

Planning and Development Control Committee

Agenda

Tuesday 12 February 2019

7.00 pm

Assembly Hall - 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 |

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Committee Co-ordinator
Governance and Scrutiny
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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 7 February 2019

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

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

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

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

PUBLIC SPEAKING AT PLANNING AND DEVELOPMENT CONTROL COMMITTEE (PROTOCOL)

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

Who can speak?

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

Do I need to register to speak?

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

How long is provided for speakers?

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

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

What materials can be presented to committee?

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

What happens to my petition or deputation?

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

Planning and Development Control Committee Agenda

12 February 2019

| <u>Item</u> | <u>Pages</u> |
|--|--------------|
| 1. APOLOGIES FOR ABSENCE | |
| 2. DECLARATION OF INTERESTS | |
| <p>If a Councillor has a disclosable pecuniary interest in a particular item, whether or not it is entered in the Authority's register of interests, or any other significant interest which they consider should be declared in the public interest, they should declare the existence and, unless it is a sensitive interest as defined in the Member Code of Conduct, the nature of the interest at the commencement of the consideration of that item or as soon as it becomes apparent.</p> <p>At meetings where members of the public are allowed to be in attendance and speak, any Councillor with a disclosable pecuniary interest or other significant interest may also make representations, give evidence or answer questions about the matter. The Councillor must then withdraw immediately from the meeting before the matter is discussed and any vote taken.</p> <p>Where Members of the public are not allowed to be in attendance and speak, then the Councillor with a disclosable pecuniary interest should withdraw from the meeting whilst the matter is under consideration. Councillors who have declared other significant interests should also withdraw from the meeting if they consider their continued participation in the matter would not be reasonable in the circumstances and may give rise to a perception of a conflict of interest.</p> <p>Councillors are not obliged to withdraw from the meeting where a dispensation to that effect has been obtained from the Audit, Pensions and Standards Committee.</p> | |
| 3. HAMMERSMITH TOWN HALL KING STREET LONDON W6 9JU - HAMMERSMITH BROADWAY WARD - 2018/01500/FUL | 5 - 133 |
| 4. HAMMERSMITH TOWN HALL KING STREET LONDON W6 9JU - HAMMERSMITH BROADWAY WARD - 2018/01501/LBC | 134 - 144 |

5. 284 - 288 NORTH END ROAD LONDON SW6 1NH - FULHAM BROADWAY WARD - 2017/04216/FUL 145 - 188
6. THE QUEENS CLUB PALLISER ROAD LONDON W14 9EQ - NORTH END WARD - 2018/03263/FUL 189 - 207
7. 8 KING'S QUAY THAMES AVENUE CHELSEA HARBOUR LONDON SW10 0UX - SANDS END WARD - 2018/03508/FUL 208 - 215
8. NEXT TO LONDIS PLIMLEY PLACE LONDON W12 8LP - SHEPHERD'S BUSH GREEN WARD - 2018/03343/FR3 216 - 222
9. FOOTPATH WOOD LANE JN WITH SOUTH AFRICA ROAD NEXT TO REFURBISHED GARAGE - COLLEGE PARK AND OLD OAK WARD - 2018/03483/FR3 223 - 230
10. DATE OF THE NEXT MEETING - TUESDAY 5 MARCH 2019

Ward: Hammersmith Broadway

Expiry Date: 20th August 2018

Site Address:

Hammersmith Town Hall King Street London W6 9JU



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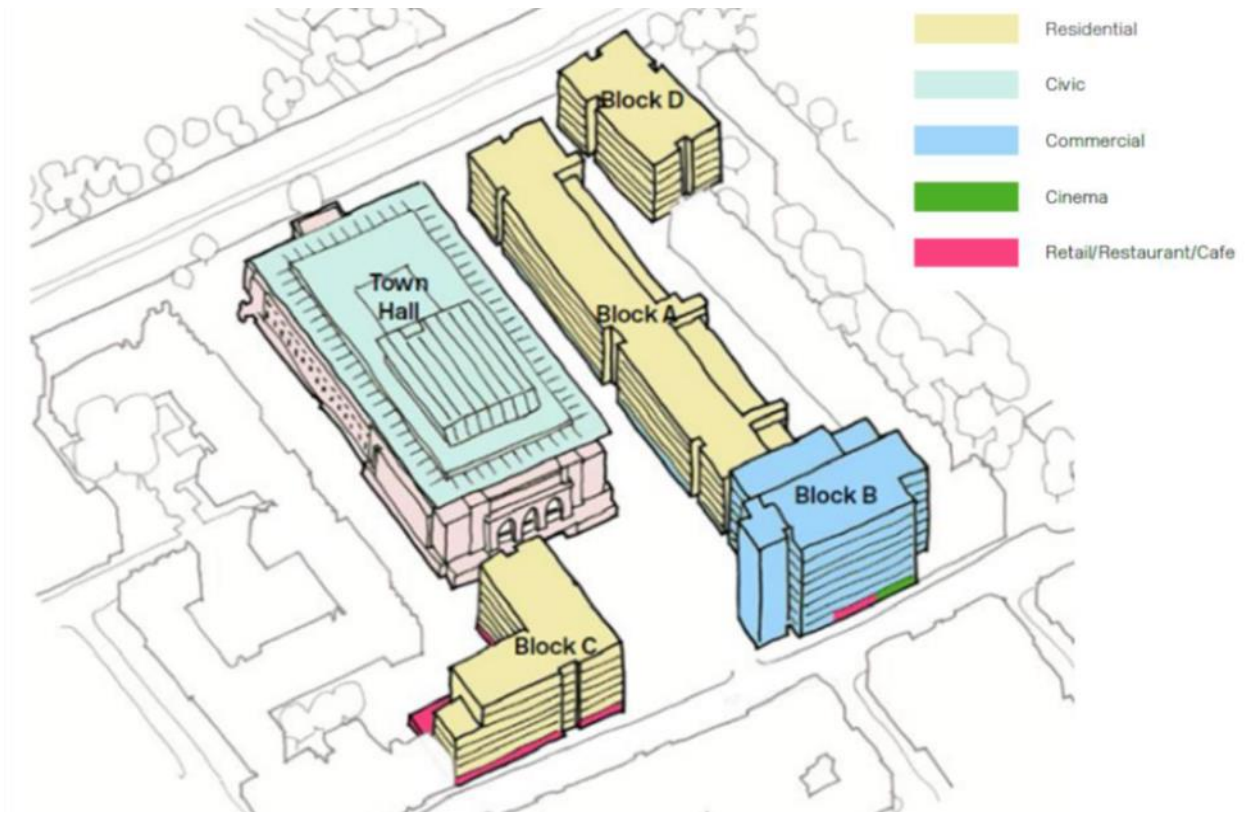
Reg. No:
2018/01500/FUL

Date valid:
30.04.2018

Recommendation Date:

Case Officer;
Peter Wilson

Conservation Area:
King Street (East) Conservation
Area - Number 37



Proposed Massing



Proposed ground floor layout

Applicant:

A2Dominion Developments Limited
C/O Agent

Description:

Demolition of 181-187 King Street, Town Hall Extension, Quaker Meeting House 20 Nigel Playfair Avenue (West), Register Office Nigel Playfair Avenue (West) and remainder of former Cineworld 207 King Street. Redevelopment, to include the Nigel Playfair Avenue (West) Car Park and Nigel Playfair Avenue (East), to provide four new build blocks comprising existing and new basements plus between six and eight storeys in height comprising 204 dwelling units (Class C3), retail (Class A1), Restaurant/café use (Class A3), Cinema (Class D2) and Office (Class B1) to include enterprise units; internal and external alterations and part two/part three storey roof extension of the Grade II Listed Town Hall building to provide refurbished civic centre and new office use (Class B1); creation of a civic square and public realm works, play space, landscaping and associated residential and non-residential car parking (including disabled), cycle parking, motorcycle parking, access and servicing (EIA Development).

Drg. Nos: see Condition 2 below

Application type:

Full Detailed Planning Application

REPORT CONTENTS

RECOMMENDATIONS

CONDITIONS

REASONS FOR APPROVAL

1.0 BACKGROUND

- 1.2 Mayoral Referral**
- 1.6 Site Context**
- 1.15 Planning History**

2.0 PROPOSAL

- 2.11 Environmental Statement**

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4.0 PLANNING POLICY FRAMEWORK

5.0 PLANNING CONSIDERATIONS

- 5.1 Principle of Development**
- 5.2 Housing**
- 5.3 Design, Heritage and Townscape**
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- 5.6 Highways**
- 5.7 Sustainability and Energy**
- 5.8 Flood Risk and Drainage**
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- 5.11 Noise and Vibration**
- 5.12 Lighting**
- 5.13 Wind and Microclimate**
- 5.14 Ecology**
- 5.15 Socio Economic and Community Effects**
- 5.16 Security**
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6.0 SECTION 106 HEADS OF TERMS AND CIL

7.0 CONCLUSIONS

Officer Recommendation:

1) Subject to there being no contrary direction from the Mayor for London that the Committee resolve that the Strategic Director for Growth and Place be authorised to determine the application and grant permission upon the completion of a satisfactory legal agreement and subject to the conditions listed below;

2) To authorise the Strategic Director for Growth and Place, in consultation with the Director of Law and the Chair of the Planning and Development Control Committee, to make any minor changes to the proposed conditions or heads of terms of the legal agreement. Any such changes shall be within their discretion.

CONDITIONS

1. Time Limit

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

Reason: Condition required to be imposed by Section 92(2)(a) of the Town and Country Planning Act 1990. Extended time periods for which the planning permission can be implemented is given considering exceptional circumstances relevant to the Demolition, Ground and Enabling Works, Operation and the extent of the development.

2. Approved Drawings

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

Demolition:

RSHP-A-00-00001-D-P-XX P02
RSHP-A-00-00003-D-P-B1 P02
RSHP-A-00-00004-D-P-00 P02
RSHP-A-00-00005-D-P-01 P02
RSHP-A-00-00006-D-P-02 P02
RSHP-A-00-00007-D-P-03 P02
RSHP-A-00-00008-D-P-04 P02
RSHP-A-00-00009-D-P-05 P02
RSHP-A-00-00010-D-P-06 P02
RSHP-A-00-00011-D-P-07 P02
RSHP-A-TH-00101-D-P-00 P02
RSHP-A-TH-00102-D-P-01 P02
RSHP-A-TH-00103-D-P-02 P02
RSHP-A-TH-00104-D-P-03 P02
RSHP-A-TH-00105-D-P-04 P02
RSHP-A-TH-00106-D-P-RF P02

Block A:

RSHP-A-BA-00100-P-B1 P02
RSHP-A-BA-00101-P-00 P02
RSHP-A-BA-00102-P-01 P02
RSHP-A-BA-00103-P-02 P02
RSHP-A-BA-00104-P-03 P02
RSHP-A-BA-00105-P-04 P02
RSHP-A-BA-00106-P-05 P02
RSHP-A-BA-00107-P-06 P02
RSHP-A-BA-00108-P-RF P02
RSHP-A-BA-00500-S-ZZ P02
RSHP-A-BA-00501-S-YY P02
RSHP-A-BA-00401-E-E P02
RSHP-A-BA-00402-E-W P02

RSHP-A-BA-00403-E-S P02
RSHP-A-BA-00800-DT-XX P02
RSHP-A-BA-00801-DT-XX P02
RSHP-A-BA-00802-DT-XX P02

Block B:

RSHP-A-BB-00099-P-B2 P02
RSHP-A-BB-00100-P-B1 P02
RSHP-A-BB-00101-P-00 P02
RSHP-A-BB-00102-P-01 P02
RSHP-A-BB-00103-P-02 P02
RSHP-A-BB-00104-P-03 P02
RSHP-A-BB-00105-P-04 P02
RSHP-A-BB-00106-P-05 P02
RSHP-A-BB-00107-P-06 P02
RSHP-A-BB-00108-P-07 P02
RSHP-A-BB-00109-P-RF P02
RSHP-A-BB-00500-S-AA P02
RSHP-A-BB-00503-S-WW P02
RSHP-A-BB-00504-S-ZZ P02
RSHP-A-BB-00400-E-N P02
RSHP-A-BB-00401-E-E P02
RSHP-A-BB-00402-E-W P02
RSHP-A-BB-00403-E-S P02
RSHP-A-BB-00800-DT-XX P02
RSHP-A-BB-00801-DT-XX P02
RSHP-A-BB-00802-DT-XX P02
RSHP-A-BB-00803-DT-XX P02

Block C:

