## **7. Preliminary Risk Assessment**

No development shall commence for Plots A and/or G 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.

Reason: 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.

## **8. Site Investigation Scheme**

No development shall commence for Plots A and/or G 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.

Reason: 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.

## **9. Quantitative Risk Assessment Report**

Unless the Council agree in writing that a set extent of development must commence to enable compliance with this condition, no development shall commence for Plots A and/or G 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.

Reason: 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.

## **10. Remediation Method Statement**

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

Reason: Potentially contaminative land uses (past or present) are understood to occur at, or near to, this site. 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.

### **11. Verification Report (Remediation Method Statement)**

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

Reason: Potentially contaminative land uses (past or present) are understood to occur at, or near to, this site. 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.

### **12. Long-term Monitoring Methodology Report and Verification**

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

Reason: Potentially contaminative land uses (past or present) are understood to occur at, or near to, this site. 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.

### **13. Noise**

Neither music nor amplified voices emitted from commercial premises at the development shall be audible at any residential/noise sensitive premises. No removal of refuse nor bottles/ cans to external bins or areas at the development shall be carried out other than between the hours of 08:00 to 20:00 on Monday to Friday and 10:00 to 18:00 on Saturdays, and at no time on Sundays and Public/Bank Holidays.

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

### **14. Vibration from Plant and Machinery**

Prior to use, machinery, plant or equipment, extract/ ventilation systems 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.

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

### **15. Odour Abatement**

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.

Reason: To ensure that the amenity of occupiers of the development site/surrounding premises are not adversely affected by cooking odour, in accordance with policies CC11 and CC13 of the LBHF Local Plan 2018.

### **16. Lift Cores**

Each lift core within the development shall contain a 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 should have enhanced lift repair service running 365 day/24-hour cover to ensure no wheelchair occupiers are trapped if the lifts break down. The fire rated lifts shall be installed as approved and maintained in full working order for the lifetime of the development.

Reason: To ensure that the development provides for the changing circumstances of occupiers and responds to the needs of people with disabilities, in accordance with Policy DC2 of the LBHF Local Plan 2018.

## **17. External Noise from Machinery and Extract Ventilation**

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

Reason: To ensure that the amenity of occupiers of the development site/surrounding premises are not adversely affected by noise from plant/mechanical installations/equipment, in accordance with Policy CC11 Noise of the LBHF Local Plan 2018.

## **18. Construction Logistics Management Plan**

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

Reason: To ensure that the amenity of occupiers of surrounding premises is not adversely affected by noise, vibration, dust, lighting, or other emissions from the building site, in accordance with policies T7 Construction and Demolition Logistics, CC10 Air Quality, CC11 Noise, and CC13 Control of Potentially Polluting Uses of the LBHF Local Plan 2018.

## **19. Piling Method Statement**

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

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

underground water utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the Piling Method Statement.

## **20. Compliance with SUDS**

The development shall be carried out in accordance with the recommendations of the SUDS – Drainage Operations and Maintenance Manual for White City Campus North (Plots A and G by Curtins B066421 Rev 00, dated 08/06/2018).

Reason: 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 2016 as amended, and policies CC3 and CC5 of the Local Plan 2018.

## **21. Compliance with FRA**

The development shall be carried out in accordance with the Flood Risk Assessment and Addendum documents hereby approved for plots A and G (Documents produced by Curtins 08/06/2018).

Reason: To retain consistency with the approved site wide masterplan and 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.

## **22. Material Samples**

Prior to the commencement of the relevant phase of the development above ground, samples of all external surfaces and finishing materials (including flues) shall be submitted for the written approval of the Planning Authority and thereafter implemented on site in the approved manner.

Reason: In the interests of visual amenity and to comply with policies DC1 and DC2 of the LBHF Local Plan 2018 and policies 7.4 and 7.6 of the London Plan 2016.

## **23. Typical Bays**

Prior to the commencement of the relevant phase of the development above ground, plans and sections to the scale of 1:20 of typical bays for both buildings including details of entrances and plant screening shall be submitted for the written approval of the Planning Authority and thereafter implemented on site in the approved manner.

Reason: In the interests of visual amenity and to comply with policies DC1 and DC2 of the LBHF Local Plan 2018 and policies 7.4 and 7.6 of the London Plan 2016 (as amended).

## **24. Signage Strategy**

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.

Reason: In the interest of visual amenity and public safety, 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.

## **25. Alterations to External Appearance**

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.

Reason: To ensure a satisfactory external appearance and to prevent harm to the amenities of the occupiers of neighbouring residential properties, in accordance with Policy DC2 of the LBHF Local Plan.

## **26. Lighting Strategy**

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.

Reason: 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.

## **27. Secure by Design**

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.

Reason: 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.

### **28. Aerials, Antennae, Satellite Dishes**

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (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.

Reason: To ensure that the visual impact of telecommunication equipment can be considered in accordance with Policy DC10 of the LBHF Local Plan 2018.

### **29. Roller Shutters**

No roller shutters shall be installed on any facade or shopfront hereby approved.

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

### **30. Ground Floor Glazing**

The window glass of any ground floor A1 or A3 use hereby approved shall be clear and shall not be mirrored, tinted or otherwise obscured.

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

### **31. Entrances**

The ground floor entrance doors to all publicly accessible parts of the buildings and integral lift/stair cores, hereby approved shall not be less than 1 metre wide and the threshold shall be at the same level to the path fronting the entrance to ensure level access.

Reason: To ensure the development provides ease of access for all users, in accordance with Policy 3.1 and 7.2 of the London Plan (2016), and the LBHF SPD 2018.

### **32. Green and Brown Roofs**

Prior to the commencement of the relevant part of the development details of green/brown roofs, including planting and maintenance schedules, and ecological enhancement measures for that phase or part thereof shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the details as approved.

Reason: To ensure the provision of green and brown 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 (2015) and Policy OS5 of the Local Plan 2018.



### **33. Cycle Facilities**

Prior to occupation of Plots A and/or G, details shall be submitted to and approved by the Council for a minimum of 1 shower room/changing area for the commercial floorspace (Use Classes A1 – A5 and B1). Such minimum provision shall be provided to accord with the details as approved and permanently retained for the use of employees who cycle to the site.

Reason: To ensure satisfactory facilities for cyclists in accordance with Policy DM J4 of the Development Management Local Plan 2013.

### **34. Deliveries and Loading/Unloading**

No deliveries nor collections/ loading nor unloading shall occur at the development hereby approved other than between the hours of 08:00 to 18:00 on Monday to Saturdays and at no time on Sundays and Public/Bank Holidays.

Reason: To ensure that the amenity of occupiers of the development site/ surrounding premises is not adversely affected by noise, in accordance with policies T2, CC11 and CC13 of the LBHF Local Plan 2018 and SPD Key Principle TR28 (2018), and Policy 6.11 of the London Plan 2016 (as amended).

### **35. Hours of Operation – A1 Uses**

The Class A1 (retail) uses hereby permitted within buildings A and G shall operate only between 07:00 hours and 23:00 hours, on weekdays, and between 07:00 hours and 23:00 hours on Saturdays and on 07:00 hours to 18:00 hours on Sundays and Bank Holidays.

Reason: To ensure that the amenities of surrounding occupiers are not unduly affected by noise and other disturbance, in accordance with Policy CC11 of the LBHF Local Plan 2018.

### **36. Hours of Operation – A3 Uses**

The hours of operation of any Class A3 (cafe) floorspace hereby approved within buildings A and G shall be 0700 hours to 2300 hours on any day.

Reason: To ensure that the amenities of surrounding occupiers are not unduly affected by noise and other disturbance, in accordance with Policy CC11 of the LBHF Local Plan 2018.

### **37. Servicing and Refuse Strategy**

The development shall be carried out in full accordance with the Servicing and Refuse Strategy hereby approved.

Reason: To ensure the satisfactory provision of refuse storage and recycling and to ensure that the use does not give rise to smell nuisance and to prevent harm to the street scene arising from the appearance of accumulated rubbish, in accordance with Policy CC2 of the LBHF Local Plan 2018.

### **38. Inclusive Access Management Plan/Strategy**

Prior to first occupation of each building, A and G, 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.

Reason: 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.

### **39. Blast Mitigation**

The Development above ground shall not commence prior to the developer employing the services of a qualified Structural Blast Engineer (SBE). The engineer will provide a report detailing the required standard of blast resistant external and internal glazing as well as any non-glazed facades. In addition, the SBE report will include the standard of floor slabs and supporting structures columns above and below proposed internal/undercroft parking areas, including loading areas, to help mitigate a progressive structural collapse. The report shall be submitted to and approved in writing by the local planning authority, in consultation with the Metropolitan Police (to confirm that the standards specified are proportionate and appropriate). The development shall then be carried out in accordance with the report.

Reason: To ensure the development is protected appropriately from blast impact events in accordance with policy 7.3 of the London Plan.

### **40. Temporary Fencing**

The development or part thereof hereby permitted shall not 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 such enclosure has been erected in accordance with the approved details.

Reason: To ensure that the site remains in a tidy condition during the construction phase and to prevent harm to the street scene and character and appearance of the adjoining conservation area, in accordance with DC1 and DC2 of the LBHF Local Plan 2018.

### **RECOMMENDED REASONS FOR APPROVAL:**

1) Principle of a mixed-use development/regeneration: The principle of a comprehensive mixed-use redevelopment of the site including the provision B1 research and development offices and associated retail/restaurant uses are acceptable and in accordance with national, strategic and local planning policies. The proposed development would contribute to the regeneration of the area by increasing the range of employment opportunities, provide a modern and high-quality development that would be for the benefit of residents in the borough and promote sustainable economic growth. The relatively small size and location of the proposed retail/restaurant use would not compromise the vitality or viability of surrounding centres. The proposed development would contain appropriate land uses that are compatible with the White City Opportunity Area which is well served and accessible by public transport. The proposed development

is therefore considered acceptable in land use terms, subject to the satisfaction of other development plan policies, in accordance with policies 2.13, 2.15, 3.3, 3.4, 3.19 and 7.18 of the London Plan and Strategic Policies WCRA, WCRA2, E2, CF1, CF2, CF3, HO1, OS1, OS2 and OS3 of the Local Plan (2018).

2) Design: It is considered that the proposed development provides an opportunity for significant enhancement and regeneration of this area and subject to the conditions would be of a high-quality design that would make a positive contribution to the character and appearance of the White City Regeneration Area. It is considered that the proposed development would positively contribute to the skyline of this part of White City. The development would a new network of high-quality spaces and public realm. The height, scale and massing of the proposed built form is appropriate and provides a satisfactory design response to the site and surrounding townscape at its edges. The elevations have an architectural character which provides interest across the frontages. The relationship between the built form and public realm would assist in the creation of a sense of place. It is considered that the proposals will deliver good quality architecture which optimises the capacity of the site with good quality commercial accommodation. The proposed development is therefore considered acceptable in accordance with the NPPF 2018, policies 7.1, 7.2, 7.3, 7.4, 7.5, 7.6, 7.8 and 7.21 of the London Plan (2016) and Strategic Policies WCRA, and WCRA2, and DC1, DC2 and DC8 of the LBHF Local Plan (2018).

3) Transport: It is considered that the overall traffic impact of the proposed development is acceptable. There would be no adverse impact on traffic generation and the scheme would not result in congestion of the road network. Officers consider the level of cycle parking would provide a satisfactory provision at the time of determination of this application. It is considered that any impacts arising from the development would be mitigated by conditions and s106 agreement. The proposed development therefore accords with Policies 6.1, 6.3, 6.9, 6.10, 6.11, 6.13 of the London Plan and policies T1, T2, T3, T4 T5 and T7 of the Local Plan (2018).

4) Impact on neighbouring properties: It is considered that the proposed development would not result in significant harm to the amenities of adjoining occupiers in terms of daylight/sunlight, over-shadowing, overlooking and privacy. Potential impacts in terms of air quality, light pollution, noise or TV/radio reception would be acceptable with regards to the various mitigation methods proposed which are secured by condition. 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 and 7.6 of the London Plan (2016) and policies HO11, DC1, DC2, DC8, CC10, CC11, CC12 and CC13 of the Local Plan (2018).

5) Sustainability and energy: The application proposes a number of measures to reduce CO2 emissions with a carbon offset payment secured through the legal agreement. The proposal includes provision for individual gas boilers, photovoltaic panels on the roof and passive design measures and the possible incorporation of a green/brown roofs. 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 Policy CC1 and CC2 of the Local Plan (2018).

6) Flood risk: The site is in flood zone 1 (low risk). A Flood Risk Assessment (FRA) has been submitted which advises standard construction practices to ensure the risk of flooding at the site remains low. Sustainable drainage systems would be integrated into the development to cut surface water flows into the communal sewer system. The

development would therefore be acceptable in accordance with the NPPF 2018, policies 5.11, 5.12, 5.13, 5.14 of the London Plan 2016, and policies CC3 and CC4 in the Local Plan (2018).

7) 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 and Policy CC9 of the Local Plan 2018

8) 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. The proposal is considered to comply with Policies 5.3, 7.6 and 7.7 of the London Plan 2016 and Policy DC2 of the Local Plan 2018.

9) Planning Obligations: Planning obligations to offset the impact of the development and to make the development acceptable in planning terms are secured. The proposed development would therefore mitigate external impacts and would accord with Policy 8.2 of the London Plan 2016 and Strategic Policies WCRA, and WCRA2, and INFRA1 of the Local Plan (2018).

10) In line with the Town and Country Planning Act 1990 and the Town and Country Planning (Pre-commencement Conditions) Regulations 2018, officers have consulted the applicant on the pre-commencement conditions included in the agenda and the applicant has raised no objections.

## **OFFICER'S REPORT**

### **1. Background**

1.1. This application relates to the remaining two buildings at the Imperial College North Campus, buildings A and G, which are part of the outline element of the extant hybrid planning permission. The application which is under assessment has been submitted following a review of potential occupiers for the buildings and the possibility of accommodating Imperial's School of Public Health. The foregoing scheme which the College intend to progress does not comply with the parameters and design codes approved within the outline element of the extant hybrid planning permission relevant to buildings A and G. The development proposed within this application would secure the additional increased combined floorspace, increased height and revised footprints for buildings (A and G). The entire research and development (B1) floorspace within building G would be occupied by Imperial's School of Public Health, as well as a Community Research Centre/Polyclinic (D2) where the public/private interface between the research activities and outputs and members of the local community would take place.

1.2. The review also took account of an appraisal of the access strategy following the purchase of the former Dairy Crest site at the south of the Westway, the advancement of White City Campus South Masterplan (2018/00267/OUT) and the movement of people between the two sites. An application (2018/01255/VAR) under Section 73 for minor amendments to the existing planning permission for White City Campus North has therefore also been submitted to be assessed in parallel with the subject application. Consequently, both consents would fit together to accommodate the revised footprint for buildings A and G.

1.3. The case has been referred to the Mayor of London for Stage 1 referral, in accordance with Town and Country Planning Act 1990 (as amended); Greater London Authority Acts 1999 and 2007; Town and Country Planning (Mayor of London) Order 2008. Mayoral position is that the development is broadly supported in strategic planning terms, subject to minor revisions regarding CO2 off-set, SUDS and car parking.

1.4. The following section describes the White City Area and the existing masterplan context at Imperial's North Campus, setting the context for the application.

## **2. White City Area Context**

2.1. The application site is located north of the Westway and within the White City Opportunity Area (WCOA) as designated in the London Plan and LBHF Local Plan 2018. The Imperial North Masterplan site covers approximately 2.27 hectares (5.60 acres) and is broadly square in shape. There are no listed buildings or buildings of merit on the site and the site is not located within a flood plain or a conservation area.

2.2. The site was acquired by Imperial College London (ICL) in September 2009 and was previously occupied by the BBC Worldwide Service which have since relocated to the Media Village. The site at that time comprised 2 - 4 storey commercial buildings which provided approximately 28,000m<sup>2</sup> (GEA) of B1 employment floor space with ancillary facilities including a sports centre, nursery, and catering facilities.

2.3. The site is served by several bus routes which are within a short walking distance on Wood Lane and Du Cane Road. White City Underground Station (serving the Central Line) is located approximately 500m south of the site, with Wood Lane Underground Station (serving the Circle Line and Hammersmith and City Line) a further 250m south. Shepherds Bush Overground Station, although further away, provides additional public transport options. The site therefore has a Public Transport Accessibility Level (PTAL) rating of 6a on a scale of 1 to 6b, where 6b is the most accessible.

2.4. The remainder of the masterplan area at the northern campus comprises of postgraduate accommodation (plot B), located immediately to the east of Plot A. This is formed of four blocks three storeys in height adjacent to Shinfield Street, which step up to ten storeys towards the south. These are complete and occupied. The Translation and Innovation Hub or the 'I-Hub', a 12-storey building in the south-eastern corner, Plot D, was opened in October 2016. The nine storey Molecular Sciences Research Hub (Department of Chemistry), Plot C, on the eastern part of the site and between plots B and D is due to open in 2018. The 13 storey Michael Uren Biomedical Engineering Research Hub, on the southern part of the site is due to open in 2019. The 35-storey residential tower in the south-western corner of the site (Plot F) is well under construction and is scheduled to open in 2019.

2.5. Buildings A and G are located towards the north-west corner of the site as illustrated on the proposed site location plan 17146-17147\_07\_001 and are bounded by Shinfield Street to the north, Plot B to the east, Plot F to the south and Wood Lane to the west. Building A is located on the corner of Shinfield Street and Wood Lane, whilst Building G is located directly opposite Building A to the south fronting onto Wood Lane. The two plots form a gateway into the site, framing the only access road into the northern campus.

2.6. Buildings A and G are the final two plots on the site and are subject of this application for full planning permission.

### 3. Relevant Planning History

3.1. Several planning permissions have been issued at the Northern College Campus over the recent years and the relevant ones are outlined as follows:

3.2. 2010/02218/FUL – approved 13/10/2011

Redevelopment of part of Imperial College Campus Woodlands, which comprises the erection of postgraduate student accommodation buildings comprising 606 units, 9 x residential units (Class C3) and 120sqm GEA of Class D1 floorspace plus ancillary facilities, access, parking, cycle storage, ancillary plant, landscaping, and public realm.

3.3. 2011/04016/COMB – approved 25/07/2012

Hybrid planning application (part detailed/part outline) for the Imperial West ('Woodlands') site comprising detailed application for 3 buildings: (1) academic building (9 storeys/23,077m<sup>2</sup> GEA) (Class D1) including health research, day nursery (1,029sqm GIA) (Class D1) and restaurant facilities (2,127sqm GIA) (Class A3); (2) office and research units (part 6, part 12 storeys/22,528m<sup>2</sup> GEA) (Class B1) of which 77sqm (GIA) Class A1/A3 and 313sqm (GIA) Class A3; and (3) residential tower (Class C3) (35 storeys/20,297m<sup>2</sup> GEA) of floorspace in total, 192 units (59 of which are key worker units) and 319sqm (GIA) of A1/A3 floorspace at ground floor level; along with an access road, car/cycle parking (part basement and part surface), ancillary plant and landscaping; and Outline application for the erection of 3 additional buildings comprising a hotel (13 storeys/maximum 14,500m<sup>2</sup> GEA) (Class C1) including 1,080sqm (GIA) restaurant (Class A1/A3) and 850sqm (GIA) fitness centre (Class D2); and 2 further buildings to be used for education (7 storeys/maximum 6,500m<sup>2</sup> GEA) (Class D1) of which 600sqm (GIA) Class A1/A3; and office (Class B1) and administrative uses (Part 3, part 5 storeys/maximum 5,900m<sup>2</sup> GEA); and demolition of existing sports hall building (Class D1) and existing office (Class B1). (GEA - Gross External Area; GIA - Gross Internal Area).

3.4. 2015/06109/VAR – approved 30/09/2016

'Variation of Conditions 3, 4 & 53 (pursuant to planning permission ref: 2015/01328/VAR dated 13/03/2016) to allow for occupation of Building C by the Dept. of Chemistry together with changes to the external appearance (of Building C), installation of nitrogen vessel & enclosure (serving Building C), provision of Class D1 (health/day nursery) & Class A3 (restaurant) floorspace within Buildings A &/or G (reallocated from Building C), reconfiguration of central car park basement & amendments to cycle parking facilities. The revisions are minor material amendments resulting in a hybrid planning application (part detailed/part outline) for the Imperial West ('Woodlands') site comprising detailed application for 3 buildings: (1) academic building (9 storeys/27,702m<sup>2</sup> GEA) (Class D1); (2) office & research units (part 6, part 12 storeys/23,996m<sup>2</sup> GEA) (Class B1) of which 92 sqm (GIA) Class A1/A3 & 345sqm (GIA) Class A3; & (3) residential tower (Class C3) (35 storeys/20,297m<sup>2</sup> GEA) of floorspace in total, 192 units (59 of which are key worker units) & 319sqm (GIA) of A1/A3 floorspace at ground floor level; along with an access road, car/cycle parking (part basement & part surface), ancillary plant & landscaping; & Outline application for the erection of 2 further buildings (7 storeys/maximum 6,500m<sup>2</sup> GEA) & (Part 3, part 5 storeys/maximum 5,900m<sup>2</sup> GEA) to be used for education (Class D1); retail facilities (600sqm GIA) (Class A1/A3); office (Class B1) & administrative uses; health research, day nursery (1,029sqm GIA) (Class D1) & restaurant facilities (up to 2,127sqm GIA) (Class A3); & demolition of existing sports hall building (Class D1) & existing office (Class B1). (GEA - Gross External Area; GIA - Gross Internal Area).'

3.5. The above application for Building E, Michael Uren, is processed broadly in a similar way as the proposed, in that full planning consent has been issued standing apart from the wider masterplan for the site. The application was approved on 01/07/2016 for the:

‘Erection of a 13-storey building plus two levels of basement comprising research laboratories and offices within Use Class B1 together with a clinical facility, lecture theatre and other ancillary uses; a shop and/or cafe at ground floor within Use Class A1, A2 and A3; and external landscaping, vehicle drop off and public realm works. Referring to Plot E.’

3.6. 2017/04463/RES – approved 09/05/2018

Reserved matters pursuant to hybrid planning permission 2015/06109/VAR (as amended) to confirm details of the appearance and scale of the 2 buildings approved in outline consent comprising (7 storeys/maximum 6,500 sqm GEA) & (Part 3, part 5 storeys/maximum 5,900 sqm GEA) to be used for education (Class D1); retail facilities (600 sqm GIA) (Class A1/A3); office (Class B1) & administrative uses; health research, day nursery (1,029 sqm GIA) (Class D1) & restaurant facilities (up to 2,127 sqm GIA) (Class A3). Referring to Plots A and G.

3.7. 2017/04276/FUL – approved 30/03/2018 at the southern (former Dairy Crest) site, relevant to this application due to a similar approach to energy off set contributions discussed in Section 13.

‘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’.

3.8. Several other applications seeking approval for details reserved by condition to enable the commencement of construction on site in relation to Building’s ‘C’, ‘D’, ‘E’ and ‘F’, as well as section 96a Non-Material Amendments have also been submitted and approved. There is no requirement to list these.

3.9. The detailed application which is currently under consideration also requires changes to the wider landscaping masterplan which was approved at the hybrid consent 2011/04016/COMB as amended. As such, a s73a variation application relating to the landscape masterplan is also currently under consideration:

2018/01256/VAR – currently under consideration, registered on 17/04/2018.

‘Variation of conditions 3, 4, 5, 6, 22, 23, 24, 32 and 61 (pursuant to planning permission 2015/06109/VAR) to allow for reconfiguration of access junction head, removal of central square basement car park, amendments to at grade vehicle and cycle parking facilities and associated changes to the public realm and landscaping to accommodate the revised footprints of buildings A and G. The revisions are minor material amendments to a hybrid planning application (part detailed/part outline) for the Imperial West (‘Woodlands’) site comprising detailed application for 3 buildings: (1) academic building (9 storeys/27,702sqm GEA) (Class D1); (2) office and research units (part 6, part 12 storeys/23,996sqm GEA) (Class B1) of which 92sqm (GIA) Class A1/A3 and 345sqm (GIA) Class A3; and (3) residential tower (Class C3) (35 storeys/20,297sqm GEA) of floorspace in total, 192 units (59 of which are key worker units) and 319sqm (GIA) of A1/A3 floorspace at ground floor level; along with an access road, car/cycle parking (part

basement and part surface), ancillary plant and landscaping; and outline application for the erection of 3 additional buildings comprising a hotel (13 storeys/maximum 14,500sqm GEA) (Class C1) including 1,080sqm (GIA) restaurant (Class A1/A3) and 850sqm (GIA) fitness centre (Class D2); and 2 further buildings to be used for education (7 storeys/maximum 6,500sqm GEA) (Class D1) of which 600sqm (GIA) Class A1/A3; and office (Class B1) and administrative uses (Part 3, part 5 storeys/maximum 5,900sqm GEA); and demolition of existing sports hall building (Class D1) and existing office (Class B1).'

#### 4. Application Details

4.1. The justification for redesigning the buildings is to accommodate increased floor space required by the end user, which in this case is Imperial College’s School of Public Health.

4.2. Building A was approved with for a GEA of 5,900sqm under the existing hybrid/masterplan consent, whereas this proposal is for a larger external area of 9,224sqm, enlarging the floorspace by 3,324sqm. The height of building A would also be increased by the proposed development from the approved part 3/part 5 storey at 31.90m AOD including the lift and stair overrun to part 3/part 5/part 7 storey building at 39.48m AOD including lift and stair overrun and 44.74 including flues. This constitutes a height increase of between 7.58m and 12.84m. There would also be 242sqm of green/brown roofing at building A, which was established through masterplan permission and discussed in more detail in Section 14.

4.4. Table 4.4 – Land Quantum Comparison Table

<b>Land Quantum Comparison Table</b>						
	<b>Building A</b>			<b>Building G</b>		
<b>Uses (sqm)</b>	<b>Consented (RMA)</b>	<b>Proposed</b>	<b>Difference</b>	<b>Consented (RMA)</b>	<b>Proposed</b>	<b>Difference</b>
B1 (R&D) GEA	4,686 (GEA)	8,589 (GEA)	<b>+3,903 (GEA)</b>	5,977 (GEA)	8,286 (GEA)	<b>+2,309 (GEA)</b>
B1 (R&D) NIA	2,152 (NIA)	4,414 (NIA)	<b>+2,262 (NIA)</b>	2,815 (NIA)	4,374 (NIA)	<b>+1,559 (NIA)</b>
A1 – A5 (ground floor)	200 (NIA)	635 (NIA)	<b>+435 (NIA)</b>	45 (NIA)	50 (NIA)	<b>+5 (NIA)</b>
D1 community)	1,014 (NIA) (Nursery)	0	<b>-1,014 (NIA)</b>	478 (NIA) (Health Centre)	542 (NIA)	<b>+64 (NIA)</b>
<b>Totals (GEA)</b>	<b>5,900</b>	<b>9,224</b>	<b>+ 3,324</b>	<b>6,500</b>	<b>8,878</b>	<b>+ 2,378</b>



Building height (m)	31.90 (part 3/ part 5 storey)	39.48 – 44.74 (part 3/part 5/part 7 storey)	<b>+ 7.58 – 12.84</b>	40.20 (7 storey)	51.88 – 57.14 (10 storey)	<b>+ 16.94 – 11.68</b>
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4.5. The extant consented scheme gave approval for a GEA of 6,500sqm at Building G, whereas the proposed development is for 8,878sqm, 2,378sqm larger than the approved. In terms of height, building G has consent for a 7-storey building with a maximum AOD of 40.20m, including the lift and stair overrun. The proposed development is for a 10-storey building at 51.88m AOD including lift and stairs and 57.14m including flues. This would see a 3 storey and/or between 16.94 and 11.68m increase in height.

4.6. The total increase in the proposed research and development space would be 5,702sqm. Both buildings would have flexible commercial uses (A1 – A5) on the ground floor. Building G would also accommodate Community Research Space (or polyclinic), Use Class D1, on the first floor which would be accessed from Wood Lane via a ground floor entrance. The proposed development would be car free with only the necessary blue badge parking provided at grade.

## 5. Publicity and Consultation

5.1. Public consultation was carried out in accordance with statute through the display of site notices and publication of the development in local press during the consultation period between 01 – 25/05/2018.

5.2. 11 representations have been received from members of the public raising objection to the development and 1 letter in support. The following grounds of objection and support are addressed as follows:

### Construction Disruption:

- Construction Timeframes;
- Noise, dust, and vibration during construction; and
- Disturbance caused by anti-social behaviour of construction workers.

### Officer comments:

A Construction Management Plan has been requested by condition which would detail 'control measures for dust, noise, vibration, lighting, delivery locations, restriction of hours of work and all associated activities audible beyond the site boundary to 08:00 – 18:00hrs Mondays to Fridays and 08:00 – 13:00 hrs on Saturdays'. This is considered to adequately address the above construction disruption concerns. The anti-social behaviour of construction workers is not a material planning consideration and should be dealt with by the police.

### Residential Amenity:

- The buildings will block light from properties on Bentworth Road;
- Privacy and overlooking;

- Tree removal and its harm to visual amenity;
- Overdevelopment – Building F is too tall for the site and is an ‘eyesore’;
- The building should be less than 10-storeys in height; and
- The applicants have enough buildings and do not need any more.

Officer comments:

The report addresses the impact of the development on residential amenity. In summary, it has been concluded that the marginal height and mass increase to that already approved during the assessment of the masterplan and the reserved matters application would not constitute a detrimental impact on residential amenity and that the development is therefore acceptable. A Daylight and Sunlight Assessment has been submitted in support of the application, which states that there would be no adverse impact of the development on the existing amount of daylight and sunlight enjoyed by the neighbouring residential properties. The buildings would be located a sufficient distance away from the residential properties and would not cause unacceptable levels of over-looking. A new Landscaping Strategy has been submitted illustrating replacement tree planting. In terms of height, the parameters have been previously approved and there is therefore no scope for reassessment. The heights of buildings A and G would blend into the taller elements of the wider masterplan and constitute a gradation from the tower to the lower built form of the post graduate accommodation (Blocks B) and to the two/three residential buildings on Shinfield Street.

- Before and after photographs should be taken from the open space Pankhurst House grounds on Du Cane Road showing the difference in the amount of the sky taken up by the development;

Officer comments:

There is no necessity or requirement for this and an assessment into the residential amenity and the levels of sunlight and daylight has been carried out.

Highways

- Parking;
- Traffic issues on Wood Lane and in the area generally; and
- Issues with the closure of the bus stop on Wood Lane and across the road.

Officer comments:

The Council’s Highways Department have reviewed the application and have considered its impact on public and road safety to be acceptable. There are therefore no concerns in relation to traffic or the relocation of the bus stop. There is no additional parking proposed by the development and the requirement for a Travel Plan, detailing sustainable methods of travel to and from the buildings, has been outlined within the s106 legal agreement.

- Transport modes – possible underestimated provision for motorbike parking;
- The site should be car free as far as possible;

### Officer comments:

There is no private car parking proposed by this application, quite the opposite, the previously consented basement parking would be removed. A Car Parking Strategy for the wider masterplan area at grade has been requested by the Council's Highways Team which would illustrate sufficient motorcycle parking provisions. This has been conditioned.

-Central Line access at White City is not step free and should be to improve wheelchair access;

### Officer comments:

The levelling of access at White City would not be justified as part of the assessment of this development, which essentially considers the uplift in floorspace from the approved to the proposed. It may however be a matter for consideration during further future planning and the assessment of the Dairy Crest masterplan.

### Noise

-The Noise and Vibration report does not identify and address the building noise from the Imperial North Campus and the residents of the flats at Pankhurst House and additional readings/measurements from these premises should be taken prior to determination;

-Further noise complaints from the existing site have been noted;

-A permanent noise monitor should be placed on the roof of Pankhurst House;

-A penalty clause should be included for contractors breaching the agreed working hours;

-A point of contact should be provided in an event of problems occurring;

-A text messaging service should be set up to warn residents of out of hours working;

-Other options should be explored which would reduce building noise.

-Pankhurst House residents in terms of noise because no measurements have been taken from its balconies to the development site;

### Officer comments:

The Noise report has been assessed and approved by the Council's Environmental Health Team as acceptable and therefore it is considered to suffice in the assessment of the impact of the development on residential amenity of existing properties. A condition restricting construction the hours of construction operations to prevent noise from development has been applied to the consent.

Noise complaints resulting from existing development should always be directed to the Council's Environmental Health Team who record and investigate these under the Environmental Health Act.

### Processing:

-The applicant's public consultation document is flawed in stating that the residents agree (with the proposed development).

Officer comments:

Although public consultation documents are part of the suite of documents which have been submitted with the application, the assumptions made therein do not prejudice the eventual decision making of this application.

Drainage and Waste

- Existing drainage problems during heavy rainfall by the bus stop;
- All drain covers should be small enough to avoid rat run entry/exit;

Officer comments:

The SUDS Strategy which has been submitted and approved by the Council's Environmental Policy Team adequately addresses all drainage concerns and no further action is required in this regard.

- Waste Strategy and the need to see details for clinical waste disposal;

Officer comments:

A Servicing and Refuse Strategy has been submitted and approved and a compliance condition applied and clinical waste matters would be considered therein.

- A 'Changing Places' communal toilets which include changing mats for adults should be included in the development;

Officer comments:

This is a facilities management issue, which would be dealt with at 'fit out' stage, and beyond the remits of the planning system.

- The Planning Statement does not adequately reflect the impact of noise on the development.

Officer comments:

There is no requirement for the Planning Statement to assess the impact of noise in a development. The reason for submitting a Planning Statement is to outline the totality of the proposed development and to provide context.

Representations in support include:

- Imperial College have shown genuine commitment to its new community through consultation, local events, and engagement; and
- It is exciting and inspiring to have a world class research and education establishment in the area.

Officer comments:

These comments are noted as being in support of the proposal.

5.5 Relevant external consultees were also notified of the development via email. The details of which are summarised as follows:

- Greater London Authority (GLA) – a Stage 1 Report has been received from the Mayor’s office which strongly supports the principle of the development. GLA officers have also suggested enhancing the development’s contribution to climate change requesting further information on accommodating a site wide CHP unit and mounting systems to integrate additional photovoltaics. Furthermore, it was advised that any remaining CO2 shortfall must be reprovided through cash in-lieu and secured through a legal agreement.
- Historic England – consulted and have responded with no objection or comments.
- Transport for London – no objections raised, however, some concerns have been noted which would be resolved via additional information being submitted prior to and post determination.
- Thames Water – no objections subject to condition which have been applied to the permission.

## **6. Environmental Impact Assessment**

6.1. The original masterplan for the site was subject of an Environmental Impact Assessment (EIA) and therefore a Screening Opinion has been submitted prior to the submission of the foregoing application. The development has been screened and advice issued stating that EIA is not required for the uplift proposed within the application.

## **7. Planning Assessment**

7.0 This section includes a key summary of material planning considerations which include an assessment of the proposed development against the following relevant areas materially impacting on the surrounding environment. These are addressed in detail on the level of their policy compliance in relevant sections of the report.

- 7.1 Principle and Land Use
- 7.2 Residential Amenity
- 7.3 Design
- 7.4 Employment and Economic Benefit
- 7.5 Transport and Access
- 7.6 Energy and Sustainability
- 7.7 Flood Risk and Drainage
- 7.8 Air Quality
- 7.9 Contaminated Land
- 7.10 CIL and S106

### **7.1 Principle and Land Use**

7.1.1 Presumption in favour of sustainable development is at the heart of the National Planning Policy Framework, which for decision-taking means approving development proposals that accord with the development plan without delay. The principle of site redevelopment for a mixed-use development, including office space, on a masterplan

scale has been established on issuing the extant outline planning permission 2012/02454/OUT.

7.1.2 London Plan Policy 1.1 'Delivering the Strategic Vision and Objectives for London' sets out strategic directive for growth and change to be managed to realise the Mayor's vision for sustainable development to 2036.

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

7.1.4 The principle of the proposed research and development led regeneration has been established during the assessment of the extant hybrid planning permission. As the buildings form the remaining component of the wider comprehensive redevelopment of the site, it is relevant to focus this assessment on the impact of the differences, which are mainly to the design and scale of development resulting from the increased floorspace quantum of 5,702sqm, from the approved to that proposed.

7.1.5 The increase in the floor area derived from a review of end user occupier requirements and the location of Imperial's School of Public Health in building G. This will attract innovation in public health research of global proportions and is therefore an important catalyst for the north masterplan and indeed the White City area. In land use terms therefore, the medical sector is directed to this area making the development policy compliant within the Borough strategic policy context set out in policies WCRA and WCRA1 of the Local Plan.

7.1.6 The proposed land-uses and land quantum for education, retail and administrative functions within the buildings have also been previously approved within the Design Guidelines and Parameter Plans of planning consent 2015/06109/VAR.

7.1.7 The Mayor's Stage 1 Report notes that the increased quantum of research and development floorspace is strongly supported in accordance with policies 2.13, 4.1, 4.2, 4.3, 4.10 of the London Plan. The provision of A1 – A5 uses within the ground floors is welcomed, as well as the D1 polyclinic in building G, which accords with Policy 3.17. Therefore, in terms of principle, the development is policy compliant and acceptable with regards to the NPPF, the London Plan 2016, and the LBHF Local Plan 2018.