RSHP-A-BC-00100-P-B1 P02
RSHP-A-BC-00101-P-00 P02
RSHP-A-BC-00102-P-01 P02
RSHP-A-BC-00103-P-02 P02
RSHP-A-BC-00104-P-03 P02
RSHP-A-BC-00105-P-04 P02
RSHP-A-BC-00106-P-05 P02
RSHP-A-BC-00107-P-06 P02
RSHP-A-BC-00108-P-RF P02
RSHP-A-BC-00500-S-AA P02
RSHP-A-BC-00501-S-ZZ P02
RSHP-A-BC-00400-E-N P02
RSHP-A-BC-00401-E-E P02
RSHP-A-BC-00402-E-W P02
RSHP-A-BC-00403-E-S P02
RSHP-A-BC-00800-DT-XX P02
RSHP-A-BC-00801-DT-XX P02
RSHP-A-BC-00802-DT-XX P02

Block D:

RSHP-A-BD-00100-P-B1 P02
RSHP-A-BD-00101-P-00 P02

RSHP-A-BD-00102-P-01 P02
RSHP-A-BD-00103-P-02 P02
RSHP-A-BD-00104-P-03 P02
RSHP-A-BD-00105-P-04 P02
RSHP-A-BD-00106-P-05 P02
RSHP-A-BD-00107-P-RF P02
RSHP-A-BD-00500-S-XX P02
RSHP-A-BD-00404-E-XX P02
RSHP-A-BD-00800-DT-XX P02

Town Hall:

RSHP-A-TH-00100-P-B1 P02
RSHP-A-TH-00101-P-00 P02
RSHP-A-TH-00102-P-01 P02
RSHP-A-TH-00103-P-02 P02
RSHP-A-TH-00104-P-03 P02
RSHP-A-TH-00105-P-04 P02
RSHP-A-TH-00106-P-05 P02
RSHP-A-TH-00107-P-06 P02
RSHP-A-TH-00109-P-RF P02
RSHP-A-TH-00500-S-AA P02
RSHP-A-TH-00501-S-BB P02
RSHP-A-TH-00504-S-VV P02
RSHP-A-TH-00509-S-QQ P02
RSHP-A-TH-00400-E-N P02
RSHP-A-TH-00401-E-E P02
RSHP-A-TH-00402-E-W P02
RSHP-A-TH-00403-E-S P02
RSHP-A-TH-00800-DT-XX P02
RSHP-A-TH-00801-DT-XX P02
RSHP-A-TH-00802-DT-XX P02
RSHP-A-TH-00803-DT-XX P02
RSHP-A-TH-00804-DT-XX P02
RSHP-A-TH-00805-DT-XX P02
RSHP-A-TH-00806-DT-XX P02
RSHP-A-TH-01200-DT-XX P02
RSHP-A-TH-01201-DT-XX P02
RSHP-A-TH-01203-DT-XX P02
RSHP-A-TH-01300-DT-XX P02
RSHP-A-TH-01400-DT-XX P02
RSHP-A-TH-01401-DT-XX P02
RSHP-A-TH-01402-DT-XX P02
RSHP-A-TH-01403-DT-XX P02
RSHP-A-TH-99504-E-N P02
RSHP-A-TH-99505-E-E P02
RSHP-A-TH-99506-E-S P02
RSHP-A-TH-99507-E-W P02

Public Realm:

P11289-00-001-100 D06
P11289-00-001-104 D05
P11289-00-001-110 D03

P11289-00-001-120 D03
P11289-00-001-121 D03
P11289-00-001-122 D03
P11289-00-001-200 D03
P11289-00-001-201 D03
P11289-00-001-202 D03
P11289-00-001-203 D03
P11289-00-001-210 D02
P11289-00-001-211 D02

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 and Policies DC1, DC2, DC3, DC4 and DC8 of the Local Plan 2018.

3. Phasing/Programme

Prior to commencement of the development, phasing plan shall be submitted to and approved in writing by the Council. The details shall include a complete programme for the delivery of each respective phase of enabling works, demolition (being the cinema site, Town Hall Extension and connection to the Grade II Town Hall, 181-187 King Street, the Register Office and Quaker meeting house), the erection of Blocks A, B, C D, works and extension of the Town Hall and public realm in accordance with the provisions and the assessment carried out in the Environmental Statement hereby approved. The works in each Phase shall be carried out in accordance with the approved programme.

Reason: To assist with the identification of each chargeable development (being the Phase) and the calculation of the amount of CIL payable in respect of each chargeable development in accordance with the Community Infrastructure Levy Regulations 2010 (as amended).

4. Business and Community Liaison Groups

For the duration of each Phase of works hereby approved and up to two years after occupation of the final Phase of development, the applicant will establish and maintain Business and Community Liaison Groups having the purpose of:

- (i) informing nearby residents and businesses of the programme of works for the Development;
- (ii) informing nearby residents and businesses of progress of each Phase;
- (iii) informing nearby residents and businesses of appropriate mitigation measures being undertaken as part of the Development;
- (iv) informing nearby residents and businesses of considerate methods of working such as working hours and site traffic;
- (v) providing advanced notice of exceptional hours of work, if and when appropriate;

- (vi) providing nearby residents and businesses with an initial contact for information relating to each Phase of works for the Development and procedures for receiving/responding to comments or complaints regarding the Development with the view of resolving any concerns that might arise;
- (vii) providing telephone contacts for nearby residents and businesses 24-hours daily throughout each Phase of works for the Development; and
- (viii) producing a leaflet prior to each Phase of the Development for distribution to nearby residents and businesses, identifying progress of the Development and which shall include an invitation to register an interest in the Liaison Groups.

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

Reason: To ensure satisfactory communication with residents, businesses, and local stakeholders throughout the construction of the development, in accordance with the Policies CC11, CC12, CC13, DC2, T7 and CF3 of the Local Plan 2018.

5. Hoardings

Prior to commencement of each Phase of development a scheme including detailed drawings in plan, section, and elevation for temporary fencing and/or enclosure of the site shall be submitted to and approved in writing by the Council. The temporary fencing and/or enclosing shall be painted timber and must be erected prior to commencement of each phase in accordance with the approved details. The temporary fencing and/or enclosure shall thereafter be retained for the duration of the demolition and building works in accordance with the approved details. No part of the temporary fencing and/or enclosure of the site shall be used for the display of advertisement hoardings, unless consent is sought from the Council.

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

6. Demolition Method Statement

(i) Prior to commencement of each phase of demolition works a Demolition Method Statement for that Phase shall be submitted to and approved in writing by the Council. Details shall include control measures for dust, noise, vibration, lighting, delivery locations, restriction of hours of work and all associated activities audible beyond the site boundary to 0800-1800hrs Mondays to Fridays and 0800-1300hrs on Saturdays, advance notification to neighbours and other interested parties of proposed works and public display of contact details including accessible phone contact to persons responsible for the site works for the duration of the works.

(ii) No demolition, within each phase of demolition, shall commence until a risk assessment based on the Mayor's Best Practice Guidance (The control of dust and

emissions from construction and demolition) has been undertaken and a method statement for emissions control (including an inventory and timetable of dust generating activities, emission control methods and where appropriate air quality monitoring) for that Phase has been submitted to and approved in writing by the council. The appropriate mitigation measures to minimise dust and emissions must be incorporated into the site-specific Demolition Method Statement and Construction Management Plan. Developers must ensure that on-site contractors follow best practicable means to minimise dust and emissions at all times. Demolition works shall be undertaken in accordance with the approved details.

Reason: To ensure that occupiers of surrounding premises are not adversely affected by noise, vibration, dust, lighting or other emissions from the building site in accordance with policies 5.18, 5.19, 5.20, 5.21, 5.22 and 7.14 of the London Plan, Policies DC1, DC2, CC6, CC7, CC10, CC11, and CC12 of the Local Plan 2018.

7. Demolition Logistics Plan

Prior to commencement of each phase of demolition works (being the cinema site, Town Hall Extension and connection to the Grade II Town Hall, 181-187 King Street, the Register Office and Quaker meeting house) a Demolition Logistics Plan (DLP) covering that phase shall be submitted to and approved in writing by the Council.

The works shall be carried out in accordance with the approved DLP for each Stage identified above and shall cover the following minimum requirements:

- the estimated number, size and routes of demolition and construction vehicles per day/week;
- details of a Low Emission Vehicle Strategy;
- details of the access arrangements and delivery locations on the site;
- details of any vehicle holding areas; and
- other matters relating to traffic management to be agreed as required.

The DLP shall identify efficiency and sustainability measures to be undertaken for the works. The approved details shall be undertaken in accordance with the terms and throughout the period set out in the DLP.

Reason: To ensure that appropriate steps are taken to limit the impact of the proposed demolition works on the operation of the public highway, the amenities of local residents and the area generally in accordance with Policies 6.11 and 6.12 of the London Plan and T1, T6 and T7 of the Local Plan 2018.

8. Construction Management Plan

Prior to commencement of each phase of development (excluding site clearance and demolition), a Construction Management Plan shall be submitted to and approved in writing by the Council. Details shall include control measures for dust, noise, vibration, lighting, delivery locations, restriction of hours of work and all associated activities audible beyond the site boundary to 0800-1800hrs Mondays to Fridays and 0800-1300hrs on Saturdays, advance notification to neighbours and other interested parties of proposed works and public display of contact details including accessible phone contact to persons responsible for the site works for the duration of the works. The construction management plan should include the details for all the relevant foundations, basement

and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent). Approved details for each relevant phase, or part thereof shall be implemented throughout the project period.

Reason: To ensure that occupiers of surrounding premises are not adversely affected by noise, vibration, dust, lighting, or other emissions from the building site in accordance with policies 5.18, 5.19, 5.20, 5.21 and 5.22 of the London Plan, Policies DC1, DC12, CC6, CC7, CC10, CC11 and CC12 of the Local Plan 2018 and Key Principles of the Planning Guidance SPD (2018).

9. Construction Logistics Plan

Prior to commencement of each relevant Phase of development, a Construction Logistics Plan for that Phase shall be submitted to and approved in writing by the Council. The method statement /construction management plan should include the details for all the relevant foundations, basement and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent). The development of the relevant Phase shall be carried out in accordance with the relevant approved Construction Logistics Management Plan unless otherwise agreed in writing with the Council. Each Construction Logistics Plan shall cover the following minimum requirements:

- site logistics and operations;
- construction vehicle routing;
- contact details for site managers and details of management lines of reporting;
- detailed plan showing phasing;
- location of site offices, ancillary buildings, plant, wheel-washing facilities, stacking bays and car parking;
- storage of any skips, oil and chemical storage etc.; and
- access and egress points;
- membership of the Considerate Contractors Scheme.

Reason: To ensure that appropriate steps are taken to limit the impact of the proposed construction works on the operation of the public highway, the amenities of local residents and the area generally in accordance with Policies 6.11 and 6.12 of the London Plan and T1, T6 and T7 of the Local Plan 2018.

10. Archaeology (GLAAS)

Prior to commencement of each Phase of development (excluding site clearance and demolition), a Written Scheme of Investigation (WSI) shall be submitted to and approved in writing by the Council. For land that is included within the WSI, no development shall take place within the relevant Phase other than in accordance with the agreed WSI, which shall include the statement of significance and research objectives, and

A. The programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works

B. The programme for post-investigation assessment and subsequent analysis, publication & dissemination, and deposition of resulting material. this part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the WSI

Reason: Heritage assets of archaeological interest may survive on the site. The Council wishes to secure the provision of appropriate archaeological investigation, including the publication of results, in accordance with Section 12 of the NPPF, Policy 7.8 of the London Plan, Policies DC1, DC8 of the Local Plan 2018 and key principles within the Planning Guidance Supplementary Planning Document 2018.

11. Site Investigation Scheme

No development shall commence within each Phase of development until a site investigation scheme for that Phase 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 for that Phase 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.

12. 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 within each Phase of development, 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.

13. 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 within each Phase of development until, a remediation method statement for that Phase 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.

14. Verification 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 within each Phase of development until the approved remediation method statement for that Phase 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.

15. Onward Long-Term Monitoring Methodology Report

Unless the Council agree in writing that a set extent of development must commence to enable compliance with this condition, no development (except Enabling Works) shall commence within each Phase of development 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.

16. Piling Method Statement

No impact piling shall take place until a piling method statement (detailing the type of piling to be undertaken and the methodology by which such piling will be carried out within each Phase (where relevant) including measures to prevent and minimise the potential for damage to subsurface water or sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the Council 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, Policies CC3 and CC5 of the Local Plan 2018. The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the details of the piling method statement.

17. Revised Drainage Strategy

Prior to commencement of each relevant Phase of development hereby permitted (excluding site clearance, demolition and below ground works) a revised drainage strategy detailing any on and/or off-site drainage works, shall be submitted to and approved in writing by the Council in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed. Details shall be implemented in accordance with the approved details and thereafter permanently retained in this form.

Reason: To ensure that sufficient drainage capacity is made available to cope with the new development; and to avoid adverse environmental impact upon the community in accordance with Policy 5.13 of the London Plan and Policy CC3 and CC5 of the Local Plan 2018.

18. Sustainable Drainage Strategy (SuDS)

Prior to commencement of each Phase of development (excluding site clearance, demolition and below ground works), a revised Sustainable Drainage Strategy (SuDS), which details how surface water will be managed on-site in-line with the London Plan Drainage Hierarchy's preferred SuDS measures, shall be submitted to and approved in writing by the Council. Information shall include details on the design, location and attenuation capabilities of the proposed sustainable drainage measures such as permeable surfaces, including green roofs. Details of the proposed flow controls and flow rates for any discharge of surface water to the combined sewer system should also be provided, with the aim of achieving greenfield rates for final discharges. Where feasible, rainwater harvesting should also be integrated to collect rainwater for re-use in the site. The Strategy shall be implemented in accordance with the approved details,

and thereafter all SuDS measures shall be retained and maintained in accordance with the approved details and shall thereafter be permanently retained in this form.

Reason: To prevent any increased risk of flooding and to ensure the satisfactory storage of/disposal of surface water from the site in accordance with Policy 5.13 of The London Plan; and Policy CC3 of the Local Plan 2018.

19. Revised Flood Risk Assessment

Prior to commencement of each Phase of development (excluding site clearance, demolition and below ground works) a revised Flood Risk Assessment shall be submitted to and approved in writing by the Council. Details shall be implemented in accordance with the approved details and thereafter permanently retained in this form.

Reason: 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

20. Blue/Green/Brown Roofs

Prior to commencement of each Phase of development for Blocks A, B, C and D (excluding site clearance, demolition and below ground works), details of all blue/green/brown roofs within that Phase, including the identification of further opportunities for these roofs, including details of types of roofs and a planting maintenance plan shall be submitted to and approved in writing by the Council. Development within that Phase shall not be occupied until the scheme has been carried out in accordance with the approved details, and shall thereafter be permanently retained in this form.

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

21. Sustainability

Prior to commencement of each Phase of development for Blocks A, B, C and D (excluding site clearance, demolition and below ground works), revised Sustainability Statements and BREEAM assessments for that Phase shall be submitted to and approved in writing by the Council to confirm the sustainable design and construction measures to be integrated. The associated BREEAM ratings for the offices and retail spaces and any other non-residential uses should achieve the "Very Good" rating as minimum. Residential units should achieve similarly high standards of sustainability.

Within 6 months of occupation of any use or occupation of each development Phase hereby permitted, a BREEAM (2014) certificate confirming that sustainability performance (Very Good or Excellent) had been achieved as proposed shall be submitted to and approved in writing by the Council. Supporting information shall also be submitted for approval to demonstrate that the residential units meet the minimum sustainable design and construction standards of the London Plan.

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 and Policies CC1, CC2 of the Local Plan 2018.

22. Updated Energy Strategy

Prior to commencement of Phase of development for Blocks A, B, C and D (excluding site clearance, demolition and below ground works), a revised Energy Strategy for the development shall be submitted to and approved in writing by the Council. The revised strategy shall include details of energy efficiency and low/zero carbon technologies and confirm that CO2 emissions will be reduced in line with the London Plan targets. No part of the development shall be used or occupied until it has been carried out in accordance with the approved details and shall thereafter be permanently retained in this form.

Reason: In the interests of energy conservation and reduction of CO2 emissions, in accordance with Policies 5.1, 5.2, 5.3, 5.6 and 5.7 of the London Plan, Policy CC1 of the Local Plan 2018.

23. Secure by Design

Prior to commencement of development (excluding site clearance, demolition and below ground works), a statement of how 'Secure by Design' requirements are to be adequately achieved shall be submitted to and approved in writing by the Council. 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 within that Phase 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.

24. External noise from machinery, extract/ventilation ducting, mechanical gates, etc.

Prior to commencement of the relevant part of each Phase of development for Blocks A, B, C and D (excluding site clearance, demolition and below ground works), details shall be submitted to and approved in writing by the Council, of the external sound level emitted from plant/ machinery/ equipment and mitigation measures as appropriate. The measures shall ensure that the external sound level emitted from plant, machinery/ equipment will be lower than the lowest existing background sound level by at least 10dBA in order to prevent any adverse impact. The assessment shall be made in accordance with BS4142:2014 at the nearest and/or most affected noise sensitive premises, with all machinery for that relevant part of the Phase operating together at maximum capacity. A post installation noise assessment for the relevant part of each Phase 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 for

the relevant part of each Phase 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/ surrounding premises is not adversely affected by noise from plant/mechanical installations/ equipment, in accordance with Policies CC11 and CC13 of the Local Plan 2018.

25. Emergency Generators

Prior to first operational use of Blocks A, B, C or D, details shall be submitted to and approved in writing by the Council to confirm that sound emitted by standby or emergency generators relevant to that Phase, during power outages or testing does not exceed the lowest daytime ambient noise level LAeq(15min) as measured or calculated according to BS4142:2014.

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

26. Anti- vibration mounts and silencing of machinery etc.

Prior to first operational use of Blocks A, B, C or D, machinery, plant or equipment, extract/ ventilation system and ducting forming part of that Phase 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.

27. Sound Insulation of commercial/ industrial building envelope

Prior to commencement of each Phase of development for Blocks A, B, C and D (excluding site clearance, demolition and below ground works), details shall be submitted to and approved in writing by the Council, of sound insulation of the building envelopes within that Phase and other mitigation measures, as appropriate. Details shall demonstrate that noise from uses and activities is contained within the building/ development site and shall not exceed the criteria of BS8233:2014 at neighbouring noise sensitive/ habitable rooms and private external amenity spaces. Approved details for that Phase 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/ surrounding premises is not adversely affected by noise, in accordance with Policies CC11 and CC13 of the Local Plan 2018.

28. Extraction and Odour Control system for non-domestic kitchens

Prior to first operational use of any part of the development within Blocks B and C which is to be used as a commercial kitchen, 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 for that kitchen, 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 of the relevant kitchen and thereafter be permanently retained.

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

29. Floodlights, Security lights and Decorative External Lighting

Prior to the occupation/first use of each Phase of development for Blocks A, B, C and D and public realm details of external artificial lighting shall be submitted to and approved in writing by the Council. The proposed lighting strategy shall take into account the principles as set out within the Design and Access Statement Addendum November 2018. Lighting contours shall be submitted to demonstrate that the vertical illumination of neighbouring premises is in accordance with the recommendations of the Institution of Lighting Professionals in the 'Guidance Notes For The Reduction Of Light Pollution 2011'. Details should also be submitted for approval of measures to minimise use of lighting and prevent glare and sky glow by correctly using, locating, aiming and shielding luminaires. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

Reason: To ensure that the amenity of occupiers of surrounding premises is not adversely affected by lighting, in accordance with Policies CC12 of the Local Plan 2018.

30. Lights off

Prior to first occupation of the office use, a scheme for the control and operation of the proposed lighting within the office buildings, during periods of limited or non-occupation, shall be submitted to and approved in writing by the Council. The proposed lighting strategy shall take into account the principles as set out within the Design and Access Statement Addendum November 2018. Details shall be implemented prior to the occupation of the relevant Phase and operated only in accordance with the approved details.

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

31. Combustion Plant compliance with Emission Standards

Prior to the first occupation of the development hereby permitted, a report with details of the combustion plant in order to mitigate air pollution shall be submitted to and approved in writing by the council. The report shall include the following:

- a) Details to demonstrate that the termination height of the shared Flue stack for the CHP plant, Ultra Low NOx Gas fired Boiler plant, and Emergency Diesel Generator Plant has been installed at a height to be agreed with Council.
- b) Details to demonstrate that all the CHP Plant, Ultra Low NOx Gas fired boilers, Emergency diesel Generator Plant and associated abatement technologies shall

meet a minimum dry NO_x emissions standard of 25 mg/Nm⁻³ (at 5% O₂), 37 mg/kWh (at 0% O₂) and 95 mg/Nm⁻³ (at 5% O₂) respectively.

- c) Details of emissions certificates, and the results of NO_x emissions testing of each CHP unit, Ultra Low NO_x gas boiler and Emergency Diesel Generator Plant by an accredited laboratory shall be provided to verify the relevant emissions standards in part b) have been met following installation. Where any combustion plant does not meet the relevant emissions Standards in part b) above, it should not be operated without the fitting of suitable secondary NO_x abatement Equipment or technology as determined by a specialist to ensure comparable emissions.
- d) Details to demonstrate where secondary abatement is used for the Emergency Diesel Generator the relevant emissions standard in part b) is met within 5 minutes of the generator commencing operation. During the operation of the emergency Diesel generators there must be no persistent visible emission. The maintenance and cleaning of the systems shall be undertaken regularly in accordance with manufacturer specifications. The diesel fuelled generators shall only be used for a maximum of 48 hours when there is a sustained interruption in the mains power supply to the site, and the testing of these diesel generators shall not exceed a maximum of 12 hours per calendar year.

After the first full year of occupation of the completed development the results of NO_x emissions testing of the combustion plant by an accredited laboratory shall be provided and thereafter on an annual basis to the council to verify compliance of the relevant emissions standards in part b). Approved details shall be fully implemented prior to the occupation/use of the development and thereafter permanently retained and maintained.

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

32. Ventilation Strategy

Prior to commencement of each Phase of development for Blocks A, B, C and D and Town Hall (excluding site clearance, demolition and below ground works), a Ventilation Strategy report in order to mitigate air pollution shall be submitted to and approved in writing by the Council. The Ventilation Strategy report should include the following information as relevant to that phase:

- a) Details and locations of the air intake locations at roof level on the rear elevations for units within Use Class B1.
- b) Details and locations of air extract locations for units within Use Class B1 to demonstrate that they are located a minimum of 2 metres away from the fresh air intakes
- c) Details of the independently tested mechanical ventilation system with NO_x, PM_{2.5}, PM₁₀ filtration for B1 and, C1 use. The NO₂ filtration system shall have a minimum efficiency of 90% in the removal of Nitrogen Oxides/Dioxides, PM_{2.5} and PM₁₀ in accordance with BS EN ISO 10121-1:2014 and BS EN ISO 16890:2016. This report shall specify air intake and air extract locations at roof level and the design details and locations of windows of the habitable rooms on all residential floors to demonstrate that they avoid areas of NO₂ or PM exceedance. The whole system

shall be designed to minimise summer overheating and minimise energy usage. The maintenance and cleaning of the systems shall be undertaken regularly in accordance with manufacturer specifications. Approved details shall be fully implemented prior to the occupation/use of the relevant part of the development and thereafter permanently retained and maintained.

The whole Ventilation Strategy 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

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

34. Low Emissions Strategy

Prior to occupation of the development hereby permitted a Low Emission Strategy for the operational Phase in order to mitigate air pollution 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 NO_x 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 NO_x and particulates from on-site and off-site transport via a Ultra Low Emission Vehicle Plan (ULEVP) e.g. use of on-road Ultra Low Emission Vehicles in accordance with the emissions hierarchy (1) Electric Vehicle (Zero emission), (2) Hybrid (non-plug in) Electric Vehicle (HEV), (3) Plug-in Hybrid Electric Vehicle (PHEV), (4) Alternative Fuel e.g. CNG, LPG, (5) Petrol and energy generation sources.. Approved details shall be fully implemented prior to the occupation/use of the development and thereafter permanently retained and maintained.

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

35. Air Quality Dust Management Plan

Prior to the commencement of each Phase of development for Blocks A, B, C and D and public realm (excluding site clearance, demolition and below ground works), of the development hereby permitted, an Air Quality Dust Management Plan (AQDMP) in order to mitigate air pollution shall be submitted to and approved in writing by the council. The AQDMP must 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 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 IV emission criteria of Directive 97/68/EC and its subsequent amendments. This will apply to both variable and constant speed engines for both NOx and PM. An inventory of all NRMM must be registered on the NRMM register <https://nrmm.london/user-nrmm/register>; Ultra Low Emission Vehicle Strategy (ULEVS) for the use of on-road Ultra Low Emission Vehicles in accordance with the emission hierarchy (1) Electric (2) Hybrid (Electric-Petrol) (3) Alternative Fuel e.g CNG, LPG (4) Petrol, (5) Hybrid (Electric-Diesel) (6) Diesel (Euro 6 & Euro VI); Details of Air quality monitoring of PM10 where appropriate and used to prevent levels exceeding predetermined Air Quality threshold trigger levels. Developers must ensure that on-site contractors follow best practicable means to minimise dust and emissions at all times. Approved details shall be fully implemented and permanently retained and maintained during the demolition and construction Phases of the development.