### Land Use

7.1.8 Although falling within Use Class B1 as research and development, part of the site is being developed for a polyclinic (Use Class D1) and therefore Policy CF1 also applies, which requires the Mayor to take account of the impact of the development proposals on health and health inequalities. The Policy states that 'the Mayor will work in partnership with the NHS in London, boroughs and the voluntary and community sector as appropriate to reduce health inequalities and improve the health of all Londoners, supporting the spatial implications of the Mayor's Health Inequalities Strategy.' It requires planning decisions and new developments to be designed, constructed, and managed in ways to improve health and promote healthy lifestyles.

7.1.9 The development of the School of Public Health meets this regional objective by carrying out research into community health and policy and meets the wider strategic aims of this Policy.

7.1.10 A Community Engagement Strategy has been requested in the s106 legal agreement. The Strategy shall outline specific delivery mechanisms for ensuring that the research and development described within sections 8.9 and 8.10 of the report carried out at the 'School' benefits the local community in Hammersmith and Fulham. It is therefore considered that the development is extremely favourable and beneficial for the Borough and the city and that it therefore complies with Policy CF1 of the Local Plan.

## **7.2 Residential Amenity**

7.2.1 The nearest residential properties with a high sensitivity and those most affected by the proposed scheme are the properties located across the road on Shinfield Street to the north of the application site around 10m away and numbers 277 and 243 Wood Lane to the east. Also, immediately to the west of the application site Block B1 containing post-graduate residential accommodation acts as another sensitive receptor. The existing residential dwellings range from two and three storeys in height and are Victorian terraced buildings.

### Sunlight, Daylight, and Overshadowing

7.2.2 The NPPF 2018 (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.'

7.2.3 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.

7.2.4 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.'

7.2.5 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.

7.2.6 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”

7.2.7 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.

7.2.8 A Daylight, Sunlight and Overshadowing Assessment has been submitted which had assessed the impact of the proposed development on the existing levels of sunlight and daylight received at relevant surrounding properties. It concludes that the proposed development will affect the level of light received at the surrounding properties due to its size and massing. However, that the consented scheme on the site had previously identified some of these adverse impacts, and specifically the provision of a dense masterplan.

7.2.9 There are some adverse impacts identified during the assessment of the consented scheme, however, these were expected due to the formation of the masterplan and the associated combined built fabric height increase. In terms of the comparatively marginal height increase between the consented and proposed forms of buildings A and G, the level of impact would be minimal in the context of the masterplan and the neighbouring tower (building F) as well as the Michael Uren (building E).

7.2.10 The results of the Daylight Impact Assessment of neighbouring properties show that 34.4% of the windows are affected by the Proposed Development. However, 24.3% of the windows falling short of recommendation are located within the White City Campus North Masterplan, while only 10% of the windows falling short of recommendation are in the surrounding properties outside the masterplan. These windows are marginally affected with a range of very low to low of impact. Furthermore, the daylight availability on the neighbouring windows has been already reduced by the Consented Development of the White City Campus North masterplan, as The Campus North masterplan has created a dense built environment around A & G.

7.2.11 The results of the Sunlight Impact Assessment on the neighbouring properties showed that considering both the annual and winter probable sunlight hours, 34.8% of the south facing windows assessed received levels of sunlight slightly below the BRE recommendation. The windows falling short of recommendations are mainly located within the White City Campus North masterplan, whilst only 1.7% of the tested windows falling short of recommendation are in the properties on 2-12 Shinfield Street. The sunlight availability on the windows of the surrounding properties has been already reduced by the consented development, and therefore the Proposed Development further reduces the levels of sunlight by only 6.6%.



7.2.12 The results of the overshadowing assessment identify that 41.2% of the tested open amenity area within the White City Campus North masterplan receives at least two hours of direct sunlight on the 21st March, and therefore falls short of the BRE recommendation. However, the sunlight availability on the tested area has already been compromised by the consented development build out, whilst the Proposed Development will further reduce the levels of direct sunlight on the 21st March by 3.2%. This is considered an acceptable level in urban areas.

7.2.13 The results of the overshadowing assessment during the summer show that 91% of the tested area sees at least two hours of direct sunlight on the 21st June, reducing the sunlight availability only by 6% from the baseline conditions and 1% from the consented scenario. Therefore, the occupants of the White City Campus North will enjoy very good levels of sunlight during the summer, when the amenity area will be mainly used.

7.2.14 In summary, it is considered that proposed development would affect, to a marginal extent, the level of light to the surrounding properties due to the height and massing increase. However, the consented scheme on the site had previously identified adverse impacts to the surrounding buildings due to the provision of a dense masterplan and therefore the results are moderate, the retained sunlight levels would be reasonable and acceptable in an urban context.

7.2.15 The results of the daylight impact assessment indicate that the main additional impact is identified in blocks B and F, within the northern campus, whilst only 10% of the windows falling short of recommendation are located outside the masterplan with a very low to low ratio of impact. The results of the sunlight assessments in both neighbouring windows and open spaces show a minor effect compared to the consented development.

### Noise and Vibration

7.2.16 A Noise and Vibration Assessment has been submitted and conditions are recommended relating to noise from external machinery and extract/ventilation, anti-vibration mounts and silencing of machinery, Servicing Management Plan, Floodlights, Security Lights and Decorative External Lighting.

7.2.17 A Construction Management Plan has also been recommended by condition. This complies with policies 7.15 of the London Plan 2016 and CC11 of the Local Plan 2018.

### Privacy and Overlooking

7.2.18 The nearest residential properties that would be impacted by the proposed development are located on Shinfield Street, to the north of the site.

7.2.19 Building A has been setback at level 3 and 5 by two metres to correspond to the parameter plans approved as part of the extant hybrid planning permission, with a further set back at levels 6 and 7. The impact of the proposed height increase of both buildings is therefore limited by the shoulder height set back which complies with Policy 7.6 of the London Plan and is commensurate with the consented scheme.

### **7.3 Design and Landscaping**

7.3.1 The NPPF 2018, in section 12 states that ‘the creations of high quality buildings and places is fundamental to what the planning and development process should achieve’.

7.3.2 Chapter 7 of the London Plan sets out the Mayor’s policies on 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.

7.3.3 Policies of 7.1 and 7.6 of the London Plan 2016 set out the assessment criteria for development proposals in terms of design. Policy 7.1 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.

7.3.4 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’.

7.3.5 Officers consider that the proposed development complies with Local Plan Policy 7.6 and the policies above in that: a) highest architectural quality has been adopted and conditions would be applied to secure appropriate finishing materials, b) the buildings would be adequately proportioned and orientated, c) finished to complement the surrounding masterplan area at Plot A, where its materiality along the stepped scale, aides the transition between the residential context to the north and the larger scale of the northern masterplan and urban form and character south of the Westway. This follows the masterplan design guidelines in denoting the building typology through the facade language, while also expressing a tripartite order in a recessed covered base, mid-section responding to the residential context to Shinfield street, with the top set back from the street towards the central public space on the southern edge d) located a sufficient distance away from the surrounding properties and therefore not cause unacceptable amenity issues, e) incorporate best practice and innovation in terms in climate change mitigation and adaptation measures as discussed in Section 13, f) provide high quality indoor and outdoor space, which would integrate well with the external public realm, g) the ground level would be flexible and accommodate retail units which would service the upper floors and adequately address Wood Lane, h) meet the principles of inclusive design by securing an Inclusive Access Management Strategy via condition and adhering to accessibility pledges within the approved Design and Access Statement, i) optimise site potential in the context of completing the northern masterplan.

7.3.6 Policies DC1 and DC2 of the Local Plan 2018 apply. Policy DC1 requires all development to create high quality urban environment that enhances its townscape and demonstrates how good design can be integrated to regenerate places. Policy DC2 states that new development will be permitted if it is of a high standard of design and compatible with scale and character of existing development and its setting.

7.3.7 The proposed development is considered to comply with Local Plan Policy DC1 as it would create a high quality urban environment. Compliance with the relevant criteria,

relating to scale and appearance of buildings A and G, set out in Local Plan Policy DC2 has also been achieved as explained in the following paragraphs.

7.3.8 The development at pre-application stage has been subject to two rounds of review by Hammersmith and Fulham Design Review Panel. At each stage comments were addressed by the applicant's design team.

7.3.9 The GLA have also provided comments on the development at pre-application stage, which have all been incorporated into the eventual planning submission. The Mayor has also responded to the consultation request in the Stage 1 Response noting that the proposed development responds positively to design requirements and that overall, the scheme is well-designed and the proposed enhancements to buildings A and G of the consented masterplan are welcomed.

7.3.10 The landscaping and public realm for the proposed buildings sits within the masterplan and as such is subject to the Landscaping/Public Realm Scheme that has been submitted with the s73 application ref. 2018/01256/VAR.

## **7.4 Economic Development and Employment Provision**

7.4.1 The new NPPF 2018 states that planning 'decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future.' It goes on to say that 'planning decisions should recognise and address the specific locational requirements of different sectors. This includes making provision for clusters or networks of knowledge and data-driven, creative or high technology industries'.

7.4.2 In terms of the foregoing development this means that it is acceptable in principle because it complies with the development plan by forming part of the wider masterplan for comprehensive redevelopment and regenerating a site within an opportunity area which would encourage job creation improving employment statistics in the Borough.

7.4.3 Policy E1 of the Local Plan 2018 states that the Council will support proposals for new employment uses, especially building on the existing strengths is the Borough including those in creative industries, health services, bio-medical and other research based industries provided by Imperial College. Policy E1 requires new employment space to consider:

- a) the scale and nature of the development with regards to local impact, nature of the surrounding area, and public transport accessibility;
- b) impact on small and medium sized businesses that support the local community;
- c) scale and nature of employment opportunities generated in new development;
- d) whether there will be a displacement of other uses such as community facilities or housing; and
- e) the Hammersmith and Fulham Economic Growth Plan and the council economic strategies.

7.4.4 The policy goes on to say that the Borough's three town centres, including White City, are the preferred locations for new office development above 2,500sqm.

7.4.5 In this regard, the development is compliant with the principle and the detail of the policy context because it would deliver 18,102sqm of additional B1 research and development laboratory space within the desired White City office location.

7.4.6 Policy E2 of the LBHF Local Plan safeguards employment land for employment uses. As the development would increase employment space from that approved under the masterplan consent, the proposed development complies with Policy E2.

7.4.7 Policy E4 of the LBHF Local Plan states that the Council will require the provision of appropriate employment and training initiatives for local people of all abilities in the construction of major developments and that local businesses will be encouraged to adopt the London Living Wage.

7.4.8 Policy 4.1 of the London Plan 2017 requires that the Mayor work with partners to:

- a) promote and enable the continued development of a strong and sustainable and increasingly diverse economy, ensuring the availability of sufficient and suitable workspaces in terms of type, size, and cost, supporting infrastructure and suitable environments for larger employers and small and medium sized enterprises, including the voluntary and community sectors;
- b) drive London's transition to a low carbon economy and secure the range of benefits this will bring;
- e) sustain the continued regeneration of inner London and redress its persistent concentrations of deprivation;
- f) emphasis the need for greater recognition of the importance of enterprise and innovation;
- g) promote London as a suitable location for European and other international agencies and businesses.

7.4.9 By accommodating the School of Public Health within Building G, the development complies with the strategic directive of Policy 4.1 of the London Plan.

7.4.10 Policy 4.2 requires the Mayor, the boroughs, and other stakeholders to:

- a) support the management and mixed-use developments of office provision to improve London's competitiveness and to address the wider objectives of this Plan, including enhancing its varied attractions for businesses of different types and sizes including small and medium sized enterprises;
- b) recognise and address strategic and local differences in implementing this policy to consolidate and extend the strengths of the diverse office markets in the capital by promoting their competitive advantages, focusing new development on viable locations with good public transport, enhancing the business environment through mixed use redevelopment;
- d) seek increases in the current stock where there is authoritative, strategic, and local evidence of sustained demand for office based activities in the context of policies 2.7, 2.9, 2.13 and 2.15 – 2.17.

7.4.11 The development is exemplar in complying with the above requirements by a) delivering two mixed use buildings and substantially increasing world leading B1 research and development space, contributing to London's competitiveness, b) providing an

environment for related businesses to co-locate, and d) planning for and enabling businesses to grow into enhanced office spaces on-site to keep companies in the area.

7.4.12 London Plan Policy 4.3 requires mixed use development and redevelopment to support consolidation and enhancement of office stock quality in strategic locations. The proposed office development would be built to highest design and sustainability quality standards, as set out in the relevant sections of this report and therefore is fully compliant with Policy 4.3.

7.4.13 London Plan Policy 4.10 requires the Mayor and the boroughs to:

- a) support innovation and research, including strong promotion of London as a research location and encourage the application of research in the capital's economic development;
- b) give strong support for London's further education institutions and their development, recognising the need for accommodation and special status in the part of London they are located;
- c) work with developers, businesses and, where appropriate, higher education institutions and other relevant research and innovation agencies to ensure availability of a range of workspaces, including start-up space, co-working space and 'grow-on' space;
- d) support the development of green enterprise districts;
- e) promote clusters of research and innovation as focal points for research and collaboration between businesses, HEIs, other relevant research and innovation agencies and industry; and
- f) support the evolution of London's science, technology, media, and telecommunications (TMT) sector, promote clusters such as Tech City and Med City<sup>1</sup> ensuring the availability of suitable workspaces including television and film studio capacity.

7.4.14 The development complies with criteria a) – f) of Policy 4.10 as follows:

- a) the School of Public Health would utilise research developed therein to further medical research in London and globally elsewhere in the world, stemming from White City, the development would improve the capital's competitiveness in the field of medical research;
- b) as part of the wider Imperial College campus and north masterplan, the development supports the growth of the further education use at White City, where it would form part of Med-City encompassing north and south masterplan areas;
- c) a range of office workspace would be developed within Building A, including 'grow-on' space, which is direct re-investment into the area with the aim of retaining talent and expertise at the White City campus in Hammersmith;
- d) the development is accompanied by a landscape masterplan, which will feed into the wider Green Network at White City and to the forthcoming southern campus which is being developed;
- e) the space within the School of Public Health will consist of research and innovation with the spaces being specifically designed and organised, internally, and externally, to encourage collaboration between businesses, HEIs and other

relevant research and innovation agencies, located already at the north campus and replicated further at Dairy Crest;

f) as the last part of the northern campus at White City, the development of Buildings A and G will complete the development and contribute to the evolution of London's Med City cluster.

7.4.15 Policy 4.12 of the London Plan requires strategic development proposals to support local employment, skills development, and training opportunities.

7.4.16 The proposed development of Use Class B1 research and development space and the uptake of the entire floorspace within Building G by the School of Public Health complies with the above Economic Development policy requirements. Obligations are secured by legal agreement regarding local procurement, local employment and training opportunities and the local economy through construction and operational phases. As such officers consider the proposal to accord with the policies of the development plan set out above and is acceptable.

## **7.5 Transport and Access**

7.5.1. NPPF Section 4. Promoting sustainable transport and London Plan policies 6.1 'Strategic Approach'; 6.3 'Assessing effects of development on transport capacity'; 6.9 'Cycling'; 6.10 'Walking'; 6.12 'Road Network Capacity'; and 6.13 'Parking' are relevant in the context of this scheme.

7.5.2. Local Plan 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.

7.5.3. Local Plan 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.

7.5.4. Officers have been involved in ongoing pre-application design meetings and have provided comments. Transport for London have also been consulted.

### Vehicle Access

7.5.5. The proposed vehicle entrance to the site would take place from Wood Lane between Buildings A and G, as approved under the original Hybrid Planning Permission 2011/04016/COMB.

7.5.6. Security measures are required to control vehicle access to prevent unauthorised entry and to retain as much of the 'pedestrian-led' environment as possible. Rising bollards are therefore proposed at the site entrance 24m east of the access on Wood

Lane, which would be controlled by Imperial's Estate Management from the Estate Management office that will be in the basement of Building A.

7.5.7. The proposed 24m distance between the boundary of the public highway and the rising bollards, which would allow for up to three vehicles to enter and wait, and prevent them from stopping on the public highway, is acceptable in terms of road safety. The development is therefore considered to comply with Policy T1 of the LBHF Local Plan.

7.5.8. In the Mayor's Stage 1 Report officers note that the applicant's trip generation assessment relies on outdated data used at the time of the assessment of the outline application and that this should be updated. Furthermore, that the applicant's assessment of the impacts of the increased floorspace attributed to the development on bus capacity is underestimated and that these aspects of the Transport Assessment should be revised with an additional contribution towards bus capacity secured via legal agreement. Officers consider that the additional contribution is not necessary in this instance and that there are funds in the s106 already dedicated to improved bus capacity.

7.5.9. A condition however has been applied requiring all development to be carried out in accordance with the submitted Framework Travel Plan. Furthermore, funding for monitoring the forthcoming Travel Plans for each of the uses would be secured via s106 legal agreement. Officers consider the proposal is acceptable in transport terms and complies with Policy T2 of the Local Plan.

#### Vehicle Parking

7.5.10. Policy T4 of the Local Plan states that the Council will require development to conform with car parking standards and car parking permit free measures on all new development. Policy T5 requires new developments to include provision for accessible, off-street car parking for Blue Badge holders.

7.5.11. The proposals for Buildings A and G include the removal of the consented basement car park for 123 cars; and the provision of blue badge only (at grade) parking bays, two per building. A total of 22 disabled parking bays would be provided across the masterplan in accordance with the consented scheme. Officers therefore consider the amendments are compliant with the Local Plan in meeting the wider policy objectives of providing car-free development whilst ensuring adequate parking facilities for users of accessible bays. The Mayor's Stage 1 comments support the development in terms of the revised car parking strategy.

7.5.12. A Car Park Management Plan has been conditioned which would provide detailed information regarding all the car parking (visitor and blue badge, as well as electric vehicle charging points) areas and spaces designed in line with the LBHF Local Plan 2018 and SPD 2018, especially Key Principle – TR7. Officers consider this provision acceptable and in accordance with Policies T4 and T5 of the Local Plan.

#### Cycle Parking

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

Policy T3 requires walking to be facilitated by requiring larger developments to provide accessible, inclusive, and safe pedestrian routes within and through the site.

7.5.14. The proposals include cycle parking which accords with the London and Local plans whereby 69 long stay cycle parking spaces would be provided within the basement of building A and 65 long stay cycle parking spaces within the basement of building G. Furthermore, 39 additional short stay cycle parking spaces would be provided at grade and incorporated into the site-wide landscaping masterplan. These are split into 27 for Plot A and 12 for Plot G. Officers consider this provision acceptable and in accordance with Policy T3 of the Local Plan.

### Servicing Strategy

7.5.15. Building A - Servicing is proposed to take place on-street from within the masterplan, adjacent to the east of Building A and between Buildings A and B. It is proposed to designate an area for loading between Buildings A and B to formalise on-street loading operations.

7.5.16. Building G - Servicing is proposed to take place on-street from within the masterplan, in a dedicated servicing yard. This principle has been established in the Hybrid Planning Permission and secured by condition and S106 obligations. Minor amendments to the servicing area has been proposed in the s73 application which would formally designate two loading bays for buildings G and F.

7.5.17. The proposed servicing arrangements at buildings A and G and for the northern campus are considered to be acceptable by officers, however, a Delivery and Service Management Plan would be conditioned in accordance with the TfL guidelines and GLA recommendations.

7.5.18. Policy T7 requires all construction and major logistics activities to work with the Council in developing the scope and impact of their operations, and to mitigate the impact of additional traffic or potential disruption to the network. A Construction and Logistics Management Plan has been secured by condition prior to works commencing on site to comply with Policy T7.

## **7.6 Energy and Sustainability**

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

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

7.6.3 London Plan Policy 5.1 sets out the energy hierarchy, which is expanded upon in the subsequent policies, requiring developments to use less energy with sustainable



design and construction (Policy 5.3), supplying energy cleanly, including through decentralised energy networks (Policies 5.5 and 5.6) and using renewable energy (Policy 5.7).

## Energy

7.6.4 The Local Plan Policy CC1 reiterates Policy 5.2 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 (CO<sub>2</sub>) 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 CO<sub>2</sub> 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 CO<sub>2</sub> emissions; d) requiring major developments to demonstrate that their heating and/or cooling systems have been selected to minimise CO<sub>2</sub> 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 CO<sub>2</sub> 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 (CO<sub>2</sub>) reduction targets.

7.6.5 As required, the design of the development has sought to reduce energy demand by integrating energy efficiency measures such as improved levels of insulation, energy efficient lighting throughout, low air permeability to reduce heat loss, heat recovery where possible on mechanical systems and integration of the site into Imperial College's White City North Campus heat network. The use of solar PV panels has been assessed although due to space constraints only 17sqm of panels could be installed, reducing CO<sub>2</sub> emissions by 0.2%. This would be ineffective and therefore has not been included in the current design.

7.6.6 The applicants have submitted an Energy Strategy which shows that the London Plan Energy Hierarchy has been followed by assessing and implementing energy efficiency and low/zero carbon technologies where feasible. The initial calculations show that the London Plan's CO<sub>2</sub> reduction target of 35% beyond the requirements of the 2013 Building Regulations is not expected to be achieved as there would be an overall reduction in CO<sub>2</sub> emissions of 27 - 29%.

7.6.7 Major developments where there is no residential component are required to reduce annual CO<sub>2</sub> emissions by 35% to be achieved through on-site measures wherever possible. The current design proposals suggest that this target will be missed by between 24 - 33 tonnes a year. This could be offset through a payment in lieu ranging from £43,200 to £59,400 whereby the funds would normally be secured through s106 legal agreement by the Council and utilised at sites elsewhere in the Borough. However, in this instance, the applicants have proposed the financial contribution to be used to fund ongoing bio-convertor research, which has the potential to reduce CO<sub>2</sub> on much larger global scale.

7.6.8 The new work and research termed 'Carbon Bio-Converter' is carried out by Imperial College's alumni who have formed a company called 'Arborea'. The group have developed equipment using carbon absorbing micro-organisms and have pioneered a membrane, which when incorporated into a system that they have invented, could enable the creation of a 'bionic tree' or 'bionic panels' that would be affixed onto buildings with the aim of absorbing the CO<sub>2</sub> equivalent to hundreds of conventional trees and converting it to oxygen.

7.6.9 The new technology is at prototype stage and requires investment to create a prototype panel, which would be developed further and constructed within a dedicated laboratory, so that the results achievable could be tested on their potential to work in field. Should the prototype succeed, the Bio-Converter panel could have multiple uses and provide the capacity to absorb CO<sub>2</sub> wherever it is deployed. This could be on roofs, building facades, roadside barriers, and walls. It could be ground breaking in the fight against rising CO<sub>2</sub> emissions.

7.6.10 The development therefore complies with Local Plan Policy CC1 and Policy 5.2 of the London Plan.

### Sustainability

7.6.11 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.

7.6.12 A Sustainability Statement has been submitted by the applicants which commits to the main areas within the development to achieving a BREEAM 'Very Good' rating as a minimum with an aspiration to achieve 'Excellent' where feasible. Final design decisions may be subject to change as the development progresses, which would be likely to impact on the BREEAM score. It has therefore been recommended that a revised Sustainability Statement is submitted prior to commencement of works to secure clarity of the proposed measures. Furthermore, that a post-development assessment of the sustainability performance confirming the agreed measures have been implemented is required by condition. Conditions to this affect have been applied and the development therefore complies with Policy CC2 of the LBHF Local Plan 2018. It is therefore considered to be acceptable in terms of Sustainability requirements.

## **7.7 Flood Risk and Drainage**

7.7.1 National Planning Policy Framework (2018) and the London Plan (2016) Policy 5.12 'Flood Risk Management', Policy 5.13 'Sustainable Drainage', Policy 5.14 'Water Quality

and Wastewater Infrastructure', Policy 5.15 'Water Use and Supplies' set out national and regional policy context for water management within development.

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

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

7.7.4 Policy 5.13 of the London Plan states that Development should utilise sustainable urban drainage systems (SUDS) unless there are practical reasons for not doing so, and should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed.

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

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

7.7.7 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.

7.7.8 The applicants have submitted a Flood Risk Assessment (FRA) which has been reviewed and officers are satisfied with the submission which has included water-proofing proposals for the basements and that conditions should be applied to any planning consent ensuring compliance with approved material. These conditions have been applied and therefore the development complies with Policy CC3 of the Local Plan.

7.7.9 A SUDS Strategy has been submitted which officers consider is acceptable and a condition requiring that the proposed agreed attenuation measures are delivered has

been applied. It is therefore considered that the revised SUDS Strategy is acceptable and in compliance with Local Plan Policy CC4.

7.7.10 The development is also therefore considered to comply with the relevant London Plan and NPPF policies with regards to flood risk and drainage.

## **7.8 Air Quality**

7.8.1 London Plan Policy 7.14: Improving Air Quality requires development proposals to a) minimise increased exposure to existing poor air quality and make provision to address local problems of air quality (particularly within Air Quality Management Areas (AQMAs) and where development is likely to be used by large numbers of those particularly vulnerable to poor air quality, such as children or older people) such as by design solutions, buffer zones or steps to promote greater use of sustainable transport modes through travel plans (see Policy 6.3) b) promote sustainable design and construction to reduce emissions from the demolition and construction of buildings following the best practice guidance in the GLA and London Councils' 'The control of dust and emissions from construction and demolition' c) be at least 'air quality neutral' and not lead to further deterioration of existing poor air quality (such as areas designated as Air Quality Management Areas (AQMAs) d) ensure that where provision needs to be made to reduce emissions from a development, this is usually made on-site. Where it can be demonstrated that on-site provision is impractical or inappropriate, and that it is possible to put in place measures having clearly demonstrated equivalent air quality benefits, planning obligations or planning conditions should be used as appropriate to ensure this, whether on a scheme by scheme basis or through joint area based approaches e) where the development requires a detailed air quality assessment and biomass boilers are included, the assessment should forecast pollutant concentrations. Permission should only be granted if no adverse air quality impacts from the biomass boiler are identified.

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

'a. requiring all developments which may be impacted by local sources of poor air quality or may adversely contribute to local air quality to provide an air quality assessment that considers the potential impacts of pollution from the development on the site and on neighbouring areas and also considers the potential for exposure to pollution levels above the Government's air quality objective concentration targets. The assessment should include separate consideration of the impacts of (i) the construction/demolition phase of development and (ii) the operational phase of development with appropriate mitigation measures highlighted for each phase;

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

c. requiring mitigation measures that reduce exposure to acceptable levels where developments are proposed that could result in the occupants being particularly affected by poor air quality;

d. requiring developments to be 'air quality neutral' and resist development proposals which would materially increase exceedances of local air pollutants and have an unacceptable impact on amenity or health unless the development mitigates this impact through physical measures and/or financial contributions to implement proposals in the Council's Local Air Quality Management Plan; and

e. requiring all decentralised energy schemes to demonstrate that they can be used without having an unacceptable impact on air quality. Where this is not possible, CHP systems will not be prioritised over other air quality neutral technologies.'

7.8.3 A detailed Air Quality Assessment (AQA) has been submitted with the application, which is located within an Air Quality Management Area.

7.8.4 The AQA completed an assessment of the construction phase impacts which identified that there is a 'medium risk' of dust soiling impacts and a 'low risk' of increases in particulate matter concentrations due to construction activities. However, the report states that through good site practice and the implementation of suitable mitigation measures, the effect of dust and particulate matter releases would be significantly reduced. The AQA identifies that the residual effects of the construction phase on air quality are negligible.

7.8.5 A quantitative assessment of the potential impacts during the operational phase was also undertaken and identified that the impacts of the operational phase on local air quality are negligible for all pollutants and the residual effect is not significant. Annual mean NO<sub>2</sub> concentrations at numerous new exposure locations introduced by the Proposed Development have been classed as APEC B or C, and consequently mitigation measures would be required for these locations and once put in place the development proposals would comply with national and local policy for air quality.

7.8.6 The AQA identified that transport and building emissions from the proposed development are below the relevant benchmarks, as such that the development would be air quality neutral and off-site mitigation will not be required.

7.8.7 The AQA concludes that with the recommended mitigation measures in place, the development proposals will comply with Policy CC10 of the Local Plan and Policy 7.14 of the London Plan.

7.8.8 Officers consider that conditions regarding boiler compliance with emission standards, mechanical ventilation, the submission for written approval of an air quality dust management plan, low emissions strategy, and emergency diesel generator emissions standards are appropriate. As such it is considered that the development achieves the above policy requirements, thus complying with Policy CC10 of the Local Plan and Policy 7.14 of the London Plan.

## **7.9 Contaminated Land**

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

7.9.2 Policy 5.21 of the London Plan requires appropriate measures to be taken to ensure that development on previously contaminated land does not activate or spread

contamination. Policy CC9 of the Local Plan requires applicants to carry out site assessment and submit a report of findings on sites where contamination is known to be present, to establish the nature and extent of contamination.

7.9.3 Previously approved documents under the masterplan consent have been re-submitted by the applicant. Conditions requiring compliance with the approved Site Investigation have been applied.

7.9.4 Officers therefore consider the development would be in accordance with the requirements of Local (CC9) and London Plan (5.21) policies on Contaminated Land set out above, and the development is therefore acceptable in this regard.

## **8 Community Infrastructure Levy (CIL) and Section 106 Legal Agreement**

### CIL

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

8.2 The LBHF CIL Charging Schedule identifies developments within White City East as NIL charged. However, the development is not identified as exempt on the mayoral charging schedule.

### S106

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

8.4 Local Plan Policy DEL1 (Delivery and Implementation) states that 'the council will implement the policies and proposals of the local plan' having regard to the financial viability of the development will negotiate Section 106 Agreements.

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

-Carbon Dioxide Emissions – £43,200 – 59,400 in lieu financial contribution figure for carbon off-set to be made to Imperial College's alumni's company Arborea to contribute to critical research into Bio-Convertor Technology with the aim of producing clean air and reducing carbon dioxide.

-Community Research Space would be provided within building G which would outline how the space is organised, delivered and would operate within a Community Engagement Strategy;

-Economic development, local procurement and employment - a Jobs, Employment, and Business Strategy (JEBS) shall be submitted and agreed with the Council outlining

financial contributions, or equivalent social value, to be secured at construction and operational phases including:

- \*the number of apprenticeship places;
- \*paid and unpaid work placements;
- \*standard monitoring and non-compliance fees;
- \*financial contribution or equivalent towards skills and employment;
- \*% of residents employed during and post construction or equivalent social value; and
- \*% of local companies employed during construction.

-Travel Plan – reviewed at years 1, 3 and 5 at £5,000 per review.

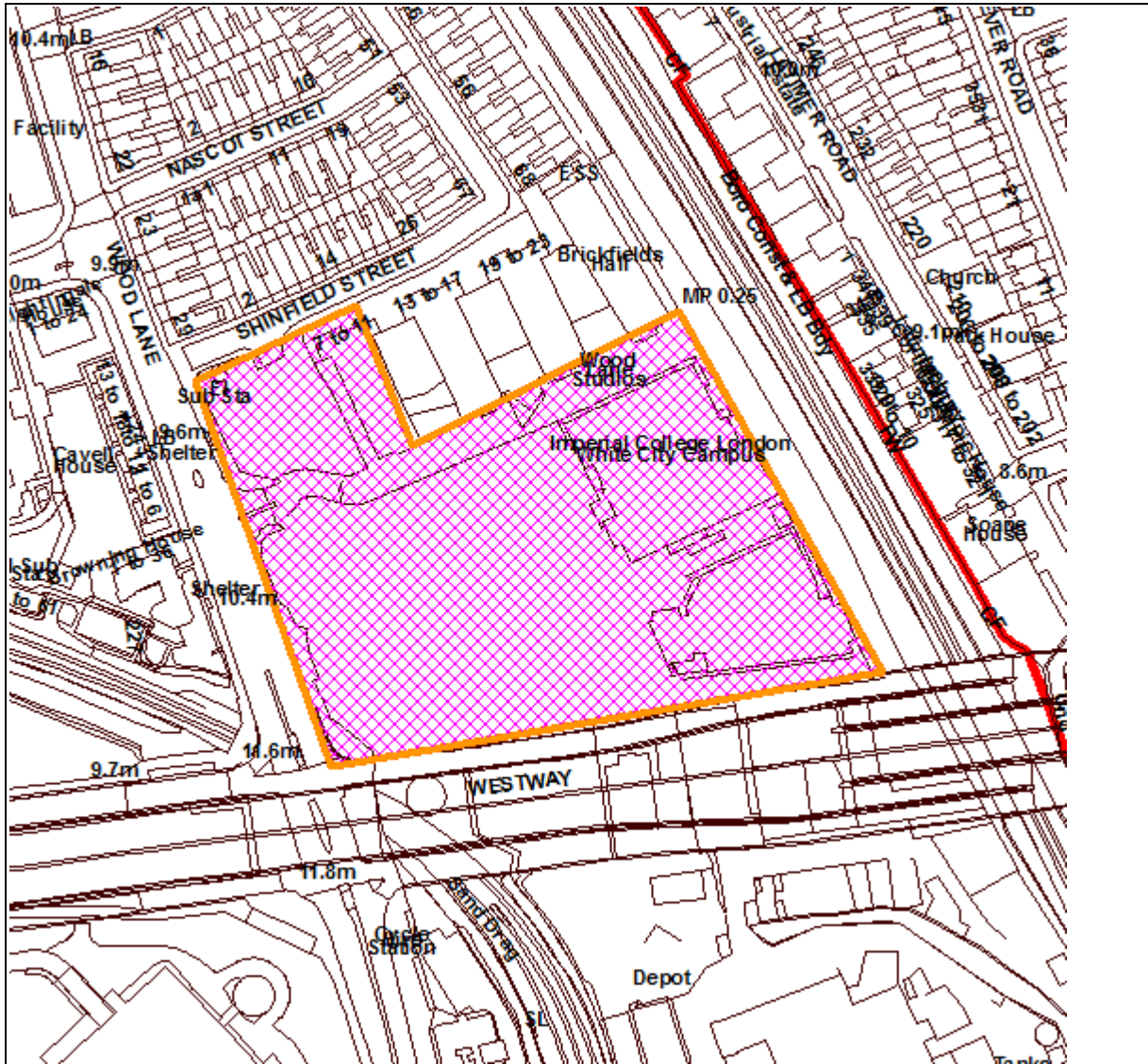
## **9 Summary**

9.1 As set out above, it is considered that the proposed development is policy compliant and therefore acceptable. 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.

**Ward:** College Park And Old Oak

**Site Address:**

Woodlands 80 Wood Lane London



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**For identification purposes only - do not scale.**

**Reg. No:**  
2018/01256/VAR

**Case Officer:**  
Katrine Dean

**Date Valid:**  
17.04.2018

**Conservation Area:**

**Committee Date:**  
06.11.2018



**Applicant:**

Mr Fergal Burke  
C/O Agent

**Description:**

Variation of conditions 3, 4, 5, 6, 22, 23, 24, 32 and 61 (pursuant to planning permission 2015/06109/VAR) to allow for reconfiguration of access junction head, removal of central square basement car park, amendments to at grade vehicle and cycle parking facilities and associated changes to the public realm and landscaping to accommodate revised footprints of buildings A and G. The revisions are minor material amendments to a hybrid planning application (part detailed/part outline) for the Imperial West ('Woodlands') site comprising detailed application for 3 buildings: (1) academic building (9 storeys/27,702sqm GEA) (Class D1); (2) office and research units (part 6, part 12 storeys/23,996sqm GEA) (Class B1) of which 92sqm (GIA) Class A1/A3 and 345sqm (GIA) Class A3; and (3) residential tower (Class C3) (35 storeys/20,297sqm GEA) of floorspace in total, 192 units (59 of which are key worker units) and 319sqm (GIA) of A1/A3 floorspace at ground floor level; along with an access road, car/cycle parking (part basement and part surface), ancillary plant and landscaping; and outline application for the erection of 3 additional buildings comprising a hotel (13 storeys/maximum 14,500sqm GEA) (Class C1) including 1,080sqm (GIA) restaurant (Class A1/A3) and 850sqm (GIA) fitness centre (Class D2); and 2 further buildings to be used for education (7 storeys/maximum 6,500sqm GEA) (Class D1) of which 600sqm (GIA) Class A1/A3; and office (Class B1) and administrative uses (Part 3, part 5 storeys/maximum 5,900sqm GEA); and demolition of existing sports hall building (Class D1) and existing office (Class B1).

**Application Type:**

Vary or Delete Conditions Full/Outline

**Officer Recommendation:**

1. Subject to there being no contrary direction from the Mayor of London that the Strategic Director of Growth and Place be authorised to grant planning permission on the completion of a satisfactory legal agreement to cover the items listed in section 8 and subject to the conditions set out below
2. To authorise the Strategic Director of Growth and Place in consultation with the Director of Law and approval of the Chair of the Planning and Development Control Committee to make any minor modifications to the proposed conditions or heads of terms as drafted in this report which may include the variation, addition or deletion of the conditions and heads of terms to ensure consistency between the two sets of provisions.

**Conditions:**

1) The parts of the development that are subject to FULL planning approval shall not commence later than the expiration of 3 years beginning from 21st December 2012, with regards to Buildings C, D, and F.

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

2)

i) No part of the development hereby permitted OUTLINE planning permission shall be commenced on buildings A, E, and G unless and until an application or applications for written approval of the matters reserved by this planning permission in respect of the relevant building(s) have been made to and approved in writing by the Local Planning Authority. The reserved matters applications shall include detailed plans, sections and elevations showing:

Scale;

Appearance;

ii) Application(s) for approval of the matters reserved by this planning permission for the relevant buildings referred to in paragraph (i) above must be made not later than the expiration of the following from 21st December 2012:

THREE YEARS for building E

FIVE YEARS for building(s) A and G

iii) Development of Buildings A, E, and G to which this permission relates must be begun not later than the expiration of TWO YEARS from the final approval of reserved matters.