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

36. Green Infrastructure

Prior to the commencement of each Phase of development for Blocks A, B, C and D and public realm (excluding site clearance, demolition and below ground works), details of the construction of green infrastructure forming part of that Phase (including details of planting species and maintenance) in order to mitigate air pollution shall be submitted to and approved in writing by the Council. The green infrastructure shall be constructed and planted on the developments site boundaries 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 requisite part 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.

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

37. Micro Climate

Prior to commencement of each Phase of development for Blocks A, B, C and D and public realm (excluding site clearance, demolition and below ground works), details of micro climate mitigation measures necessary to provide an appropriate wind environment throughout and surrounding the development shall be submitted to and approved in writing by the Council. Approved details for each Phase 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.

38. Ecological Management Plan

Prior to practical completion of the development, an Ecological Management Plan shall be submitted to and approved in writing by the Council. The EMP shall comprise a habitat management plan and monitoring report which shall set out objectives and prescriptions for the management of new areas of vegetation and public open spaces within the development, for a minimum period of 5 years.

To ensure the biodiversity of the site is protected and enhanced where possible, in accordance with policy 7.19 of the London Plan and Policies CC2, DC1, DC8, OS2, OS4 and OS5 of the Local Plan 2018.

39. Waste Network

The development shall not be occupied until confirmation has been submitted to and approved in writing by Council in consultation with Thames Water, that either: - all combined water network upgrades required to accommodate the additional flows from the development have been completed; or – an infrastructure phasing plan has been agreed with Thames Water to allow additional properties to be occupied. Where a housing and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed infrastructure phasing plan.

Reason: The development may lead to sewage flooding and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional flows anticipated from the new development. Any necessary reinforcement works will be necessary in order to avoid sewer flooding and/or potential pollution incidents.” The developer can request information to support the discharge of this condition by visiting the Thames Water website at thameswater.co.uk/preplanning. Should the Council consider the above recommendation inappropriate or are unable to include it in the decision notice, it is important that the Council liaises with Thames Water Development Planning Department (telephone 0203 577 9998) prior to the planning application approval.

40. Water Network

The development shall not be occupied until confirmation has been submitted to and approved in writing by Council in consultation with Thames Water, that either: - all water network upgrades required to accommodate the additional flows from the development have been completed; or – an infrastructure phasing plan has been agreed with Thames Water to allow additional properties to be occupied. Where a housing and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed infrastructure phasing plan.

Reason: The development may lead to no / low water pressure and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development” The developer can request information to support the discharge of this condition by visiting the Thames Water website at thameswater.co.uk/preplanning. Should the Council consider the above recommendation inappropriate or are unable to include it in the decision notice, it is important that the Council liaises with Thames Water Development Planning Department (telephone 0203 577 9998) prior to the planning application approval.

41. Car Park Management Plan

Prior to first occupation of the development hereby permitted a Car Park Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall have particular regard to the access and management requirements pertaining to disabled users of the car parking and include measures to ensure accessibility. The development shall not be operated otherwise than in accordance with the Car Park Management Plan as approved and shall thereafter be permanently retained in this form.

Reason: To ensure appropriate management arrangements are in place to control parking allocation and use in accordance with Policies 5.2, 5.18, 5.19, 5.21, 6.3, 7.14 and 7.15 of the London Plan, Policies CC1, CC2, CC6, CC7, CC9, CC10, CC11, CC12, CC13, T1 and T6 of the Local Plan 2018 and SPD Transport Policies of the Planning Guidance Supplementary Planning Document 2018.

42. Cycle Management Plan

Prior to first occupation of the development, a Cycle Parking Management Plan shall be submitted to and approved in writing by the Council. This management plan shall include details of access to cycle parking and how any potential conflicts with vehicles will be resolved or managed. The development shall not be operated otherwise than in accordance with the Cycle Parking Management Plan as approved and shall thereafter be permanently retained in this form.

Reason: To ensure an appropriate level, mix and location of cycle parking is achieved for the development and that management arrangements are in place to control its allocation and use in accordance with Policies 5.2, 5.18, 5.19, 5.21, 6.3, 7.14 and 7.15 of the London Plan, Policies CC1, CC2, CC6, CC7, CC9, CC10, CC11, CC12, CC13, T1 and T6 of the Local Plan 2018 and SPD Transport Policies of the Planning Guidance Supplementary Planning Document 2018.

43. Cycle Parking

Prior to commencement of each Phase of development for Blocks A, B, C and D and public realm (excluding site clearance, demolition and below ground works), details of the facilities to be provided for the secure storage of bicycles for each use within that Phase, shall be submitted to and approved in writing by the Council. Such details shall include the number, location and access arrangements to cycle parking. Prior to occupation the relevant approved facilities will be provided. The cycle parking facilities shall thereafter be retained and not used for any other purpose without the prior written consent of the Council.

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

44. Vehicular Parking

Prior to commencement of the Phase of development for Block A and public realm (excluding site clearance, demolition and below ground works), the detailed design, access, layout and location of the car parking provided shall be submitted to and approved in writing by the Council. The proposed car parking shall accord with the details as approved and shall be retained permanently thereafter.

Reason: To ensure that the detailed design of the access ramps provides sufficient vertical clearance and capacity for vehicle manoeuvring in the interest of public safety and to ensure that the detailed design of the roads, footways and cycleways would avoid vehicle/pedestrian conflict in accordance with Policy T1, T4 and T5 of the Local Plan 2018.

45. Electric Vehicle Charging Point

Prior to first occupation of the relevant use within Blocks A, B, C, D or the Town Hall of the development hereby permitted, details of the installation including location and type of active electric vehicle charging points within the car parking area must be submitted to and approved in writing by the Council. The electric vehicle charging points comprising at least 20% of the total number of car parking spaces provided shall be active electric vehicle charging points; the remaining 80% of the total number of car parking spaces provided shall be passive. The approved electric vehicle charging points shall be installed and retained in working order for the lifetime of the development. The uptake of the active electric vehicle charging points will be regularly monitored via the Travel Plan and if required additional charging points should be installed in place of the passive provision to meet demand

Reason: To encourage sustainable travel in accordance with policies 5.8, 6.13 and 7.2 of the London Plan, Policies T1, T2 and T4 of the Local Plan 2018

46. Delivery and Servicing Plan

Prior to first occupation of the relevant part of each Phase, a Delivery and Servicing Plan (DSP) for that Phase, including vehicle tracking where required, shall be submitted to and approved in writing by the Council. The DSP for the relevant part of each Phase shall detail the management of deliveries, emergency access, collection of waste and recyclables, times and frequencies of deliveries and collections/ silent reversing methods/ location of loading bays and vehicle movement in respect of the relevant Phase. The approved measures for the relevant part of each Phase shall be implemented and thereafter retained for the lifetime of the residential or commercial uses in the relevant part of the site.

Reason: To ensure that satisfactory provision is made for refuse storage and collection and to ensure that the amenity of occupiers of the development site and surrounding premises is not adversely affected by noise, in accordance with Policy 6.11 of the London Plan and Policies T2, CC11 and CC13 of the Local Plan 2018 and SPD Key Principle TR28 (2018).

47. Waste Management Strategy

Prior to commencement of each Phase of development for Blocks A, B, C and D and the Town Hall (excluding site clearance, demolition and below ground works), a Waste Management Strategy shall be submitted and approved in writing by the Council. Details

shall include refuse arrangements including storage, collection, and recycling for all uses within each Phase and how recycling will be maximised and be incorporated into the facilities of the development. All approved storage arrangements shall be provided in accordance with the approved details and shall be permanently retained thereafter in accordance with the approved details and shall thereafter be permanently retained in this form.

Reason: To protect the environment and to ensure that satisfactory provision is made for refuse/recycling storage and collection, in accordance with policy 5.17 and 5.3 of the London Plan and Policies CC6 and CC7 of the Local Plan 2018 and SPD Key Principle WM1 2018.

48. Hours of Operation

The hours of operation for all uses approved are 7am to 12am daily.

Reason: To ensure that the use does not result in loss of amenity to neighbouring residents in terms of noise and disturbance, in accordance with Policies T1, CC11, CC12, and CC13 of the Local Plan 2018.

49. Operational Management Plan

Prior to first occupation of each relevant Phase of the development hereby approved, an Operational Management Plan shall be submitted to and approved in writing by the Council. The Operational Management Plan shall include details of hours of operation for the different permitted uses. The development shall be implemented in accordance with the approved details prior to occupation and shall thereafter be permanently retained in this form.

Reason: To ensure that the amenities of surrounding occupiers are not unduly affected by noise and other disturbances, in accordance with Policies T1, CC11, CC12, and CC13 of the Local Plan 2018.

50. Materials

Prior to the commencement of each Phase of development for Blocks A, B, C and D and the Town Hall (excluding site clearance, demolition and below ground works), details and samples of all the materials to be used in all external faces and roofs of the buildings to include entrances, cladding, fenestration, roofing, and plant, shall be submitted to and approved in writing by Council. External material sample panels, including samples of brickwork, stonework, concrete, pointing style, mortar colour and mix shall be erected onsite for the inspection by Council's Conservation Officer and written approval by Council. The development shall be carried out in accordance with the details as approved and thereafter permanently retained in this form.

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

51. 1:20 Detailed Drawings

Prior to the commencement of the Phase of development for Blocks A, B, C and D and the Town Hall (excluding site clearance, demolition and below ground works), detailed drawings at a scale not less than 1:20 (in plan, section, and elevation) of typical bays and junctions with adjacent buildings of each elevation of each building shall be submitted to and approved in writing by the Council. This shall include detailed drawings at of scale of not less than 1:20 (in plan, section and elevation) of shopfronts for any A Class uses on site. The development shall be carried out in accordance with the details as approved and thereafter permanently retained in this form.

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

52. Landscaping & Public Realm

Prior to commencement of the public realm hereby permitted, details of the proposed soft and hard landscaping of all areas external to the buildings shall be submitted to and approved in writing by the Council. These details will include the public realm within the public square and Nigel Playfair Avenue East and West. The details shall include: planting schedules and details of the species, height and maturity of any trees and shrubs, including sections through the planting areas; depth of tree pits, containers and shrub beds; details relating to the access of each building, pedestrian surfaces, wayfinding, disabled drop off areas, loading bays, pedestrian crossings means of pedestrian/cyclist conflict resolution, materials, kerb details, external steps and seating, street furniture, bins and lighting columns that ensure a safe and convenient environment for blind and partially sighted people. The details will follow the principles for hard and soft landscaping, tree planting, public realm, ecology and biodiversity as set out in the submitted Design and Access Statement Addendum November 2018 The details shall accord with accessibility criteria and the submitted Design and Access Statement Addendum November 2018 to ensure a safe and accessible environment for all. The landscaping works shall be carried out in accordance with the approved details and shall thereafter be permanently retained in this form.

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

53. Landscape & Public Realm maintenance

Prior to commencement of landscaping and public realm works, a Landscape & Public Realm Management Plan shall be submitted to and approved in writing by the Council for all of the landscaped areas. This shall include details of management responsibilities and maintenance schedules for all landscape areas. The landscape management plan shall be implemented in accordance with the approved details and shall thereafter be permanently retained in this form.

Reason: To ensure that the development provides an attractive natural and visual environment in accordance with Policies 7.1 and 7.6 of the London Plan, and Policies DC1, DC8, OS2 and OS5 of the Local Plan 2018.

54. Site Wayfinding

Prior to practical completion of the development hereby permitted details of wayfinding and signage proposed around and on the site should be submitted to and approved in writing by Council. The wayfinding and signage proposed on site should then be provided as approved and thereafter be permanently retained in this form.

Reason: To ensure that the Council may be satisfied with the detail of the proposed wayfinding to ensure a satisfactory appearance and ensure access for all in accordance with Policies DC1 and DC8 of the Local Plan 2018.

55. Obscured Glass

The window glass at ground level in the development, including the shop fronts, shall not be mirrored, painted or otherwise obscured and shall be permanently retained as such unless clearly indicated on approved drawings or subsequently agreed with the Council in writing.

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

56. Occupiers Signage Strategy

Prior to the first occupation of each Phase of the development, an Occupier Signage Strategy for all uses within that Phase shall be submitted to and approved in writing by the Council and all development pursuant to this permission shall be carried out in accordance with the approved details.

Reason: To ensure that the Council 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.

57. Window Cleaning Equipment

Prior to first use or occupation of the development within each Phase of development, details of the proposed window cleaning equipment for the buildings within that Phase shall be submitted and approved in writing by the Council. The details shall include the appearance, means of operation and storage of the cleaning equipment. No part of the development within the relevant Phase shall be used or occupied until the equipment has been installed in accordance with the approved details and shall thereafter be permanently retained in this form.

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

58. Access Management Plan

Prior to first occupation of each Phase of development, an Inclusive Access Management Plan for that Phase shall be submitted to and approved in writing by the Council. The plan will follow the principles as set out in the Design and Access

Statement Addendum November 2018 and will include details of access, wheelchair accessible provision for residential, restaurant, offices, cinema, public realm, car parking, cycle parking and facilities to accommodate hearing and sight impairments. The plan for the cinema use shall include measures for wheelchair and impaired seating and ticket allocation. The plan should set out a strategy for ongoing consultation with specific interest groups with regard to accessibility of the relevant part of the site. On-going consultation shall then be carried out in accordance with the approved IAMP. The development shall not be operated otherwise than in accordance with the Inclusive Access Management Plan as approved and thereafter be permanently retained in this form.

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.

59. Level Threshold

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

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, and Policy DC1 and HO6 of the Local Plan 2018.

60. Lifts

Prior to first occupation and/or use of each relevant building, details of fire rated lifts in each of the buildings submitted to and approved in writing by the Council. Details shall include loading lifts to the basement levels and the measures to ensure that no wheelchair occupiers are trapped if a lift breaks down. The fire rated lifts shall be installed as approved and maintained in full working order for the lifetime of the development.

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 policies 3.8 and 7.2 of the London Plan, and Policy DC1 and HO6 of the Local Plan 2018.

61. Replacement of Trees, Shrubs and Planting

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

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

62. Class B1 (office)

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

Reason: In granting this permission, the Council has had regard to the circumstances of the case. The conversion of the approved new office accommodation to residential purposes could raise materially different planning considerations and the Council wishes to have an opportunity to consider such circumstances at that time, and to ensure the uses are compatible with the adjoining land uses and to ensure that the amenity of occupiers residing in surrounding residential properties would be safeguarded in accordance with Policies CF3, DC1, DC2, DC7, DC8, E1, HO11, T1, T2, TLC3, TLC5 of the Local Plan 2018 and Key Principles of the Planning Guidance SPD 2018.

63. Class D1 (cinema)

The Class D2 floor space hereby approved within Block B shall be used solely for the purposes of a cinema and ancillary uses only. The use shall not fall within in any other use falling within Class D2 of the Town and Country Planning (Use Classes) Order 2005 (or any order revoking and re-enacting that Order with or without modification).

Reason: In granting this permission, the Council has had regard to the particular circumstances of the case. The use of the site for any other purpose could raise materially different planning considerations and the council wishes to have an opportunity to consider such circumstances at that time, and to ensure that there is appropriate provision of leisure facilities for the general public in the wider area in addition to the occupiers and visitors to the site, in accordance with Policies CF3, DC1, DC2, DC7, DC8, E1, HO11, T1, T2, TLC3, TLC5 of the Local Plan 2018 and Key Principles of the Planning Guidance SPD 2018.

64. Telecommunications Equipment (siting and details)

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

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

65. Advertisements

No advertisements shall be displayed on or within any elevation of the Development.

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 DC8 of the Local Plan 2018.

66. External Alterations

No alterations shall be carried out to the external appearance of the Development, including the installation of air-conditioning units, ventilation fans or extraction equipment, plumbing or pipes, other than rainwater pipes not shown on the approved drawings.

Reason: To ensure a satisfactory external appearance and to prevent harm to the amenities of the occupiers of neighbouring residential properties, in accordance with Policies DC1 and DC8 of the Local Plan 2018.

67. Roller Shutters

No roller shutters shall be installed on any façade of the Development.

Reason: To ensure a satisfactory external appearance and to prevent harm to the street scene and public realm, in accordance with Policies DC1, DC5, and DC8 of the Local Plan 2018.

67. Airwaves Interference Study

Prior to commencement of demolition works and above ground works of each phase the following details shall be submitted to and approved in writing by the Council:

(i) The completion of a Base-Line Airwaves Interference Study (the Base-Line Study) to assess airwave reception within/adjacent to the site; and of required

(ii) The implementation of a Scheme of Mitigation Works for the purposed of ensuring nil detriment during the [Demolition Works and Construction Works] identified by the Base-Line Study. Such a Scheme of Mitigation Works shall be first submitted to and approved in writing by the Council.

The development shall be implemented in accordance with the approved details prior to occupation and shall thereafter be permanently retained in this form.

Reason: To ensure that the existing airwaves reception is not adversely affected by the proposed development, in accordance with Policy 7.13 of the London Plan, and Policies DC1 and DC8 of the Local Plan 2018.

68. Retail Amalgamation

Prior to first occupation of the relevant part of each Phase and notwithstanding the details on the approved drawings, the layouts of the retail (Class A1) and restaurant (Class A3/A4) uses shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and shall not be amalgamated to create larger units within the development.

Reason: To safeguard the amenities of occupiers of neighbouring residential properties in terms of noise, disturbance, car parking and traffic from noise generating uses, and in the interests of impacts on surrounding local businesses and centres in accordance with Policies TLC1, TLC4, CC11, CC13 and T4 of the Local Plan 2018.

69. Heritage Recording

Details of a local history plaque to be erected on site shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the Town Hall, The Town Hall shall not be occupied until the plaque has been erected in accordance with the approved details. Thereafter, the plaque shall be retained in accordance with the approved details.

Reason: In order to safeguard the special architectural or historic interest of the building.

70. Heritage Salvage

No demolition works of the Town Hall Extension shall take place until details of the method of salvage, secure storage and arrangements for the redisplay of the foundation stone of the Town Hall Extension currently displayed in the first floor lift lobby have been submitted to the Council and approved in writing. Thereafter, the demolition works shall be implemented in accordance with the approved details.

Reason: In order to safeguard the special architectural or historic interest of the building.

Reasons for Permission:

- 1) Principle of Development: The West King Street Renewal would be a civic and residential led mixed-use redevelopment of the site which benefits from an extant planning permission for a similar scale, mix and quantum of development and as such is supported. The development would contribute to the local and wider London economy and is supported in land use terms. London Plan Policy 2.1 advocates the Mayor's commitment to ensuring that London retains and extends its global role, Policy 3.16 supports the protection and enhancement of social infrastructure, Policy 3.19 supports the increase or enhance of the provision of sports and recreational facilities and Policy 4.6 the continued success of London's diverse range of arts, cultural, professional sporting and entertainment enterprises and their associated cultural, social, and economic benefits. The proposed development is therefore considered acceptable in land use terms, subject to the satisfaction of other development plan policies, in accordance with Policies the NPPF, London Plan Policies 2.1, 4.1 and 4.2, Draft London Plan Policies E1 and E2, and Local Plan Policies HRA, HRA1, E1 and TLC1.
- 2) Affordable Housing: The proposal would help to regenerate the wider Hammersmith Town Centre Regeneration Area whilst delivering a quantum of affordable housing in excess of the policy requirement of 50% and at an acceptable mix and tenure. This is supported in order to maximise the delivery of much needed affordable housing within the borough. The proposal is therefore considered to be in accordance with the NPPF, London Plan Policies 3.3, 3.4, 3.5, 3.8, 3.11, 3.12, Draft London Plan Policies H6 and H7 and Local Plan Policies HO1, HO3, HO5 and HO11.
- 3) Housing: The proposal provides a range of unit sizes which are considered to respond positively to the site characteristics and given consideration to the wider demographics, would lead to a development that would maintain a mixed and balanced ward. The amenity and play space provided accords with the adopted

policies and would provide a high quality of private and communal amenity for future occupants together with a high standard of residential accommodation. The density is acceptable, given the location within the South Fulham Riverside Regeneration Area and transport accessibility of the site and the resultant acceptable quality of the residential accommodation which will deliver 1,843 homes. The proposal is therefore supported and is considered to be in accordance with the NPPF, London Plan Policies 3.3, 3.4, 3.5, 3.8, 3.11, 3.12, Draft London Plan Policies H6 and H7 and Local Plan Policies HO1, HO3, HO5 and HO11.

- 4) **Local Economy and Employment:** The proposal would continue to provide significant employment opportunities both in the borough and London generally. The development would generate construction and operation job opportunities including work placements and apprenticeships as well as local procurement opportunities. Affordable space would be secured through the s106 agreement. The development would provide modern and upgraded floorspace, and deliver wider benefits by way of increasing local expenditure through new employment uses as well as and the retail and leisure uses proposed. The employment and training initiatives secured through the S106 agreement would bring significant benefits to the local area while a local procurement initiative will be entered into by way of the legal agreement to provide support for businesses. The development is therefore in accordance with Policies 3.1 and 4.12 of the London Plan and policies E1, and E4 of the Local Plan (2018).
- 5) **Design and Heritage:** The proposed development is therefore considered acceptable in accordance with the development plan as a whole including the National Planning Policy Framework, design policies of the London Plan requiring high quality inclusive development providing safe and secure environments which respond to their setting and are of high architectural quality with high quality public realm, and Local Plan policies requiring a high quality urban environment and requiring development to preserve or enhance the character or appearance of conservation areas and listed buildings. It is considered that this is compliant with Section 16, 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990. The proposed development is therefore considered acceptable in accordance with the NPPF, Policies 7.1, 7.2, 7.3, 7.4, 7.5, 7.6 and 7.21 of the London Plan and Policies DC1, DC2, DC4, DC7 and DC8 of the Local Plan (2018).
- 6) **Inclusive Access:** The development has been developed in co-production with disabled residents and will provide a high quality environment for disabled and impaired members of the community and the commitments within the Access Statement are positive and deliverable by way of conditions and reserved matters applications. As such the proposal will comply with Local Plan Policies DC1 and DC2 as well as Planning Guidance SPD Key Principles DA1, DA4, DA5, DA6, DA7, DA8, DA9, DA11, DA12 and DA13.
- 7) **Transport:** It is considered that the overall impact of the proposed development set out in the Transport Assessment is acceptable. The proposal will lead to a reduction of on-site parking with the removal of an existing car park with 380 car parking spaces and a new car park with a capacity for up to 181 car parking spaces or 82 large vans. Promotion of sustainable and active travel to and from the site is addressed through various travel plans secured via s106 agreement. Conditions would secure satisfactory provision of cycle parking, construction and demolition logistics and management. Adequate provision for storage and

collection of refuse and recyclables would be provided. A Section 278 agreement is secured to carry out works to the public highway. 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).

- 8) **Impact on Neighbouring Properties:** The proposed development is considered to have an acceptable impact upon the amenities and living conditions within surrounding properties in respect of daylight, sunlight, over-shadowing, overlooking/privacy, noise, and vibration impacts. Although there are recorded incidences whereby the impacts exceed the BRE technical guide for daylight and sunlight, there are very few overall transgressions and the extent of level changes are moderate at worst. With regards to noise and privacy impacts, the proposals are acceptable on the basis that planning conditions are secured to limit the additional impacts to arise out of the development, including those during construction and demolition phases. Potential impacts in terms of air quality, light pollution, noise, or TV/radio reception would be acceptable regarding 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 7.1, 7.6, 7.7 of the London Plan and Policies DC1, DC2, DC8, CC10, CC11, CC12 and CC13 of the Local Plan (2018).
- 9) **Safety and Access:** A condition would ensure the development would provide a safe and secure environment for all users. The development would result in the provision of an inclusive environment, providing 10% of all units as wheelchair units, level access, minimum of one lift to all upper levels and suitable circulation space. Conditions would ensure the proposal would provide ease of access for all persons, including disabled people. Satisfactory provision is therefore made for users with mobility needs, in accordance with Policy 7.2 of the London Plan and Policy HO6 of the Local Plan (2018).
- 10) **Sustainability and Energy:** The application includes Sustainability, BREEAM and Energy Statements which propose a number of measures to reduce CO2 emissions. The proposal includes proposals for water efficiency, waste management and recycling facilities, use of energy efficiency building materials with low environmental impacts where possible, recycled materials where feasible, inclusion of measures to minimise noise pollution and air quality impacts, flood risk and sustainable drainage measures, sustainable transport measures and biodiversity improvements. The development proposes a CHP system. Renewable energy generation is proposed in the form of Air Source Heat Pumps and solar PV Panels. A condition requiring a revised Energy Assessment is included seeking further CO2 reductions, with a carbon offset payment secured by legal agreement. Condition is also included requiring the submission of post construction BREEAM assessments to demonstrate that the “Very Good” and “Excellent” ratings. The proposed development therefore accords with Policies 5.1, 5.2, 5.3, 5.5, 5.6, 5.7, 5.8 of the London Plan and Policies CC1, CC2 and CC7 of the Local Plan (2018).
- 11) **Air Quality:** There will be an impact on local air quality because of the demolition, construction, and operation of the proposed development. However, inclusion of conditions prior to the commencement of above ground works for each phase of the development are included to mitigate the development. During construction and demolition an Air Quality Dust Management Plan is required by condition which will

mitigate the air quality impacts of each phase of the development. The Proposed Development will include one central energy centre on site which will have an air quality impact, however these can be suitably mitigated by siting and design and using appropriate NOx emissions abatement technology to ensure the CHP in the energy centre and other associated plant comply with the strictest emission standards possible; all of which are secured by way of condition. The proposed development therefore accords with London Plan Policy 7.14 and Policy CC10 of the Local Plan (2018).