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

3) The FULL planning permission hereby permitted shall not be constructed unless in accordance with the approved drawings.

Drawing Nos:

Design and Access Addendum (May 2012) PLP Architecture  
20702-01-RP-00110 Design Guidelines (May 2012) Aukett Fitzroy Robinson  
Planning Statement (December 2011) Jones Lang LaSalle  
Regeneration Statement (May 2012) Jones Lang LaSalle  
20702-01-RP-00-111 Design and Access Statement C Aukett Fitzroy Robinson  
Design and Access Statement D PLP Architecture  
Design and Access Statement F PLP Architecture  
2212\_8300 Townscape and Visual Impact Assessment Miller Hare  
Masterplan Energy Assessment Report Hoare Lea  
Masterplan Sustainability Statement Hoare Lea  
BREEAM Pre-assessment Report and Target Rating Building C Hoare Lea  
BREEAM Pre-assessment Report and Target Rating Building D Hoare Lea  
Code for Sustainable Homes Pre-Assessment Report and Estimate of Rating  
Building F Hoare Lea  
R12359T104 Transport Assessment Pell Frischmann  
R12359T323 Delivery and Servicing Plan for Buildings C, D and F Pell Frischmann  
R12359T32B Residential Travel Plan Building F Pell Frischmann  
R12359T32B Workplace Travel Plan Buildings C, D and F Pell Frischmann  
Environmental Statement Non-Technical Study Jones Lang LaSalle  
Environmental Statement Jones Lang LaSalle  
Additional Daylight, Sunlight and Overshadowing Assessments 25/06/2012,  
21/06/2012, 28/03/2012, 14/06/2012, 27/04/2012, 26/04/2012 BLDA Consultancy  
Meedhurst  
Block F Architectural Design Changes Section 73 Application (January 2015) PLP  
Architecture  
Transport Briefing Note (January 2015) Curtins

1278-MP-100 Rev 00 Illustrative Outline Parameters Plan PLP Architecture  
1278-MP-099 Rev F Basement Level Masterplan -1 PLP Architecture

1278-F-A-099 Rev C - Basement 01 Level PLP Architecture  
1278-F-A-100 Rev G - Ground Level Plan PLP Architecture  
1278-F-A-101 Rev F - Level 01 Plan PLP Architecture  
1278-F-A-102 Rev C - Level 02 Plan PLP Architecture  
1278-F-A-103 Rev F - Level 03 Plan PLP Architecture  
1278-F-A-104 Rev C - Level 04 Plan PLP Architecture  
1278-F-A-105 Rev F - Level 05 Plan PLP Architecture  
1278-F-A-106 Rev C - Level 06 Plan PLP Architecture  
1278-F-A-107 Rev F - Level 07 Plan PLP Architecture  
1278-F-A-108 Rev C - Level 08 Plan PLP Architecture  
1278-F-A-109 Rev E - Level 09 Plan PLP Architecture  
1278-F-A-110 Rev C - Level 10 Plan PLP Architecture  
1278-F-A-111 Rev F - Level 11 Plan PLP Architecture  
1278-F-A-112 Rev C - Level 12 Plan PLP Architecture  
1278-F-A-113 Rev F - Level 13 Plan PLP Architecture  
1278-F-A-114 Rev C - Level 14 Plan PLP Architecture  
1278-F-A-115 Rev F - Level 15 Plan PLP Architecture  
1278-F-A-116 Rev C - Level 16 Plan PLP Architecture  
1278-F-A-117 Rev F - Level 17 Plan PLP Architecture

1278-F-A-118 Rev C - Level 18 Plan PLP Architecture  
1278-F-A-119 Rev F - Level 19 Plan PLP Architecture  
1278-F-A-120 Rev C - Level 20 Plan PLP Architecture  
1278-F-A-121 Rev F - Level 21 Plan PLP Architecture  
1278-F-A-122 Rev C - Level 22 Plan PLP Architecture  
1278-F-A-123 Rev F - Level 23 Plan PLP Architecture  
1278-F-A-124 Rev C - Level 24 Plan PLP Architecture  
1278-F-A-125 Rev F - Level 25 Plan PLP Architecture  
1278-F-A-126 Rev C - Level 26 Plan PLP Architecture  
1278-F-A-127 Rev F - Level 27 Plan PLP Architecture  
1278-F-A-128 Rev C - Level 28 Plan PLP Architecture  
1278-F-A-129 Rev F - Level 29 Plan PLP Architecture  
1278-F-A-130 Rev C - Level 30 Plan PLP Architecture  
1278-F-A-131 Rev F - Level 31 Plan PLP Architecture  
1278-F-A-132 Rev C - Level 32 Plan PLP Architecture  
1278-F-A-133 Rev F - Level 33 Plan PLP Architecture  
1278-F-A-134 Rev C - Level 34 Plan PLP Architecture  
1278-F-A-135 Rev F - Level 35 Plan PLP Architecture  
1278-F-A-136 Rev B - Roof Plan PLP Architecture

1278-A-F-120-001 Rev E - Building F - South Elevation PLP Architecture  
1278-A-F-120-002 Rev E - Building F - East Elevation PLP Architecture  
1278-A-F-120-003 Rev E - Building F - West Elevation PLP Architecture  
1278-A-F-120-004 Rev E - Building F - North Elevation PLP Architecture  
1278-A-F-310-001 Rev E - Building F - East/West Section Looking North PLP  
Architecture  
1278-A-F-310-002 Rev E - Building F - East/West Section Looking South PLP  
Architecture  
1278-A-F-310-003 Rev E - Building F - East/West Section Looking East PLP  
Architecture  
1278-A-F-310-001 Rev E - Building F - North/South Section Looking North PLP  
Architecture

1105-A-400-001-F Rev 00 Typical 3 bed accessible flat - Western Units PLP  
Architecture  
1105-A-400-003-F Rev 00 Typical 2 bed 4 person - accessible flat - North Eastern  
Unit PLP Architecture  
1105-A-400-007-F Rev 00 Typical 1 bed accessible flat - Western units PLP  
Architecture  
1105-A-400-010-F Rev 00 Typical 2 bed 4 person accessible flat - South elevation  
units PLP Architecture  
1105-A-400-011-F Rev 0 Typical 2 bed 4 person accessible flat - level 9 PLP  
Architecture  
1105-A-400-012-F Rev 00 Building F Summary of Accessible Units PLP Architecture  
1105-A-400-013-F Rev 00 Building F Level 33 Plan Alternative showing the Soft  
Spot PLP Architecture  
1105-A-400-014-F Rev 00 Building F Level 34 Plan Alternative showing the Soft  
Spot PLP Architecture  
1105-A-510-001-F Rev 00 Building F South Elevation Levels 00-05 PLP Architecture  
1105-A-510-002-F Rev 00 Building F East Elevation Levels 00-05 PLP Architecture

1105-A-510-003-F Rev 00 Building F North Elevation Levels 00-05 PLP Architecture  
1105-A-510-004-F Rev 00 Building F West Elevation Levels 00-05 PLP Architecture  
1105-A-510-010-F Rev 00 Building F Typical South Elevation Residential Levels  
PLP Architecture  
1105-A-510-011-F Rev 00 Building F Typical East Elevation Residential Levels PLP  
Architecture

1105-A-098-D Rev A Building D Lower Ground Level Plan PLP Architecture  
1105-A-099-D Rev A Building D Lower Ground Mezzanine Level Plan PLP  
Architecture  
1105-A-100-D Rev A, Building D Ground Level Plan PLP Architecture  
1105-A-101-D Rev A Building D Level 01 Plan PLP Architecture  
1105-A-102-D Rev A Building D Level 02 Plan PLP Architecture  
1105-A-103-D Rev A Building D Level 03 Plan PLP Architecture  
1105-A-104-D Rev A Building D Level 04 Plan PLP Architecture  
1105-A-105-D Rev A Building D Level 05 Plan PLP Architecture  
1105-A-106-D Rev A Building D Level 06 Plan PLP Architecture  
1105-A-107-D Rev A Building D Level 07 Plan PLP Architecture  
1105-A-108-D Rev A Building D Level 08 Plan PLP Architecture  
1105-A-109-D Rev A Building D Level 09 Plan PLP Architecture  
1105-A-110-D Rev A Building D Level 10 Plan PLP Architecture  
1105-A-111-D Rev A Building D Level 11 Plan PLP Architecture  
1105-A-112-D Rev B Building D Level 12 Plan PLP Architecture  
1105-A-113-D Rev B Building D Roof Level Plan PLP Architecture  
1105-A-210-001-D Rev B Building D South Elevation PLP Architecture  
1105-A-210-002-D Rev A Building D East Elevation PLP Architecture  
1105-A-210-003-D Rev B Building D North-West Elevation PLP Architecture  
1105-A-210-004-D Rev A Building D North Elevation PLP Architecture  
1105-A-210-005-D Rev 00 Building D Northwest Elevation PLP Architecture  
1105-A-310-001-D Rev A , Building D Section/Elevation Looking Through South  
Atrium PLP Architecture  
1105-A-310-002-D Rev D Building D Section/Elevation Looking Through Loading  
Bay PLP Architecture  
1105-A-310-003-D Rev A Building D Section/Elevation Looking West Through Lower  
Ground PLP Architecture  
1105-A-310-004-D Rev B Building D Section/Elevation Looking East Through  
Loading Bay PLP Architecture

TM-184-LO1 Rev D Landscape Masterplan Turkington Martin  
TM-184-R02 Northern Gateway Detailed Landscape Area Turkington Martin  
TM-184-R03 Rev A Arrival Square Detailed Landscape Area Turkington Martin  
TM-184-R04 Imperial Terrace Detailed Landscape Area Turkington Martin  
TM-184-R05 Rev A Central Lawn Detailed Landscape Area Turkington Martin

20702-01-RP-00148 Minor Material Amendments Design and Access Statement  
(dated December 2013) Aukett Fitzroy Robinson  
20804-01-AR07-097 REV C; Site Location Plan Aukett Fitzroy Robinson

IWBC1301/L1/A/02/204 REV B Building C Level 1 Sheppard Robson  
IWBC1301/L2/A/02/205 REV A Building C Level 2 Sheppard Robson

IWBC1301/L3/A/02/206 REV A Building C Level 3 Sheppard Robson  
IWBC1301/L4/A/02/207 REV A Building C Level 4 Sheppard Robson  
IWBC1301/L5/A/02/208 REV A Building C Level 5 Sheppard Robson  
IWBC1301/L6/A/02/209 REV A Building C Level 6 Sheppard Robson  
IWBC1301/L7/A/02/210 REV A Building C Level 7 Sheppard Robson  
IWBC1301/L8/A/02/211 REV A Building C Level 8 Sheppard Robson  
IWBC1301/L9/A/02/212 REV A Building C Level 9 Sheppard Robson  
IWBC1301/LB/A/02/201 REV A Building C Level Sheppard Robson  
IWBC1301/LG/A/02/203 REV B Building C Level Ground Sheppard Robson  
IWBC1301/LLG/A/02/202 REV A Building C Level Lower Ground Sheppard Robson  
IWBC1301/LR/A/02/213 REV A Building C Level Roof Sheppard Robson  
IWBC1301/LZ/A/02/261 REV B Building C West Elevation Sheppard Robson  
IWBC1301/LZ/A/02/262 REV A Building C East Elevation Sheppard Robson  
IWBC1301/LZ/A/02/263 REV B Building C North Elevation Sheppard Robson  
IWBC1301/LZ/A/02/264 REV A Building C South Elevation Sheppard Robson

981124\_P\_10-100 Rev A Site Location Plan  
981124\_P\_10-101 Rev A Illustrative Outline Parameters Plan  
981124\_P\_10-102 Rev A Existing Site Plan

981124\_P\_10-001 Rev B Proposed General Arrangement  
981124\_P\_10-002 Rev B Landscape Layout – Colour Plan  
981124\_P\_10-003 Rev A Landscape Layout – Character Zones

981124\_P\_20-001 Rev A Existing Landscape Sections AA/BB  
981124\_P\_20-002 Rev A Proposed Landscape Sections AA/BB  
981124\_P\_20-003 Rev A Existing Landscape Sections CC/DD  
981124\_P\_20-004 Rev A Proposed Landscape Sections CC/DD  
981124\_P\_20-005 Rev A Existing Landscape Sections EE/FF  
981124\_P\_20-006 Rev A Proposed Landscape Sections EE/FF

Reason: 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 as amended) and policies WCRA1, DC1 and DC2 of the Hammersmith and Fulham Local Plan (2018).

4) The OUTLINE planning permission hereby permitted shall not be constructed unless in accordance with the approved parameter plans and listed under Condition 3, submitted as part of the planning application.

Reason: 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 as amended) and policies WCRA1, DC1 and DC2 of the Hammersmith and Fulham Local Plan (2018).

5) All reserved matters applications shall include a statement to demonstrate compliance with drawing ref: 981124-P-10-101-Rev A or other such versions that are subsequently agreed in writing with the Local Planning Authority.

Reason: To ensure that the development is constructed in accordance with the Design Guidelines on which this decision is based and to be consistent with the principles of good masterplanning, in accordance with policies 7.1, 7.2, 7.3, 7.47.5, 7.6, 7.7, 7.8, 7.9, 7.18, 7.19 and 7.21 of the London Plan (2016 as amended) and policies WCRA, WCRA, DC1 and DC2 of the Hammersmith and Fulham Local Plan (2018).

6) Notwithstanding the information in the approved plans, the height of the development (including the lift over runs) shall not exceed the following maximum heights (AOD - Above Ordnance Datum):

Building A: 39.48m

Building E: 57.30m

Building G: 51.88m

Reason: To ensure the reserved matters applications comply with the outline approval, and to ensure that the buildings have a satisfactory appearance and impact on the street scene in accordance with policies DC1 and DC2 of the Hammersmith and Fulham Local Plan (2018).

7) Prior to commencement of the development hereby approved, other than demolition, ground works or site preparation, a phasing programme for the construction, completion, and occupation of each phase of the development or building shall be submitted to, and approved in writing by the Local Planning Authority. Development shall proceed in accordance with the approved phasing strategy unless otherwise agreed in writing by the Local Planning Authority

Reason: 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, DC2 and CC2 of the Hammersmith and Fulham Local Plan (2018).

8) Prior to the commencement of each phase of the development or relevant part thereof, details and samples of materials to be used for that phase or relevant part thereof on all external faces of the buildings, and all surface treatments shall be submitted to and approved in writing by the Local Planning Authority and no part of that phase or relevant part thereof shall be used or occupied prior to the implementation of the approved details. Each phase or part thereof, of the development shall be carried out in accordance with such details as have been approved.

Reason: To ensure a satisfactory external appearance and to prevent harm to the street scene and public realm, in accordance with policies DC1 and DC2 of the Hammersmith and Fulham Local Plan (2018).

9) Prior to the commencement of the relevant part of the development, details, and samples, where appropriate, of all paving and external hard surfaces, boundary walls, railings, gates, fences, and other means of enclosure for that phase 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.

Reason: To ensure a satisfactory external appearance, in accordance with policies DC1 and DC2 of the Hammersmith and Fulham Local Plan (2018).

10) The development of each phase or individual building shall not commence before the details of the design of that phase or building at a scale no less than 1:20 in plan, section, and elevation of a typical bay to show details of any proposed cladding, fenestration, glazing, balconies, and winter gardens have been submitted and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure a satisfactory external appearance, in accordance with policies DC1 and DC2 of the Hammersmith and Fulham Local Plan (2018).

11) Prior to the commencement of works on building F (the tall building), in addition to the samples of all external materials (required in condition 8), 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 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.

Reason: To ensure the external appearance 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 (2016 as amended) and policies DC1, DC2 and DC3 of the Hammersmith and Fulham Local Plan (2018).

12) The third and fourth floors to building A shall be set back from the northern elevation of the building by a minimum 6.0m.

Reason: To ensure the reserved matters applications comply with the outline approval, and to ensure that the buildings have a satisfactory appearance and impact on the street scene in accordance with policies DC1 and DC2 of the Hammersmith and Fulham Local Plan (2018).



13) The sixth and seventh floors to building G shall be set back from the eastern and western elevations of the building by a minimum 2.0m.

Reason: To ensure the reserved matters applications comply with the outline approval, and to ensure that the buildings have a satisfactory appearance and impact on the street scene in accordance with policies DC1 and DC2 of the Hammersmith and Fulham Local Plan (2018).

14) Excluding lift over runs, the upper floor setbacks to the outline buildings will comprise the following minimum distances between the edge of the building and the external wall of the setback:

Building A: 6.0m

Building E: 0m

Building G: 2.0m

Reason: To ensure the reserved matters applications comply with the outline approval, and to ensure that the buildings have a satisfactory appearance and impact on the street scene in accordance with policies DC1 and DC2 of the Hammersmith and Fulham Local Plan (2018).

15) Details of the proposed hard and soft landscaping including planting schedules and details of the species, height and maturity of any trees and shrubs and proposed landscape maintenance and management shall be submitted to the local planning authority and approved in writing, prior to commencement of work on the relevant part of the development, or relevant part of the phase. The approved scheme shall be implemented in the next winter planting season following completion of the building works, or before the occupation and use of any part of the buildings, whichever is the earlier, and the landscaping shall thereafter be retained and maintained in accordance with the approved details.

Reason: To ensure a satisfactory external appearance in accordance with policies DC1, OS1, OS2, OS4 and OS5 of the Hammersmith and Fulham Local Plan (2018).

16) Notwithstanding the information in the landscape drawings hereby approved, an urban realm strategy which includes detailed drawings of the shared surfaces, 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 each phase of the development, or relevant part thereof. The urban realm strategy 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 plans, and permanently retained thereafter.

Reason: To ensure that the proposal provides an inclusive and accessible environment in accordance with Policy 7.2 of the London Plan (2016 as amended) and Policy T1 of the Hammersmith and Fulham Local Plan (2018) and Hammersmith and Fulham Planning Guidance Supplementary Planning Document (SPD) (2018).

17) Any tree or shrub planted pursuant to approved landscape details that is 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.

Reason: To ensure a satisfactory provision for planting, in accordance with policies OS1, OS4 and OS5 of the Hammersmith and Fulham Local Plan (2018).

18) Prior to the commencement of the relevant phase of the development or part thereof, an arboricultural method statement setting out the method(s) of tree protection during construction, shall be submitted to and approved in writing by the Local Planning Authority. The methods of tree protection shall be implemented as approved.

Reason: To ensure that the retained trees are protected during the construction processes to prevent their unnecessary damage or loss, in accordance with policies OS1, OS2, OS4 and OS5 of the Hammersmith and Fulham Local Plan (2018).

19) Any works to tree(s) on the site shall be carried out only in the following manner, in accordance with British Standard 3998:1989 - Recommendations for Tree Work:

Reason: To ensure that the Council can properly assess the impact of the development on any trees and to prevent their unnecessary loss, in accordance with policies OS4 and OS5 of the Hammersmith and Fulham Local Plan (2018).

20) Prior to the occupation of the relevant phase of the development or part thereof, details including the locations of the benches, litter bins and signage for each reserved matters phase 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 development shall not be open to users until the benches, litter bins and signage as approved have been provided, and must be permanently retained thereafter.

Reason: To ensure the satisfactory provision of facilities, in accordance with policies OS1, DC1 and T1 of the Hammersmith and Fulham Local Plan (2018) and the LBHF SPD (2018).

21) The development or part thereof hereby permitted shall not 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 such enclosure has been erected in accordance with the approved details.

Reason: To ensure that the site remains in a tidy condition during the construction phase and to prevent harm to the street scene and character and appearance of the adjoining conservation area, in accordance with policies DC1, DC2 and DC8 of the Hammersmith and Fulham Local Plan (2018).

22) Prior to the occupation of the remaining buildings A and G a site wide at grade Car Parking Management Plan shall be submitted to and approved in writing by the Council detailing the allocation of car parking spaces to visitors, blue badge holders and the location of electric vehicle charging points (at least 20% of car parking spaces). The development shall be carried out in accordance with the approved details and maintained thereafter.

Reason: To ensure the appropriate distribution of specialist parking in the development and that all spaces can be readily accessed by vehicles, in accordance with policies 6.13 and 7.2 of the London Plan (2016 as amended) and policies T1, T4 and T5 of the Hammersmith and Fulham Local Plan (2018) and the LBHF SPD (2018).

23) Deleted

24) Deleted

25) Details of on-site Blue Badge car parking spaces shall be submitted to the Local Planning Authority for approval prior to commencement of works at the relevant part of the development. The details shall be fully implemented in accordance with the approved plans and shall be permanently retained thereafter.

Reason: To ensure there is an adequate provision of fully accessible car parking spaces in accordance with policies 6.13 and 7.2 of the London Plan (2016 as amended), policies T1 and T5 of the Hammersmith and Fulham Local Plan (2018) and the LBHF SPD (2018).

26) Prior to commencement of the relevant phase of the development or part thereof, a scheme shall be submitted to the local planning authority and approved in writing which demonstrates how daytime deliveries and stopping by Blue Badge Holder vehicles and taxis outside buildings on the site will be managed, in the absence of kerbs and vehicular entries into the envelopes of individual buildings pull-ins, in such a way as to avert the risk of blind people colliding with stopped vehicles.

Reason: 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 (2016 as amended), Policy T1 of the Hammersmith and Fulham Local Plan (2018) and the LBHF SPD (2018).

27) Prior to the commencement of each building, details of the refuse arrangements including storage, collection, and recycling within each building, in the form of a Waste Management Strategy, shall be submitted to and approved in writing by the Council before any works thereby affected are begun. The details as approved shall be implemented prior to the use or occupation of any part of the development and maintained permanently thereafter.

Reason: To ensure the satisfactory provision for refuse storage and recycling in accordance with policies CC6 and CC7 of the Hammersmith and Fulham Local Plan (2018) and the LBHF SPD (2018).

28) Details of a new taxi rank and drop-off bay for private hire cars shall be submitted to the Local Planning Authority for approval, prior to commencement of works of the relevant phase of development, or part thereof, to be permanently retained thereafter.

Reason: To ensure there are adequate facilities for taxis serving the development, in accordance with Policy T1 of the Hammersmith and Fulham Local Plan (2018) and the LBHF SPD (2018).

29) Prior to the commencement of each building, details of secure cycle storage for that building shall be submitted to and approved in writing by the Council. Development shall accord with the details as approved, and the cycle parking provision shall be retained thereafter.

Reason: 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 as amended) and policies T1 and T3 of the Hammersmith and Fulham Local Plan (2018) and the LBHF SPD (2018).

30) Prior to the commencement of Building F, details of compliance with lifetime homes standards for the residential units and of the provision of 10% of the residential units to wheelchair housing standard or easily capable of being adapted to this standard shall be submitted to and approved in writing by the Council. Development shall accord with the details as approved.

Reason: To ensure that the development provides for the changing circumstances of occupiers and responds to the needs of people with disabilities, in accordance with Policy 3.8 of the London Plan (2016 as amended) and Policy H06 of the Hammersmith and Fulham Local Plan (2018) and the LBHF SPD (2018).

31) Prior to commencement of works on each phase, full details of how the development accords with the Council's 'Access for All' Supplementary Planning Document shall be submitted to and approved in writing by the Council.

Reason: To ensure that the proposal provides an inclusive and accessible environment in accordance with Policy 7.2 of the London Plan (2016 as amended) and the LBHF SPD (2018).

32) Prior to the works to the central square landscaping, a scheme detailing the play equipment, boundary treatments and ground surface treatment of the outdoor play spaces 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.

Reasons: 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 (2016 as amended), policies OS2 and OS3 of the Hammersmith and Fulham Local Plan (2018) and the LBHF SPD (2018).

33) The ground floor entrance doors to all publicly accessible buildings and integral lift/stair cores, hereby approved shall not be less than 1 metre wide and the threshold shall be at the same level to the path fronting the entrance to ensure level access.

Reason: To ensure the development provides ease of access for all users, in accordance with Policy 3.1 and 7.2 of the London Plan (2016 as amended), and the LBHF SPD (2018).

34) 10% of the bedrooms within the hotel (Building E) shall be designed to wheelchair housing standard or easily capable of being adapted to this standard.

Reason: To ensure that the development is fully inclusive and accessible for all and responds to the needs of people with disabilities, in accordance with Policy 3.8 of the London Plan (2016 as amended), Policy E3 of the Hammersmith and Fulham Local Plan (2018) and the LBHF SPD (2018).

35) Prior to the commencement of each phase or relevant part thereof, an Inclusive Access Management Plan (IAMP) shall be submitted to the LPA and approved in writing which sets out a strategy for on-going consultation with specific interest groups with regards to accessibility of the relevant part of the site. On-going consultation must then be carried out in accordance with the approved IAMP.

Reason: To ensure that the proposal provides an inclusive and accessible environment in accordance with the Policy 7.2 of the London Plan (2016 as amended) and the LBHF SPD (2018).

36) Prior to the commencement of the relevant phase of the development or part thereof, a statement of how "Secured by Design" requirements are to be adequately achieved shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be carried out prior to occupation of the development hereby approved and permanently maintained thereafter.

Reason: To ensure a safe and secure environment in accordance with Policy 7.3 of the London Plan (2016 as amended), Policy DC2 of the Hammersmith and Fulham Local Plan (2018) and the LBHF SPD (2018).

37) Prior to commencement of each phase of the development, a noise assessment for the relevant phase of development shall be submitted to the Council for approval of external noise levels and details of the sound insulation of the building envelope, orientation of habitable rooms away from major noise sources and of silenced mechanical ventilation, as necessary, to achieve 'Good' internal room and (if provided) external amenity noise standards in accordance with the criteria of BS8233:1999. Approved details shall be implemented prior to occupation of the relevant phase of development and thereafter be permanently retained.

Reason: To ensure that the amenity of occupiers of the development site is not adversely affected by noise from transport and commercial noise sources, in accordance with Policy CC11 of the Hammersmith and Fulham Local Plan (2018) and the LBHF SPD (2018).

38) Prior to commencement of each phase 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  $L_{nT,w}$  for the floor/ceiling/ wall structures separating different types of rooms/ uses in adjoining dwellings, namely living room and kitchen adjoining bedroom of separate dwelling. Approved details shall be implemented prior to occupation of the relevant phase of development and thereafter be permanently retained.

Reason: 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 Hammersmith and Fulham Local Plan (2018) and the LBHF SPD (2018).

39) Prior to commencement of the relevant phase of development or part thereof, details shall be submitted to and approved in writing by the Council, of the sound insulation of the floor/ ceiling/ walls separating noise sensitive premises from non-residential uses (including plant, car park and communal facilities). Details shall

demonstrate that the sound insulation value  $D_{nT,w}$  [and  $L'_{nT,w}$ ] is sufficiently enhanced and, where necessary, additional mitigation measures implemented to contain commercial noise within the commercial premises and to achieve the 'Good' criteria of BS8233:1999 within the dwellings/ noise sensitive premises. Approved details shall be implemented prior to any occupation of the residential development and shall be permanently retained thereafter.

Reason: To ensure that the amenity of occupiers of the development site is not adversely affected by noise from transport or industrial/commercial noise sources, in accordance with policies CC11 and CC13 of the Hammersmith and Fulham Local Plan (2018) and the LBHF SPD (2018).

40) Prior to commencement of the relevant phase of development or part thereof, details shall be submitted to and approved in writing by the Council, of building vibration levels, together with appropriate mitigation measures where necessary. The criteria to be met and the assessment method shall be as specified in BS 6472:1992. No part of the development shall be occupied until the approved details have been implemented. Approved details shall thereafter be permanently retained.

Reason: To ensure that the amenity of occupiers of the development site is not adversely affected by ground or airborne vibration, in accordance with policies CC11 and CC13 of the Hammersmith and Fulham Local Plan (2018) and the LBHF SPD (2018).

41) Prior to use, machinery, plant or equipment, extract/ventilation systems 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.

Reason: To ensure that the amenity of occupiers of the development site and surrounding premises is not adversely affected by vibration, in accordance with policies CC11 and CC13 of the Hammersmith and Fulham Local Plan (2018) and the LBHF SPD (2018).

42) Prior to the commencement of the relevant phase of development or part thereof, details shall be submitted to and approved in writing by the Council, of the external noise level emitted from plant/machinery/equipment and mitigation measures as appropriate. The measures shall ensure that the external noise level emitted from plant, machinery/equipment will be lower than the lowest existing background noise level by at least 10dBA, as assessed according to BS4142:1997 at the nearest and/or most affected noise sensitive premises, with all machinery operating together, as appropriate, at maximum capacity. A post installation noise assessment shall be carried out where required to confirm compliance with the noise criteria and additional steps to mitigate noise shall be taken, as necessary. Approved details shall be

implemented prior to occupation of the development and thereafter be permanently retained.

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

43) Prior to the commencement of Building F, details of the mechanical ventilation system to be installed within the building shall be submitted to and approved in writing by the Local Planning Authority. The details shall include the method of clean intake from higher levels, which will be used to serve residential units in the lower floors. The ventilation system shall be implemented in accordance with the approved plans and shall be permanently retained thereafter. The equipment installed shall be permanently maintained in good working order. The maintenance and cleaning of the system shall be undertaken regularly in accordance with the manufacturer specifications and shall be the responsibility of the primary owner of the building.

Reason: To ensure that the residential building (F) has access to satisfactory air quality levels and are not unduly affected by odour and disturbance in accordance with policies CC11, CC13 and HO11 of the Hammersmith and Fulham Local Plan (2018) and the LBHF SPD (2018).

44) Prior to commencement of the relevant phase of the development or part thereof, details of the installation, operation, and maintenance of the best practicable odour abatement equipment and extract system shall be submitted to and approved in writing by the Local Planning Authority, 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 occupation of the relevant phase of development or part thereof and thereafter be permanently retained, unless subsequently otherwise approved in writing by the Local Planning Authority.

Reason: To ensure that nearby premises are not unduly affected by odour and disturbance in accordance with Policy CC13 of the Hammersmith and Fulham Local Plan (2018) and the LBHF SPD (2018).

45) Prior to the commencement of the relevant phase of the development or part thereof, details of all proposed external lighting, including security lights for each phase shall be submitted to and approved in writing by the Local Planning Authority. Details shall include the number, exact location, height, design, and appearance of the lights. Lighting contours shall be submitted to demonstrate that vertical illumination of neighbouring premises is a maximum of 10lux at ground floor and 5lux at first and higher floor levels. The recommendations of the Institution of Lighting Professionals



in the 'Guidance Notes for the Reduction of Light Pollution 2005' shall be met and details should also be submitted for approval of measures to prevent glare and sky glow by correctly using, locating, aiming, and shielding luminaires. The use shall not commence until the lighting has been installed in full accordance with the approved details, and shall be permanently retained thereafter.

Reason: To ensure a satisfactory external appearance and to prevent harm to the occupiers of neighbouring properties, in accordance with policies CC2 and CC12 of the Hammersmith and Fulham Local Plan (2018) and the LBHF SPD (2018).

46) No demolition or construction works for the development hereby permitted shall commence for each phase until a Demolition Method Statement and a Construction Logistics Management Plan for the relevant phase of the development has been submitted to and approved in writing by the Council. Details shall include the steps to be taken to re-use and re-cycle demolition waste and measures proposed to minimise the impact of the demolition processes on the existing amenities of neighbouring occupiers, including monitoring and control measures for dust, noise, vibration, lighting, delivery locations, waste classification, 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, 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. All works to be carried out in accordance with approved details.

Reason: To ensure that there would be no unacceptable adverse effect on the amenity of surrounding occupiers in accordance with policies CC2 and CC13 of the Hammersmith and Fulham Local Plan (2018) and the LBHF SPD (2018).

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

Reason: To ensure that the amenity of occupiers of the development site and surrounding premises is not adversely affected by noise, in accordance with policies CC11 and HO11 of the Hammersmith and Fulham Local Plan (2018) and the LBHF SPD (2018).

48) No removal of refuse nor bottles/cans to external bins or areas at the development shall be carried out other than between the hours of 08:00 to 20:00 on Monday to Friday and 10:00 to 18:00 on Saturdays, and at no time on Sundays and Public/Bank Holidays.

Reason: To ensure that the amenity of occupiers of the development site and surrounding premises is not adversely affected by noise, in accordance with policies CC11 and HO11 of the Hammersmith and Fulham Local Plan (2018) and the LBHF SPD (2018).

49) No deliveries nor collections/loading nor unloading shall occur at the development hereby approved other than between the hours of 08:00 to 18:00 on Monday to Saturdays and at no time on Sundays and Public/Bank Holidays.

Reason: 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 HO11 of the Hammersmith and Fulham Local Plan (2018) and the LBHF SPD (2018).

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

Reason: To ensure that the amenity of occupiers of the development site and surrounding premises is not adversely affected by noise, in accordance with policies CC11 and HO11 of the Hammersmith and Fulham Local Plan (2018) and the LBHF SPD (2018).

51) The hours of operation of the Class A3 (restaurant) floorspace hereby approved within buildings E and F shall be 08:00 hours to 23:00 hours on any day.

Reason: To ensure that the amenities of surrounding occupiers are not unduly affected by noise and other disturbance, in accordance with policies CC11 and HO11 of the Hammersmith and Fulham Local Plan (2018) and the LBHF SPD (2018).

52) The Class A3 floorspace hereby approved within buildings C, D, E, F and G may be used only as restaurant(s) providing full meals served at table and shall not be used as a public house, wine bar, take-away or for any other purpose within Class A3 of the schedule to the Town and Country Planning (Use Classes) Order 1987 or any statutory replacement or modification thereof.

Reason: 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 and HO11 of the Hammersmith and Fulham Local Plan (2018) and the LBHF SPD (2018).

53) The Class D1 floorspace hereby approved within building C shall be used as a post and under graduate teaching facility which includes laboratories, research and technological development and ancillary offices.

Reason: To ensure the use is compatible with the masterplan for the overall site and land use character of the surrounding area, in accordance with policies BE1, WCOA, and WCOA1 of the Local Plan

54) The Class A1( retail) uses hereby permitted within buildings D and G shall operate only between 07:00 hours: and 23:00 hours, on weekdays, and between 07:00 hours and 23:00 hours on Saturdays and on 07:00 hours to 16:00 hours on Sundays and Bank Holidays.

Reason: To ensure that the amenities of surrounding occupiers are not unduly affected by noise and other disturbance, in accordance with policies CC11 and HO11 of the Hammersmith and Fulham Local Plan (2018) and the LBHF SPD (2018).

55) Deleted

56) Details of the methods proposed to identify any television interference caused by the proposed development, including during the construction process, and the measures proposed to ensure that television interference that might be identified is remediated in a satisfactory manner shall be submitted to and approved in writing by the local planning authority before commencement of each phase of the development. The approved remediation measures shall be implemented for each phase immediately that any television interference is identified.

Reason: To ensure that television interference caused by the development is remediated, in accordance with Policy 7.7 of the London Plan (2016 as amended).

57) 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, 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.

Reason: To prevent any potential to impact on local underground water and sewerage utility infrastructure, in accordance with policies 5.14 and 5.15 of the London Plan (2016 as amended). The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the details of the piling method statement.

58) There shall be no construction above the first floor to any phase or relevant part thereof until the following information has been submitted to 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.
- ii) the implementation of a Scheme of Mitigation Works for the purposes of ensuring no material impact during the construction of the development identified by the Base-Line Study. Such Scheme of Mitigation Works shall be first submitted to and approved in writing by the Council.

Reason: To ensure that the existing airwaves reception at the adjacent police station is not adversely affected by the proposed development, in accordance with Policy 7.13 of The London Plan (2016 as amended).

59) There shall be no occupation of any phase of the development, or relevant part thereof until the following information has been submitted to the Local Planning Authority:

- i) the completion of a Post-Construction Airwaves Study (the Post-Construction Study) to minimise detrimental impacts to airwaves reception attributable to the development.
- ii) the implementation of a Scheme of Mitigation Works to ensure no material impact to the airwave reception attributable to the development identified by the Post-Construction Study, shall take place within 3 months of the submission of the Post Construction Study. Such Scheme of Mitigation Works shall be first submitted to and approved in writing by the Council.

Reason: To ensure that the existing airwaves reception within/adjacent to the Imperial West development site is not adversely affected by the proposed development, in accordance with Policy 7.13 of The London Plan (2016 as amended).

60) Prior to commencement of works above ground level of any phase of development, 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 Council. Approved details shall be implemented, and permanently retained thereafter.

Reason: 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 (2016 as amended).

61) Deleted

62) Within 6 months of occupation of the residential building, a Code for Sustainable Homes (2010) certificate confirming that the dwellings meet the requirements of level 4 shall be submitted to and approved in writing by the Council.

Reason: In the interests of energy conservation, reduction of CO2 emissions and wider sustainability, in accordance with policies 5.1, 5.2, 5.3, 5.6 and 5.7 of the London Plan (2016 as amended) and policies CC1 and CC2 of the Hammersmith and Fulham Local Plan (2018).

63) Within 6 months of occupation of any non-residential building, a BREEAM (2011) certificate confirming that the building achieves a 'Very Good' BREEAM rating shall be submitted to and approved in writing by the Council.

Reason: In the interests of energy conservation, reduction of CO2 emissions and wider sustainability, in accordance with policies 5.1, 5.2, 5.3, 5.6 and 5.7 of the London Plan (2016 as amended) and policies CC1 and CC2 of the Hammersmith and Fulham Local Plan (2018).