- 12) Drainage and Flood 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. A Basement Impact Assessment has been included to ensure that the basement of the multi-storey car park site is suitably detailed design with water-proofing measures and is appropriately secured by way of condition. Sustainable drainage systems and rainwater harvesting and blue roofs would be integrated into the development to cut surface water flows into the communal sewer system, achieving greenfield run-off rates for the site and are calculated to achieve a reduction of 97% compared to current scenarios in terms of discharge of stormwater into the sewer network. Further information on surface water drainage and FRA are secured by condition. The development would therefore be acceptable in accordance with the NPPF (2012), Policies 5.11, 5.12, 5.13, 5.14 and 5.15 of the London Plan and policies CC2, CC3 and CC4 in the Local Plan (2018).
- 13) 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, Policy CC9 in the Local Plan (2018) and Key principles LC1-6 of the Planning Guidance SPG (2018).
- 14) Microclimate: The development would not result in an unacceptable wind microclimate that would cause harm, discomfort or safety issues to pedestrians or the environment around the buildings. A condition is secured to provide additional mitigation measures through the materials and landscaping. The proposal is considered to comply with Policies 7.6 and 7.7 of the London Plan and Policies DC3 and CC2 of the Local Plan (2018).
- 15) Legal Agreement: Planning obligations to offset the impact of the development and to make the development acceptable in planning terms are secured. Contributions relating to securing the provision of affordable space, community benefits, offsetting highways impacts and public realm works, and local training and employment opportunities and procurement are secured. The proposed development would therefore mitigate external impacts and would accord with Policy 8.2 of the London Plan and Policy INFRA1 of the Local Plan (2018).
- 16) Environmental Impact Assessment: The Environmental Statement, the subsequent Environmental Statement Addendum and the submitted further information to the Environmental Statement and their various technical assessments together with the consultation responses received from statutory consultees and other stakeholders and parties, enable the Council to determine this application with knowledge of the likely significant environmental impacts of the proposed development.

- 17) **Objections:** Whilst a large number of issues have been raised by objectors to the scheme it is considered, for the reasons explained in the detailed analysis, that planning permission should be granted for the scheme subject to appropriate safeguards to ensure that necessary controls and mitigation measures are established. This decision is taken on the basis of the proposed controls, mitigation measures and delivery commitments contained in the draft conditions and Heads of Terms for the Section 106 Agreement set out in this committee report, which are considered to provide an adequate framework of control to ensure as far as reasonably practicable that the public benefits of the scheme will be realised in accordance with relevant planning policies whilst providing the mitigation measures and environmental improvements needed to address the likely significant adverse impacts of the development.

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

Officer Report

LOCAL GOVERNMENT ACT 2000 LIST OF BACKGROUND PAPERS

All Background Papers held by case officer named above:

Application form received: 26th April 2018

Drawing Nos: see Condition 2 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: |
|--|---------------|
| Civil Aviation Authority - Safety Regulation Group | 10.12.18 |
| Natural England | 29.05.18 |
| Port Of London Authority | 15.05.18 |
| Transport For London - Land Use Planning Team | 19.06.18 |
| Hammersmith & Fulham Historic Buildings Group | 11.06.18 |
| Historic England London Region | 02.07.18 |
| Environment Agency - Planning Liaison | 21.12.18 |
| Hammersmith Mall Residents' Association | 13.06.18 |
| London Borough Of Richmond-upon-Thames | 21.05.18 |
| London Borough Of Hounslow | 23.01.19 |
| Thames Water - Development Control | 29.05.18 |
| London Borough Of Richmond-upon-Thames | 10.07.18 |
| Port Of London Authority | 11.12.18 |

Neighbour Comments:

| Letters from: | Dated: |
|--|---------------|
| 45-59 Kingsway London WC2B 6TE | 22.05.18 |
| Flat 10 170 King Street London W6 0QU | 11.12.18 |
| 4 Ravenscourt Road London W6 0UG | 01.06.18 |
| 44 Ravenscourt Gardens London W6 0TU | 20.06.18 |
| Sussex House 12 Upper Mall London W6 9TA | 04.06.18 |
| 24 Upper Mall London W6 9TA | 31.05.18 |
| 84 Riverside Gardens London W6 9LF | 01.06.18 |
| 30 Warley House Mitchison Road London N1 3NH | 10.06.18 |
| 17 Upper Mall Hammersmith London W6 9TA | 30.05.18 |
| 176A London W60RA | 31.05.18 |
| 97 Riverside Gardens London w6 9lf | 30.05.18 |
| NAG | 03.12.18 |
| 8 Standish Road London W6 9AL | 17.01.19 |
| 14 Lord Napier Place London W6 9UB | 01.01.19 |

OFFICERS' REPORT

1.0 BACKGROUND

- 1.1. This is a joint report for, and should be read together with, the related application for listed building consent under reference 2018/01501/LBC.
- 1.2. Mayoral Referral
- 1.3. Under the terms of the Town & Country Planning (Mayor of London) Order 2008, the Greater London Authority has been notified as the application is within the thresholds of potential strategic importance to London.
- 1.4. The Mayor of London formally considered the proposal on 28th January 2019 and issued a Stage 1 report, a summary of which is set out within the Consultations section of this report. The contents of the Stage 1 response have been considered by both the applicant and the council and there have been discussions with the officers of the GLA and TfL to ensure that their concerns and comments have been properly addressed as far as is reasonably practicable.
- 1.5. Should planning permission be granted, this application would be referred to the Mayor of London prior to the issue of any decision notice. The Mayor has a period of 14 days from the date of notification to consider the council's resolution before issuing a decision as to the call-in of the application for the Mayor to act as the local planning authority, or to allow the application to proceed.
- 1.6. **Site and Context**
- 1.7. The application site (the site) comprises the existing Town Hall and Town Hall extension, 181 - 187 King Street, the Friend's Meeting House and Council's Register Officer on Nigel Playfair Avenue, the car park on Nigel Playfair Avenue (West) and the Cineworld Cinema. The site is 1.76 hectares (ha) in size and is situated within the western part of Hammersmith Town Centre. The site is bound to the north by King Street, to the east by the residential properties at Riverside Gardens, to the south by the A4 (Great West Road) and to the west by Cromwell Mansions and the Cromwell Avenue flats (owned by the Thomas Pocklington Trust).
- 1.8. Details of areas within the application sites boundary:
- The Town Hall extension was constructed in 1971 and comprises 7-8 storeys of office accommodation, along with a number of links to the original Town Hall building.
 - The Grade II Listed Town Hall was constructed in 1938-39 and has four storeys of office accommodation, but extends to approximately the equivalent of six residential storeys at the highest point of the assembly hall accommodation.
 - 181-187 King Street comprises a 3 storey terrace of post war buildings of limited architectural merit.

- The former Cineworld .
- The Nigel Playfair Avenue car park which consists of 73 car spaces is a surface level car park.
- In the south west corner, the Friends Quaker Meeting House (built in 1956) and the Council's Register office (built in 1975) are located and comprise two storey buildings.

Designations

- 1.9. The site is located within Hammersmith Town Centre, a Major Town Centre as designated in the London Plan, and within the Hammersmith Regeneration Area. The regeneration of the western part of the town centre in the vicinity of the Town is specifically cited within the Local Plan, with the application site subject to its own strategic policy (see section 4 of this report).
- 1.10. The part of the site containing 191 -187 King Street, the Town Hall Extension and the Town Hall, is located within the King Street (East) Conservation Area. The Town Hall is a Grade II (unstarred) Listed building.
- 1.11. The site lies within Flood Zone 3, an Archaeological Priority Area and within a borough-wide designated Air Quality Management Area (AQMA). The site has a Public Transport Accessibility Level (PTAL) of 6b.

The Surrounding Area

- 1.12. To the north of the site, along King Street, lie predominantly 3 storey buildings comprising retail and commercial uses at ground floor with residential and commercial uses on the upper floors. To the east of the site lies Riverside Gardens, a pre-war housing development comprising brick built apartment blocks with pitch roofs, up to 4 storeys in height.
- 1.13. To the south of the site, beyond the A4 lies Furnivall Gardens, an area of open space fronting the River Thames. This lies within the Mall Conservation Area and the Thames Policy area and is accessed from the site via a pedestrian underpass beneath the A4. The west of the site is predominantly residential with Cromwell Mansions and the Cromwell Avenue apartments, up to 4 storeys in height abutting the site, and Marryat Court further west.
- 1.14. The scale of the properties on and surrounding the site vary considerably. The site itself contains large civic and public buildings, with large floorplates and heights of between 4 and 8 commercial storeys. King Street to the north is of a smaller scale and finer grain, with three storeys fronting King Street and smaller residential and commercial properties further to the north. The properties at Riverside Gardens are large, flatted blocks, designed in courtyards surrounding areas of open space and car parking. The residential blocks to the west form a solid boundary surrounding the site of up to 4 storeys in height.
- 1.15. **Planning History**
- 1.16. Relevant planning history is considered to be as follows:

- 1.17. 2008/00484/FUL – Full application for the change of use from cinema to a ground and first floor retail store (4,305sqm GIA) including alterations to the elevations and rear service yard to facilitate access to the proposed use. No car parking spaces were proposed. Subsequent appeal against non-determination (refusal recommended) withdrawn prior to decision.
- 1.18. 2008/01161/FUL - Full application for the redevelopment of the existing cinema for mixed use development to provide a retail store on the ground and first floors (3,075sqm GIA), 75 residential units above, with basement parking and servicing accessed from Nigel Playfair Avenue. Subsequent appeal against non-determination (refusal recommended) withdrawn prior to decision.
- 1.19. 2010/03465/FUL - Planning Applications Committee resolved to grant planning permission, Listed Building Consent and Conservation Area Consent, however the application was withdrawn. The proposal comprised the comprehensive redevelopment of a wider site, including the demolition of the existing Town Hall Extensions, 181 - 187 King Street and 207 - 217 King Street, the car park, Friends Meeting House and Council's Register Officer on Nigel Playfair Avenue, the Cromwell Avenue flats (owned by the Thomas Pocklington Trust), and works to Furnivall Gardens, a new civic square, civic offices, 320 residential dwellings (subsequently reduced to 290 dwellings), a neighbourhood food store, five retail units within Use Class A1, A3 and A4 and a new pedestrian bridge link to Furnivall Gardens and associated landscaping, car parking, servicing, access and other works.
- 1.20. 2013/03091/FUL - Full planning permission granted subject to legal agreement 17 April 2014 for the demolition and partial demolition of existing buildings and redevelopment and refurbishment to provide civic offices, 196 residential dwellings, a cinema, shops, restaurants and bars, within Use Classes B1, C3, D2, A1, A3 and A4, together with civic square and other public realm works, landscaping, car parking (including basement car parking), servicing, access and related development. Associated Conservation Area Consent under ref. 2013/03093/CAC and Listed Building under ref. 2013/03092/LBC were also granted as the same date. The legal agreement was subject to a Deed of Variation of 24 September 2015 in order to bring the s106 agreement into line with Condition 66 of the decision notice relating to the confirmatory deed.
- 1.21. 2016/00619/VAR - Application for minor material amendments to planning permission ref.2013/03091/FUL. Approved 21 September 2016. The minor material amendments approved are as follows: variation of Condition 2 to allow for changes to the approved drawings (to accommodate design changes to the first phase of development on the land west of Nigel Playfair Avenue); variation to the wording of Condition 18 (archaeological investigation) to allow demolition above ground level; variation of the wording of Condition 24 (to reflect the latest standards of noise assessment)