64) Each phase of the development hereby permitted shall not commence until details of a sustainable urban drainage system (SUDS) have been submitted to and approved in writing by the council unless otherwise agreed in writing by the local planning authority, The SUDS scheme shall be implemented in accordance with the approved details prior to first occupation of the relevant phase of the development hereby permitted, and thereafter permanently retained.

Reason: To ensure that surface water run-off is managed in a sustainable manner, in accordance with Policy 5.13 of the London Plan (2016 as amended) and Policy CC4 of the Hammersmith and Fulham Local Plan (2018).

65) No phase of development shall commence until a drainage strategy relating to that phase detailing any on and/or off-site drainage works relating to that phase, has been submitted to and approved by, the local planning authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed.

Reason: To prevent any increased risk of flooding and to ensure the satisfactory storage of/disposal of foul or surface water from the site in accordance with Policy 5.13 of the London Plan (2016 as amended) and Policy CC4 of the Hammersmith and Fulham Local Plan (2018).

66) Prior to commencement of works, Impact Studies of the existing water supply infrastructure to determine the magnitude of any new additional capacity required in the system and the location of a suitable connection point, shall be submitted to and

approved in writing by the local planning authority (in consultation with Thames Water. The approved details shall be carried out prior to occupation of the development hereby approved and permanently retained thereafter.

Reason: To ensure that the water supply infrastructure has sufficient capacity to cope with the additional demand in accordance with policies 5.14 and 5.15 of the London Plan (2016 as amended) and policies CC2 and CC3 of the Hammersmith and Fulham Local Plan (2018).

67) The development hereby permitted shall not be commenced until a scheme to reduce the surface water runoff from site to a maximum of 128 l/s for 1 in 100-year plus 20% rainfall event from the site, has been submitted to and approved in writing by the local planning authority. The scheme shall be fully implemented and subsequently maintained in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed in writing by the local planning authority.

Reason: 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 (2016 as amended), policies CC2 and CC4 of the Hammersmith and Fulham Local Plan (2018).

68) Prior to the commencement of work on the relevant part of each phase of development or building, details of green/brown roofs, including planting and maintenance schedules, and ecological enhancement measures for that phase or part thereof shall be submitted to and approved in writing by the Local Planning Authority. Development shall accord with the details as approved.

Reason: To ensure the provision of green and brown roofs in the interests of sustainable urban drainage and habitat provision, in accordance with policies 5.11, 5.13 and 7.19 of the London Plan (2016 as amended) and policies CC4, DC1, DC2 and DC3 of the Hammersmith and Fulham Local Plan (2018).

69) The development shall make provision for a minimum area of 3820 sqm to be laid out as green or brown roofs in accordance with the Flood Risk Assessment Table 2 (Proposed Impermeable Areas. Such roof treatments shall be located in as many parts of the buildings, for each phase, as is possible.

Reason: To promote sustainable design in accordance with policies 5.1, 5.2, 5.3, 5.11, and 7.19 of the London Plan (2016 as amended) and policies CC4, DC1, DC2 and DC3 of the Hammersmith and Fulham Local Plan (2018).

70) Prior to commencement of the relevant phase of the development or part thereof, details of the proposed photo voltaic panels on the roofs including the angle to surface of the roofs of the buildings and proposed borehole cooling as identified in the

approved energy strategy, where relevant shall be submitted to and approved in writing by the Local Planning Authority. Such details shall be implemented prior to occupation or use of the building and permanently retained thereafter unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the development is consistent with the Mayor's sustainable design objectives in accordance with Policies 5.1, 5.2, 5.3, 5.7 and 5.8 of the London Plan (2016 as amended) and policies CC1 and CC2 of the Hammersmith and Fulham Local Plan (2018).

71) No phase of development shall commence until an Ecological Management Plan is submitted to and approved in writing by the Local Planning Authority. The EMP shall comprise a monitoring report for a minimum period of 5 years, unless otherwise agreed in writing with the Local Planning Authority which looks to safeguard biodiversity features following the completion of each phase of the development or relevant part thereof.

Reason. To ensure the biodiversity of the site is protected and enhanced where possible, in accordance with Policy 7.19 of the London Plan (2016 as amended) and policies OS2, OS4 and OS5 of the Hammersmith and Fulham Local Plan (2018).

72) No development shall commence until a preliminary risk assessment report, regarding land contamination, is submitted to and approved in writing by the Council, unless otherwise agreed 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.

Reason: To ensure that no unacceptable risks are caused to humans, controlled waters, or the wider environment during and following the development works, in accordance with Policy 5.21 of the London Plan (2016 as amended) and policies CC8, CC9 and CC13 of the Hammersmith and Fulham Local Plan (2018).

73) No development shall commence until a site investigation scheme, regarding condition 72, is submitted to and approved in writing by the Council unless otherwise agreed in writing with 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.

Reason: To ensure that no unacceptable risks are caused to humans, controlled waters, or the wider environment during and following the development works, in accordance with policy 5.21 of the London Plan (2016 as amended) and policies CC8, CC9 and CC13 of the Hammersmith and Fulham Local Plan (2018).

74) No development shall commence (unless the Council agree in writing that a set extent of development must commence to enable compliance with this condition) until, following a site investigation undertaken in compliance with the approved site investigation scheme as part of Condition 73, 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.

Reason: To ensure that no unacceptable risks are caused to humans, controlled waters, or the wider environment during and following the development works, in accordance with policy 5.21 of the London Plan (2016 as amended) and policies CC8, CC9 and CC13 of the Hammersmith and Fulham Local Plan (2018).

75) No phase of development shall commence (unless the Council agree in writing that a set extent of development must commence to enable compliance with this condition) until, a remediation method statement, regarding condition 74, is submitted to and approved in writing by the Council. This statement shall detail any required remediation works and shall be designed to mitigate any remaining risks identified in the approved quantitative risk assessment. All works must be carried out in compliance with and by a competent person who conforms to CLR 11: Model Procedures for the Management of Land Contamination (Defra 2004) or the current UK requirements for sampling and testing.

Reason: To ensure that no unacceptable risks are caused to humans, controlled waters, or the wider environment during and following the development works, in accordance with Policy 5.21 of the London Plan (2016 as amended) and policies CC8, CC9 and CC13 of the Hammersmith and Fulham Local Plan (2018).



76) No phase of development shall commence (unless the Council agree in writing that a set extent of development must commence to enable compliance with this condition) until the approved remediation method statement regarding condition 75 has been carried out in full and a verification report confirming these works has been submitted to, and approved in writing, by the Council. This report shall include: details of the remediation works carried out; results of any verification sampling, testing, or monitoring including the analysis of any imported soil; all waste management documentation showing the classification of waste, its treatment, movement and disposal; and the validation of gas membrane placement. If, during development, contamination not previously identified is found to be present at the site, the Council is to be informed immediately and no further development (unless otherwise agreed in writing by the Council) shall be carried out until a report indicating the nature of the contamination and how it is to be dealt with is submitted to, and agreed in writing by, the Council. Any required remediation shall be detailed in an amendment to the remediation statement and verification of these works included in the verification report. All works must be carried out in compliance with and by a competent person who conforms to CLR 11: Model Procedures for the Management of Land Contamination (Defra 2004) or the current UK requirements for sampling and testing.

Reason: To ensure that no unacceptable risks are caused to humans, controlled waters, or the wider environment during and following the development works, in accordance with Policy 5.21 of the London Plan (2016 as amended) and policies CC8, CC9 and CC13 of the Hammersmith and Fulham Local Plan (2018).

77) No phase of development shall commence (unless the Council agree in writing that a set extent of development must commence to enable compliance with this condition) until an onward long-term monitoring methodology report, regarding Condition 76, is submitted to and approved in writing by the Council where further monitoring is required past the completion of development works to verify the success of the remediation undertaken. A verification report of these monitoring works shall then be submitted to and approved in writing by the Council when it may be demonstrated that no residual adverse risks exist. All works must be carried out in compliance with and by a competent person who conforms to CLR 11: Model Procedures for the Management of Land Contamination (Defra 2004) or the current UK requirements for sampling and testing.

Reason: To ensure that no unacceptable risks are caused to humans, controlled waters, or the wider environment during and following the development works, in accordance with Policy 5.21 of the London Plan (2016 as amended) and policies CC8, CC9 and CC13 of the Hammersmith and Fulham Local Plan (2018).

78) Prior to the occupation of the final building subject to reserved matters approval, four fire hydrants shall be installed in the locations set out on drawing number

107896L17 (Rev D), unless otherwise agreed by the Local Planning Authority in writing. The fire hydrants shall be implemented in accordance with the approved plans and shall be permanently retained thereafter.

Reason: To ensure sufficient water supply is available in the event of an emergency in accordance with policies 5.15 and 7.13 of the London Plan (2016 as amended).

79) No advertisements shall be displayed on or within any elevation of the building itself, without details of the advertisements having first been submitted to and agreed in writing by the Council.

Reason: 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 DC9 of the Hammersmith and Fulham Local Plan (2018).

80) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (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.

Reason: To ensure that the visual impact of telecommunication equipment can be considered in accordance with Policy DC10 of the Hammersmith and Fulham Local Plan (2018) and the LBHF SPD (2018).

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

Reason: To ensure a satisfactory external appearance and prevent harm to the street scene, and to safeguard the amenities of neighbouring residential occupiers, in accordance with Policy DC1 of the Hammersmith and Fulham Local Plan (2018) and the LBHF SPD (2018).

82) No roller shutters shall be installed on any facade or shopfront hereby approved.

Reason: To ensure a satisfactory external appearance and to prevent harm to the street scene, in accordance with policies DC1 and DC5 of the Hammersmith and Fulham Local Plan (2018) and the LBHF SPD (2018).

83) The window glass of any shopfront hereby approved shall be clear and shall not be mirrored, tinted, or otherwise obscured.

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

84) Prior to the occupation of Building C or the completion of the Westway Cycle Parking Hub (Approved Reference: 2016/00645/FUL) whichever is sooner, a cycle phasing plan shall be submitted to and approved in writing by the Local Planning Authority. The phasing plan shall set out the location, number and design of any temporary cycle parking required to meet the parking provision of Building C on the Imperial West (North) site and the location, number and design of permanent cycle parking (located on or off-site) required to meeting the parking provision of Building C. The cycle parking provision shall be implemented in accordance with the approved phasing plan, prior to the occupation of Building C or the completion of the Westway Cycle Parking Hub (Approved Reference: 2016/00645/FUL) whichever is sooner.

Reason: To ensure the adequate and suitable provision of cycle parking within the development in relation to Building C, to meet the needs of future site occupiers in accordance with policies 6.9 and 6.13 of the London Plan (2016) and policy T1 of the LBHF Local Plan 2018.

85) Prior to construction of the flues to Building C, an updated air quality assessment (including Air Quality Neutral assessment) will be submitted to and approved in writing by the Local Planning Authority. The assessment will include an updated impact assessment of emissions from the as-installed energy centre (including diesel generators), an assessment of the impacts of emissions from the fume cupboards, and an Air Quality Neutral assessment.

Reason: To ensure that occupiers of the development are not adversely affected by air quality, in accordance with London Plan 2016 and Policy CC10 of the LBHF Local Plan 2018.

86) In the event the updated air quality assessment required by condition 85, indicated that an air quality neutral outcome will not be met, a Low Emission Strategy shall be submitted to and approved in writing by the Council. The Low Emission Strategy must address the results of the air quality assessment from condition 85 and detail the remedial action and 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 transport and energy generation sources. Evidence must also be submitted to and approved in writing by the council to show that any CHP units installed within the energy centre comply with the relevant emission standards in the Mayor's Sustainable Design and Construction Supplementary Planning Document. The submitted evidence must

include the results of NOx emissions testing of each CHP units by an accredited laboratory.

Reason: To comply with the requirements of the NPPF (2012) policies 7.14a-c of the London Plan (2016) and Policy CC1 of the LBHF Local Plan 2018.

87) Prior to construction of any internal or external M&E systems associated with Building C, detailed information on the proposed mechanical ventilation system shall be submitted to and approved in writing by the Council and thereafter carried out in accordance with these details, including details of where air intakes would be located to avoid areas of NO<sub>2</sub> or PM exceedance. Chimney, boiler and fume cupboard flues and ventilation extracts must be positioned a suitable distance away from ventilation intakes and receptors. Approved details shall be fully implemented prior to the occupation/use of Building C and thereafter permanently retained and maintained in good working order. 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 building.

Reason: To ensure that occupiers of the development are not adversely affected by air quality, in accordance with London Plan 2016 Policy 7.14 and Policy CC10 of the LBHF Local Plan.

88) The North-West Corner of Block C shall be completed within 18 months of the date of the original planning permission, that being 21st December 2012, or prior to the Block becoming fully operational, whichever is the latter.

Reason: To ensure full compliance with the planning application hereby approved and to prevent harm arising through deviations from the approved plans, in accordance with policies 7.1, 7.2, 7.3, 7.4, 7.5, 7.6, 7.7, 7.8, 7.9 and 7.21 of the London Plan (2015) and DC of the LBHF Local Plan 2018.

89) Prior to the commencement of landscaping works detailed drawings in plan, section and elevation of the Pavilion shall be submitted for the written approval of the Planning Authority and thereafter implemented onsite in the approved manner. The design of the Pavilion shall aim to meet the following requirements unless otherwise agreed in writing:

- 1 storey in height;
- Where practical and feasible SUDS measures (including rainwater harvesting/green roof);
- Accommodate A1 – A3 use classes, B1(a) and D1;

Reason: These details have not been submitted and to comply with policies 5.1, 5.3, 5.11, 5.12 of the London Plan 2016 (as amended) and CC2 and CC3 of the LBHF Local Plan 2018.

## **Justifications for Approving the Application**

Principle of Development/Regeneration: The principle of a comprehensive mixed-use redevelopment of the site including education/academic, residential, office, retail, healthcare and day care uses is considered to be acceptable and in accordance with national, strategic and local planning policies, which advocate making the most efficient use of brownfield land in sustainable locations in order to help meet local and strategic housing needs. The proposed development would contribute to the regeneration of the area, improve education and employment opportunities, and promote sustainable economic growth. The relatively small size and location of the proposed retail floorspace is considered not to compromise the vitality or viability of surrounding centres. The proposed development would be an appropriate use within the White City Opportunity Area which is well served and accessible by public transport. The proposed amendments to the masterplan development, subject to varying conditions 3, 8 and 89 would not alter the conclusions in respect of the overall principle of development. The proposed development is therefore considered acceptable in accordance with policies 2.13, 2.15, 3.3, 3.4 of the London Plan 2016 Strategic Policies WCRA, WCRA2, E2, CF1, CF2, CF3, HO1, OS1, OS2 and OS3 of the LBHF Local Plan (2018).

Housing: The proposed amendments to the masterplan development would not alter the conclusions in respect of the housing issues relating to the development. It is therefore considered that the proposed development is acceptable and in accordance with Policies 3.5 and 3.8 of the London Plan 2016 and policies HO1, HO3, HO4, HO5 and HO11 of the LBHF Local Plan (2018).

Design: It is considered that the proposed development would be of a high-quality design and would make a positive contribution to the character and appearance of the White City Opportunity Area. It is therefore acceptable and in compliance with the NPPF 2018, policies 7.1, 7.2, 7.3, 7.4, 7.5, 7.6, 7.8 and 7.21 of the London Plan (2016) and Strategic Policies WCRA, and WCRA2, and DC1, DC2 and DC8 of the New Local Plan (2018).

Built Heritage: The proposed development would be visible from within LBHF and the Royal Borough of Kensington and Chelsea. The impact of the proposal on the historic significance, visual amenity, character, and appearance of these areas, White City; Oxford Gardens/St Quintin Conservation Area; Grade I listed Kensal Green Park (Kensal Green Cemetery); and listed buildings in the area, is considered on balance acceptable. The proposed amendments to the masterplan development, subject to varying conditions 3, 8 and 89 would not alter the conclusions in respect of the heritage issues. The proposed development is therefore considered to be acceptable and in

accordance with policies 7.4, 7.7 and 7.8 of the London Plan (2016), policies DC1, DC2, DC3, DC8 of the LBHF Local Plan 2018.

Residential Amenity: It is considered that the proposed development would not result in unacceptable adverse impacts upon the amenities of adjoining occupiers in terms of daylight/sunlight, over-shadowing, and privacy. Potential impacts in terms of air quality, light pollution, wind tunnelling, noise or TV/radio reception would be acceptable with regards to the various mitigation methods proposed which are secured by condition. In this regard, the development would respect the principles of good neighbourliness. The proposed amendments to the masterplan development, subject to varying conditions 3, 8 and 89 would not alter the conclusions in respect of the amenity issues. The proposed development is therefore considered acceptable 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 HO11, DC1, DC2, DC8, CC10, CC11, CC12 and CC13 of the LBHF Local Plan (2018).

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 Policy 4B.5 of the London Plan Policy 7.2 of the London Plan 2016, and Policy HO6 of the New Local Plan (2018).

Quality of Residential Accommodation: The proposal is considered to provide an acceptable standard of accommodation for future occupiers of the residential accommodation (private and affordable) in respect of the living space, aspect, and amenity. The assessment is that all units would benefit from acceptable levels of daylight/sunlight, outlook, and privacy. The proposed amendments to the masterplan development, subject to varying conditions 3, 8 and 89 would not alter the conclusions in respect of the quality of residential accommodation issues. The development is therefore considered to be acceptable in accordance with Policies 3.5 and 3.8 of the London Plan 2016 and policies HO1 and HO4 of the LBHF Local Plan and LBHF SPD 2018.

Highways: It is considered that the overall traffic impact of the proposed amendments is acceptable and in accordance with policies 6.1, 6.3, 6.9, 6.10, 6.11, 6.13 of the London Plan 2016 and policies T1, T2, T3, T4 T5 and T7 of the LBHF Local Plan (2018).

Sustainability: The proposed development has been designed to meet Level 4 of the Code for Sustainable Homes and a BREEAM rating of Very Good or Excellent subject to individual tenancy agreements. The proposed development will include a decentralised energy centre, which will provide the heating and hot water requirements to the whole development through Gas fired CHP units. Each building will also provide further renewable energy technologies (such as photovoltaic panels) to supplement the provision of gas fired CHP units as appropriate to their carbon reduction target and

energy profile. This will result in a significant reduction of CO2 emissions beyond the Building Regulations 2010 compliant level. The proposed amendments to the masterplan development, subject to varying conditions 3, 8 and 89 would not alter the conclusions in respect of sustainability and energy issues. The proposed development is therefore considered acceptable in accordance with policies 5.1, 5.2, 5.3, 5.6, 5.7, 5.8, 5.9, 5.11, 5.12, 5.13, 5.14, 5.15 and 7.19 of the London Plan 2016, and Policy CC1 and CC2 of the LBHF Local Plan (2018).

Flood Risk: The site is located in flood zone 1 (low risk). A Flood Risk Assessment (FRA) has been submitted which advises standard construction practices in order to ensure the risk of flooding at the site remains low. The proposed amendments to the masterplan development, subject to varying conditions 3, 8 and 89 would not alter the conclusions in respect of flood risk. The development would therefore be acceptable in accordance with Policies 5.12 and 5.13 of the London Plan 2016 and policies CC3 and CC4 in the New Local Plan (2018).

Environmental Impacts: All Environmental Impacts have been assessed with regards to construction, demolition, proposed development and alternatives, Noise, Air Quality, Ecology, Transport, Socio-economics, Archaeology, Sunlight, Daylight, Overshadowing, Solar Glare, Water Resources and Flood, Waste, Ground Contamination, Microclimate, Electronic Interference, Townscape and Heritage, Cumulative and Residual Impacts, set out in the Environmental Statement and subsequent Addendums associated with the original planning permission (ref: 2011/04016/COMB) and its subsequent variations, in accordance with the EIA Regulations 2011.

Legal Agreement: The application proposes that its impacts are mitigated by way of a comprehensive package of planning obligations to fund improvements that are necessary as a consequence of the increased use arising from the population yield from the development and additional new land uses. The financial contributions will go towards the provision and implementation of the east-west underpass, or if not spent towards the underpass, towards affordable housing in LBHF, the enhanced provision of education, health, employment, community facilities, accessibility and sustainable transport, highways (including pedestrian and cycle routes) and the public realm. The proposed development would therefore mitigate external impacts and would accord with London Plan and Strategic Policies WCRA and WCRA2, and INFRA1 of the LBHF Local Plan (2018).

In line with the Town and Country Planning Act 1990 and the Town and Country Planning (Pre-commencement Conditions) Regulations 2018, officers have consulted the applicant on the pre-commencement conditions included in the agenda and the applicant has raised no objections.

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

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

Application form received: 13th 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:**

<b>Comments from:</b>	<b>Dated:</b>
Greater London Authority - Planning Decisions Unit	17.07.18
Historic England London Region	30.04.18
Royal Borough Of Kensington And Chelsea	22.05.18
London Underground Limited	15.05.18
Natural England	22.05.18
Historic England London Region	04.06.18

**Neighbour Comments:**

<b>Letters from:</b>	<b>Dated:</b>
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**1. Background**

- 1.1. This application is a section 73 variation to the extant hybrid planning permission 2015/06109/VAR (as amended) at the northern campus of the Imperial College masterplan at White City. The last remaining buildings A and G at the site have been redesigned, requiring a new standalone planning permission, which is assessed in parallel with this variation, as well as amendments to site wide landscaping and access arrangements and a deed of variation to the legal agreement.
- 1.2. In November 2010, planning permission was granted (ref: 2010/02218/FUL) for Phase 1 of the new campus to provide accommodation to over 500 postgraduate students and 9 key worker homes. The phase 1 development was officially opened in September 2012.



- 1.3. In December 2011, Imperial College London submitted a 'hybrid' (part detailed/part outline) planning application for Phase 2 of the comprehensive redevelopment. The development was granted planning permission in December 2012 (ref. 2011/04016/COMB) and comprised 6 buildings ranging in height from 3 to 35 storeys arranged around a public square.
- o 2nd August 2013, Ref: 2013/02980/VAR - the application sought amendments to the wording of certain conditions to enable the development to be delivered in phases rather than as a whole.
  - o 4th November 2013, Ref: 2013/02525/VAR - The amendments related to Buildings 'C' and 'D' and altered the floorspace and design of the buildings. The amendments were required to improve the appearance of the buildings, improve efficiency, and more closely align the space to the requirements of the end user.
  - o 4th April 2014, Ref: 2013/05635/VAR - A total of 7 amendments were granted permission and mostly related to the external design of Building C and was borne out of a requirement to allow for flexibility over the lifetime of the building and to improve the building's efficiency and functionality. The latest decision notice was issued in April 2014 (ref: 2013/05635/VAR). (Full details of the planning history is provided in section 2.0 of this report).
- 1.4. In July 2015, full planning consent for Michael Uren Bio-medical Research Hub and the accompanying (s73) variation to existing north campus masterplan to reconfigure the internal vehicular circulation, ramped basement access and layout of central car park basement levels, changes to public realm and amendments to conditions 3, 4, 5, 43, 55 and 61 were granted consent.
- 1.5. This s73 application seeks further amendments to the north campus masterplan, which would accommodate the related planning application for the remaining two buildings on the northern campus, buildings A and G, which are part of the outline element of the extant hybrid planning permission. The amendments sought within this application comprise:
- the reconfiguration of the access junction head;
  - the removal of central square basement and ramped access;
  - changes to the approved public realm and landscaping;
  - several conditions have also required to be amended to accommodate the changes – 3, 4, 5, 6, 22, 23, 24, 32 and 61.

1.6. The applicant has stated that the amended applications have been submitted following a review of potential occupiers for the buildings and to accommodate Imperial's School of Public Health within Building G. The scheme which is intended to be progressed requires changes to the parameters and design codes set out in the outline element, relevant to buildings A and G, of the hybrid permission. The review also took account of an appraisal of the access strategy following the purchase of the former Dairy Crest site at the south of the Westway, the advancement of White City Campus South Masterplan (2018/00267/OUT) and the movement of people between the two sites. Consequently, both consents are intended to fit together to accommodate the revised footprint for buildings A and G.

## **2. Site and Surroundings – White City Context**

2.1. The application site is located north of the Westway and within the White City Opportunity Area (WCOA) as designated in the London Plan and LBHF Local Plan 2018. The Imperial North Masterplan site covers approximately 2.27 hectares (5.60 acres) and is broadly square in shape. There are no listed buildings or buildings of merit on the site and the site is not located within a flood plain or a conservation area.

2.2. The site was acquired by Imperial College London (ICL) in September 2009 and was previously occupied by the BBC Worldwide Service which have since relocated to the Media Village. The site at that time comprised 2-4 storey commercial buildings which provided approximately 28,000m<sup>2</sup> (GEA) of B1 employment floor space with ancillary facilities including a sports centre, nursery, and catering facilities.

2.3. The site is served by several bus routes which are within a short walking distance on Wood Lane and Du Cane Road. White City Underground Station (serving the Central Line) is located approximately 500m south of the site, with Wood Lane Underground Station (serving the Circle Line and Hammersmith and City Line) a further 250m south. Shepherds Bush Overground Station, although further away, provides additional public transport options. The site therefore has a Public Transport Accessibility Level (PTAL) rating of 6a on a scale of 1 to 6b, where 6b is the most accessible.

2.4. Buildings A and G are located towards the north-west corner of the site as illustrated on the proposed site location plan 17146-17147\_07\_001 and are bounded by Shinfield Street to the north, Plot B to the east, Plot F to the south and Wood Lane to the west. The two plots form a gateway into the site, framing the only access road into the northern campus. Building A is located on the corner of Shinfield Street and Wood Lane, whilst Building G is located directly opposite Building A to the south fronting onto Wood Lane.

- 2.5. The remainder of the masterplan area at the northern campus comprises of postgraduate accommodation (plot B), located immediately to the east of Plot A. This is formed of four blocks three storeys in height adjacent to Shinfield Street, which step up to ten storeys towards the south. These are complete and occupied. The Translation and Innovation Hub or the 'I-Hub', a 12-storey building in the south-eastern corner, Plot D, was opened in October 2016. The nine storey Molecular Sciences Research Hub (Department of Chemistry), Plot C, on the eastern part of the site and between plots B and D is due to open in 2018. The 13 storey Michael Uren Biomedical Engineering Research Hub, Plot E, on the southern part of the site is scheduled to open in 2019, along with the 35-storey residential tower in the south-western corner of the site, Plot F.
- 2.6. Due to the continued construction on site, much of the existing public realm has suffered from the effects of the heavy vehicles, dust and dirt of the construction process. In some cases, the planting has struggled to establish and thrive and areas of paving around some tree pits have begun to fail. The applicants therefore propose to replace areas of the already constructed public realm, to ensure that once finished the development is fit for purpose, provides a strong landscape structure with a consistent approach, and is unified visually.

### **3. Relevant Planning History**

- 3.1. Several planning permissions have been issued at the Northern College Campus over the recent years and the relevant ones are outlined as follows:
- 3.2. 2010/02218/FUL – approved 13/10/2011  
Redevelopment of part of Imperial College Campus Woodlands, which comprises the erection of postgraduate student accommodation buildings comprising 606 units, 9 x residential units (Class C3) and 120sqm GEA of Class D1 floorspace plus ancillary facilities, access, parking, cycle storage, ancillary plant, landscaping, and public realm.
- 3.3. 2011/04016/COMB – approved 25/07/2012  
Hybrid planning application (part detailed/part outline) for the Imperial West ('Woodlands') site comprising detailed application for 3 buildings: (1) academic building (9 storeys/23,077m<sup>2</sup> GEA) (Class D1) including health research, day nursery (1,029sqm GIA) (Class D1) and restaurant facilities (2,127sqm GIA) (Class A3); (2) office and research units (part 6, part 12 storeys/22,528m<sup>2</sup> GEA) (Class B1) of which 77sqm (GIA) Class A1/A3 and 313sqm (GIA) Class A3; and (3) residential tower (Class C3) (35 storeys/20,297m<sup>2</sup> GEA) of floorspace in total, 192 units (59 of which are key worker units) and 319sqm (GIA) of A1/A3 floorspace at ground floor level; along with an access road, car/cycle parking (part basement

and part surface), ancillary plant and landscaping; and Outline application for the erection of 3 additional buildings comprising a hotel (13 storeys/maximum 14,500m<sup>2</sup> GEA) (Class C1) including 1,080sqm (GIA) restaurant (Class A1/A3) and 850sqm (GIA) fitness centre (Class D2); and 2 further buildings to be used for education (7 storeys/maximum 6,500m<sup>2</sup> GEA) (Class D1) of which 600sqm (GIA) Class A1/A3; and office (Class B1) and administrative uses (Part 3, part 5 storeys/maximum 5,900m<sup>2</sup> GEA); and demolition of existing sports hall building (Class D1) and existing office (Class B1). (GEA - Gross External Area; GIA - Gross Internal Area).

3.4. 2015/06109/VAR – approved 30/09/2016

Variation of Conditions 3, 4 & 53 (pursuant to planning permission ref: 2015/01328/VAR dated 13/03/2016) to allow for occupation of Building C by the Dept. of Chemistry together with changes to the external appearance (of Building C), installation of nitrogen vessel & enclosure (serving Building C), provision of Class D1 (health/day nursery) & Class A3 (restaurant) floorspace within Buildings A &/or G (reallocated from Building C), reconfiguration of central car park basement & amendments to cycle parking facilities. The revisions are minor material amendments resulting in a hybrid planning application (part detailed/part outline) for the Imperial West ('Woodlands') site comprising detailed application for 3 buildings: (1) academic building (9 storeys/27,702m<sup>2</sup> GEA) (Class D1); (2) office & research units (part 6, part 12 storeys/23,996m<sup>2</sup> GEA) (Class B1) of which 92 sqm (GIA) Class A1/A3 & 345sqm (GIA) Class A3; & (3) residential tower (Class C3) (35 storeys/20,297m<sup>2</sup> GEA) of floorspace in total, 192 units (59 of which are key worker units) & 319sqm (GIA) of A1/A3 floorspace at ground floor level; along with an access road, car/cycle parking (part basement & part surface), ancillary plant & landscaping; & Outline application for the erection of 2 further buildings (7 storeys/maximum 6,500m<sup>2</sup> GEA) & (Part 3, part 5 storeys/maximum 5,900m<sup>2</sup> GEA) to be used for education (Class D1); retail facilities (600sqm GIA) (Class A1/A3); office (Class B1) & administrative uses; health research, day nursery (1,029sqm GIA) (Class D1) & restaurant facilities (up to 2,127sqm GIA) (Class A3); & demolition of existing sports hall building (Class D1) & existing office (Class B1). (GEA - Gross External Area; GIA - Gross Internal Area).

3.5. This application is broadly processed in a similar way as that for Building E, Michael Uren, in that full planning consent has been issued standing apart from the wider masterplan for the site. The application was approved on 01/07/2016 for the:

Erection of a 13-storey building plus two levels of basement comprising research laboratories and offices within Use Class B1 together with a clinical facility, lecture theatre and other ancillary uses; a shop and/or cafe at ground floor within Use

Class A1, A2 and A3; and external landscaping, vehicle drop off and public realm works. Referring to Plot E.

- 3.6. 2017/04463/RES – approved 09/05/2018  
Reserved matters pursuant to hybrid planning permission 2015/06109/VAR (as amended) to confirm details of the appearance and scale of the 2 buildings approved in outline consent comprising (7 storeys/maximum 6,500 sqm GEA) & (Part 3, part 5 storeys/maximum 5,900 sqm GEA) to be used for education (Class D1); retail facilities (600 sqm GIA) (Class A1/A3); office (Class B1) & administrative uses; health research, day nursery (1,029 sqm GIA) (Class D1) & restaurant facilities (up to 2,127 sqm GIA) (Class A3). Referring to Plots A and G.
- 3.7. Several other applications seeking approval for details reserved by condition to enable the commencement of construction on site in relation to Building's 'C', 'D', 'E' and 'F', as well as section 96a Non-Material Amendments have also been submitted and approved. There is no requirement to list these.
- 3.8. The detailed application which is currently under consideration also requires changes to the wider landscaping masterplan which was approved at the hybrid consent 2011/04016/COMB as amended. As such, a s73a variation application relating to the landscape masterplan is also currently under consideration:
- 3.9. '2018/01256/VAR – currently under consideration, registered on 17/04/2018.  
Variation of conditions 3, 4 & 53 (pursuant to planning permission ref: 2015/01328/VAR dated 13/03/2016) to allow for occupation of Building C by the Dept. of Chemistry together with changes to the external appearance (of Building C), installation of nitrogen vessel & enclosure (serving Building C), provision of Class D1 (health/day nursery) & Class A3 (restaurant) floorspace within Buildings A and/or G (reallocated from Building C), reconfiguration of central car park basement & amendments to cycle parking facilities. The revisions are minor material amendments resulting in a hybrid planning application (part detailed/part outline) for the Imperial West ('Woodlands') site comprising detailed application for 3 buildings: (1) academic building (9 storeys/27,702sqm GEA) (Class D1); (2) office and research units (part 6, part 12 storeys/23,996sqm GEA) (Class B1) of which 92sqm (GIA) Class A1/A3 and 345sqm (GIA) Class A3; and (3) residential tower (Class C3) (35 storeys/20,297sqm GEA) of floorspace in total, 192 units (59 of which are key worker units) and 319sqm (GIA) of A1/A3 floorspace at ground floor level; along with an access road, car/cycle parking (part basement and part surface), ancillary plant and landscaping; and Outline application for the erection of 3 additional buildings comprising a hotel (13 storeys/maximum 14,500sqm GEA) (Class C1) including 1,080sqm (GIA) restaurant (Class A1/A3) and 850sqm (GIA) fitness centre (Class D2); and 2 further buildings to be used for education (7 storeys/maximum 6,500sqm GEA) (Class D1) of which 600sqm (GIA) Class A1/A3; and office (Class B1) and administrative uses (Part 3, part 5

storeys/maximum 5,900sqm GEA); and demolition of existing sports hall building (Class D1) and existing office (Class B1).'

#### **4. Proposal**

- 4.1. This Section 73 application seeks to 1) reconfigure the access junction head. The proposed buildings on Plot A and G would sit on a slightly different footprint than the design parameters of the Masterplan, and therefore the access junction head and internal circulation have been realigned to accommodate this minor change. It is also proposed to realign and narrow the junction compared to that approved during the masterplan permission. The applicant states these amendments have been proposed to reduce the large radius of the access and therefore improve north-south pedestrian movement on Wood Lane and create additional space for pedestrians adjacent to Building A.
- 4.2. The incorporation of the Estate Management Office within Plot A triggered a review of the vehicle access arrangement at the site and the associated security measures to prevent unauthorised site entry. Rising bollards have been proposed at the site entrance as a result, 24m east of the access on Wood Lane which would be controlled by Imperial (Estate Management). The applicant states that these measures are to create a pedestrian led environment within the campus and would be a reprioritisation of the south-west corner as the main pedestrian access point into the site.

#### Removal of Basement Car Park and Ramped Access

- 4.3. Permission is also sought for 2) the removal of the central square basement car park and the associated access ramps beneath the central square, and the approval of amended vehicle servicing routes across the masterplan. The applicant therefore proposes that the Masterplan redesigned to prioritise walking and cycling with access in/out of the site from several different locations enhancing connectivity and integration within the Masterplan, wider Imperial developments and the White City Opportunity Area.
- 4.4. The new design would adjust the vehicle circulation routes throughout the campus with the inclusion of pedestrian dominated routes, accommodate the revised footprints/design of plots A and G, amend the at grade parking provision to 22 accessible parking bays, 10 motorcycle parking bays and 158 cycle spaces, and adjust the public realm design with the inclusion of a central pavilion
- 4.5. To support this, the central square basement car park consisting of 123 car parking spaces has been removed.

- 4.6. In terms of cycle parking provision, the application seeks to increase the number of spaces to a total of 149 short term visitor spaces at grade in conjunction with the Cycle Parking Hub that is being delivered underneath the Westway.
- 4.7. Originally, the basement car park was to provide 97 standard parking bays, 11 accessible parking bays, and 11 motorcycle parking bays. Additionally, to this the public realm provided 4 standard parking bays, 11 accessible parking bays, and 10 motorcycle parking bays and 216 bicycle spaces at surface level.

#### Public Realm

- 4.8. Permission is also sought to 3) amend the consented public realm and landscaping. Because of the revised building footprints for Plots A and G, it has become necessary to amend the boundaries and form of the public realm and landscaping. As such, the applicant proposes that two buildings will dovetail with the masterplan and share the identical public realm and landscaping arrangements.
- 4.9. The applicant's aspiration to create a pedestrian priority campus has resulted in redesigning the landscape masterplan for the whole campus. The new landscape masterplan would therefore form a key part of this s.73 application and include changes necessitated by the detailed proposals for Plots A and G.

#### The Pavilion

- 4.10. The main and most notable change which is proposed is the formation of a feature pavilion. At this stage the proposals for the pavilion are shown indicatively and permission is only sought for the principle of a pavilion in this location. A condition is proposed to secure details of this element of the development.
- 4.11. The applicant proposes that the pavilion would serve a variety of functions including housing a cafe, storage, bus waiting area, meeting and break-out spaces, exhibition and campus orientation and would therefore benefit from use classes A1, A3, B1 and D1 which already exist across the masterplan.

- 4.12. To allow the above amendments to take place, numerous conditions of consented masterplan require to be altered and/or deleted, which are summarised in the table below.

<b>Condition number</b>	<b>Condition summary</b>	<b>Reason for altering</b>
Condition 3	Lists detailed drawings and documents approved	Requires to be updated to take account of revised drawings and the removal of central basement and redesign of landscape masterplan
Condition 4	Restricts building height in parameters	Amended to allow increased height of buildings A and G
Condition 5	In accordance with parameter plans	Amended to comply with updated drawing and parameter
Condition 6	Maximum building heights	Condition updated to allow for A and G buildings height increase
Condition 22	Details of car park	Condition deleted as no longer required due to removal of the car park
Condition 23	Car park to be carried out as approved	As above - condition deleted as no longer required due to the removal of car park
Condition 24	Car Park Management Plan	Amended to refer to at grade parking for visitors, blue badge holders and EVCPs
Condition 32	Details of central square	Amended to remove the reference to basement car park and clarify that details will be provided of central square landscaping only
Condition 61	Submission of revised energy strategy	Condition deleted as the revised Energy Strategy is submitted with full application 2018/01234/FUL

- 4.13. Condition 3 – The Schedule of Detailed Drawings and Documentation needs to be updated to account for the revised drawings amended because of the change to the drawings. This accounts for the removal of the central square basement and redesign of the landscape masterplan. Please find enclosed an updated drawing list reflecting the proposed amendments.
- 4.14. Condition 4 – Whilst the Illustrative Parameter Plan governing the Masterplan will remain, the maximum heights parameters have been removed. As such we suggest rewording this condition accordingly:
- 4.15. “The OUTLINE planning permission hereby permitted shall not be constructed unless in accordance with the approved parameters plan set out on the drawings listed under condition 3, submitted as part of the planning application”.



- 4.16. Condition 5 – This condition needs to be amended to reflect the changes to the parameters plan which creates the Plot A&G space and the removal of the parameter sections which have been deleted. We would suggest the following wording:  
“All reserved matters applications shall include a statement to demonstrate compliance with drawing ref: 981124-P-10-101-Rev A or other such versions that are subsequently agreed in writing with the Local Planning Authority.”
- 4.17. Condition 6 – requires to be deleted as the detailed permission currently under assessment would exceed the heights specified therein.
- 4.18. Condition 22 – governs the final design of the basement car park and therefore requires to be removed.
- 4.19. Condition 23 – also relating to the central square basement, needing to be deleted.
- 4.20. Condition 24 – related to the submission of a Car Park Management Plan for the basement car park and has been reworded to require the document to cover at grade parking for blue badge, visitor and EVCP spaces.
- 4.21. Condition 32 – has been reworded to remove reference to the Central Square for clarity.
- 4.22. Condition 61 – relates to the provision of an energy strategy and this would be reapplied to the standalone consent for buildings A and G and therefore requires to be deleted.

## **5. Publicity and Consultation**

- 5.1. Public consultation was carried out in accordance with statute through the display of site notices and publication of the development in local press.
- 5.2. No representations from members of the public have been received regarding the s73 application.

5.3. Relevant external consultees were also notified of the development via email the details of which are summarised as follows:

- Greater London Authority (GLA) – Stage 1 Report received from the Mayor’s expressing support of the removal of basement car park and providing strategic comments on issues of design, heritage, climate change, flood risk and drainage, and transport which are addressed in detail within the report for the full planning applications for buildings A and G.
- Natural England – no comment.
- Historic England – no objections or further assessments/conditions.
- Transport for London – no objections raised, however, some concerns have been noted which would be resolved via additional information being submitted prior to and post determination.
- RBKC – no objections.

## **6. Environmental Impact Assessment**

6.1. The previously submitted 'original' hybrid planning application (ref: 2011/04016/COMB) was subject to an Environmental Impact Assessment comprising an Environmental Statement and appendices.

6.2. Furthermore, the applicants had submitted a screening opinion 2017/03714/SCREIA for the uplift in the development attributed to the changes to buildings A and G, which was screened as not an EIA development in the context of the site on 16/10/2017.

## **7. Planning Assessment – Material Planning Considerations**

7.0 The main considerations which are material to the assessment of this application are summarised as follows. Other detailed environmental matters which are also relevant to the development, including Air Quality, Contaminated Land, Energy, and Noise have been assessed in detail in the parallel planning application 2018/01234/FUL as appropriate.

- 7.1 Principle of Development
- 7.2 Landscaping and Public Realm
- 7.3 Design (of buildings A and G)
- 7.4 Residential Amenity
- 7.5 Transport and Access
- 7.6 Flood Risk, Drainage and Sustainability

## **7.1 Principle of Development**

7.1.1 The principle of the proposed research and development led regeneration has been established during the assessment of the extant hybrid planning permission 2011/04016/COM on 21 December 2012. The principle of Imperial College Masterplan (North Campus) remains consistent with current national, regional and local planning policy.

7.1.2 The proposed approach, to have the full application for buildings A and G (2018/01234/FUL) to be assessed concurrently with the s73 application (subject of this report) has been carried out previously, during the assessment of the amended Michael Uren building E applications 2015/01329/FUL and the relevant s73 2015/01328/VAR. The approach was deemed sound then and therefore sets a precedent for processing, it is considered appropriate to repeat the process to allow the necessary amendments to buildings A and G, which would complete the northern campus masterplan.

7.1.3 As the buildings form the remaining component of the wider comprehensive redevelopment of the site, it is relevant to focus this assessment on the impact of the differences, which are mainly to the design and scale of development, between the existing approved development and that proposed in this application.

7.1.4 The issues under consideration in this assessment are related to the design and appearance of the landscaping arrangements, and transport and highways matters associated with the removal of the underground car park. Associated with those are the impacts of the changes on existing residential and public amenity and the impact on the amenity on future occupiers.

7.1.5 This application, to vary the details of the consented scheme described above, is considered policy compliant and acceptable in terms of principle of development and land-use, in compliance with the NPPF, the London Plan 2016 and LBHF Local Plan 2018.

## **7.2 Landscaping and Public Realm**

7.2.1 Policies OS1, OS2, OS4 and OS5 of the Local Plan relate to Landscaping and Green Infrastructure and are therefore relevant in this assessment.

7.2.2 A revised Public Realm Strategy has been submitted to take account of the changes to access and the removal of the basement car park. These changes were subject to extensive pre-application consultation with the officers and further amendments to the strategy have been secured during the assessment of the applications.

7.2.3 LBHF Design and Conservation Team have commented on the differences between the approved (under 2011/04016/COMB) and the proposed landscaping strategies which have been revised in accordance with the evolution of the White City Campus North, including the redesigned buildings A

and G. Noting that the general layout of the proposals follows from those developed as part of the original masterplan, however, key changes have been made to Wood Lane, the Arrival Square and the pedestrian route through the Central Square.

- 7.2.4 The quantity and form of planting along the Wood Lane has increased from that of the Masterplan, which previously only proposed a line of London Plane Trees. The current proposals offer new areas of low level evergreen hedging at the bases of a row of small leafed Lime trees, which provide greater benefit in terms of their contribution to air pollution mitigation and SUDS.
- 7.2.5 The treatment of the Central Square has been revised to address site constraints arising from the evolution of design development of the northern campus. The Central Square now incorporates space for a single storey pavilion building in the central and towards the north-western corner. The surface finish would now be French gravel instead of grass, which is considered acceptable given the high levels of overshadowing, the vehicular access routes required, and the existing underground services. The pavilion would make a positive contribution to the public realm by providing a space that can activate and articulate the square. In terms of landscaping, the planting around the pavilion - Pin Oak trees, and flexible seating would provide a distinctive and legible heart to the campus, which would be useable throughout the seasons and enable the site to be used for a variety of uses (A1 – A5) and flexibly to hold events. Details of the pavilion would be secured by planning condition.
- 7.2.6 The main pedestrian entrance to the site as proposed now is marked with 3 Honey Locus trees, granite benches, a lighting and CCTV column, a digital signage unit and sculptural/prototype element. Previously this space had a more formal arrangement with 6 trees arranged in an avenue towards the linear diagonal route into the Central Square. The main pedestrian route into the site between buildings E and F would now have a line of Honey Locus trees which sit alongside a water rill creating a sense of direction. Some of the rationale for these changes, especially for the organisation of the arrival square, is due to the location of underground services which cannot be relocated.
- 7.2.7 Overall, the changes to the public realm are acceptable in design terms given the site constraints. The proposals would maintain clear and legible routes into the campus and provide a distinctive sense of place at its centre. The development therefore complies with policies OS1, OS2, OS4 and OS5 of the Local Plan and London Plan policies

### **7.3 Design (buildings A and G)**

7.3.1 The detailed design changes to the approved scale and appearance of buildings A and G are subject to and are assessed in application ref. 2018/01234/FUL as they do not form part of the amendments sought under this application. In summary, officers are satisfied that the new proposals are policy compliant. It is therefore considered that the development is acceptable with regards to design.

### **7.4 Residential Amenity**

7.4.1 The nearest residential properties to the application site are those on Shinfield Street, located across the road and the north of the application site around 10m away. The existing residential dwellings range from two and three storeys in height and are Victorian terraced buildings. The changes proposed to in this application would not detrimentally impact on the existing levels of residential amenity currently enjoyed by the surrounding residential properties. It is also considered that future occupiers of the area, within building F, would be benefitted by the proposed removal of the car park and that a more sustainable solution is proposed by this development.

7.4.2 A Sunlight, Daylight, and Overshadowing Assessment has been submitted which had assessed the impact of the proposed development on the existing levels of sunlight and daylight received at relevant surrounding properties. It concludes that the proposed development will affect the level of light received at the surrounding properties due to its size and massing. However, that the consented scheme had previously considered and approved the provision of a dense masterplan.

7.4.3 There are some adverse impacts identified from the development and these were expected due to the proposed formation of a masterplan. There would be little difference between the amount of impact between the consented and proposed schemes. The details of these are discussed within the assessment section of the full application report 2018/01234/FUL.

7.4.4 A Noise and Vibration Assessment has been submitted and reviewed by the Council's Environmental Health Team. No objections have been raised and several conditions recommended relating to noise from external machinery and extract/ventilation, anti-vibration mounts and silencing of machinery, Servicing Management Plan, Floodlights, Security Lights and Decorative External Lighting. A Construction Management Plan has also been requested by condition. This is acceptable and policy compliant.

7.4.5 The applicants have also submitted a detailed Wind Microclimate Assessment which concludes that the wind environment within and around the site in the Proposed Scenario is within the recommended criteria for pedestrian comfort

and distress. Officers consider that the proposals are therefore in accordance with Policy DC3 as the buildings will not have a detrimental impact on the local environment in terms of microclimate.

## **7.5 Transport and Access**

- 7.5.1 This section provides a discourse of the changes to the provision of access and assesses transport and highways matters brought about by the full application for buildings A and G 2018/01234/FUL.
- 7.5.2 The following national, regional, and local policies set out the transport context and governing policies. NPPF Section 4. Promoting sustainable transport and London Plan policies 6.1 'Strategic Approach'; 6.3 'Assessing effects of development on transport capacity'; 6.9 'Cycling'; 6.10 'Walking'; 6.12 'Road Network Capacity'; and 6.13 'Parking' are relevant in the context of this scheme.
- 7.5.3 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'.
- 7.5.4 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.
- 7.5.5 Policy T2 requires all developments to be assessed for their contribution to traffic generation. Transport Assessments, Travel Plans and Delivery and Servicing Plans are required to be secured.
- 7.5.6 Officers have been involved in ongoing pre-application design meetings and have provided comments. Transport for London have also been consulted on the development and have provided additional comment, mentioned and addressed therein.

### **Vehicle Access**

- 7.5.7 The proposed vehicle entrance to the site would take place from Wood Lane between Buildings A and G, as approved under the original Hybrid Planning Permission 2011/04016/COMB.
- 7.5.8 Security measures are required to control vehicle access to prevent unauthorised entry and to retain as much of the 'pedestrian-led' environment as possible. Rising bollards are therefore proposed at the site entrance 24m east of the access on Wood Lane, which would be controlled by Imperial's Estate Management from the Estate Management office that will be in the basement of Building A.
- 7.5.9 The proposed 24m distance between the boundary of the public highway and the rising bollards, which would allow for up to three vehicles to enter and wait, and prevent them from stopping on the public highway, is acceptable in terms of road safety. The development is therefore considered to comply with Policy T1 of the LBHF Local Plan.
- 7.5.10 In the Mayor's Stage 1 Report, officers note that the applicant's trip generation assessment relies on outdated data used at the time of the assessment of the outline application and that this should be updated. Furthermore, that the applicant's assessment of the impacts of the increased floorspace attributed to the development on bus capacity is underestimated and that these aspects of the Transport Assessment should be revised with an additional contribution towards bus capacity secured via legal agreement. Officers consider that the additional contribution is not necessary in this instance and that there are funds in the s106 already dedicated to improved bus capacity.
- 7.5.11 A condition however has been applied to the application requiring all development to be carried out in accordance with the submitted Framework Travel Plan. Furthermore, funding for monitoring the forthcoming Travel Plans for each of the uses would be secured via s106 legal agreement. Officers consider the proposal is acceptable in transport terms and complies with Policy T2 of the Local Plan.

### **Vehicle Parking**

- 7.5.12 Policy T4 of the Local Plan states that the Council will require development to conform with car parking standards and car parking permit free measures on all new development. Policy T5 requires new developments to include provision for accessible, off-street car parking for Blue Badge holders.

7.5.13 The proposals for Buildings A and G include the removal of the consented basement car park for 123 cars; and the provision of blue badge only (at grade) parking bays, two per building. A total of 22 disabled parking bays would be provided across the masterplan in accordance with the consented scheme. Officers therefore consider the amendments are compliant with the Local Plan in meeting the wider policy objectives of providing car-free development whilst ensuring adequate parking facilities for users of accessible bays. The Mayor's Stage 1 comments support the development in terms of the revised car parking strategy.

7.5.14 A Car Park Management Plan has been conditioned which would provide detailed information regarding all the car parking (visitor and blue badge, as well as electric vehicle charging points) areas and spaces designed in line with the LBHF Local Plan 2018 and SPD 2018, especially Key Principle – TR7.

### **Cycle Parking**

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

7.5.16 The proposals include cycle parking which accords with the London and Local plans whereby 69 long stay cycle parking spaces would be provided within the basement of building A and 65 long stay cycle parking spaces within the basement of building G. Furthermore, 39 additional short stay cycle parking spaces would be provided at grade and incorporated into the site-wide landscaping masterplan. These are split into 27 for Plot A and 12 for Plot G.

### **Servicing Strategy**

7.5.17 Building A - Servicing is proposed to take place on-street from within the masterplan, adjacent to the east of Building A and between Buildings A and B. It is proposed to designate an area for loading between Buildings A and B to formalise on-street loading operations.

7.5.18 Building G - Servicing is proposed to take place on-street from within the masterplan, in a dedicated servicing yard. This principle has been established in the Hybrid Planning Permission and secured by condition and S106 obligations. Minor amendments to the servicing area has been proposed in the s73 application which would formally designate two loading bays for buildings G and F.



- 7.5.19 The proposed servicing arrangements at buildings A and G and for the northern campus are considered to be acceptable by the Council's Highways Team, however, a separate (not part of the submitted Transport Assessment) Delivery and Service Management Plan would be conditioned to be in accordance with the TfL guidelines and GLA recommendations.
- 7.5.20 Policy T7 requires all construction and major logistics activities to work with the Council in developing the scope and impact of their operations, and to mitigate the impact of additional traffic or potential disruption to the network. A Construction and Logistics Management Plan has been requested via condition prior to works commencing on site to comply with Policy T7.

## **7.6 Flood Risk, Drainage and Sustainability**

- 7.6.1 The changes to the landscaping have also resulted in amendments to the SUDS Strategy, which has been reviewed by officers and considered to be acceptable and policy compliant.
- 7.6.2 An addendum to the existing Flood Risk Assessment (FRA) for the development of the White City Campus north site has been submitted and approved by officers. This document reviews the existing Flood Risk Assessment, with regards to Plot A and Plot G, following the updated Strategic Flood Risk Assessment, Surface Water Management Plan, and any other relevant Planning policy requirements that have been updated since the masterplan in 2012 was approved.
- 7.6.3 The FRA details that the development site is located within Flood Zone 1, with an annual probability of flooding of 0.1% from rivers or sea. The principles set out within the FRA have informed the Drainage Strategy and therefore the site can be considered to have a suitably managed risk from any form of flooding and will not increase the probability of flood risk to the local catchment area.
- 7.6.4 The proposed Drainage Strategy has also been submitted and sets out the approach to surface and foul water. The strategy was influenced by on-site constraints, most notably that the existing wider masterplan and the site wide drainage strategy have been established in the governing permission and subsequent construction of Buildings C, D, E and F.
- 7.6.5 The Drainage Strategy details that in accordance with the adopted London Plan, developments are expected to achieve greenfield run off rates. However, site constraints and/or other mitigating factors may mean that achieving the greenfield runoff rate is not possible or prohibitively expensive. In this instance, the Drainage Strategy details that Plots A and G surface water runoff rate will be restricted to a maximum of 42 l/s; which has been agreed with Thames Water.

- 7.6.6 Surface water from plots A and G and the central square will be attenuated in one cellular storage tank which would be located within the public realm beneath potential vehicular routes. Part of the attenuation volume in Plot F has not been installed due to construction related issues, and therefore this volume will be included in the attenuation storage within Plots A and G to follow the flow restrictions specified within the approved site wide FRA. The proposed drainage strategy is therefore consistent with the approved site wide masterplan and ensures that the scheme will not increase the probability of floods risk to the local catchment area.

## **8. CIL and Planning Obligations**

- 8.1 The site is located within White City East Regeneration area which is except from LBHF Borough charging schedule, however, Mayoral CIL still applies.
- 8.2 An update to the section 106 legal agreement that bound the northern masterplan permission has also been submitted. The new agreement would bind the obligations secured by the section 106 Agreement to the extant masterplan planning permission and this s.73 Application.

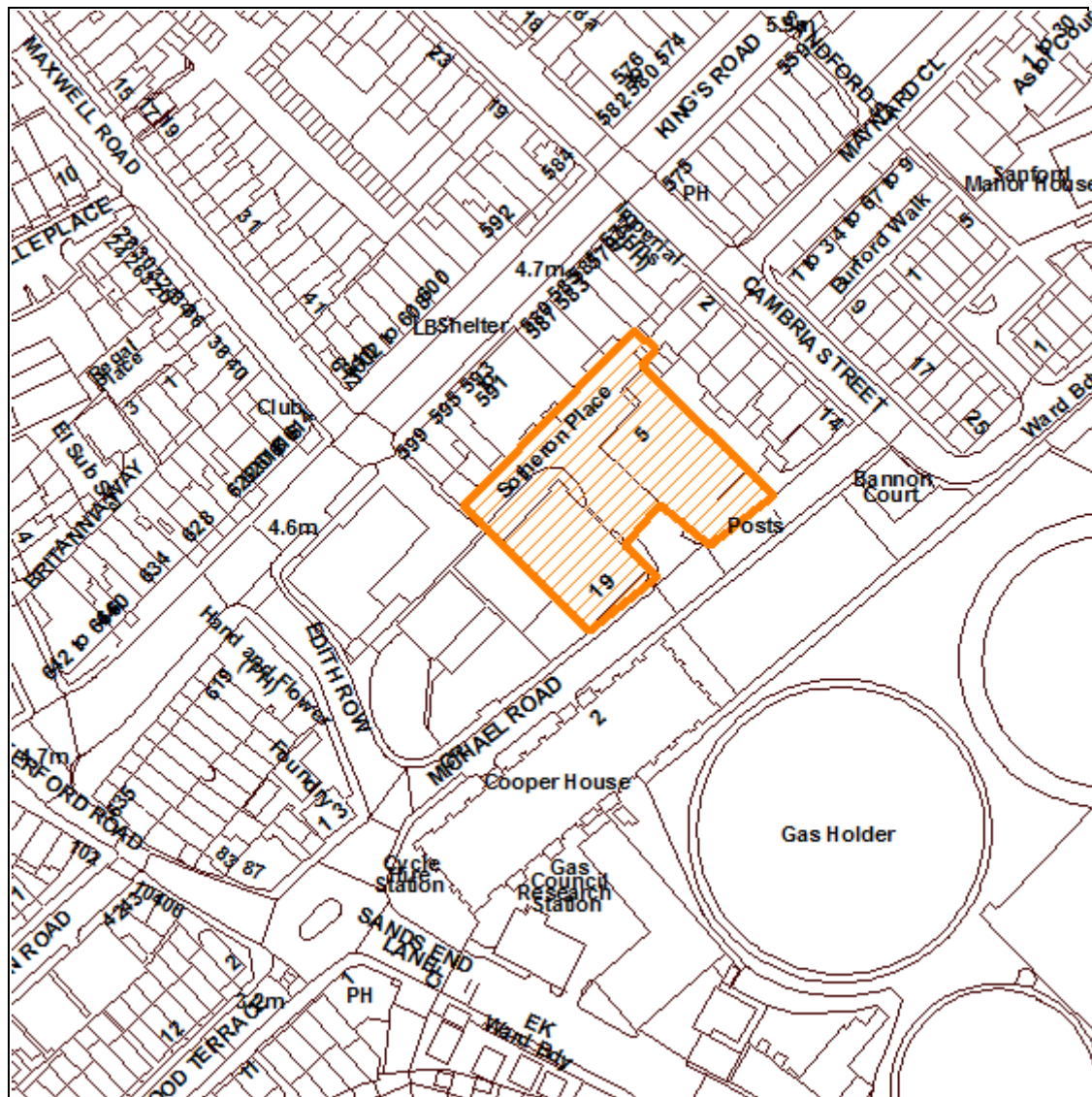
## **9. Summary**

- 9.1. It is considered by officers that the proposed amendments are acceptable and in compliance with the relevant national, regional and local planning policies.
- 9.2. The application is therefore recommended for approval as per the recommendations above subject to conditions and legal agreement.

**Ward:** Parsons Green And Walham

**Site Address:**

4 - 5 Sotheron Place London SW6 2EJ



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**For identification purposes only - do not scale.**

**Reg. No:**  
2018/01598/FUL

**Case Officer:**  
Marsha Kange

**Date Valid:**  
17.05.2018

**Conservation Area:**  
Constraint Name: Moore Park Conservation Area -  
Number 30

**Committee Date:**  
06.11.2018

**Applicant:**

Caerus (Sotheron Place) Limited  
c/o Savills

**Description:**

Demolition of existing buildings and redevelopment including the erection of a 5 storey and 6 storey buildings plus-basement to provide 36 flats (Use Class C3), 2,340 sqm commercial floorspace (Use Class A1-A3, B1 and D2) with associated parking, landscaping and amenity space.

Drg Nos: D5100 Rev P0; D5101 Rev P0; D5102 Rev P0; D5103 Rev P0;D5104 Rev P0; D5105 Rev P0; D5106 Rev P0; D5199 Rev P0;D5198 Rev P0; D5500 Rev P0; D5501 Rev P0; D5700 Rev P0;D5701 Rev P0; D5702 Rev P0; D1000 Rev P0; D5300 Rev 01;SK08 Rev 01; D5500 Rev P1; D5503 Rev P0; D5502 Rev P0.

**Application Type:**

Full Detailed Planning Application

**Officer Recommendation:**

That the application be approved subject to the condition(s) set out below:

1. That the Strategic Director of Growth and Place be authorised to grant planning permission on the completion of a satisfactory legal agreement] to cover the items listed in section 6 and subject to the conditions set out below
  2. To authorise the Strategic Director of Growth and Place in consultation with the Director of Law and approval of the Chair of the Planning and Development Control Committee to make any minor modifications to the proposed conditions or heads of terms as drafted in this report which may include the variation, addition or deletion of the conditions and heads of terms to ensure consistency between the two sets of provisions.
- 1) The development hereby permitted shall not commence later than the expiration of 3 years beginning with the date of this planning permission.

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

- 2) The development shall not be erected otherwise than in accordance with the following approved drawings: D5100 Rev P0; D5101 Rev P0; D5102 Rev P0; D5103 Rev P0; D5104 Rev P0; D5105 Rev P0; D5106 Rev P0; D5199 Rev P0; D5198 Rev P0; D5500 Rev P0; D5501 Rev P0; D5700 Rev P0; D5701 Rev P0; D5702 Rev P0; D1000 Rev P0; D5300 Rev 01; SK08 Rev 01; D5500 Rev P1; D5503 Rev P0; D5502 Rev P0;

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 DC4 of the Hammersmith and Fulham Local Plan 2018.

- 3) Prior to commencement of the development hereby approved, Demolition Management Plan and Construction Management Plan shall be submitted to and approved in writing by the Council. Details shall include length of time for the obstruction of the footway and control measures for pedestrian safety, 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 and details of temporary site fencing/means of enclosure to be erected prior to any demolition works take place. The 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 T7, T6, CC7, CC8, CC11, CC12 and CC13 of the Hammersmith and Fulham Local Plan 2018.

- 4) Prior to commencement of the development hereby approved, a Demolition Logistics Plan and Construction Logistics Plan shall be submitted to and approved in writing by the Council. The details shall include the numbers, size and routes of demolition and 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 approved details shall be implemented throughout the project period.

To ensure that construction works do not adversely impact on the operation of the public highway, and that the amenity of occupiers of surrounding premises is not adversely affected by noise, vibration, dust, lighting or other emissions from the building site, in accordance with Policies T7, T6, CC7, CC8, CC11, CC12 and CC13 of the Hammersmith and Fulham Local Plan 2018.

- 5) The development hereby permitted shall not commence above grade works until detailed drawings in plan, section and elevation at a scale of no less than 1:20 of a typical bay of each elevation are submitted to and approved in writing by the Council. The development shall be carried out in accordance with such details as have been approved and thereafter permanently retained in this form.

To ensure a satisfactory external appearance, in accordance with Policies DC1 and DC4 of the Hammersmith and Fulham Local Plan 2018.

- 6) Prior to the occupation of any A class (retail units), detailed drawings in plan, section and elevation at a scale of no less than 1:20 of that frontage and associated glazing shall be submitted in writing for the Council's approval. The glazing installed for any A1-A3(retail) frontages on Michael Road elevations shall be clear and shall be permanently retained and not obscured in any way unless agreed in writing by the Council.

To ensure a satisfactory external appearance, in accordance with Policies DC1 and DC4 of the Hammersmith and Fulham Local Plan 2018.

- 7) Prior to above grade works of the development hereby permitted, details of all new external materials to be used in the development including curtain walling, cladding 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 neighbouring conservation area; in accordance with Policies 7.1, 7.6 and 7.9 of the London Plan (2016) and Policies DC1, DC4 and DC8 of the Hammersmith and Fulham Local Plan 2018.

- 8) No plumbing, extract flues or pipes other than rainwater pipes shall be fixed on the Michael Road 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 and DC4 of the Hammersmith and Fulham Local Plan 2018.

- 9) Unless otherwise agreed in writing by the Council, 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 with Policies DC1 and DC4 of the Hammersmith and Fulham 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 and DC4 of the Hammersmith and Fulham Local Plan 2018.

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

In order to ensure that the Council can fully consider the effect of telecommunications equipment upon the appearance of the buildings in accordance with Policies DC1 and DC4 of the Hammersmith and Fulham Local Plan 2018.

- 12) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 or any order amending, revoking and re-enacting that Order) no extensions or other form of enlargement to the

residential development hereby permitted, nor erection of porches, outbuildings, hardstandings, storage tanks, gates, fences, walls or other means of enclosure, shall take place without the prior written permission of the Council.

Due to the limited size of the site, proximity to neighbouring properties and proposed design of the proposed dwellings on the site, the Council would wish to exercise future control over development which may affect residential amenity or appearance of the area, in accordance with Policies DC1 and DC4 of the Hammersmith and Fulham Local Plan 2018.

- 13) 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, so as to ensure a satisfactory external appearance and to preserve the integrity of the design of the building, in accordance with Policies DC1 and DC9 of the Hammersmith and Fulham Local Plan 2018.

- 14) Unless agreed in writing by the Council, no external roller shutters shall be attached to the retail frontages to Michael Road elevations.

To ensure a satisfactory external appearance, in accordance with Policies DC1 and DC4 of the Hammersmith and Fulham Local Plan 2018.

- 15) A minimum of 10% of all dwellings hereby approved shall be capable of meeting the needs of wheelchair users and shall be designed and capable of adaptation, in accordance with the Council's Local Plan Policy HO6 and Supplementary Planning Guidance Key Principles Accessible and Inclusive Design.

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 (2016) and Policy HO6 of the Hammersmith and Fulham Local Plan 2018.

- 16) Prior to above grade works, a noise assessment shall be submitted to the Council for approval of external noise levels including 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 commencement of the commercial use of the respective block of 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 Hammersmith and Fulham Local Plan 2018.

- 17) Prior to above grade works 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 respective block 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 Hammersmith and Fulham Local Plan 2018

- 18) Prior to above grade works of the development, details shall be submitted to and approved in writing by the Council, of the sound insulation of the floor/ ceiling/ walls separating the commercial part(s) of the premises from dwellings. Details shall demonstrate that the sound insulation value DnT,w is enhanced 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 respective commercial part 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 Hammersmith and Fulham Local Plan 2018.

- 19) Prior to occupation, details shall be submitted to and approved in writing by the Council, of the external sound level emitted from new plant/ machinery/ equipment and mitigation measures as appropriate. The measures shall ensure that the external sound level emitted from the new 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 respective block 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 Hammersmith and Fulham Local Plan 2018.

- 20) Prior to occupation, details of anti-vibration measures shall be submitted to and approved in writing by the Council. The measures shall ensure that machinery, plant/ equipment, extract/ ventilation system and ducting are mounted with proprietary anti-vibration isolators and fan motors are vibration isolated from the casing and adequately silenced. Approved details shall be implemented prior to occupation of the respective block 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 Hammersmith and Fulham Local Plan 2018.

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

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

- 22) Prior to occupation of each phase 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 2 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% O<sub>2</sub>) and 100mg/Nm<sup>3</sup> (at 5% O<sub>2</sub>) 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.

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) 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 and or air quality positive 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 each block of the development and thereafter permanently retained and maintained in accordance with approved details.

To ensure that the development seeks to reduce the potential adverse air quality impacts in accordance with Policy CC10 of the Hammersmith and Fulham Local Plan 2018.

- 24) Prior to the commencement of the overground works for B1, C3 and D2 use, a report 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<sup>3</sup>) criteria for NO<sub>2</sub> 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) One month after installation, details of the independently tested mechanical ventilation system with NO<sub>x</sub>, PM<sub>2.5</sub>, PM<sub>10</sub> filtration for B1 and C3 use. The NO<sub>2</sub> filtration system shall have a minimum efficiency of 90% in the removal of Nitrogen Oxides/Dioxides, PM<sub>2.5</sub> and PM<sub>10</sub> 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).

- 25) 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<sub>x</sub> 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 PM<sub>10</sub> 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).

- 26) Prior to the occupation of the C3 (residential) phase of the development, details of the construction of green infrastructure (including details of planting species and maintenance) on the section of development facing Edith Road and Michael Road 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 the C3 (residential) phase of the development 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 that part 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).

- 27) Prior to above grade works, a strategy detailing the measures to best achieve "secured by design" status shall be submitted to and approved in writing by the

Council. No part of the development thereby affected shall be used or occupied prior to the implementation of the approved details.

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

- 28) All ground floor entrance doors hereby approved 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 suitable entry into the building for disabled people. In accordance with Policies DC1 and DC5 of the Hammersmith and Fulham Local Plan 2018 and Key Principle SD2 of the Planning Guidance Supplementary Planning Document 2018.

- 29) With exception of the private roof terrace areas shown on approved drawings D5102 Rev P0; D5103 Rev P0; D5104, Rev P0 and D5105 Rev P0, no part of the remainder of the flat roof areas provided by the development hereby approved shall be used as a terrace or other accessible amenity space. No walls, fences, railings or other means of enclosure 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 as a result of overlooking, loss of privacy and noise and disturbance, in accordance with Policies H011, CC11 and DC4 of the Hammersmith and Fulham Local Plan 2018 and SPD Policy HS8 of the Planning Guidance Supplementary Planning Document 2018.

- 30) Prior to above grade works, details and samples of the 1.8m high obscure glazing and privacy screen (as measured from the floor level) relating to the north-west elevations of Blocks A and B, and the north-east elevation of Block B (facing Cambria Street), as shown on approved drawings D5700 Rev P0 and D5701 Rev P0 shall be submitted to and approved in writing by the Council. The use of deck/terraces shall not commence until the screens, as approved have been installed and it shall be permanently retained as such thereafter.

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

- 31) Prior to the occupation of a non-residential unit, details of that unit's operational hours shall be submitted to and approved in writing by the Council. Use of that unit shall accord with the hours as approved.

In order that noise disturbance which may be caused by customers leaving the premises is confined to those hours when ambient noise levels and general activity are similar to that in the surrounding area, thereby ensuring that the use

does not cause demonstrable harm to surrounding residents in compliance with Policies CC11 and CC13 of the Hammersmith and Fulham Local Plan 2018.

- 32) All external entrance doors in the office and retail frontages hereby approved shall be designed and installed so that they only open inwards, and shall thereafter be retained in this form.

To prevent obstruction of the public highway in accordance with the Highways Act 1980, and Policy T1 of the Hammersmith and Fulham Local Plan 2018.

- 33) No part of the requisite block of the development hereby approved shall be occupied prior to the installation of the cycle storage for the residential and commercial development hereby approved for that block, as indicated on approved drawing D5199 Rev P0 and D5100 Rev P0 and such storage facilities shall be permanently retained thereafter in accordance with the approved details.

In order to promote alternative, sustainable forms of transport, in accordance with Policy 6.9 and Table 6.3 of the London Plan (2016) and Policy T3 of the Hammersmith and Fulham Local Plan 2018 and SPD Transport Key Principle TR3 Planning Guidance Supplementary Planning Document 2018.

- 34) 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 D5100 Rev P0.

To ensure that the use does not give rise to smell nuisance and to prevent harm to the street scene arising from the appearance of accumulated rubbish, in accordance with Policy CC7 of the Hammersmith and Fulham Local Plan 2018 and relevant Waste Key Principles of the Planning Guidance Supplementary Planning Document 2018.

- 35) Prior to occupation of the commercial units of the respective block, a Servicing Management Plan shall be submitted to and approved in writing by the Council. Details shall include times and frequency of deliveries and collections, vehicle movements, silent reversing methods, location of loading bays 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 amenity of occupiers of the development site/ surrounding premises is not adversely affected by noise, in accordance with CC11 and CC13 of the Hammersmith and Fulham Local Plan 2018.

- 36) Prior to occupation of the respective block, a Car Park Management Plan shall be submitted to and approved in writing by the local planning authority.

To ensure that all spaces can be readily accessed by vehicles, in accordance with Local policies T4, T5 and Hammersmith and Fulham Local Plan 2018, Key

Principles TR3, TR4, TR5, TR6, TR7 and TR8 of the Planning Guidance Supplementary Planning Document 2018 and the London Plan T6.

- 37) The development shall be implemented in accordance with the recommended flood mitigation measures as proposed in Flood Risk Assessment Addendum (June 2018 or otherwise agreed in writing by the local planning authority. In line with advice from Thames Water, a non-return valve or other suitable pumped 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 London Plan (2016), Policies CC3 and CC4 of the Hammersmith and Fulham Local Plan 2018.

- 38) Development shall not commence until a final Surface Water Management Strategy has been submitted to, and approved by, the local Planning Authority in consultation with the sewerage undertaker. The Strategy shall show how sustainable drainage measures, selected in compliance with the preferred above-ground measures in the London Plan Drainage Hierarchy, will be implemented to allow final discharge of surface water from the development to be reduced to no more than 5l/s. Sustainable drainage measures that should form part of the Strategy include living roofs (Preferably a green roof if this is feasible), permeable surfaces and soft landscaping, including SuDS tree pits. The levels of attenuation achieved by these measures must be maximised before finalising the details of the underground attenuation tank. Full design details and plans of all measures must be provided along with maintenance information. Confirmation of the discharge point connection into the sewer network should be provided. The proposed final discharge rate and proportion of attenuation expected to be achieved by the Strategy shall also be confirmed.

No discharge of surface water from the development site shall be accepted into the public system until the drainage works outlined in the Strategy have been completed.

To prevent any increased risk of flooding and to ensure the satisfactory storage of/disposal of surface water from the site in accordance with Policy 5.13 of The London Plan (2016) and Policy CC4 of the Local Plan (2018)

- 39) Prior to the occupation of the respective block, a supporting statement confirming the residential sustainability measures as outlined in the Energy Assessment (July 2018) have been implemented, shall be submitted to and approved in writing by the Council 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 and CC1 of the Hammersmith and Fulham Local Plan 2018.

- 40) The development hereby permitted shall not be occupied before implementation of the sustainable design and construction measures detailed in the submitted Sustainability Statement and BREEAM Assessment. Prior to occupation, a post construction BREEAM assessment shall be submitted to and approved in writing by the Council which confirms that the "Very Good" Rating has been achieved and a supporting statement on the residential measures to confirm that the measures have been implemented.

All details thereafter 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 and CC2 of the Hammersmith and Fulham Local Plan 2018

- 41) 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 until The PV panel installation must be implemented and 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 neighbouring conservation area, in accordance with policies 5.3, 7.6 and 7.7 of The London Plan (2016), Policies DC1 and DC4 of the Hammersmith and Fulham Local Plan 2018.

- 42) No development (other than demolition) shall commence until a preliminary risk assessment report, in connection 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), Policy CC9 of the Local Plan 2018 and Key Principle LC4 of the Planning Guidance Supplementary Planning Document 2018.