2.0 PROPOSAL

- 2.1. The current application seeks full planning permission for the comprehensive redevelopment of the site set out above.
- 2.2. Demolition:

- Demolition of the existing Town Hall Extension including all external walkways and connections to the main Town Hall.
 - Demolition of 181-187 King Street.
 - Demolition of the Friends Meeting House building.
 - Demolition of the Register Office building.
 - The erection of a part one, part two storey roof extension the main Town Hall.
- 2.3. The erection of a single storey extension to the roof of the Town Hall to provide additional office space as part of the refurbishment and restoration of the building. Works include the creation of open plan spaces, new committee rooms and reception area at ground floor, the integration of the courtyard through new accesses, lift cores and walkways. The extension and internal and external alternations to the Town Hall would result in a new council office totalling approximately 15,500 sqm.
- 2.4. The development would also see the erection of four 6-8 storey blocks with basements comprising a total of 204 residential units, of which some 52% are affordable. These are as follows:
- 2.5. Block A north-south along Nigel Playfair Avenue (West) comprising:
- 6 storey building with double height ground floor with basement.
 - 121 Class C3 1 and 2 bed dwellings.
 - 664sqm Class B1 offices as affordable Enterprise Units.
- 2.6. Block B at west of site to King Street comprising:
- 8 storey building with double height ground floor and basement.
 - 7,860sqm of Class B1 offices.
 - 4 screen, 350 seat cinema within the basement with street level access.
 - 365sqm Class A1/A3 retail at ground floor.
 - Roof terrace with access to residents of Block A
- 2.7. Block C at east of site to King Street comprising:
- Part 5, part 7 storey building with double height ground floor and retention of existing basement.
 - 788sqm Class B1 at basement level providing bike storage and changing facilities to Town Hall staff.
 - 826sqm Class A1/A3 retail at ground floor and basement.
 - 47 Class C3 1, 2 and 3 bed dwellings.
- 2.8. Block D to the south of the site on the A4 comprising:
- 6 storeys with basement.
 - 36 Class C3 1 and 2 bed dwellings.
- 2.9. In addition the following public realm, vehicle parking and ancillary development are proposed:

- Creation of a new public square to King Street including the realignment and stopping up of Nigel Playfair Avenue (West)..
- 852 cycle spaces.
- 30 car parking spaces comprising 21 disabled spaces for the proposed residential uses, 6 disabled spaces for non-residential uses and 3 operational council spaces.
- 46 motorcycle spaces, 33 of which are on-site to the southern A4 boundary and 13 off-site.
- Associated landscaping, playspace, energy centres and plant.

2.10. Listed Building Consent is sought under ref. 2018/01501/LBC for the internal and external extension and refurbishment of the Grade II Town Hall comprising:

Internal and external alterations to the Grade II Listed Town Hall. Internal alterations to include new platform lifts, doorways and room layouts and general refurbishment of ground to fourth floor. Alterations at roof level to accommodate new part two part three storey roof extension. Introduction of new lift to roof level, fire-fighting lifts and bridge walkways. The removal of the external access platforms and stairways and reordering of ground floor entrance to enable restoration of North Elevation, and the replacement of single-glazed steel windows with double-glazed steel windows to the office areas.

2.11. **Environmental Statement**

2.12. The application is accompanied by and Environmental Statement (ES) that comprises the following:

| Volume 1: | |
|-----------|--------------------------------------|
| 1 | Introduction |
| 2 | EIA Methodology |
| 3 | Site and Development Description |
| 4 | Alternatives and Design Evolution |
| 5 | Construction Methodology and Phasing |
| 6 | Population and Human Health |
| 7 | Townscape and Views |
| 8 | Cultural Heritage |
| 9 | Water Resources and Flood Risk |
| 10 | Ground Conditions |

| | |
|-----------------------|--------------------------------------|
| 11 | Noise and Vibration |
| 12 | Air Quality |
| 13 | Transport and Access |
| 14 | Wind Microclimate |
| 15 | Daylight, Sunlight and Overshadowing |
| 16 | Waste |
| 17 | Summary and Residual Effects |
| Non-Technical Summary | |
| Volume 2 | Technical Appendices |

2.13. Following the revision to the scheme, and a further ES assessment was undertaken on the resulting changes and impacts. The ES has identified that the Development will result in the following beneficial residual effects:

- Beneficial effects on housing provision;
- Beneficial socio-economic effects following the provision of construction and operational Development phase employment and generation of local expenditure;
- Beneficial effects on open space and wider human health;
- Some beneficial effects on townscape character, elements and features and on views for the operational Development;
- Beneficial effects on the King Street (East) Conservation Area;
- Beneficial transport effects on severance on Nigel Playfair Avenue and on pedestrian amenity for the operational Development ; and
- Beneficial effects on wind impacts on pedestrian areas for the operational Development.

2.14. The ES has also identified a number of adverse residual effects, including:

- Some adverse effects on townscape character, elements and features and on views for the construction and operational phases of the Development;
- Some adverse effects on built heritage assets for the construction and operational phases of the Development;
- Adverse effects on archaeology from the construction phase of the Development;
- Adverse effects from demolition and construction noise and vibration for the Development; and
- Adverse effects on daylight, sunlight and overshadowing for the construction and completed Development phases

3.0 PUBLICITY AND CONSULTATIONS

Consultation Responses

- 3.1 The following consultations from external consultees relate to the revised scheme submitted.

GLA

- 3.2 The GLA Stage 1 response supports the proposal in principle and makes the following comments:

Land use principle: The comprehensive redevelopment and refurbishment of this accessible town centre site to provide a mixed use scheme comprising office, residential, cinema and retail and/or restaurant/cafe uses, alongside affordable workspace for SMEs is strongly supported.

Affordable housing: 53% affordable housing (by habitable room), comprising a 67:33 split between London Affordable Rent and intermediate shared ownership housing tenures is strongly supported. The application is eligible for the 'Fast Track Route', subject to an early stage review mechanism being secured. The proposed affordable housing should be secured unconditionally in the Section 106 agreement without any reference to grant funding.

Design and heritage: The design, layout, height and massing of the development is supported and the overall impact on heritage assets is considered to be positive.

Climate change: Further technical information is required in relation to the applicant's energy and the proposal for a CHP unit. The approach incorporate above ground SuDs is supported.

Transport: Cycle parking and car parking accords with the draft London Plan, which is supported. Proposals for a revised site access on King Street should be aligned with the emerging proposals for Cycle Superhighway 9. A replacement cycle docking facility should be secured alongside improvements in pedestrian and cycle facilities.

- 3.3 Historic England – no objection. Historic England is encouraged by the continued efforts made by the development team to address our significant concerns. We consider the submitted scheme to be an improvement on the previous iterations we have reviewed, both in terms of the reduced visual impact on the Town Hall, and the more logical and sensitive internal configuration of spaces. We consider that the current design, scale and massing of the proposed roof extension has reached a point where we no longer wish to object to the planning and listed building consent applications. Nonetheless, the visual impact of the proposed extension would still cause some harm to the external architectural character of Hammersmith Town Hall in our opinion. In particular, the brise soleil, although reduced in size, remains a visually distracting element of the roof extension which we feel does not successfully respond to the tiered massing of the listed building below. We remain of the view as set out in our previous advice letter that alternative and discrete means of reducing solar glare are explored.

- 3.4 Transport for London – no objection
- 3.5 Environment Agency – no objection
- 3.6 Civil Aviation Authority – no objection
- 3.7 Port of London Authority – no objection
- 3.8 London Borough of Hounslow – no comment
- 3.9 London Borough of Richmond – no objection

Design Review Panel

- 3.10 The scheme was presented to the Council’ s Design Review Panel in November 2017 during the early stages of design development.
- 3.11 The Panel endorsed the overall approach to the scheme and were confident that the limited issues expressed in their note could be resolved by the design team. The Panel welcomed the removal of the Town Hall extension but questioned whether the proposed gap in the King Street frontage was sufficient to give the Town Hall the prominence that the proposals promise, and the Town Hall had not enjoyed for some time. and asked the applicants to investigate further, the views of the Town Hall from King Street.
- 3.12 The Panel supported the proposed glazed extension to the Town Hall and saw merit in the provision of contemporary work space to complement the traditional office space within the restored Town Hall. The Panel felt that the architectural approach to the precinct buildings was not as fully developed as the proposed Town Hall extension. The Panel suggested that the architecture of the precinct buildings could be developed such that they relate to their context whether it be Town Hall, King Street or the “internal” precincts.
- 3.13 The Panel supported the proposed disposition of the public and private space on the site and endorsed the aspiration to maximise public access to the Town Hall and hoped that the main entrance to the courtyard could be enhanced.
- 3.14 The applicants have developed the design since its presentation to the Design Review Panel. In particular, the design of the proposed extension to the Town Hall has been revised but maintains the principal characteristics which the Panel found attractive. The proposed piazza on King Street has been developed and studies undertaken to demonstrate the extent that the front of the Town Hall would be visible for King Street. The design of the precinct buildings has been developed with the architectural expression of each reflecting its context whilst retaining an overriding unity across the masterplan.

Resident and Amenity Group Consultation

Revised Consultation

- 3.15 Upon receipt of the revised application, further publicity was undertaken for a period of 30 days in accordance with EIA Regulations 2017. This consisted of

689 letters dated 28th November 2018, a site notice published 30th November 2018 and a press advert published 30th November 2018. A total of 5 responses to this second round of consultation were received, in addition to amenity groups, and can be summarised as follows:

4 in support

- I fully approve and just hope the work will start in the near future. I miss my cinema and I hate the current Town Hall – it is an eyesore.
- A good idea that will create job and housing for able and disabled people
- Very nice but concerned about wind
- The proposals would provide the most important and beneficial improvement to Hammersmith since the reconstruction of the Tube Station site and should go ahead as soon as possible.

1 objection

- The proposed elevations on King Street should be modified. Neither the residential or the office buildings ‘turn the corner’
- The office building needs to be set back at least 3m from the proposed building line to avoid a rather bleak oppressive frontage. The upper floors should be set back on a tiered basis to break down the bulk of the building and the use of green balconies at these levels would also break up the curtain wall effect. This would also improve the residential building,
- Little information on residential specifications
- Too little parking
- Is the overdevelopment due to financing the Town Hall

3.16 The Hammersmith Society:

- The Hammersmith Society is wholly supportive of the new scheme, and would note a number of new and welcome features including: The wholesale refurbishment and enlargement of the Town Hall, optimising the existing qualities to provide a facility for use by both officers and the people of the borough; The demolition of the Town Hall extension building; The provision of more than 50% of the residential facility as affordable accommodation; The creation of a substantial public piazza; The provision of a 4-screen cinema
- We were hesitant at the grey-white cladding proposed for block C, and sight of representative samples would be helpful
- The open grid cladding which forms the top of the King Street façade to block B extends the perceived height of the building we suggest the roof plant is screened by other means.
- The landscaping design includes a welcome distribution of planting and seating: perhaps consideration might be given to some off-grid non-linear plant areas.
- Children’s play facilities are described as single play items distributed around the estate, but, in view of the number of residential units to be provided, the inclusion of an enclosed playground area would be invaluable

- The proposals for the Town Hall will transform this handsome but neglected building, breathing new life into both interior and exterior spaces. We consider the proposed roof extension responds appropriately to this Grade II listed building.
- The stone-faced canopy at the piazza entrance appears too dominant. The canopy overshadows the principal entrance to the building, and is likely to obstruct views, seen from ground level, of the fine first-floor arches of the front elevation.
- The glass enclosed ground floor committee rooms would provide a welcome display of the Council in action.
- The new 5th and 6th floors will be spectacular spaces, which might be made available for public activities, ceremonies, meeting places, borough information centre etc.
- The placing of the public interface activities, currently located at the first floor in the TH extension, will be important both for convenience of the users and for the buzz of activity they bring.
- Signage will be critical to the successful operation of the building, especially with the circular corridor network and the distributed lift facilities.
- The lighting strategy is exemplary, and will enhance the original Town Hall both externally and internally. The lighting of the Assembly Hall has been in need of improvement for years, and the proposals will restore the great style and decorative detail of this spectacular space. The design of the lighting should have due regard to avoid light-spill nuisance to the residential buildings which surround the Town Hall.
- The future management of the estate will be crucial to the success of the overall scheme.