- 43) No development shall commence (other than demolition) 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 make provision 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), Policy CC9 of the Local Plan 2018 and Key Principle LC4 of the Planning Guidance Supplementary Planning Document 2018

- 44) Unless the Council agree in writing that a set extent of development must commence to enable compliance with this condition, no development (other than demolition) 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, Policy CC9 of the Local Plan 2018 and Key Principle LC4 of the Planning Guidance Supplementary Planning Document 2018.

- 45) Unless the Council agree in writing that a set extent of development must commence to enable compliance with this condition, no development (other than demolition) 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), Policy CC9 of the Local Plan 2018 and Key Principle LC4 of the Planning Guidance Supplementary Planning Document 2018.

- 46) Unless the Council agree in writing that a set extent of development must commence to enable compliance with this condition, no development (other than demolition) shall commence until the approved remediation method statement has been carried out in full if required by the approved quantitative risk assessment, and have been carried out 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), Policy CC9 of the Local Plan 2018 and Key Principle LC4 of the Planning Guidance Supplementary Planning Document 2018.

- 47) Unless the Council agree in writing that a set extent of development must commence to enable compliance with this condition, no development (other than 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), Policy CC9 of the Local Plan 2018 and Key Principle LC4 of the Planning Guidance Supplementary Planning Document 2018.

### **Justification for Approving the Application:**

- 1) In line with the Town and Country Planning Act 1990 and the Town and Country Planning (Pre-commencement Conditions) Regulations 2018, officers have consulted the applicant on the pre-commencement conditions included in the agenda and the applicant has raised no objections.

The proposed development would create a well-designed mixed-use residential scheme that has been designed to complement the character and appearance of the locality and adjacent conservation area. The proposal would improve the existing site and the surrounding area and would result in an acceptable impact on the living conditions of neighbouring residential properties. The cumulative impact of the development, subject to conditions would not have a significant impact on the highway, parking or environment and as such the proposal is considered to be in accordance with relevant national guidance, London Plan (2016) policies, the Hammersmith and Fulham Local Plan (2018) and Supplementary Planning Guidance Supplementary Planning Document (2018).

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

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

Application form received: 14th May 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:**

<b>Comments from:</b>	<b>Dated:</b>
Historic England London Region	21.05.18
Thames Water - Development Control	25.05.18

## **Neighbour Comments:**

<b>Letters from:</b>	<b>Dated:</b>
Flat A 587-589 King's Road London SW6 2EH	03.06.18
568 Kings Road London SW6 2DY	11.06.18
16 Britannia Road London SW62HL	31.05.18
10 Cambria Street London SW6 2EE	07.06.18
12 Ash Road Shepperton Middlesex TW17 0DN	07.06.18
12 Cambria Street London SW6 2EE	08.06.18
559A King's Road London SW6 2EB	15.06.18
2 Cambria Street London SW6 2EE	20.06.18
6 Maynard Close London SW6 2EN	08.06.18
587B King's Road London SW62EH	29.05.18
Flat 2 568 Kings Road London SW6 2DY	04.06.18
5-17 Michael Road Fulham SW6 2ER	29.07.18
8 cambria street London sw6 2ee	07.06.18
8 cambria street London sw6 2ee	07.06.18
Flat 8 2-4 Redcliffe Gardens London SW10 9EU	10.06.18

## **OFFICER'S REPORT**

### **1.0 SITE DESCRIPTION AND RELEVANT HISTORY**

#### **Site**

1.1 The application site (0.24 ha) is roughly rectangular and comprises two industrial style buildings. The existing premises are occupied by a mix of commercial uses including storage (Class B8), as well as a separate climbing centre and ski centre, (both Class D2).

1.2 The application site is located on the north side of Michael Road and is bounded by Cambria Street to the east, King's Road to the north, Michael Road to the south and Edith Row to the west. The surrounding area is very mixed in character.

1.3 Michael Road is a predominantly commercial street with industrial properties including the former National Grid site and the Harley Davidson showroom and workshop which are situated to the south of the application site. In October 2018, subject to a Mayoral referral and a s106 legal agreement, a part-detailed and part-outline planning permission (ref 2018/02100/COMB) was granted for a redevelopment of the National Grid site to provide a residential-led mixed use development comprising new buildings ranging from 1 to 37 storeys to provide up to 1,843 residential units. In 2017, planning permission (ref 2013/00474/FUL) was granted for the erection of a 6-storey building plus basement comprising a mix of motorcycle showroom, workshop, offices and 18 flats on the Harley Davidson site.

1.4 Cambria Street is a residential street and the southern side of that road includes a modern three-storey terrace of 7 houses, Nos 2-14, with rear gardens that back onto the application site. Immediately to the north, Nos 577 to 599 King's Road, is a predominantly 3 storey terrace with retail at ground floor and ancillary uses above which

include some residential units. The rear of the petrol forecourt at the junction of King's Road and Edith Row includes single storey buildings adjoins the western boundary of the application site.

1.5 The site does not have any buildings that are subject to locally or statutory listing or any other local heritage designations. The northern part of the site beyond the buildings is within the Moore Park Conservation Area which lies to the north.

1.6 The application site benefits from very good public transport accessibility (PTAL 6a according to the Transport for London methodology) and is within the Environment Agency's Flood Zone 3.

Relevant Planning history includes:

1.7 In 2013, planning permission (ref: 2013/03954/FUL) was granted for the conversion of part of existing warehouse into an indoor climbing centre, installation of 12 bicycle racks and removal of existing fence to the side/ south-east elevation; removal of part of brick wall and installation of new glazed doors to the front/ south west elevation; erection of safety railing to the front south-west elevation. This permission has been implemented.

1.8 In 2014, planning application (ref: 2014/00923/FUL) was refused for the change of use of part of the ground floor of Unit 4, and the mezzanine level, from storage and distribution (class B8) into retail (Class A1) on the following grounds: insufficient evidence or justification to demonstrate that the site is "surplus" to industrial or commercial land for employment.

1.9 In 2015, planning permission (ref: 2015/02538/FUL) was granted for a change of use of Unit 4 from storage and distribution (Class B8) to a ski centre (Class D2), and replacement of existing roller shutter with a glazed emergency exit door to the north-east elevation. This permission has been implemented.

1.10 In February 2017, the applicant submitted a pre-application proposal for a redevelopment up to 8 storeys to provide 54 residential units and 1,700 sqm of commercial floorspace. In response, officers raised the following main concerns: design, scale and massing; visual harm to the existing surrounding area; loss of privacy; increased sense of enclosure and loss of daylight and sunlight; parking arrangements; quality of proposed accommodation; cycle parking and waste storage for both residential and commercial areas.

1.11 In August 2017, the applicants submitted a further pre-app for 2 alternative reduced schemes that ranged between 41 to 42 residential units and 2,204 to 2,259 sqm of commercial floorspace plus associated parking. Officers raised the following concerns: insufficient justification for loss of B8 and D2 use; design; lack of affordable housing; scale and massing; unneighbourly impact on Cambria Street and King's Road; housing mix; quality of proposed accommodation; insufficient information regarding parking, cycle storage and servicing/delivery.

## 2.0 PROPOSAL

2.1 The current application seeks full planning permission for the demolition of the two existing buildings and the erection of two buildings comprising part 5-storey and part 6-storey with basements. The new building would provide 36 residential units, 2,340 sqm of commercial floor space including a climbing centre (D2 use), offices (B1 use), retail/restaurant (A1-A3 use) and residential (C3 use).

## 3.0 CONSULTATION

### Pre-Application Consultation

3.1 In support of their proposals, the applicant submitted a Statement of Community Involvement which sets out the programme of public engagement which they used to provide interested individuals and groups with opportunities to comment on their proposals. In September 2017, the applicants sent out letters to some 810 properties surrounding the site inviting them to a Public Consultation Event held at the Rose Public House in Fulham a short walking distance from the site. At that time the proposals involved a mixed use residential scheme comprising 41 flats and 2,200 sqm of commercial floorspace.

3.2 In total, 16 members of the public attended the exhibition. The Statement of Community Involvement summarises the comments which were largely positive. However, concerns were raised about the proposed height, scale and mass of the buildings, impact on sunlight to Cambria Street, screening methods to maintain privacy, the number of car parking spaces, affordable housing provision and the uses within the proposed development.

### Application Consultation

3.3 The planning application has been advertised by means of Site Notice and Press Advert and 394 individual notification letters have been sent to the occupiers of neighbouring properties. 15 objections have been received, including one petition. The issues raised can be summarised as follows:

- Proximity to Cambria Street
- Poor outlook
- Excessive height and scale
- Unsympathetic design, not in-keeping with the area
- Loss of privacy and outlook
- Daylight and Sunlight impact
- Overbearing in scale and mass
- Inadequate amenity space for future occupiers
- Overdevelopment of the site
- Insufficient affordable housing provision
- Insufficient family sized accommodation
- Negative impact on visual amenity of Moore Park Conservation Area
- Noise pollution
- Light pollution
- Dust during construction works
- Lack of residential and commercial car parking

External Consultations:

3.4 Environment Agency - raise no objections.

3.5 Historic England - raise no objections.

3.6 Thames Water - raise no objections.

#### 4.0 PLANNING CONSIDERATIONS

4.1 The main planning considerations to be considered during the assessment of this proposal, in accordance with the NPPF (2018), London Plan (2016) and the Mayor's relevant Supplementary Planning Guidance (SPG's), Hammersmith and Fulham Local Plan (2018) and the Hammersmith and Fulham Planning Guidance, Supplementary Planning Document (SPD) (2018) are: the principle of development in land use terms; design and visual amenity; quality of the proposed housing accommodation; residential amenity of existing neighbouring properties; transport impact on the highways network and environmental quality matters.

#### LAND USE

4.2 The proposed development involves the loss of a storage (Class B8) use, the retention of a climbing centre (Class D2), new 'retail' provision (Class A1-A3), plus new offices (Class B1) and residential (Class C3).

#### Employment Land

4.3 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. London Plan Policy 4.12 encourages proposals to support local employment, skills development, and training opportunities

4.4 The Local Plan 2018 Policy E1 and E2 which encourage the retention, enhancement and intensification of existing employment uses and the retention of land and premises capable of providing continued accommodation for employment. Local Plan Policy E4 requires the provision of appropriate employment and training initiatives for local people of all abilities in construction of major developments.

4.5 The existing building currently comprises 1,516 sqm of B8 floorspace and this would be replaced by some 1,081 sqm of B1 office floorspace, located on the first floor of both Blocks. The office employment floorspace would be a modern, high-quality facility.

4.6 The applicants have provided evidence dating back to 2012 which demonstrate a lack of commercial interest in the existing Class B8 use on the site.

4.7 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". The proposed development would provide replacement employment floorspace on site.

4.8 Following officer negotiations, the Applicant has agreed to provide a financial contribution toward local employment this would include 2 paid and 2 unpaid construction placements and 1 apprenticeship. The proposals make provision for supporting placements and apprentices at the end of their programme to secure further employment. These economic and financial contributions will be secured by a legal agreement.

4.9 In respect of employment, although there will be a net loss of employment floor space (435 sqm), Officers consider the proposal accords with London Plan Policies 4.1, 4.3 and 4.12 and Local Plan Policies E1, E2 and E4.

Leisure Use (D2 use):

4.10 London Plan Policy 4.6 and Local Plan Policy CF2 seek proposals for new or expanded community uses to meet the local need, be compatible with and minimise impact on the local environment and be accessible affordable, adaptable, and inclusive to all in the community they serve.

4.11 The existing Climbing Centre would be retained on the site as part of the new development. The new facility will be located at the lower basement, basement, and ground floor levels of the proposed western block (Block A) and would provide an enhanced climbing centre with an improved layout and comprise 23% additional leisure space.

4.12 The Applicant has agreed to provide a schedule of discounts for local schools, colleges, youth/community groups and charities. The discounts will vary but the price would be at least 33% below that offered to the public. This will be secured by a legal agreement that will include a review mechanism.

4.13 The proposed retention and enlargement of the existing climbing centre is appropriate in this location. The proposal complies with London Plan Policy 4.6 and Local Plan Policy CF2.

Shops, professional services, and food (A1-A3 Use):

4.14 London Plan Policies 4.7 and 4.8 and Local Plan Policy TLC4 states that for proposals outside town centres, key local centres, neighbourhood parades and satellite parades, the Council will seek to retain shops and other local services to meet local needs. Policy TLC5 states that proposals for A3 uses are subject to conditions controlling hours of operation.

4.15 The application proposes the introduction of A1-A3 uses (453 sqm) on the ground floor of the two proposed new buildings. Depending on the demand for the A1-A3 uses, the application proposes a flexible option to allow for the further provision of B1 on the ground floor of both blocks if there is no up take in the A1 to A3 units. Subject to certain criteria, the Use Classes Order (Schedule 2, Part 4, Class D) 2015, allows changes of use from either A1, A2 or A3 to B1 office space, for a period of up to 2 years where the

floorspace involved is not more than 150 sqm. If the applicant seeks more than 150 sqm and /or greater than 2 years this will be set out in a legal agreement. The hours of use for the A1 to A3 uses are secured by Condition 31 and the flexible Class B1 option would be secured by a legal agreement.

4.16 The application proposes uses which comply with London Plan Policies 4.7 and 4.8. and Local Plan Policies TLC4, TLC5 and E2.

#### Residential (C3 Use)

4.17 London Plan Policy 3.3 states that an annual average of 42,000 net additional homes across London should be delivered. Table 3.1 sets an annual target of 1,031 net additional dwellings for Hammersmith and Fulham. Local Plan Policy HO1 supports the London Plan Housing targets and seeks to exceed them.

4.18 As noted in para 4.7, "there may be some sites in employment use that are capable of more intensive use to accommodate additional uses, particularly residential. This application would provide 36 new residential dwellings, that would contribute to the boroughs housing target. The proposals accord with London Plan Policy 3.3 and Local Plan Policy HO1 of the Local Plan 2018.

#### Residential Density

4.19 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. Local Plan Policy H04 (Housing Quality and Density) also seeks the optimum intensity of development in line with table 3.2 of the London Plan, provided that the uses are compatible with the local context and principles of good design.

4.20 The site is in Public Transport Accessibility level (PTAL 6a) indicating that it is very accessible by public transport. According to the London Plan density matrix, the site is an urban area that could support a density of between 200 and 700 habitable rooms per hectare (hr/ha), or 55-225 units per hectare (u/ha).

4.21 The proposed development site, (approximately 0.24 hectares) would result in a residential density of 516 habitable room or 124 dwellings per hectare. The development is within the acceptable density range stipulated in the London Plan and would not result in an excessive built environment on site.

4.22 The development complies with London Plan Policy 3.4 and Local Plan Policy HO4.

#### Residential Mix:

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 within new developments. 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 makes clear that 'there is a particular need in this borough for more family sized housing (3 or more bedrooms)'.



4.24 The application includes 36 units split between a mix of 12 x 1-bed, 21 x 2-bed and 3 x 3-bed flats. The range of accommodation proposed, includes the provision of family units, and is considered acceptable.

4.25 Overall, the proposed mix of accommodation is in accordance with London Plan Policy 3.8 and Local Plan Policy HO5.

#### Affordable Housing

4.26 London Plan Policy 3.11 (Affordable Housing Targets) and 3.12 set a London wide affordable housing target of at least 17,000 more affordable homes per year and requires that the 'maximum reasonable amount' of affordable housing should be sought when negotiating on individual private residential and mixed-use schemes and provision should normally be on-site.

4.27 Policy 3.12 also states that affordable housing negotiations should be reasonable and flexible on a site by site basis and should not restrain development rather achieve the priority of affordable housing provision.

4.28 London Plan Policy 3.13 (Affordable Housing Thresholds) requires that affordable housing is provided on sites which have capacity to provide 10 or more homes. The Mayor's Viability SPG - "Affordable Housing and Viability" sets a minimum target of 35% affordable housing with a tenure mix of low cost and intermediate rented homes.

4.29 Local Plan Policy HO3 (Affordable Housing) requires the financial viability of the proposed development to be considered. This includes the submission of a Financial Viability Assessment (FVA). The Policy also sets a target for 50% of dwellings to be built affordable, of these units, they should aim to provide 60% for social housing and 40% for intermediate housing. As with the London Plan, the Council seek the maximum 'reasonable amount' of affordable housing, considering the financial viability, site size and site constraints, individual circumstances and characteristics of the site and site-specific infrastructure.

4.30 The applicant's original submissions included an affordable housing offer of 25% (9 shared ownership units) on-site and this has been revised upwards to 36% (13 units). Officers sought to increase the level of provision taking account of affordable income bands, the nature of the tenure, financial viability, and site constraints. The shared ownership scheme achieves more affordable units which would be of greater benefit to the Council than a social rent/ intermediate scheme.

4.31 The household income thresholds for the affordable units is based on the London Mayor's requirement that annual total housing costs should not exceed 40% of net household income. On this basis, the 13 shared ownership units are aimed at the following income levels:

1 bed (2 person)	6 Units	£48,000 to £49,000
2 bed (3 person)	3 Units	£57,000 to £59,000
2 bed (4 person)	4 Units	£64,000 to £65,000

4.32 The Council's independent viability consultants BPS have scrutinised the viability and have not been able to find areas where the affordable proportion could be

increased, so accept offer is at the limits of viability. The proposals have been considered by the Council's Housing officers and they favour the shared ownership option. Overall, officers acknowledge that whilst the solely shared ownership scheme does not strictly follow the principles of Local Plan 2018 Policy HO3, the 36% affordable housing provision complies with the targets of the London Plan 2016, Policies 3.12 and 3.13 and therefore on balance, the proposal is acceptable. The affordable housing provision will be secured by a legal agreement.

## DESIGN AND APPEARANCE

4.33 The London Plan Policies 7.1, 7.2, 7.4, 7.5 and 7.6 requires good a quality environment that is designed to reinforce or enhance the character, legibility, permeability, and accessibility of the neighbourhood. It requires developments to be designed to be of the highest quality, inclusive to have regard for the pattern and grain of the existing space, scale, and mass and to make a positive contribution to a coherent public realm. Policy 7.8 D states development affecting heritage assets and their settings should conserve their significance, by being sympathetic to their form, scale, materials, and architectural detail.

4.34 Local Plan Policies DC1 and DC2 state that all development within the borough should create a high quality urban environment that respects and enhances its townscape context and heritage assets. New build development will be permitted if it is of a high standard of design and compatible with the scale and character of the existing development and its setting. Under Policy DC8 the Council will conserve the significance of the borough's historic environment by protecting, restoring, and enhancing its heritage assets.

### Demolition:

4.35 The existing buildings on the site are of no architectural merit. The proposed demolition would not result in harm to the character and appearance of the local area.

### Townscape:

4.36 The existing building on the site are not within a conservation area. However, the strip of land (part of the parking area) within the site, immediately to the rear of 585 to 599 New King's Road forms part of the Moore Park Conservation Area. The surrounding area is mixed in character. Sotheron Place forms part of an 'industrial' area to the rear of New King's Road fronting Michael Road to the south. Cambria Street to the east is a modern 3 -storey residential development.

4.37 The proposed development includes the erection of 2 buildings, Blocks A and B which comprise a mix of uses. Block A includes a Climbing Centre at lower basement, basement, and ground floor levels. Block B includes residential and commercial cycle parking spaces at basement level and commercial units at ground floor level. Both Blocks include B1 office space at first floor level and residential units on the upper floors.

4.38 The site lays adjacent to an area of high townscape quality being set immediately behind the 3-storey terrace of nos. 577 to 599 King's Road which is within the Moore Park Conservation Area. The context to the west and south of the site is likely to change soon which will create a new character for Michael Road. Consent has been granted for

a 6-storey commercial and residential building on the existing 2-storey Harley Davidson site (2013/00474/FUL). In addition, on the south side of the street, major redevelopment proposals for the entire Fulham Gasworks site were approved in October 2018, subject to section a legal agreement. (See paragraph 1.3 above)

#### Height, Scale, and Massing:

4.39 The scheme has changed from those submitted during 2017 pre-application discussions. The scale and mass of the buildings have been significantly reduced, to include the reduction in height of both buildings and the setting-back of the floors. Rather than up to 8 storeys within the site, the scheme now includes a 6-storey building (Block A) and a 5-storey building (Block B). The proposals represent an opportunity to enhance the appearance of Michael Road and Sotheron Place with buildings that contribute to the emerging scale and character of Michael Road and engage more positively with the public realm.

4.40 The application buildings have been designed to take account of their individual local setting, particularly relating to the low rise residential development of Cambria Street. Block B (on the north of the site) has been reduced to 5-storeys and its rear elevation is set back at several floors from the opposing residential properties in Cambria Street and the resulting recessive design mitigates the impact of proposed scale and massing on existing residential amenity for neighbouring occupiers.

4.41 The 6-storey height of Block A, is in keeping with the adjacent forthcoming 6-storey height of recently approved developments fronting Michael Road at the Harley Davidson site and the National Grid site. The top floors of both Blocks have been set back on all sides to reduce their scale and massing. Officers consider that the reduced massing and set-backs of the two Blocks, particularly on the upper floor levels, results in an acceptable visual impact and perceived bulk of the buildings within the local context.

4.42 In views from the King's Road the buildings will be recessive behind the 3-storey terrace along the street. In views from Maxwell Road the buildings will only just be apparent above the roofline of the street and would again be recessive in nature. Along Michael Road, the buildings will be comparable with recent planning approvals and moving east along the street they will reduce in height from, 6 to 5 storeys which will achieve a comfortable relationship with the existing 3 storey properties in Cambria Street which are positioned between 10m-13m from the application site boundary to the north-east. The buildings would also achieve an acceptable degree of enclosure of Michael Road which would be in-keeping within the street scene. As a result, officers consider the impact on the character and appearance of the Moore Park Conservation Area would be acceptable.

#### Elevations and Materials:

4.43 The proposed buildings are designed to provide active and engaging street frontages to Michael Road and Sotheron Place. The buildings incorporate large glazed areas on the ground and first floors to allow the commercial and leisure uses to contribute the visual activity of the ground floor street environment. This is enhanced by the provision of entrances on both Michael Road and Sotheron Place.

4.44 The height of the ground and first floor storeys provide a strong visual base for the buildings, the residential storeys within the middle of the building are shallower in height

and the top floors are differentiated by their set-backs and metal clad facades with raised ribs. The main elevations include brick facades, vertical stacked residential scale windows and semi projecting balconies, recessed between brick piers provide well-articulated elevations. The smaller projecting windows on the north elevations of the blocks add further visual interest to the elevations, when viewed from King's Road.

4.45 The use of light coloured multi-stock bricks are considered appropriate in this location and are the predominant material used in the Moore Park Conservation Area. On the east side of Sotheron Place a row of trees within the development between Blocks A & B, will enhance the character of the street which will also have ground level planting and an attractively designed groundscape defining pedestrian and vehicle spaces. Condition 7 will secure the landscaping details.

4.46 Overall, the proposed design of the development is acceptable within the local context and would not cause harm to the existing character and appearance of the surrounding area. The proposal would make a positive contribution to the urban environment and would not detract from the character and appearance of the conservation area. The development is therefore acceptable in accordance with the principles of the NPPF 2018, The London Plan 2016, Policies 7.1, 7.2, 7.4, 7.5 and 7.6 and Local Plan 2018, Policies DC1, DC2 and DC8.

#### QUALITY OF RESIDENTIAL ACCOMMODATION:

4.47 The London Plan Policy 3.5 'Quality and Design of Housing Developments' states that housing developments should be of the highest quality internally, externally and in relation to their context and the wider environment. The Mayor's Supplementary Planning Guidance 'Housing' provides guidance on housing quality. The Housing SPG makes clear that a key priority is to 'improve standards for the quality and design of housing, making sure that homes meet the needs of a changing population throughout their lives and are built to the highest environmental standards'.

4.48 Local Plan Policy HO4 requires 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. New housing should take account of the amenity of neighbours and must be designed in accordance with the London Plan internal space standards.

#### Size of Units:

4.49 The Council's SPD Housing Key Principle HS2, Table 3.3 of the Mayors Housing SPG and London Plan Policy 3.5 sets out the minimum gross internal floor areas (GIA) required for new homes. The minimum requirements for GIA and the proposed sizes are set out below:

- 1-bedroom units, minimum of 50 sqm (proposed between 51 and 60 sqm)
- 2-bedroom units, minimum of 61 sqm (proposed between 61 and 79 sqm)
- 3-bedroom units, minimum of 86 sqm (proposed between 86 and 98 sqm)

4.50 All proposed residential units accord with the minimum unit sizes (GIA), as set out in the London Plan and the Council's SPD Key Principle HS2.

#### Aspect and Outlook:

4.51 London Plan Housing SPG recognises that dual aspect dwellings, with opening windows on at least two sides, have many inherent benefits including better daylight, greater chance of direct sunlight for longer periods, natural cross ventilation, and greater capacity to address overheating, mitigating pollution, a choice of views, greater flexibility in use of rooms. On this basis single aspect dwellings which are north facing should be avoided. This approach is also supported by Key Principle HS2 of the Hammersmith and Fulham SPD 2018 which seeks minimum unit sizes in accordance with the Housing SPG and minimum ceiling heights of 2.5 metres for at least 75% of the GIA.

4.52 The development includes mainly dual aspect dwellings and none which are exclusively north facing. The single aspect dwellings have access to outdoor private amenity space in the form of terraces, providing good levels of outlook.

#### Daylight/Sunlight in New Dwellings:

4.53 London Plan standard 32 requires that all new homes should provide for daylight to enter at least one habitable room for part of the day. Where it cannot be met, housing schemes should demonstrate the provision of good amenity for its residents.

4.54 BRE guidance provides a method for assessing daylight by calculating the average daylight factor (ADF), a measure of the amount of daylight in a proposed room. The recommended ADF values for habitable rooms are as follows:

- 1% Bedrooms
- 1.5% Living Rooms
- 2% Family Kitchen

4.55 The applicant submitted a Daylight and Sunlight Report, which sets out the ADF values for habitable rooms within the proposed development. In total, 80 (81%) out of 99 habitable room meet the ADF targets. Of the remaining windows, 11 bedrooms (0.55%-0.67%) and 8 Living/Kitchen/Dining rooms (1.2%-1.8%) fall below the target threshold due to their positioning below a deck access or balcony directly above, which prevents the targets from being met. The BRE Guidance acknowledges that there may be circumstances in which the target is not met and an overhanging balcony is cited as a typical example. Officers have considered the report and on balance given the site constraints are satisfied that overall the units would have reasonable levels of daylight/sunlight.

#### Floor to Ceiling Heights:

4.56 The Mayors Housing SPG Table 3.3 and SPD Key Housing Principle HS2 requires that residential units should have a minimum ceiling height of 2.5 metres for at least 75% of the GIA of a dwelling, to ensure quality in terms of light, ventilation, and sense of space. All units meet the minimum standards.

#### Amenity Space:

4.57 The London Plan has a minimum target of 5 sqm of private outdoor amenity space for 1-2-person dwellings and an extra 1 sqm for each additional occupant. The

Council's SPD Housing Key Principle HS1 requires all new dwellings should have access to an area of amenity space, appropriate to the type of housing being provided. Every new family dwelling should have access to amenity or garden space of no less than 36 sqm. In addition, the width and depth of balconies should have a minimum depth of 1.5m.

4.58 All units meet the requirements except for 1 family unit, located on the sixth floor of Building Block A, which provides 20 sqm of outdoor amenity space. On balance, given the physical constraints of the site and considering that all units will have access to private outdoor amenity space, the proposal is considered acceptable and in general accordance with the Housing SPG and SPD "Housing Standards" Key Principle HS1.

#### Accessibility:

4.59 Local Plan Policy HO6 seeks to secure high quality accessible homes in all developments that included housing. London Plan Policy 3.8 (Housing Choices) seeks to ensure that 90% and 10% respectively of new housing meets the Buildings Regulations requirements for M4(2) accessible and adaptable dwellings, and M4(3) for wheelchair user M4(3).

4.60 All communal areas within the buildings are wheelchair accessible and at ground floor level the buildings have step free access. The upper residential floors are accessible by separate residential lifts within both buildings. In total, 4 wheelchair dwellings (11%) have been provided within Block A. These details would be secured by Condition 28. The proposals are compliant with Parts M4(2) and M4(3) of the Building Regulation and therefore accord with Policy HO6.

#### Fire Safety:

4.61 The implementation of a means of warning and escape, internal fire spread (linings), internal fire spread (structure), external fire spread and access and facilities for the fire service are issues covered under Part B of the Building Regulations 2010 and fall outside of the remit of the Town and Country Planning Act 1990.

#### Secured by Design:

4.62 London Plan Policy 7.3, Local Plan Policy DC2 and SPD "Sustainable Design and Construction" Key Principles requires new developments to respect the principles of Secured by Design and to ensure that proposals create a safe, secure, and appropriately accessible environment where crime and disorder and the fear of crime do not undermine quality of life or community cohesion. The details of how the proposal will incorporate measures for crime prevention will be secured by Condition 27.

#### Noise and disturbance to new residential units:

4.63 London Plan Policy 7.15 and Local Plan Policies CC11 and CC13 seek to ensure that new developments do not result in noise and disturbance to existing and future residential occupiers. SPD Key Principle NN3 requires consideration to be given to the proposed stacking and layout of rooms, particularly in relation to adjoining walls/floors/ceilings. It also requires suitable sound insulation measures to be undertaken. SPD Key Principle NN4 requires all noise generating development,

including plant, machinery and equipment and where proposed use or activities have the potential to generate noise, will be subject to requirements to minimise noise.

4.64 To safeguard the amenity of occupiers of the development by way of noise from commercial/transport/mechanical/residential noise sources, suitable conditions (16-20) requiring the submission of noise assessments including external noise levels and details of sound insulation of the building envelope, attenuated mechanical ventilation and extraction and odour control. Subject these conditions, the proposals are satisfactory and in accordance with the London Plan Policy 7.15 and Local Plan Policies CC11 and CC13 and associated SPD "Noise and Nuisance" Key Principles.

#### RESIDENTIAL AMENITY:

4.65 Local Plan Policies HO11 and DC2 requires the Council to ensure that the design and quality of all new housing 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 and principles of residential amenity.

4.66 SPD "Housing Standards" Key Principle HS6 seeks to protect the existing amenities of neighbouring residential properties in terms of outlook, privacy, light and noise and disturbance. Key Principle HS7 (iii) requires new windows to be positioned at least 18 metres away from existing windows or if the standard cannot be met, then they must be designed to ensure no loss of privacy. Key Principle HS8 requires that balconies and terraces do not cause harm to the existing amenities of neighbouring occupiers by reasons of noise and disturbance or opportunities for overlooking.

#### Outlook:

4.67 SPD Key Principle HS6 recognises that new development adjoining residential properties can influence the amenity of those properties by way of scale and massing which can have an overbearing impact. To assess such an impact, the general rule is that new development should not result in an infringing an angle of more than 45 degrees. The notional 45-degree line should be measured from either the ground level of the rear boundary of residential properties with gardens less than 9 metres or from 2m height above ground for gardens greater than 9 metres in length. If any part of the proposed building extends beyond these lines then on-site judgement will be a determining factor in assessing the impact on the existing amenities of neighbouring properties.

4.68 The adjoining gardens on Cambria Street vary in length between 3 metres and 12 metres. In all cases, the proposed development would not infringe a notional 45-degree line when measured from rear gardens along Cambria Street.

4.69 The adjoining properties in King's Road (nos. 579-599), contain commercial units at ground floor with some of the properties containing residential units on the upper floors (nos. 583, 585, 587-589 and 599). The main first floor rear windows of these existing residential properties are some 20m from the opposing north-west elevations of the proposed buildings. Taking into account, a notional 45-degree line from the first-floor rear of the existing properties in New King's Road the proposed development would not result in any infringements.

4.70 In respect of the approved buildings on the Harley Davidson site (14m to the west) and the National Grid site (between 13m and 18m the south), on site judgement is the determining factor. Officers consider that the proposed development would be maintain a satisfactory sense of openness and no closer than other similar schemes within an urban context. The proposed siting and reduced massing of the top floors would not have an overbearing effect.

4.71 Officers conclude that the development would not give rise to unacceptable levels of loss of outlook and sense of enclosure and therefore complies with SPD Key Principle HS6.

Daylight, Sunlight, and Overshadowing:

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

Daylight

4.73 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.

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

4.75 In total, 110 windows relating to 23 properties in Cambria Street, and Michael Road have been assessed. Overall there are 9 windows relating to 4 properties in Cambria Street (Nos 4, 6, 8 and 10) and 1 property in King's Road (No.597) that would have a VSC that is both less than 27% and less than 80%.

4.76 In respect of 597 King's Road, the land levels change from three storeys at the front to four storeys at the rear facing Block A. In common with many of the properties in the remainder of that terrace, the rear of this dual aspect property has been extended rearward. The existing first floor rear extension at No.597 was granted in 2017, as part



of a change of use to residential, measures some 5.5m deep and is positioned just set 2.4m off the rear boundary. This unusually large extension which includes a very large patio style window serving a bedroom is much closer to and almost up against the site boundary. Officers consider that the first-floor extension takes advantage of the low rise commercial development at the rear of the site. In this case, although the resulting 21% VSC is less than the target of 27% and 61.2% of its former value, it is a material consideration whether the existing building at No. 597 is itself a neighbourly, because the first-floor rear extension is not a reasonable distance from the boundary and takes no more than its fair share of light.

4.77 The properties in Cambria Street have also been extended rearward, notably at ground floor level and the resulting footprint is closer to the rear boundary with the application site. The VSC impact for each of the 4 affected properties is considered below: -

At No. 4, the single storey 3.3m deep extension includes 6 patio windows which serve the same living room area. Of the 6 windows, 4 meet the VSC target and although 2 windows fall below 27% VSC, they would only marginally be less than the target 80% (78.1% and 79.9%) of their former VSC values. Given there are several windows serving the same room and most of those windows meet the VSC and level of infringement is likely to be imperceptible, officers consider that the affected room would receive satisfactory daylight.

At No. 6, the single storey 3.5m deep extension includes 2 large patio windows across the whole width of the property which serve the same room. The windows would fall below the VSC target and be less than 80% (70% and 69.5%) of their former VSC values. Officers consider that these technical infringements are modest.

At No.8, the single storey 2m deep rear extension includes a large patio window which serves the same room. The window is divided into 3 parts and 2 of these windows meet the target VSC. Although 1 window falls below the VSC target and be less than 80% (69%) of its former VSC value, officers consider that the affected room would still receive adequate daylight from an existing additional rooflight.

At No.10, there are large single storey extensions that extend to the rear boundary. Unlike the extensions at Nos 4, 6 and 8, there is no planning history for these extensions which are not policy compliant (more than 3.5m deep; within 4m of the rear boundary and cover more than 50% of the garden). The rear-most extension includes 2 windows and these meet the VSC target. The extension closest to the main house includes 4 windows in its side and rear elevations and a roof light. In total, 3 of the 5 windows serving that extension would be less than the VSC 27% target and less than 80% of former values (67.3% 67%, 66.4%). The two 'side' windows in the extension next to the main house are already heavily obstructed by the existing extension at No.8 and the party boundary - while one of these windows would not meet the VSC target the other is above target. The two rear windows in that same extension, would both fall below target. However, the roof light would retain 60% VSC and 90% of its former value and would continue to provide additional light. Whilst the resulting VSC assessment demonstrates some infringements, officers consider that as the existing extensions are collectively oversized, not set back a reasonable distance from the application boundary and they take more than their fair share of light.

4.78 No Sky-Line NSL measures the distribution of daylight within a room. It indicates the point in a room from where the sky cannot be seen through the window due to the presence of an obstructing building. The NSL method is a measure of the distribution of daylight at the 'working plane' within a room. In houses, the 'working plane' means a horizontal 'desktop' plane 0.85 metres above floor level. This is approximately the height of a kitchen work surface. The NSL divides those areas of the working plane in a room which receive direct sky light through the windows from those areas of the working plane which do not. For houses, the rooms to be assessed should include living rooms, dining rooms and kitchens. Bedrooms should also be analysed, although in terms of NSL they are considered less significant in terms of receiving direct sky light. Development will affect daylight if the area within a room receiving direct daylight is less than 80% of its former value.

4.79 Two rooms including habitable areas at 599 King's Road (second floor) and 8 Cambria Street (third floor bedroom) would receive direct daylight of less than 80% (62.4% and 77% respectively) of their former values. Officers consider that the impact on the bedroom of 8 Cambria Street is minor and of less material significance. Overall, the reduction in NSL to No 599 King's Road when considered against the wider benefits of the scheme is considered modest. Given that the BRE advises that their guidance be applied flexibly, the reduced distribution of daylight to No.599 King's Road is acceptable within an urban setting.

4.80 The Average Daylight Factor (ADF) involves values for the transparency of the glass, the net glazed area of the window, the total area of room surfaces, their colour reflectance and the angle of visible sky measured from the centre of the window. This is a method that measures the general illumination from skylight and considers the size and number of windows, room size, room qualities and room use. The BRE test recommends an ADF of 5% for a well day lit space or 2% for a partly day lit space. The minimum standards for ADF recommended by the BRE for individual rooms are 2% for kitchens, 1.5% for living rooms and 1% for bedrooms.

4.81 Although the applicants have provided an assessment of ADF for both the proposed and existing residential dwellings the BRE Report (Appendix F) states that 'Use of the ADF for loss of light to existing buildings is not generally recommended'.

## Sunlight

4.82 To assess loss of sunlight to an existing building, the BRE guidance suggests that all main living rooms of dwellings, and conservatories, should be checked if they have a window facing within 90 degrees of due south. The guidance states that kitchens and bedrooms are less important, although care should be taken not to block too much sun. The Annual Probable Sunlight Hours (APSH) predicts the sunlight availability during the summer and winter for the main windows of each habitable room that faces 90 degrees of due south. The summer analysis covers the period 21 March to 21 September, the winter analysis 21 September to 21 March. The BRE Guidance states a window may be adversely affected if the APSH received at a point on the window is less than 25% of the annual probable sunlight hours including at least a 5% of the annual probable sunlight hours during the winter months and the percentage reduction of APSH is 20% or more.

4.83 Only 2 rooms would have a reduction of APSH of more than 20% - the first-floor rear bedroom at No. 597 Kings Road (39.4%) and habitable ground floor area at No.6 Cambria Street (22.1%). As set out in previous paragraphs 4.76 and 4.77 above, these properties have been extended rearward. In respect of No.597 King's Road which receives the greatest loss, officers consider that as the existing extensions are not set back at a reasonable distance from the application boundary they take more than its fair share of light. The loss of light to No 6 Cambria Street is very modest.

#### Overshadowing

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

4.85 In total 7 rear gardens in Cambria Street (Nos 2 to 14) and 2 roof terraces in King's Road (Nos 587 and 589) have been assessed for overshadowing. Except for one property all the gardens/ roof terraces are comfortably within the 20% threshold. At 10 Cambria Street, the rear garden would experience a reduction of 83.6%. As noted in paragraph 4.77 above, there is no planning history for the existing ground floor rear extensions which are not policy compliant. Officers consider that as the existing extensions are not set back a reasonable distance from the application boundary they take more than their fair share of light.

4.86 Overall, in terms of daylight, sunlight and overshadowing officers note that there are a few technical infringements and where these occur most of these are modest. On balance, considering the constraints of the site within this urban location, the proposal is satisfactory in terms of its impact on daylight, sunlight and overshadowing to neighbouring residential properties.

#### Privacy:

4.87 SPD Key Principle HS7 (iii) states that new windows should be positioned at least 18 metres from existing habitable room windows to ensure no loss of privacy. If the standard cannot be met, then windows should be designed to ensure that no loss of privacy will occur.

4.88 The north-west elevations of Blocks A and B would include windows which facing opposing habitable rooms at the rear of King's Road (between 11m-12m away). To the north east the and these would be obscured glazed to prevent overlooking between the properties. The north-east elevations of Blocks A and B would have access walkways facing habitable rooms in the rear of Cambria Street (8m-13m away). These proposed northern elevations will include a mixture of obscure glass and 1.8m high to prevent overlooking - Condition 30 will secure these details. Any windows facing Cambria Street will and the adjacent Harley Davidson Site be positioned more than 18 metres away from existing habitable rooms. The proposals would mirror the line of residential buildings on National Grid site on the opposite side of Michael Road. The proposal accords with SPD Key Principle HS7(iii).

#### Terraces/Balconies:

4.89 SPD Key Principle HS8 states that planning permission will not be granted for roof terraces or balconies if the use of the terrace or balcony is likely to cause harm to the existing amenities of neighbouring occupiers by reasons of noise and nuisance.

4.90 The proposal incorporates a total of 36 balconies (one for each flat) and three external walkways at second, third and fourth floor levels to the north-east elevation of Building B. It is difficult to predict with any accuracy the likely level of noise/disturbance that would be generated using the terraces, however apart from the family units, the proposed terraces measure 5sqm - 6.6 sqm. The larger family roof terraces will be located on the roof of Block A. Given the relatively small size of most of the terraces and the siting of the family units with associated large amenity space at roof level it is not considered to generate unacceptable levels of harm to residential amenity.

#### TRAFFIC GENERATION AND CAR PARKING:

4.91 London Plan Policy 6.1 states that proposals should encourage the reduction in the need to travel, especially by car. Policy 6.11 seeks to smooth traffic flow and tackle congestion. Policy 6.12 states that proposals must demonstrate their impact on the road network and how any dis-benefits will be mitigated.

4.92 Local Plan Policy T2 states that all development will be assessed for their contribution towards traffic generation and their impact on congestion. Transport Assessments together with Travel Plans will be required as well as Delivery and Service Plans.

4.93 The Applicant submitted an Outline Travel Plan for the residential and commercial uses. The Plans provide details regarding cycle parking, electronic vehicle charging, nearest public transport facilities, cycle routes and servicing and delivery. The full details for the Delivery and Servicing to the site will be secured by Condition 35.

#### Car Parking:

4.94 London Plan Policy 6.13 and Local Plan Policy T4 state that proposals in areas with high PTAL 6 should be car-free developments (whilst still providing for disabled people).

4.95 The proposal includes 24 car parking spaces and 13 of these will be returned to the occupiers of the King's Road properties who have an existing access and servicing arrangement. The other 11 spaces will be for the proposed development, of which 4 are disabled spaces, 3 would be for the family units and the remaining 4 (11%) would be spread across the development.

4.96 The development will be car-parking permit free, meaning that occupiers of the development will not be issued with parking permits to park on the neighbouring streets. The proposal will therefore have little impact on existing parking stress within the local area and the proposal will be in general accordance with Local Plan Policy T4 and London Plan Policy 6.13. A car park management plan will be secured by Condition 36.

## Cycling:

4.97 London Plan Policy 6.9 (cycling) states that developments should provide secure, integrated, convenient and accessible cycle parking facilities in line with the minimum standards set out in Table 6.3 of the London Cycle Design Standards.

4.98 Local Plan Policy T2 states borough wide targets are to develop and promote a safe environment for cyclists to encourage residents and businesses to consider these modes. Policy T3 seeks to increase and promote opportunities for cycling through the provision of convenient, accessible, and safe secure cycle parking within the boundary of the site.

4.99 The proposals include 112 cycle parking spaces for the application. In total 98 would be in Block B's basement - 66 would be for residential and 32 for commercial. In addition, 14 cycle spaces would be provided by way of Sheffield bike stands located at ground floor level. The cycle parking provision is secured by Condition 33. This is compliant with the London Plan and Local Plan policies and the guidance set within the West London Cycle Parking Guidance.

## Servicing and Delivery:

4.100 London Plan Policy 5.16 seeks to minimise waste and exceed recycling levels. Local Plan Policy CC7 seeks for all developments to have suitable facilities for the management of waste generated by the development.

4.101 Adequate commercial and residential refuse storage have been provided within the proposal with clearly defined areas. Condition 35 will ensure that the refuse is stored in accordance with approved details.

4.102 The proposals include a loading bay located between the residential and commercial entrances to the building. The loading bay will be used to service the commercial elevations of the scheme and can be used for deliveries to the residential units. These details would be secured by Condition 35.

## ENVIRONMENTAL QUALITY:

### Flood Risk and Sustainable Drainage Systems (SUDs)

4.103 London Plan Policies 5.11, 5.12, 5.13, 5.14 and 5.15 requires new development to comply with 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. Local Plan Policy CC3 and CC4 state that developments will be required to submit Flood Risk Assessments and Sustainable Drainage Strategies which demonstrate the reduction in the use of water and management of surface water run-off.

4.104 The site is located within the Environment Agency's Flood Zone 3 which indicates that the site would be at risk if there was a breach in the Thames Tidal defences. However, the existing Thames Tidal flood defences provide a high standard of protection up to a 1 in 1000 (0.1%) chance in any year.

4.105 A Flood Risk Assessment (FRA) has been submitted with the application. The FRA states that the new development will incorporate basement waterproofing and sewer flood protection measures, the Council's Environmental Policy Team are satisfied with the details and which would be secured by Condition 38.

4.106 In terms of managing surface water run-off from the site, the proposed development would increase the amount of permeable surface within the site through the introduction of soft landscaped areas and permeable hard surfaces. Further details regarding the full range of SUDS measures, including a green roof, if shown to be feasible, confirmation of final discharge of surface water from the site and attenuation levels and maintenance arrangements will need to be secured by Condition 37.

#### Energy Assessment:

4.107 London Plan Policy 5.3 states that major developments should meet the minimum standards for sustainable design and construction. Local Plan Policy CC1 and London Plan Policy 5.2 (Minimising Carbon Dioxide Emissions) states that the Mayor will work with boroughs and developers to ensure that major developments meet targets for CO2 emissions reductions in new buildings.

4.108 An Energy Assessment has been provided which shows that the energy efficiency and low/zero carbon technologies are planned for the site to help reduce energy use and minimise CO2 emissions. The non-residential aspects of the development meet the minimum requirement of 35% reduction in CO2 emissions, in line with The London Plan CO2 targets. In respect of the residential use, the London Plan has a zero-carbon target for major new development. In this case, the residential flats achieve 35% reduction and therefore falls short. The applicant has agreed to a payment in lieu of £55,001 to mitigate the residential shortfall. Overall, the reductions in CO2 would be secured by Condition 39 and a legal agreement.

#### Sustainability:

4.109 A Sustainability Statement, which has been submitted with the application. The Statement shows that the sustainable design and construction measures for the proposed buildings will meet the "Very Good" BREEAM rating. The proposals meet the requirements of Local Plan Policy CC2 and London Plan Policy 5.3 on Sustainable Design and Construction, which applies to both the residential and non-residential elements of the development.

4.110 Further details for the implementation of the sustainable design and construction measures are required regarding the submission of a post construction BREEAM assessment, to confirm achievement of the "Very Good" rating and confirmation of the implementation of the residential measures will be secured by Condition 40.

#### Air Quality:

4.111 The London Plan Policy 7.14 and Local Plan Policy CC10 seeks to reduce the potential adverse air quality impacts of new developments. Mitigation measures to reduce emissions and exposure to poor air quality must be taken. The Council's Environmental Quality Team have considered to the application proposal and raise no objections subject to Conditions 21 to 24, relating to air quality, namely with regard to

compliance with emissions standards, low emissions strategy, mechanical ventilation and dust management.

Contamination:

4.112 London Plan Policy 5.21 and Local Plan Policy CC9 states that Council will support the remediation of contaminated land and that it will take measures to minimise the potential harm of contaminated sites, to ensure that mitigation measures are put in place. A Desk Study and Phase 1 Ground Investigation Report was submitted with the application and has been reviewed by the Council's Land Contamination Team. Subject to Conditions 42 to 47, the proposals are considered satisfactory.

## 5.0 COMMUNITY INFRASTRUCTURE LEVY

Mayoral CIL

5.1 Mayoral CIL came into effect in April 2012 and is a material consideration to which regard must be had when determining this planning application. This development will be subject to a London-wide community infrastructure levy. An estimate of £241,122 based on the additional floorspace has been calculated. This will contribute towards the funding of Crossrail, and further details are available via the GLA website at [www.london.gov.uk](http://www.london.gov.uk). The GLA expect the Council as the collecting authority to secure the levy in accordance with London Plan Policy 8.3.

Local CIL:

5.2 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 the development, to fund infrastructure needed to support development in the area. The Council's CIL runs alongside Section 106 Agreements (s106) which will be scaled back but will continue to operate. The CIL Charging Schedule was presented to Council and approved on 20th May 2015 and formally took effect on 1st September 2015. An estimate of £1,093,700 based on the additional floorspace has been calculated.

## 6.0 PLANNING OBLIGATIONS:

6.1 The London Plan Policy 8.2 recognises the role of planning obligations in mitigating the effects of development and provides guidance of the priorities for obligations in the context of overall scheme viability.

6.2 In the event that planning permission were to be acceptable, the applicant would be required to enter into a legal agreement. The Legal Agreement will include the following clauses:

- (1) Affordable Housing - 13 (36%) shared ownership affordable units.
- (2) £55,001 payment in lieu contribution towards the zero-carbon emission target for the residential use.
- (3) Contribution to economic development (£20,875) including the following:  
Construction phase (£17,500)
  - £17,500 contribution for employment and skills of

- 2 paid and 2 unpaid construction placements
- 1 apprenticeship
- 10% local labour

Financial Operational phase (£3,375)

- 10% local procurement

(4) On-street car parking permit-free development

(5) Developer to pay for Highway Works comprising:

(i) Footway Paving

(6) Flexible B1 Office Space

## 7.0 CONCLUSION:

7.1 The proposed development would create a well-designed mixed-use residential scheme that has been designed to complement the character and appearance of the locality and adjacent conservation area. The proposal would improve the existing site and the surrounding area and would result in an acceptable impact on the living conditions of neighbouring residential properties. The cumulative impact of the development, subject to conditions would not have a significant impact on the highway, parking, or environment and as such the proposal is in accordance with relevant national guidance, London Plan (2016) policies, the Hammersmith and Fulham Local Plan (2018) and Supplementary Planning Guidance Supplementary Planning Document (2018).

## 8.0 RECOMMENDATION:

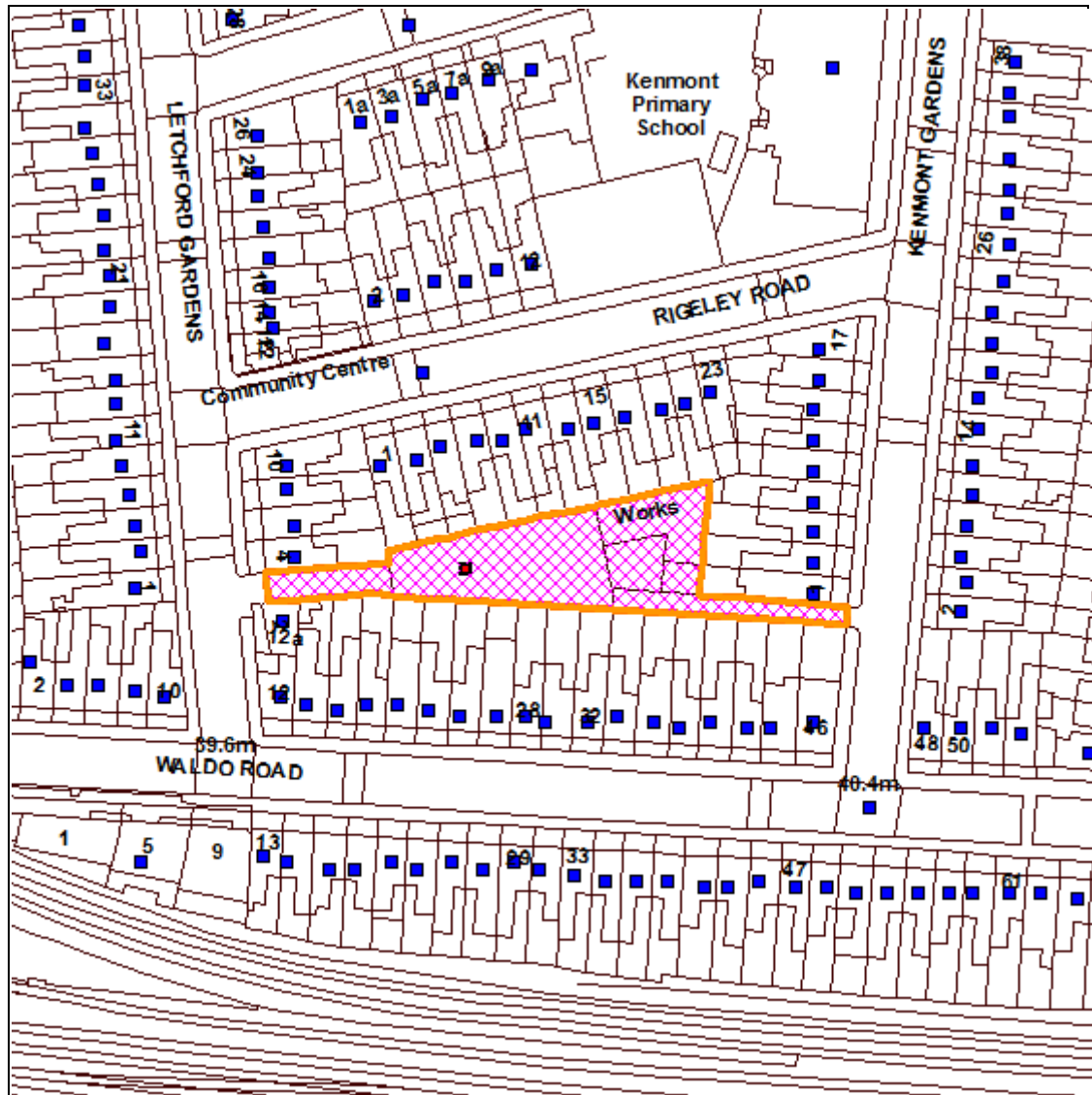
8.1 Grant planning permission subject to conditions and the completion of a satisfactory legal agreement



**Ward:** College Park And Old Oak

**Site Address:**

Land At Rigeley Mews London NW10



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**For identification purposes only - do not scale.**

**Reg. No:**  
2018/01943/FUL

**Case Officer:**  
Grace Harrison

**Date Valid:**  
12.06.2018

**Conservation Area:**

**Committee Date:**  
06.11.2018

**Applicant:**

Mr & Mrs Dossett  
Elm Lane Bristol BS6 6UE UK

**Description:**

Demolition of light industrial buildings and the redevelopment of the site by the erection of 4no. two storey plus basement single family dwelling houses; provision of 4no. off street parking spaces and associated landscaping.

Drg Nos: RM.12.11 Rev D; RM.12.12 Rev C; RM.12.13 Rev B; RM.12.14 Rev C;  
RM.12.31 Rev B;

**Application Type:**

Full Detailed Planning Application

**Officer Recommendation:**

1) That the Committee resolve that the Strategic Director, 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, 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 in accordance with the following drawings hereby approved:

RM.12.11 Rev D;  
RM.12.12 Rev C;  
RM.12.13 Rev B;  
RM.12.14 Rev C;  
RM.12.31 Rev B.

In order to ensure full compliance with the planning application hereby approved and to prevent harm arising through deviations from the approved plans, in accordance with the policies of the London Plan (2016) and Policy DC1 of the Local Plan (2018).

3) No part of the structure above ground level shall be constructed until details and samples of all materials to be used on the external faces of the building, including walls, roof coverings, windows and doors, have been submitted to and approved in writing by the Council. No part of the development shall be used or occupied prior to the completion of the development in accordance with the approved details.

To ensure a satisfactory external appearance and to prevent harm to the visual amenities of surrounding properties, in accordance with Policies DC1, DC4 and DC8 of the Local Plan (2018).

- 4) No part of the structure above ground level shall be constructed until details, including drawings in plan and elevation at a scale of 1:20 and details of material, colour and finish, of the new vehicle gates proposed for the Letchford Gardens entrance to the site, have been submitted to, and approved in writing by, the Council. Thereafter the gates shall be installed in accordance with the details so agreed prior to the occupation of the development and permanently retained thereafter.

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, DC4 and HO11 of the Local Plan (2018).

- 5) The development hereby approved shall not be occupied until a sample of the obscured glazing to be installed in those windows at first floor level (as indicated on the approved drawings) has been submitted to, and approved in writing by, the Council and installed in accordance with the approved details. The glazing shall thereafter be permanently maintained in the agreed form.

To prevent harm to the existing residential amenities of the occupiers of neighbouring properties as a result overlooking, contrary to Local Plan (2018) Policies DC4 and HO11 and Key Principle HS7 of the Planning Guidance Supplementary Planning Document (2018).

- 6) No above ground works (save demolition) shall be commenced until detailed drawings, at a scale of no less than 1:20, of typical bays on each elevation of the building in plan, section and elevation have been submitted to, and approved in writing by, the Council. Thereafter the development shall be carried out in full accordance with the approved details and permanently retained as such thereafter.

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

- 7) 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% O<sub>2</sub>). 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 ensure the development does not have an adverse impact on air quality within the borough, particularly with regards to nitrogen oxides emissions, in accordance with Local Plan (2018) Policy CC10.

- 8) 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<sub>x</sub> 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 PM<sub>10</sub> where appropriate and used to prevent levels exceeding predetermined Air Quality threshold trigger levels. Developers must ensure that on-site contractors follow best practicable means to minimise dust and emissions at all times. Approved details shall be fully implemented and permanently retained and maintained during the demolition and construction phases of the development.

To ensure the development does not have an adverse impact on air quality within the borough, in accordance with Local Plan (2018) Policy CC10.

- 9) 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 Policies T7 of the Local Plan (2018).

- 10) No part of the structure above ground level shall be constructed until full details of the green roof system to be used have been submitted to, and approved in writing by, the local planning authority. Details shall include vertical sections through the green roof, as well as a maintenance plan. No part of the development shall be used or occupied prior to the completion of the development in accordance with the agreed details.

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

- 11) The development hereby permitted shall not be occupied or used before details and samples of surface materials, of the soft and hard landscaping of all private and communal external areas, including planting, planting schedules, paving, boundary walls, fences, gates and other means of enclosure, have been submitted to and approved in writing by the Council. The development shall thereafter be carried out in accordance with the approved details and permanently retained thereafter. All 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 the building maintains satisfactory external relationship with its surroundings and that the new external areas are of an acceptable appearance, in accordance with Policies DC1, DC2 and DC8 of the Local Plan (2018).

- 12) Prior to occupation of the buildings hereby approved, details of any proposed external lighting shall be submitted to and approved in writing by the planning authority. Thereafter the lighting shall be installed in accordance with the details so agreed and retained as such thereafter.

To ensure the amenities of surrounding occupiers is not adversely affected through light spillage or light pollution, in accordance with Policy CC13 of the Local Plan (2018).

- 13) The development shall not be used or occupied until the refuse storage areas, as shown on the approved drawing no. RM.12.11 Rev C have been installed, and the refuse storage areas shall be permanently retained in this form thereafter.

To ensure adequate provision for refuse storage, in accordance with Local Plan (2018) Policy CC7.

- 14) The development hereby permitted shall not be occupied or used until the flood resilient design measures and sustainable drainage measures identified in the Design and Access Statement (Rev A, 10.09.2018) and Construction Method Statement (Green Structural Engineering, 18.04.2018) submitted with this application are fully implemented. The measures shall thereafter be permanently retained.

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), Policy CC3 and CC4 of the Local Plan (2018), the National Planning Policy Framework (2012) and the Technical Guidance to the National Planning Policy Framework (2012)

- 15) The development shall not be used or occupied until full details of the proposed cycle spaces, as shown on the approved drawings have been submitted to, and approved in writing by, the Council. The details shall include the type, size and dimensions of the cycle spaces. The facilities shall be implemented prior to occupation or use of the development and shall be permanently retained thereafter.

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).

- 16) No alterations shall be carried out to the external appearance of any part of the development hereby approved, including the installation of air-conditioning units, ventilation fans or extraction equipment not shown on the approved drawings, without planning permission first being obtained.

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, DC4 and HO11 of the Local Plan (2018).

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

To ensure that that the visual impact of telecommunication equipment can be considered in accordance with Policies DC1, DC2, DC4 and DC8 of the Local Plan (2018).

- 18) No above ground works (save demolition) shall be commenced until a statement of how "Secured by Design" requirements are to be adequately achieved for the development has been submitted to and approved in writing by the Council. Confirmation shall be supplied that the details are agreed by the Metropolitan Police's Crime Prevention Advisor. Thereafter the approved details shall be carried out prior to occupation of the development and permanently maintained thereafter.

To ensure a safe and secure environment for users of the development, in accordance with Policies HO11 and DC2 of the Local Plan (2018).

- 19) The development shall be carried out in compliance with the Demolition Method Statement 070618 (prepared by Picardi Architects) submitted with the application. 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 demolition 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).

- 20) No part of any roof of the building shall be used as a roof terrace or other form of open amenity space. No alterations shall be carried out; nor planters or other chattels placed on the roofs. No railings or other means of enclosure shall be erected on the roof, and no alterations shall be carried out to any elevation of the application property to form access onto the roof.

The use of the roof as a terrace would increase the likelihood of harm to the existing residential amenities of the occupiers of neighbouring properties as a result of noise and disturbance, contrary to Policies CC11 and CC13 of the Local Plan (2018).

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

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

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

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

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

Council is to be informed immediately and no further development (unless otherwise agreed in writing by the Council) shall be carried out until a report indicating the nature of the contamination and how it is to be dealt with is submitted to, and agreed in writing by, the Council. Any required remediation shall be detailed in an amendment to the remediation statement and verification of these works included in the verification report. All works must be carried out in compliance with and by a competent person who conforms to CLR 11: Model Procedures for the Management of Land Contamination (Defra 2004) or the current UK requirements for sampling and testing.

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

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

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

### **Justification for Approving the Application:**

- 1) 1. Land Use: The proposal would achieve a sustainable development by providing much-needed housing on previously developed land, that has been disused and in a derelict state for many years. The proposal would provide four additional units of housing, including three units of a suitable size for families. The proposal is considered to be in accordance with Policies HO1, HO4, and HO11 of the Hammersmith and Fulham Local Plan (2018).
2. Housing: 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 Policies HO3, HO6, and HO11 of the Local Plan (2018).
3. Design: The development is considered to comply with Local Plan (2018) Policies DC1, DC2, DC4 and DC8 which require a high standard of design in all new build developments and extensions and alterations to existing buildings, compatible with the scale and character of existing development and its setting,



and London Plan policies 7.1, 7.4, 7.6 which seek a high quality in design and architecture, requiring new developments to have regard to the pattern and grain of existing development. The state of the derelict site would be significantly improved.

4. Residential Amenity: The impact of the proposed development upon adjoining occupiers is considered acceptable. The proposal would not have an unacceptably harmful impact on neighbouring residential amenity in terms of light, outlook or privacy and noise and disturbance. In this regard, the development would respect the principles of good neighbourliness, and would therefore be acceptable in accordance with Policies HO11 and DC4 of the Local Plan (2018).

5. Accessibility and Safety: The development would provide a safe and secure environment for all users, and would provide ease of access for all people, including disabled people, in accordance with in accordance with Policies DC1, DC2, HO6 and HO11 of the Local Plan (2018) and Policies 3.8 and 7.2.

6. Highways matters: It is considered that the scheme would not have a significant further impact on the highway network or local parking conditions and is thus considered to be acceptable. Satisfactory provision would be made for cycle parking 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 and T7 as well as CC7 and London Plan 2016 Policies 6.1, 6.3, 6.10, 6.11 and 6.13.

7. Environment: The impact of the development with regards to land contamination, flood risk, tree protection and air quality are considered to be acceptable subject to the recommended conditions, in accordance with Local Plan (2018) Policies CC9, CC10, CC3, CC4 and OS5.

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

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

Application form received: 8th 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:**  
15.06.18

**Neighbour Comments:**

<b>Letters from:</b>	<b>Dated:</b>
40 Waldo Road London NW10 6AT	09.07.18
18 Waldo Road London NW10 6AT	09.07.18
7 Rigeley Road London NW10 6AR	09.07.18
15 Kenmont Gardens London NW10 6BX	09.07.18
10 Waldo Road London NW10 6AB	09.07.18
28 Waldo Road London NW10 6AT	09.07.18
14 Waldo Road London NW10 6AT	09.07.18
11 Rigeley Road London NW10 6AR	27.06.18
6 Letchford Gardens London NW10 6AS	09.07.18
4 Letchford Gardens London NW10 6AS	06.07.18
20 Waldo Road London NW10 6AT	04.07.18
13 Rigeley Road London NW10 6AR	09.07.18
32 Waldo Road London NW10 6AT	09.07.18
15 Rigeley Road London NW10 6AR	09.07.18
26 Waldo Road London NW10 6AT	09.07.18
35 Waldo Road London NW10 6AU	09.07.18
12 Waldo Road London NW10 6AT	09.07.18
23 Rigeley Road London NW10 6AR	09.07.18
4 Rigeley Road London NW10 6AP	09.07.18
49 Waldo Road London NW10 6AU	09.07.18
13 Kenmont Gardens London NW10 6BX	09.07.18
31 Waldo Road London NW10 6AU	09.07.18
5 Rigeley Road London NW10 6AR	09.07.18
6 Rigeley Road London NW10 6AP	09.07.18
29 Waldo Road London NW10 6AU	09.07.18
3 Kenmont Gardens London NW10 6BX	09.07.18
24 Waldo Road London NW10 6AT	09.07.18
1 Rigeley Road London NW10 6AR	09.07.18
10 Rigeley Road London NW10 6AP	14.07.18
13 Kenmont Gardens London NW10 6BX	03.07.18
2 Letchford Gardens London NW10 6AS	27.06.18
12 Letchford Gardens Kensal Green NW106AN	29.06.18
20 Waldo Road College Park NW10 6AT	29.06.18
Flat 1A Kenmont Gardens London NW10 6BX	05.07.18
22 Waldo Road College Park London NW10 6AT	04.07.18
36 Kenmont Gardens	09.07.18
16 Letchford Gardens London NW10 6AN	09.07.18
21 Letchford Gardens London NW10 6AD	09.07.18
23 Letchford Gardens London NW10 6AD	09.07.18
20 Trenmar Gardens London NW10 6BE	09.07.18
28 Trenmar Gardens London NW10 6BE	09.07.18
41A Scrubs Lane	09.07.18
11 Letchford gardens College Park Harlesden, London Nw10 6ad	02.07.18
37 Pembroke Road London W8 6PW	06.09.18

## OFFICER'S REPORT

### 1.0 BACKGROUND

1.1 The application site is a triangular parcel of land situated to the rear of houses on Letchford Gardens, Rigeley Road, Waldo Road, and Kenmont Gardens. The main vehicular access is from Letchford Gardens, and there is also pedestrian access from Kenmont Gardens, although it appears to have been blocked for some time.

1.2 The site is currently vacant and in a derelict state. The most recent use for the western part of the site is believed to have been for the unauthorized storage of bottled gas, with the eastern part of the site being occupied by a light industrial workshop. In 1991 there was a gas explosion and significant fire on the site, and since then, it been vacant but the ruins of the workshop buildings remain. The existing lawful planning use of the site is Class B2 (general industrial use).

1.3 The site is not located within a conservation area and no part of the site or existing buildings are subject to statutory listing or any other local heritage designation.

1.4 The site falls within the Environment Agency's Flood Zone 1 and has a Public Transport Accessibility Level (PTAL) rating of 3/4 indicating moderate to good levels of accessibility.

1.5 This application seeks planning permission for demolition of the derelict industrial buildings on site and the erection of four two storey plus basement houses, with four off-street parking spaces and associated landscaping.

1.6 Relevant planning history for the site includes:

2013/02477/FUL - Planning permission was refused for demolition of existing buildings and erection of 3 x two-storey and 2 x three-storey single family dwellinghouses, with roof terraces at second floor level; associated off-street car parking and associated landscaping. The reasons for refusal were as follows:

1) The proposal fails to provide a high standard of design. More particularly, the scheme represents an overdevelopment of the site, providing buildings of an excessive scale and massing and of an incongruous form which would not be compatible with surrounding development. The proposal also fails to adhere to the principles of good neighbourliness.

2) The proposed development would represent a poor standard of accommodation. More particularly, the outlook to the proposed units would be severely restricted due to the obscure glazed and non-opening windows to the living spaces and the car parking spaces directly outside windows, providing an oppressive environment. The application has not provided evidence that sufficient daylight and sunlight would be achieved to the internal living spaces of the units which are compromised by the overhang of the building above the ground floor.

3) The proposed development would be unacceptable in the interest of residential amenity. More particularly, the height, design, and proximity of the proposed new buildings to the boundaries with residential properties would result in an unacceptable

loss of outlook to existing neighbouring dwellings. The inclusion of a large roof terrace to unit 3 is also likely to cause additional noise and disturbance to neighbours.

A subsequent appeal (ref. APP/H5390/A/13/2205512) was dismissed on 28th April 2014. All of the reasons for refusal were upheld in some form. The Inspector's particular concerns were regarding the overall scale and height of the development; and the cantilevered form which failed to respond to the form of the surrounding terraces. The expanse of obscured glazing was considered to result in poor outlook at first floor level, and the amount of daylight receivable to habitable rooms was also questioned. Lastly the Inspector found that the size of the elevated terraces were likely to lead to noise disturbance for neighbours.

2003/00314/FUL - Planning permission was refused for the erection of a part three and part two storey building comprising of 8 live/work units and a 3-storey building comprising of one B1 business unit (729.4 m<sup>2</sup>).

2001/03008/FUL - Planning permission was refused for the redevelopment of the site by the erection of a three-storey building to the side of No. 4 Letchford Gardens and a three- storey block of terraced houses and flats to provide a total of 10 residential units (4 x 2-bed & 6 x 1-bed), with roof terraces and 9 parking spaces.

## 2.0 PUBLICITY AND CONSULTATION RESPONSES

2.1 A site notice and a press advert were published to advertise the application, and notification letters were sent to the occupants of 146 surrounding properties. 41 responses were received, including:

One support comment from 12 Letchford Gardens, stating that the development will be an excellent addition to the neighbourhood, which needs investment and growth; and it will help to improve the area's industrial image.

Forty objection comments were received (from 10, 12, 14, 18, 20, 22, 28, 24, 26, 29, 31, 32, 35, 40 and 49 Waldo Road, 1, 4, 5, 6, 7, 10, 11, 13, 15 and 23 Rigeley Road, 2, 4, 6, 11, 16, 21 and 23 Letchford Gardens, 20 and 28 Trenmar Gardens, 1A, 3, 13, 15 and 36 Kenmont Gardens, and 41A Scrubs Lane).

2.2 The objection comments may be summarised as follows:

- Noise pollution from additional residential units and gardens close to existing buildings;
- Car parking on the site is excessive and is close to neighbours' gardens, will cause air pollution;
- Risks to local community from disturbance of contaminated land;
- Suspected knotweed on the site could spread into surrounding properties;
- Insufficient consideration given to light pollution from the new units;
- Design is not in keeping with local area, where the local housing is all 19th Century Victorian houses;
- Loss of privacy and overlooking into existing properties;
- Excessive vibration, noise, and impacts to quality of life during the construction phase;
- Impact on local amenities, health care and schools in the area are already oversubscribed;
- The real need is for affordable housing not luxury developments; there is no demand in College Park for housing of this nature;

- The local area is being stripped of commercial units. It would be beneficial to other local businesses if more commercial units opened in this space;
- The placement of bins are directly next to the back wall of neighbours and should be closer to the road.

2.3 The material planning issues raised will be addressed in the report below. In addition, the following non-planning issues were also raised:

- Potential subsidence or damage to adjoining Victorian houses. Officer comment: No evidence has been provided to suggest that the existing houses surrounding the site are particularly at risk of subsidence or that the proposed development would increase that risk. The Building Regulations process will seek to ensure that the new development is structurally sound. A Construction Method Statement, prepared by a qualified civil engineer, has also been submitted with the application and considers the structural stability of adjacent properties.
- Emergency access to the site. Officer comment: Fire safety compliance is a Building Control issue and is covered by Approved Document B5 of the Building Regulations 2010, which requires sufficient means of external access to enable fire appliances to be brought near to the building for effective use. Subject to the parking bay alterations explained below, a fire engine would be able to enter the site via the crossover on Letchford Gardens, ensuring it can be brought to within 45 metres of all parts of the site, in accordance with the Building Regulations requirement.

2.4 Thames Water - No objection, request that the applicant is informed of matters relating to existing Thames Water infrastructure that is on or near to the site.

### 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 3.4 Optimising housing potential
- Policy 3.5 Quality and design of housing developments
- Policy 4.4 Managing industrial land and premises

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

- HO1 Housing supply
- HO4 Housing quality and density
- HO6 Accessible housing
- HO11 Detailed residential standards
- E2 Land and premises for employment use
- 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  
CC12 Light pollution  
T1 Transport  
T3 Promoting opportunities for cycling and walking  
T4 Vehicle parking standards  
T7 Construction and demolition logistics

#### 4.0 PLANNING CONSIDERATIONS

The application has the following principal amendments from the refused 2013 application and subsequent dismissed appeal:

- Scheme has been reduced to four, rather than five houses;
- All balconies and roof terraces have now been omitted;
- The overall mass and height of the development has been reduced, and the scheme amalgamates all of the houses within the same single building;
- The end house has been pulled away from the Kenmont Gardens boundary wall, leaving a passage between the building and the boundary wall.

#### LAND USE

4.1 It is accepted that the site has been disused and vacant of an employment use for nearly 30 years, following the gas bottle explosion in 1991. During this time, several schemes for residential development have come forward, and none of have included any provision for an employment use. Whilst no evidence has been provided to support the loss of the lawful employment use in accordance with Local Plan Policy E2, Officers are satisfied that the amount of time that has passed without an employment scheme coming forward is an indication of a lack of interest in this site for employment use. Furthermore, Officers consider that a general industrial use would no longer be appropriate on this site, given its proximity to neighbouring residential dwellings. The residential character of the surrounding area means that residential use would be compatible with it.

#### HOUSING PROVISION

4.2 The proposed development would provide 4 residential units, which would help the Council achieve its London Plan housing targets, which is for 1,031 net new units per annum. The application site has a PTAL rating of 3 /4, indicating moderate to good access to public transport. According to the London Plan's density matrix, the site is in an 'urban' location. The recommended density range for this site is therefore between 200 and 700 habitable rooms per hectare (hr/ha). The site is around 0.094ha and the proposed development would provide 24 habitable rooms, and therefore the density of the site is approximately 255 hr/ha. The proposed development therefore sits within the parameters, and the relatively low density is considered to be acceptable given the site's location and physical constraints and allows a good quality of accommodation to be provided.

4.3 The proposed development provides the following mix of units: 1 x 2 bed, 1 x 3 bed and 2 x 4 bed houses. Three family sized units would be provided and this is a good mix of sizes, appropriate to the local area of College Park where many of the houses are

family homes. The development would therefore be supported by Policy HO5, which seeks to increase the proportion of family accommodation in new developments.

## QUALITY OF ACCOMMODATION

### + Indoor and outdoor space standards

4.4 London Plan (2016) 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 and sets out the minimum Gross Internal Areas (GIA) for new dwellings. All the proposed units would exceed recommended minimum GIA as set out in London Plan Policy 3.5. The development is also compliant with the Technical Housing Standards in terms of room sizes, storage space and floor-to-ceiling height.

4.5 The Mayor's Housing SPG Baseline Standard 26 relates to private open space. The standard is quantified as 5sq.m. for 1-2 person dwellings and an extra 1sq.m. should be provided for each additional occupant. SPD Housing Policy 1 states that new, family-sized accommodation should have access to amenity or garden space of not less than 36sq.m. This standard is met throughout the development, in the form of ground level rear gardens.

### + Outlook and daylight to habitable rooms

4.6 All of the units would be dual aspect, with the habitable rooms oriented South. The main living/kitchen areas would be located at ground floor level, with large clear French doors opening onto the private gardens, thereby affording a good amount of outlook. Outlook from the basement and first floor rooms would be more constrained, however these would be bedrooms and play rooms and therefore less sensitive to a lack of outlook. An internal daylight and sunlight assessment report submitted with the application demonstrates that all the rooms within the proposed development achieve acceptable levels of daylight, the majority significantly in excess of the BRE's Average Daylight Factor (ADF) test. Officers have reviewed this report and are satisfied that it is a robust assessment. On balance, therefore, it is considered that the development provides an acceptable quality of living accommodation that maximises amenity levels considering the physical constraints of the site.

### + Accessible and inclusive design

4.7 The Design and Access Statement submitted with the application states that the proposed development is designed to meet Building Regulations Approved Document M Volume 1 - Dwellings, Category 2 'Accessible and adaptable dwellings'. in order to meet M4(2) reasonable provision must be made for people to gain access to and use the dwelling and its facilities; and this provision must be sufficient to meet the needs of occupants with differing needs, including some older or disabled people; and to allow adaptation of the dwelling to meet the changing needs of occupiers over time. In this case, the site layout allows for level access to the entrance storey of all of the units with all gradients within permissible guidelines and without steps or abrupt changes in gradient.

## DESIGN OF NEW DEVELOPMENT

4.8 The scale of the proposed development has been reduced in scale from the previously refused submission, and the number of houses proposed has been reduced from five to four. The pitched roof has been replaced by a flat, sedum roof, which as a result has lowered the height further. The surrounding built environment is typically comprised of two storey Victorian terraced houses, with pitched roofs. The proposed development would be lower and therefore subservient to this context. Furthermore the massing has been consolidated so all of the units are contained within a single building that is set away from the boundaries of the site and sits comfortably towards the centre of the site.

4.9 The building's simple and contemporary design and materials (including rendered walls with grey aluminium trims and windows, with painted timber panels between the windows on the Southern elevation) are considered to be appropriate for a mews development. The development will be only minimally visible from the street, and the West elevation which faces the main entrance on Rigeley Road has been detailed with the name of the development. Private views of the site will also be enhanced, as neighbours on all sides would look out onto the attractive green sedum roof rather than derelict buildings.

4.10 The submitted plans indicate that the area surrounding the building will be landscaped with planting beds introduced along the northern and eastern boundary walls to allow climbing plants to this boundary wall. A full landscaping plan, to include details of hard and soft landscaping and boundary treatments and means of enclosure, will be required by condition. The main access from Letchford Gardens is a 'shared surface' although the main gate is divided into a vehicle gate and a pedestrian gate. As part of the hard landscaping plan, Officers will seek to ensure that the pedestrian pathway is visually delineated from the driveway. A separate pedestrian-only access is available from Kenmont Gardens.

4.11 It is also proposed to include a feature lighting scheme to the front entrances, paths and car parking areas, compatible with the aims of Secure by Design. Limited details have been supplied with the application, stating that the lighting will be comply with best practice guidance with regards to the avoidance of light pollution through controls on lighting distribution, colour temperatures and luminance limits. Full details of the proposed lighting scheme will be reserved by condition.

4.12 The proposal includes a new basement level to be excavated beneath the new units, which would be a full storey beneath the current ground level. It would mostly be contained underneath the footprint of the new building, except for the proposed lightwells and a small area underneath the front entrance to Unit 2. The proposed basement excavation would comply with Criteria A-L of Policy DC11. In accordance with the policy, a Subterranean Construction Method Statement was submitted with the application, prepared by Green Structural Engineering Ltd. The Flood Risk Assessment submitted with the application confirms that structural waterproofing measures and active drainage devices would be incorporated into the new basement and this is considered to be acceptable.

## IMPACT ON NEIGHBOUR'S LIVING CONDITIONS

+ Outlook/openness/sense of enclosure



4.13 The bulk and massing of proposed development would be set away from the site boundaries and sits below an angle of 45 degrees taken from ground level at the boundaries of all adjoining boundaries, in accordance with Criterion (i) of Key Principle HS6. Officers are satisfied that the development would not be overbearing for neighbours and would not lead to an increased sense of enclosure to their homes and gardens. The building would be subservient to the surrounding buildings in terms of height, and the general sense of openness that the site currently affords would be preserved. For certain properties which back onto the eastern part of the site, outlook will be substantially improved due to the demolition of the existing derelict industrial buildings on the site.

4.14 The site is mostly bounded by existing brick walls which are generally 3 metres in height and it is proposed to maintain these sections at the same height. On those sections which are dilapidated or currently just a timber fence, the intention is to rebuild the wall in stock brick, in the same style as the recently completed section of wall on the Waldo Road side. For those sections on the East boundary, where there is an extant tall factory wall which will be lowered to approximately 3 metres.

#### + Daylight and sunlight

4.15 Due to the low profile of the development, and the distance between the new building and existing houses, Officers are satisfied that the development would not have a significant adverse impact on daylight or sunlight to any of the surrounding properties. The bulk of the building sits below an angle of 25 degrees taken from one metre above ground level on the rear elevation of adjoining properties, complying with the initial test of the British Research Establishment (BRE) best practice guidance 'Site layout planning for daylight and sunlight - a good practice guide' (2011).

#### + Privacy

4.16 Residents have raised concern with regards to overlooking and loss of privacy as a result of the development. The building would be less than 18 metres away from the houses on Waldo Road and Rigeley Road, and the first floor would be higher than the boundary walls. Therefore, it has been necessary to design the first floor windows in the North and South elevations to ensure that harmful overlooking does not occur for residents of Waldo Road and Rigeley Road. There are no windows in either the East or West elevations except for one clear first floor bedroom window facing East towards Kenmont Gardens. This window would be more than 18m away from the rear elevation of the nearest property. Therefore the residents of Kenmont Gardens and Letchford Gardens would not be significantly affected through overlooking.

4.17 The first floor windows in the North elevation comprise narrow slot windows that would be clearly glazed but which serve stairwells and landings. Although these windows would be approximately 10 metres or less away from the houses on Rigeley Road, it is considered that they offer low potential for overlooking as they have clearly been designed to offer light rather than outlook and do not serve habitable rooms. The first floor windows in the South elevation all relate to bedrooms, and comprise angular projecting bays with a larger obscurely glazed pane (up to 1.8m above internal floor level) and a narrow clear glazed pane (approximately 0.5m wide) at an oblique angle to the properties on Waldo Road. Due to the angle of the clear glazed pane and the shape of the bay, views would be thrown obliquely across the gardens of Waldo Road would

be restricted to a small area of the room. The narrow size of the clear window also restricts views. Most of the rear elevations of the back additions to the Waldo Road properties are blank at first floor level, and the rear windows on the main parts of the buildings would be more than 20 metres away.

4.18 In some instances, there are ground floor rear windows on the Waldo Road properties where the 60-degree 18m separation standard set out in Key Principle HS7 would be infringed, however for the most part there would still be at least 15m separation (except for one house on Waldo Road which has an especially large rear extension). It should be noted that this infringement would only occur when a person was standing right inside the projecting bay section, right up against the window. From the main part of the room, the angle of view would be much more limited and the only instance where Key Principle HS7 would still be infringed is at No. 26 Waldo Road which has an especially large single storey rear extension.

4.19 On balance therefore, Officers consider that the residents of Waldo Road would not experience a significant loss of privacy and that the proposed window design achieves a satisfactory balance between preserving the privacy of neighbouring residents whilst ensuring an adequate level of amenity for future occupiers. As such, no objections would be raised in terms of Key Principle HS7 of the Planning Guidance SPD.

#### + Noise disturbance

4.20 Residents have also expressed concern about noise disturbance arising from the new dwellings. However, Officers do not consider this to be a significant cause for concern. The new dwellings would have small gardens that abut the rear garden walls of those houses on Waldo Road, but the rear gardens of Waldo Road are relatively long (the shortest garden, diminished by a rear extension, is around 6 metres) and it would be a typical arrangement in most residential areas to have rear gardens abutting each other. Given the length of time the site has been entirely vacant, it is understandable that residents have become accustomed to the status quo. It is considered that the amount of noise generated by four additional residential dwellings in what is already a densely developed residential area would not cause significant harm and is not sufficient justification for refusal of the application. Residential use is also likely to be significantly less noisy than if a commercial use were to occupy the site.

#### + Construction

4.21 With regard to noise and disturbance from the construction phase, whilst this is not grounds to withhold planning permission, if the application were to be approved, Officers would recommend compliance with the measures set out within the submitted Demolition Method Statement with regards to control of nuisance during this phase. All construction works within LBHF are required to be subject to either a Section 60 notice or Section 61 consent under the Control of Pollution Act 1974, which provides sufficient controls over the protection of neighbouring amenity during construction works. Any complaints about building site noise could be reported to the Council's Noise and Nuisance Team for appropriate action.

## PARKING AND HIGHWAYS

4.22 The site has a PTAL rating of 3/ 4 indicating moderate to good public transport accessibility. The main local transport links are:

- 220 bus services on Scrubs Lane to Willesden Junction/ Wandsworth and services on Harrow Road to Central London;
- Willesden Junction London Overground 0.5km to the West;
- Kensal Green Underground 0.7km to the East.

4.23 In terms of local amenities, the town centre facilities of Harlesden High Street (within the London Borough of Brent) are closest, around 0.7km away. The application proposes four car parking spaces to be provided on the site, one for each of the units. This amount is consistent with the London Plan's car parking standards and it is not considered reasonable to insist that the development is completely car-free, given that public transport accessibility in the area is relatively lacking compared to most parts of the borough. However, a legal agreement will be required to ensure that the occupiers of the development are not entitled to street parking permits as well, to prevent an increase in parking stress on local streets in accordance with Local Plan T4.

4.24 Key Principle TR4 (Dimensions of Car Parking Spaces) states that all spaces should enable easy access to and from the vehicle, taking account of needs of users and the constraints of the parking area. The Council will expect the following dimensions to be achieved: at least 4.8m long x 2.4m wide. The proposed parking spaces for each of the units meets this standard, and space for turning would be provided at the Eastern end of the site. Electric vehicle charging points will be provided for each space, thereby providing 100% active provision in exceedance of the requirements of Key Principle TR7, which states that 20% of spaces must provide active provision and a further 20% must provide passive provision.

4.25 Cycle parking provision has been made in the form of cycle storage boxes, suitable for two cycles, to be provided in the rear garden of each unit. This is a safe, secure and convenient method of storage and therefore the development is considered to comply with Local Plan Policy T3 and Appendix 8. In addition, in excess of the minimum requirement, a communal cycle store with space for three cycles is provided at the Eastern end of the site. The dimensions of the stores is shown to comply with the West London Cycle Parking Guidance (published by WestTrans, 2017).

4.26 Refuse and recycling storage is provided in the form of two separate bin stores, close to the East and West entrances to the site. This ensures that no resident will need to walk further than 25 metres to take their refuse to the bin store, and will also be able to easily transport their refuse to the kerb on collection day (either on Letchford Garden or Kenmont Gardens) as is required by the Council's Waste Team.

## EMERGENCY ACCESS

4.27 The vehicle access into the site from Letchford Gardens is approximately 4.8m wide, which is wide enough for a fire engine. In order to facilitate the swept path necessary for a fire engine to turn into the site from Letchford Gardens, the existing parking bays on the eastern side of the road, to the south of the crossover, would have to be altered and the entire bay would be moved approximately 2 metres to the south, ensuring there is no loss of street parking. Highways Officers have confirmed that the

double yellow line to the south of the existing bay is excessive, and that the safety of the junction would be adequately maintained with the proposed amendment. In addition, the crossover on Kenmont Gardens would be reinstated, creating a whole new parking bay. Overall, therefore there will be a net increase in the amount of on-street parking spaces in the area.

4.28 In the event of an emergency, therefore, the fire engine could enter the site in first gear from Letchford Gardens, and could then reverse the same way before leaving the area by driving north along Letchford Gardens towards Harrow Road. This means that there is no need for any part of the parking bays on the northern side of the crossover to be altered.

4.29 With regards to the Kenmont Gardens access, which is gated, the applicant has confirmed that he is the owner of this driveway and whilst neighbouring properties have a right of pedestrian access (there is a side entrance to No. 1A Kenmont Gardens, as well as rear garden gates to houses on Waldo Road, including 46, 44 and 42), they do not have a right to park. The applicant has confirmed that pedestrian access for these residents would be maintained. As such, Officers do not have any objections to the crossover being removed.

## ENVIRONMENT

### + Flood risk and sustainable drainage

4.30 The site falls within the Environment Agency's Flood Zone 1. Together, the Design and Access Statement and Construction Method Statement provide sufficient details of flood mitigation measures, including a statement that the basement will comply with BS8102:1990 standards including a tanking system with a sump pump and non-return valves. Providing these details are complied with no objections would be raised in terms of flood risk. In line with the requirements of Local Plan Policy CC4, water efficiency and sustainable drainage measures should be included where possible. The D&A statement confirms the use of water efficient fixtures and fittings, and that a permeable garden space will be created and permeable paving used for any hard surfaces. This is satisfactory and compliance with these is conditioned.

### + Contaminated land

4.31 It is highly likely that there will be ground contamination on the site, given its long history as an industrial site, with previous known uses to include a tin works and bottled gas storage. However, contamination is common throughout the borough and can be addressed through investigation and remediation. Conditions are attached to ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment, in accordance with Local Plan Policy CC9.

4.32 Residents have also raised concerns that Japanese knotweed is known to be present on the site. This has not been verified by Officers and the applicant has confirmed that there is no knotweed on site to his knowledge, although there are a variety of shrubs on the site. Although the Town and Country Planning Act gives local authorities the power to impose conditions regarding knotweed, it is not considered reasonable or necessary to do so here, as it will very clearly be in the interest of the developer to ensure that any Japanese knotweed discovered on the site is eradicated.

## + Air quality

4.33 The development site is within the borough wide Air Quality Management Area (AQMA) and in an area of poor air quality, and therefore further mitigation measures will be required to make the development acceptable in accordance with Local Plan Policy CC10.

4.34 After road transport, buildings are the second largest source of air pollution in London, emitting 44% of the total Nitrogen Dioxides, or about 2950 tonnes per year. Buildings are also the second largest anthropogenic source of Particulates after road transport, contributing 18% of London emissions through gas heating, large boilers and Industrial plant. Building emissions arise primarily from combustion to provide space and water heating and some industrial processes. Domestic sources, primarily water heating gas boiler exhausts, are distributed over wide areas, diluting their pollution. While commercial heating plant emissions can be intense, these are required to have tall chimneys and special abatement equipment, to minimise concentrations downwind and the chances of a plume reaching the ground. Thus, buildings do not tend to create pollution exceedance hotspots, but contribute substantially to the urban background pollution concentrations. To address this issue, all planning development should comply with London Plan Policy 7.14 (a-e). A minimum benchmark requirement is the provision and installation of Ultra Low NOx boilers with maximum NOx Emissions of under 0.040 g/kWh in addition to enhanced fabric insulation in exceedance of Building Regulations Part L 2010. A condition is recommended requiring the developer to install this type of boiler.

4.35 The demolition and construction works have the potential to create dust and air quality issues. These impacts should be assessed through an Air Quality Dust Management Plan (AQDMP) to be submitted in accordance with the Mayor's SPG 'The Control of Dust and Emissions during Construction and Demolition' (July 2014) and appropriate air quality mitigation measures implemented for nearby residential receptors both on-site and off-site of the development. A condition has been attached with regards to this matter.

## COMMUNITY INFRASTRUCTURE LEVY

4.36 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 development according to the figures provided in the applicant's mayor CIL form is estimated to be liable for a £28,400 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 (Community Infrastructure Levy).

4.37 The borough's own community infrastructure levy came into effect on 1st September 2015. The site is located in the 'North' charging zone. The rate for this zone for the creation of residential floorspace is £100/sq.m. The proposed development is estimated to be liable for a payment of approximately £56,800 under the borough's CIL. This payment would go towards infrastructure projects and needs including health, education, community safety, leisure and parks, waste and street enforcement, community investment, economic development, libraries, environmental health, drainage and flooding, basic transport infrastructure and public realm improvement.

## LEGAL AGREEMENT

4.38 A legal agreement under Section 16 of the Greater London Council General Powers Act 1974 (GLCGPA 1974) is required to restrict the right of the future owners/occupiers of the development to obtain parking permits to park on the public highway.

4.39 An agreement under Section 278 of the Highways Act (1980) is required to allow works to the public highway, including repositioning of parking bays on Letchford Gardens and the reinstatement of the existing crossover on Kenmont Gardens.

## PRE-COMMENCEMENT CONDITIONS

4.40 Pre-commencement conditions with respect to the following matters are recommended:

- Air Quality Dust Management Plan
- Demolition and Construction Logistics Plan
- Land Contamination.

4.31 The Town and Country Planning (Pre-commencement conditions) Regulations 2018 require the local authority to obtain the agreement of the applicant to all pre-commencement conditions prior to determining the application. The applicant has confirmed that they agree to all of the recommended pre-commencement conditions.

## 5.0 CONCLUSION

5.1 Officers consider that the proposed development would be appropriate in terms of land use, design and scale, and that it would not cause demonstrable harm to the amenities of neighbouring residents. The principle of the use in this residential area is considered to be in accordance with land use policies and the development would make efficient use of this previously developed site, by optimising the residential density within a well-designed scheme that is in keeping with the character and appearance of the street scene and the surrounding area. The development would not have a detrimental impact on the highway network or local parking conditions. Other matters including flood risk and contaminated land matters are also considered to be acceptable.

## 6.0 RECOMMENDATION

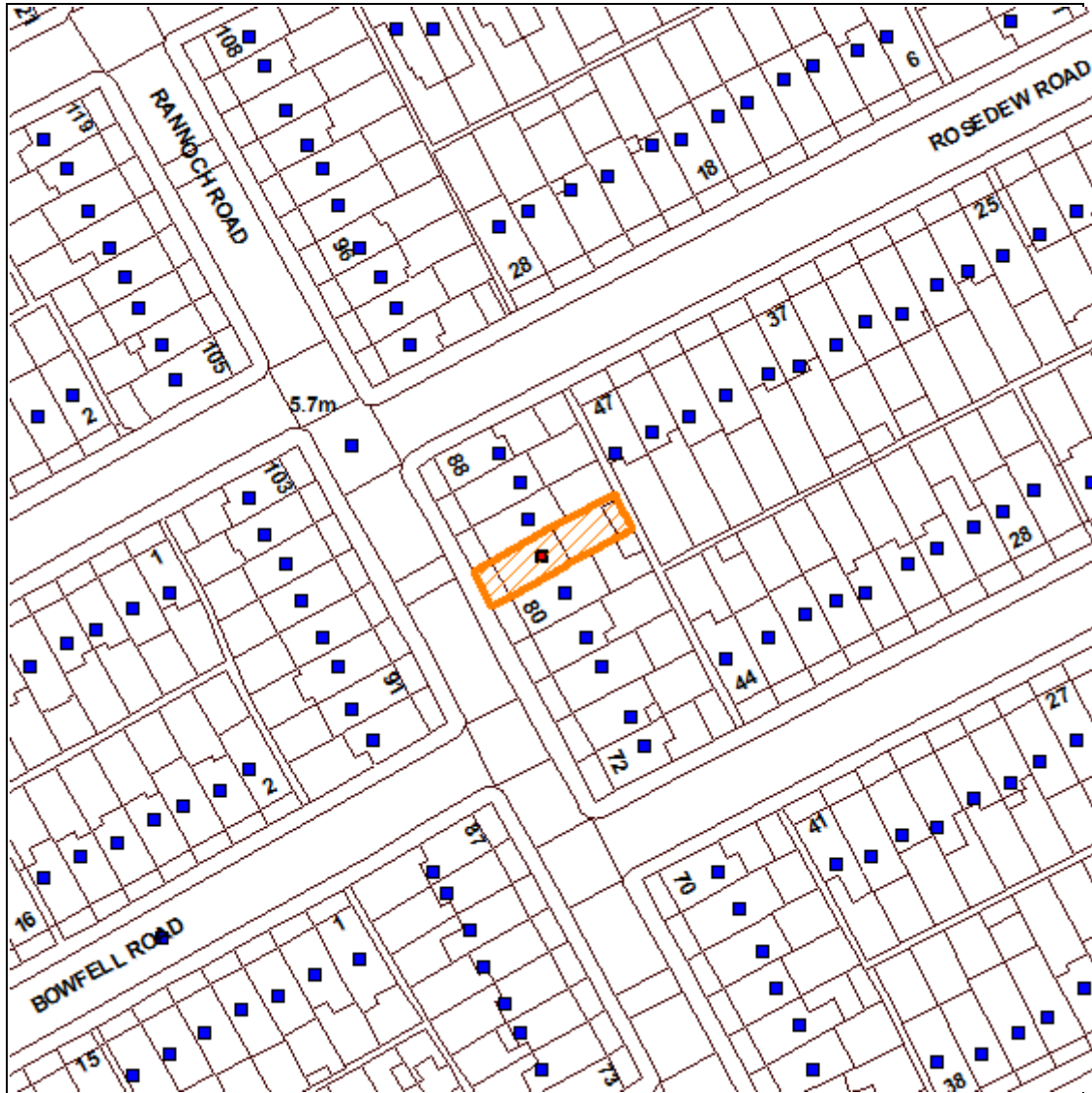
6.1 That the Committee resolve that the Strategic Director of Growth and Place be authorised to determine the application and grant permission upon the completion of satisfactory legal agreements securing the heads of terms contained within this report and subject to conditions.

6.2 To authorise that the Strategic Director of Growth and Place in consultation with the Director of Law and the Chair of the Planning and Development Control Committee to make any minor modifications to the proposed conditions and heads of terms or any subsequent minor changes arising out of the detailed negotiations with the applicant which may necessitate the modification, variation, addition or deletion of the conditions and heads of terms as drafted to ensure consistency between the two sets of provisions.

**Ward:** Fulham Reach

**Site Address:**

82 Rannoch Road London W6 9SP



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**For identification purposes only - do not scale.**

**Reg. No:**

2018/02523/FUL

**Case Officer:**

Daniel Allen

**Date Valid:**

02.08.2018

**Conservation Area:**

**Committee Date:**

06.11.2018

**Applicant:**

Mr Sandeep Krishan  
C/O - Agent - Dino Labbate.

**Description:**

Alterations and extensions to an existing small House of Multiple Occupation (Use Class C4) including the erection of a rear roof extension, the installation of 3 rooflights in the front roofslope and the erection of a single storey rear extension.

Drg Nos: 002 Rev D; received 21/09/2018.

**Application Type:**

Full Detailed Planning Application

**Officer Recommendation:**

1) That the Committee resolve that the Strategic Director for Growth and Place be authorised to determine the application and grant permission 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, 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 drawings hereby approved: 002 Rev D; received 21/09/2018.

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

- 3) The rear face of the rear roof extension hereby approved shall be clad in black or grey slates, and the raised party walls of the rear roof extension and the side and rear elevations of the single storey rear extension at ground floor level hereby approved, shall be constructed in London Stock brickwork to match the colour, texture and bonding of the existing facing brickwork. Details of the rooflights shall be submitted prior to occupation. Any other alterations to the elevations of the existing building, including works of making good, shall be carried out in the same materials as the existing elevation to which the alterations relate.

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



- 4) The raised party/flank walls of the main rear roof extension hereby approved shall not project more than 250 millimetres above or beyond the external faces of the main roof structures.

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

- 5) The flat roof of the single storey rear extension at ground floor level hereby approved shall not be used as a roof terrace or other form of open amenity space. No alterations shall be carried out; nor planters or other chattels placed on this roof in connection with its use as a roof terrace or other form of open amenity space. No railings or other means of enclosure shall be erected on the roof, and no alterations shall be carried out to the rear elevation of the application property to form access onto this roof.

Such a use would be harmful to the existing amenities of the occupiers of neighbouring residential properties as a result of overlooking and loss of privacy and the generation of noise and disturbance, contrary to Policies HO11, DC4, and CC11 of the Local Plan 2018, and Key Principle HS7 and HS8 of the Planning Guidance Supplementary Planning Document 2018.

- 6) Prior to occupation of the development hereby approved, flood risk mitigation and surface water management measures shall have been implemented and installed in accordance with the details identified in the submitted Flood Risk Assessment (Section 9 of Design & Access Statement). The scheme shall be permanently maintained as such thereafter.

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

#### **Justification for Approving the Application:**

- 1) The proposed development would not result in a change of use of the property (remaining within Use Class C4 (Small HMO)), the proposed extensions and alterations are considered acceptable in respect of visual amenity and impact on the Crabtree conservation area. The proposals would not result in an undue impact on the amenities of neighbouring residential properties, on-street parking in surrounding streets, and would not contribute toward increased local flood risk or surface water run-off. In this respect the proposal is acceptable with regards to the relevant provisions of the NPPF (2018), the London Plan (2016) and Policies DC1, DC4, DC8, CC3, CC4, CC9, CC11 and T1 of the Hammersmith and Fulham Local Plan (2018) and relevant Noise, Transport, and Flood Risk Key Principles of the Planning Guidance Supplementary Planning Document (2018).

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

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

Application form received: 25th July 2018  
Drawing Nos: see above

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

**Consultation Comments:**

**Comments from:**

**Dated:**

**Neighbour Comments:**

**Letters from:**

**Dated:**

4 Crabtree Lane Fulham London SW6 6LN	24.08.18
99 Rannoch Road London W6 9SX	23.08.18
91 Rannoch Road London W6 9SX	23.08.18
7 Rannoch Road London W6 9SS	23.08.18
76 Rannoch Road Hammersmith W6 9SP	29.08.18
76 Rannoch Road Hammersmith W6 9SP	08.10.18
93 Rannoch Rd London W6 9SX	18.08.18
80 Rannoch Road Hammersmith London w6 9sp	29.08.18
97 Rannoch Road London W6 9SX	22.08.18
24, Rosedew Road London W6 9ET	20.08.18
65 Rannoch Road London W6 9SS	20.08.18
80 Rannoch Road London w6 9sp	08.10.18
93 Rannoch Rd London W69SX	03.10.18

**OFFICER REPORT**

**1.0 BACKGROUND**

1.1 The application site comprises a two storey mid-terrace property situated on the north-western side of Rannoch Road. The site does not comprise a statutorily or locally listed building. The site is located within the Crabtree conservation area, within a Public Transport Accessibility Level 5 area, and is within Flood Risk Zone 3.

1.2 The property is operating as a 4 bedroom House of Multiple Occupation (HMO) for four residents, which falls within Use Class C4 of the Town and Country Planning (Use Classes) Order 1987 (as amended). To the rear, the property has an existing lean-to and small single storey extension.

1.3 The application site does not have any previous planning history.

1.4 This application involves alterations and extensions including the erection of a rear roof extension, the installation of 3 rooflights in the front roofslope and the erection of a single storey rear extension in connection with the continued use as a small HMO. The extensions result in an additional bedroom and extended communal living space. The proposal would not result in any change of use of the property which would remain as a small HMO in Use Class C4.

## 2.0 PUBLICITY AND CONSULTATION RESPONSES

2.1 Individual neighbour notification letters have been sent to 6 surrounding properties. Site and press notices were also published to advertise the application.

2.2 In total 13 representations have been received in objection to the proposals, with the material planning considerations raised summarised as follows:

- Loss of the residential character of the property
- Overdevelopment of the property
- Out of keeping with the street scene and Crabtree conservation area;
- Number of occupants living within the premises, and short-term tenancy arrangements;
- Increased noise and other disturbance;
- Harm to local parking conditions;
- Harmful accumulation of waste and recycling;
- Sets a precedent.

2.3 Other non-planning matters have been raised within the representations including concerns about:- property ownership; Council tax collection; the absence of a HMO license and management of the premises. These matters fall outside of planning control and/or are covered by other legislation.

## 3.0 PLANNING CONSIDERATIONS

3.1 The relevant planning considerations in this case to be assessed are: the land use; the quality of living environment for future occupiers; visual amenity; neighbouring residential amenity; highways impacts; and environmental quality matters.

### LAND USE

3.2 The existing property is in use as a small HMO by 4 permanent residents. The property is made up of 4 bedrooms, with a single kitchen at ground floor level and main bathroom at first floor level.

3.3 Use Class C4 relates to small shared houses occupied by between three and six unrelated individuals, as their only or main residence, who share basic amenities such as a kitchen or bathroom. The proposed use of the property as a 5-bedroom HMO for 5 persons also falls within Class C4. The application makes provision for cycle (4 bicycles) and waste storage within the rear garden.

3.4 Permitted development rights allows a change of use from a single dwellinghouse (Use Class C3) to a single small HMO (Use Class C4) and vice versa without the need

for planning permission. In planning terms, this means that a small HMO is comparable with a single dwellinghouse.

## QUALITY OF ACCOMMODATION

3.5 There are no planning policies regarding the quality of accommodation being provided. There are minimum national standards for all HMOs set out under the Housing Act 2004. In addition, from 1 October 2018, mandatory licensing will no longer be limited to HMOs that are three or more storeys high, but will also include buildings with one or two storeys. For mandatory licensing to apply, the HMO must be occupied by five or more persons, from two or more separate households with basic amenities such as a kitchen, bathroom or toilet. In this case the applicant will need to obtain a separate license.

## VISUAL AMENITY

3.6 Policies DC1 and DC4 of the Council's Local Plan require a high standard of design in all alterations, and that extensions to existing buildings be compatible with the scale and character of existing and neighbouring development and their setting, integrated into the architectural design of the existing building, and subservient in terms of its bulk, scale, materials, and design. Policy DC8 states that any development affecting designated heritage assets, including alterations and extensions to buildings, will only be permitted if the significance of the heritage asset is preserved or enhanced or if there is clear and convincing justification.

3.7 The application proposes the erection of a single storey rear extension and rear roof extension. The proposals have been amended during the course of the application to reduce the depth of the rear extension, and to alter the form of the roof extension so that it is constructed in a reduced mansard style.

3.8 The proposed rear roof extension would be built off the eaves of the property, with a 70-degree rear elevation, and clad in slate tile to remain sympathetic to the existing roof finish. Two dormer windows would be set comfortably within the rear roof face and align well with the windows at first floor level below. Similar roof extensions exist within this terrace, Nos.72, 76, and 78 Rannoch Road, with recent examples approved at No.84 (2016/04220/FUL), and 86 (2017/04712/FUL). A rear roof extension of smaller form also exists at No.80. The roof extension would be subservient to the parent building and would not be out of keeping with the Crabtree Conservation Area.

3.9 At ground floor level, the proposed rear extension would measure 3.64m deep from the main rear elevation, to match the depth of the existing single storey rear extensions at Nos 80 and 84 Rannoch Road. The proposed extension would measure 2.9m in height to its flat roof (3.4m to the parapet). In its amended form the depth and height of the extension would follow the established pattern of single storey rear extensions within the application terrace.

3.10 The extension would be subservient to the main dwelling. More than 50% of the rear garden would remain, the proposals would maintain a 4m set back from the rear curtilage, and would retain a sense of openness, the plot is not considered to be overdeveloped as a result.

3.11 The rear extension would be of London stock brick construction, with aluminium bi-folding doors to provide access to the rear garden. A condition would be attached to secure these details. This element of the proposals would not be visible from public vantage points, and Officers consider that there would be no adverse impact on the character of the Crabtree conservation area.

3.12 The application proposes 'conservation style', mounted flush rooflights to the front roof slope. The rooflights are considered a relatively modest alteration, and reflect the appearance of similar rooflights within the street and surrounding conservation area. Such alterations are therefore considered acceptable.

3.13 Overall the proposals are considered visually acceptable and sympathetic to the conservation area in accordance with Policies DC1, DC4, and DC8 of the Local Plan 2018, and Key Principle CAG3 of the Planning Guidance SPD 2018.

## RESIDENTIAL AMENITY

3.14 Local Plan Policy HO11 states that extensions will be considered acceptable where it can be demonstrated that there is no detrimental impact upon the amenities enjoyed by neighbouring properties to include privacy, daylight and sunlight, and outlook. SPD Housing Key Principles HS6 and HS7 contain safeguards against sense of enclosure, loss of outlook, loss of privacy, loss of daylight and noise.

3.15 The nearest neighbouring properties are Nos.80 and 84 Rannoch Road to the south and north respectively, and No.47 Rosedew Road to the east, abutting the rear curtilage. The impact on these properties where relevant is considered below.

### Privacy

3.16 SPD Key Principle HS7(iii) states that 'Any new windows should be positioned at least 18 metres from existing habitable room windows. This will be measured by an arc of 60 degrees taken from the centre of the proposed new window to ensure there is no loss of privacy.'

3.17 The front rooflights and windows within the main rear roof extension would not be set any closer to adjacent curtilages than the existing habitable room windows at lower floor levels. Whilst the single storey rear extension would comprise enlarged openings, the intervening boundary treatments to the side and rear would prevent any additional opportunities for overlooking towards neighbouring properties. The development would not unduly impact upon neighbouring privacy amenities and accords with Key Principle HS7.

### Outlook and Daylight

3.18 SPD Key Principle HS6 requires that all new development enable an unobstructed angle of 45 degrees from a point at 2 metres above ground floor level on the boundary of the site, or at ground level where rear gardens are less than 9m in depth. In cases where the proposed building infringes an angle of 45 degrees on site judgement will be the determining factor.

3.19 The proposed single storey extension would match the building line of Nos.80 and 84 Rannoch Road which mitigates any potential harm. The rear roof extension at

second floor level faces an area of open space to the rear of the property and would have no adverse impact to opposing properties. The front rooflights would be contained within the existing roof and follow the same line as the existing roofslope. The proposals would not have an adverse impact in terms of outlook or daylight.

#### Noise and Disturbance

3.20 Having regard to the existing levels of occupation, it is considered that the addition of 1 permanent resident to create a 5-person HMO would not result in any undue noise and disturbance particularly as the use would remain within Class C4 and its impacts are comparable with a single dwellinghouse. The Council's Public Protection team has considered the proposals and raise no objections.

3.21 Overall, having regard to residential amenity, the proposals accord with Policies HO11 and DC4 of the Local Plan 2018.

#### HIGHWAYS AND TRANSPORT

3.22 Local Plan Policy T1 supports the London Plan (2016), with Policy T2 stating that all development proposals will be assessed for their contribution to traffic generation and their impact on congestion.

3.23 The application relates solely to extensions and alterations in connection with an established C4 use. The occupiers of the HMO would be limited to the same parking restrictions that apply to the occupants of an existing family dwelling house.

3.24 The proposals would not result in an undue impact upon on-street parking and the local road network.

#### FLOOD RISK

3.25 Local Plan Policy CC3 requires that new development reduce the use of water and is designed to take account of increasing risks of flooding. Local Plan Policy CC4 states that new development would be expected to manage surface water run off by implementing a range of measures, such as sustainable drainage systems (SuDs) where feasible and the use of water efficient fittings and appliances. These policies are supported by the relevant Key Principles within section 15 of the Planning Guidance SPD which requires the submission of information relating to flood risk.

3.26 This site is in Flood Zone 3. The applicants submitted a Flood Risk Assessment (FRA) within their Design and Access Statement and makes clear that the new extension will be no lower than existing floor levels and that flood resilient measures will be installed where appropriate. The Council's Environmental Policy team have considered the proposals and raise no objections subject to condition that the FRA is complied with. The proposals accord with Local Plan (2018) Policy CC3 and CC4.

#### CONTAMINATION

3.27 Policy 5.21 of the London Plan, along with 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. The Council's Land Contamination Officer has reviewed the

application and raises no objections to the proposed development subject to an informative. The proposals are in accordance with Policy CC9 of the Local Plan 2018.

#### 4.0 CONCLUSION

4.1 The proposed development would not result in a change of use of the property (remaining within Use Class C4 (Small HMO)), the proposed extensions and alterations are considered acceptable in respect of visual amenity and impact on the Crabtree conservation area. The proposals would not result in an undue impact on the amenities of neighbouring residential properties, on-street parking in surrounding streets, and would not contribute toward increased local flood risk or surface water run-off.

4.2 The proposal accords with the relevant provisions of the NPPF (2018), the London Plan (2016) and Policies DC1, DC4, DC8, CC3, CC4, CC9, CC11 and T1 of the Hammersmith and Fulham Local Plan (2018) and relevant Noise, Transport, and Flood Risk Key Principles of the Planning Guidance Supplementary Planning Document (2018).

#### 5.0 RECOMMENDATION

5.1 Approve subject to conditions.