3.17 The Hammersmith Historic Buildings Group:

- The Hammersmith & Fulham Historic Buildings Group supports the granting of planning permission for this application.
- The HBG has been involved with this redevelopment for over 10 years. This scheme far surpasses any previous scheme and is generally supported by the Group. We are pleased to note that many of the comments raised at earlier consultations have been taken on board.
- We support the sensitive refurbishments proposed for the listed Town Hall which increases its internal connectivity by the introduction of lifts and internal walkways. This will provide greater clarity and substantial benefits to both staff and the public.
- We are particularly pleased that there has been a reduction of one floor from the glass extension and the 30% reduction of the brise soleil span which now aligns with the existing parapet. The roof top extension will sit below that of the existing Town Hall extension on King Street and addresses the concerns expressed by Historic England.
- The disposition of all 4 blocks sit comfortably alongside the listed Town Hall and forms the substantial public piazza. This creates a fitting approach to the Town Hall.
- We support the provision of a 4-screen cinema but we assume that the cinema signage will become less prominent when the distributor is on board.

- The elevational treatment and the winter gardens to block A are greatly improved
- The canopy/balcony over the Town Hall entrance appears over dominant due to its depth and is out of scale. The image shown in the January 2018 scheme appeared less dominant due to the introduction of a contrasting material. Additional refinement is required.
- Proposed illumination of the listed Town Hall. This appears quite exceptional. We are also impressed by the way daylight lighting has been introduced to the courtyard offices and under the entrance canopy.
- The clock tower needs additional refinement. The clockface should be on both east and west elevations. It could be slightly higher than the rest of the tower to make it more visible from the west.
- Public Realm Landscaping – The scheme appears to be well provided with a range of year-round planting interest. More trees will be replanted than lost. We assume that the majority of the new trees will be semi mature. The paving must be non-slip and easily maintained and sourced when necessary. It should be appropriate to the setting of the listed building and the adjacent conservation area. The slabs should be rectangular, calm and of limited palate.
- We request the opportunity to see samples of the cladding panels.
- The success of this scheme will be dependent on the following: The principal members of the design team are retained throughout the build; There is sufficient provision for a high standard of maintenance throughout the scheme; Maintenance of pre- planted individual balconies should be conditioned upon occupation; Clear signage both inside and outside the Town Hall will be important;

Original Resident and Amenity Group Consultation

3.18 Upon receipt of the applications, residents were first notified by way of 681 letters dated 8 May 2018, a site notice posted 11 May 2018 and a press advert published 8 May 2018. A total of 18 responses - of which 5 were objections, 5 in support and 4 comments, were received - including amenity groups, and representations can be summarised as follows:

Support

- The glass extension to the listed 1930's Town Hall will make this building vital and fit for its original purpose as a Town Hall.
- Here the building is being adapted so it can be used for its original purpose which is the aim of "Historic England" regarding Listed Buildings. Giving Listed Buildings a vital purpose is of benefit to our whole community.
- The massing of the new buildings is interesting and respects the "grain" of the area and the 1930's Town Hall.
- The new Cinema Elevation is lively and the Clock Tower is well positioned and gives energy to the square. The square in front of the Town Hall entrance is well positioned and a good size.
- I love the giant W6 on the roof this would be a great visual cue for the "Boat Race" putting our area on the map. The bronze coated perforated metal screens on balconies seem to blend well with the 1930's Town Hall.

- I strongly support the latest plans for redevelopment around Hammersmith Town Hall. The proposals are the result of a genuine consultation over several years with an expert panel.
- The view from Furnivall Gardens is good.

Objection

- The clock face seems to be surrounded by an electronic advertising hoarding.
- I do not like the proposed "green wall" on the buildings on the outer sides of the scheme.
- A VSC of only 16% is unacceptable. A 40% reduction in light - "moderate adverse" effect is also absolutely unacceptable. The bit sticking out of the top of Block B (has "H&F" written on it in the CGI) seems unnecessary and serves to block even more light to our apartment.
- The amount of glass allowing people to see directly into our living room is unacceptable.
- The cinema sign looks tacky and cheap. Obviously it would likely be replaced by a brand name and different design but any sort of sign that's lit up will create an eyesore out of our window.
- The proposed "part two part three storey roof extension will have a detrimental impact on the external appearance of the Grade II listed Town Hall, primarily due to its disproportionate scale.
- The proposed redevelopment will negatively impact the architectural setting of the Grade II listed Town Hall.
- The height of the structures that are proposed for Nigel Playfair Avenue, together with the width that is proposed for this thoroughfare, will result in an unacceptable dominance by the proposed new structures over the existing Town Hall and an unacceptable light canyon.
- The architectural treatment of the structures that are proposed for Nigel Playfair Avenue is antipathetic with the architectural treatment of the western elevation of the Town Hall, in terms of bay width, storey height, materials, and the way in which those materials are used.
- The eastern proposed structures on King St will result in a small civic square with an asymmetric view of the northern elevation of the Town Hall, to the visible detriment of that building, and in a civic space that will have insufficient daylight to be a valued public amenity.
- The height and proximity of the proposed redevelopment to provide four new build blocks comprising existing and new basements plus between six and eight storeys in height will negatively impact the amenity of the properties in Cromwell Avenue.
- The height of the proposed redevelopment to provide four new build blocks comprising existing and new basements plus between six and eight storeys in height, and its proximity to the Great West Rd, will negatively impact the properties on part of the north side of Upper Mall, specifically numbers 12 to 32, and on the eastern side of the southern section of Rivercourt Rd. 1st, the historic environment of the Grade II & II* listed structures in Upper Mall, specifically numbers 12 & 14, 22 & 24, and 26, will be visually compromised. 2nd, areas of gardens, that had previously been private, will be overlooked by the upper stories of the proposed development, with resulting loss of amenity and property value. 3rd, there is likely to be a negative aural impact

on these properties from the proposed development, due to the reflection of noise generated by the Great West Rd.

- The air quality for the residential accommodation proposed to be adjacent to the Great West Rd is likely to cause health issues for future residents of that accommodation.
- I support a roof extension to the Town Hall in principle but at two/three storeys in height plus a service zone it would not satisfy the generally held criteria that a new addition should be subservient to the historic building.
- It is questionable whether servicing to this large development, seemingly direct from King Street, would be tenable. It is noted that the vehicular carriageway is shown with right-angle turns - this could lead to drivers cutting corners and endangering pedestrians.
- There is concern that the height of the buildings to the south of King Street would seriously damage the setting and scale of the King Street East Conservation Area.

General Comment

- Request that integrated swifts nesting bricks/ blocks are installed near the highest level of new masonry which would provide an aesthetically acceptable and zero maintenance way to provide a long-term resource to protect this species and improve the local biodiversity.
- Unlike Lyric Square with its noisy events, residents of this high density scheme should be provided with a quiet environment in their square.

3.19 The Hammersmith Mall Residents' Association commented on 12th June 2018 and is summarised as follows:

- HAMRA support this application. Development of the Town Hall site has always been of considerable concern to our residents, who are keen to preserve the character of the conservation area and the riverscape. Of all the plans submitted for this site in recent years, this one is by far the best and promises to enhance and provide considerable benefits for the local area and the borough as a whole.
- We find the proposed 'glass box' addition above the existing roof of the old Town Hall an attractive and elegant solution to the Council's accommodation problems, which will enhance the appearance of the 1930s building. The glass box is infinitely preferable to alternatives.
- We are very pleased that this is a relatively low-rise scheme and that there are to be no tall buildings flanking the old Town Hall to the west. This, and the demolition of the ugly modern Town Hall extension, will allow the old Town Hall building to stand out as the central dominant feature of this section of the townscape.
- HAMRA disagree with Historic England's pre-application advice that the roof extension is harmful to the setting of the Mall Conservation Area and find it puzzlingly subjective and out of step with local opinion, as indeed has been Historic England's previous support for other developments along this stretch of the river.
- The extension has the potential to enhance the status of the old Town Hall as an important civic building and reinforce its position as an elegant centrepiece in views of this section of the riverscape.

- Our only reservations concern the 'brise soleil'. While this softens the appearance of the glass box, we find it rather too large and dominant. If it is to be retained, we would like it reduced somewhat in width and scale.

3.20 The Hammersmith and Fulham Historic Buildings Group commented on 9th June and is summarised as follows:

- We support the proposed demolition of the 1971/5 extension and the making good of the north elevation of the original building. But to achieve this the presently evolving proposals must ensure that the significance of the listed town hall is protected and enhanced.
- The Group considers it is very important that this building should remain as the Borough's town hall.
- In order to achieve the extra civic space, we would accept the concept of a glass extension on the top of the listed town hall, provided it is subservient and a sympathetic and elegant extension which though clearly a later addition to the listed building, is subservient to it and retains the crisp line of the coping on top of the parapet.
- Although we had concerns, we consider that the previous version of the design of the glass extension was preferable to the present one, (provided the 'hanging garden' round the edge of the extension went and there were no excrescences added later).
- The glass extension was 'now set back', it is taller and has the added brise soleil which is jarring rather than subservient and breaks a clean line.
- If by reducing the size of the glass extension, office space for the Council has to be found elsewhere in the site, we suggest that extra essential civic office space needed could be provided by a small reduction in the volume of housing rather than a larger glass extension.
- We consider a glass extension on the roof is preferable to an alternative of filling in the courtyard in the listed building, which is an integral and elegant part of the original design. One of the key benefits of current proposal, the accessibility of the of the town hall would be lost if the lifts and walkways were excluded from the scheme.
- The façade of new building facing King Street should re-integrate with the historic streetscape.
- We are not convinced of the value of the new 'Civic Square' as currently conceived, and consider this could be reduced in size to achieve other objectives. This might allow the east building on King Street to be deeper to provide more office space. We also believe that west block above the cinema is a little too high and would like to see the designs for the town clock reconsidered.
- We consider that the relationship of the proposed new housing in Nigel Playfair Avenue to the existing housing on Cromwell Avenue is improved from the previous version of the scheme.

Applicant's Community Engagement

3.21 The applicant has engaged with residents, the community and local groups through the pre-application and application period, as set out in the submitted Community and Stakeholder Engagement Report. In particular the application has been led by members of the community.

- 3.22 The Town Hall Commission has been formed to bring a community perspective to the design process and to protect the emerging design from the pressures of financial, procedural and statutory project imperatives. The Commissioners' priority has been the development of the best scheme which responds to the expectations of the borough community, mindful of the public concerns aroused by the earlier schemes. This includes the importance of a new cinema, the dislike of the existing Town Hall extension, and the height of the proposed new buildings.
- 3.23 The Commissioners have been involved in weekly studio discussions with the architects, and have played a part in the regular project team meetings. The members of the Town Hall Commission were chosen because they are local people who are knowledgeable about the built environment and have been involved in campaigns about previous schemes.
- 3.24 Five Commissioners from Hammersmith and Fulham Council's Disabled People Commission formed a Disabled Residents Team to work together (co-produce) with the Council and their design team on the West King Street Renewal development. Co-design meetings were held every 3 weeks during the project.

First Community Engagement

- 3.25 397 people attended the first public consultation event at the Town Hall - 226 people on Thursday 9th November and 171 on Saturday 11th November. 170 feedback forms were received either at the event or by post. A further 126 online comments were received via email or through the webpage: 296 responses were received in total. An invitation letter to the public consultation event about the proposed development was sent by mail on 25 October 2017 to 25,000 residential and business addresses.
- 3.26 A presentation regarding the proposal was organised for interested community groups from the Hammersmith area. This took place on Tuesday 7th November 2017 from 6:30pm to 8:30pm at the Orr Room, Lyric Hammersmith, Lyric Square. The following community groups were invited:

- Brackenbury Residents Association
- Cromwell Mansions residents
- Digby Mansions Residents Association
- Friends of Furnivall Gardens
- Hammersmith BID
- Hammersmith & Fulham Historic Buildings Group
- Hammersmith Mall Residents Association (HAMRA)
- Hammersmith Quakers
- Hammersmith Society
- Save Our Skyline
- Ravenscourt Action Group
- Hammersmith Residents Working Party

Second Community Engagement

- 3.27 141 people attended the second public consultation event at the Town Hall– 82 people on Thursday 1st February and 59 on Saturday 3rd February. 71

feedback forms were received either at the event or by post. A further 21 online comments were received via email or through the webpage: 92 responses were received in total. An invitation letter to the public consultation event about the proposed development was sent by mail on 23rd January 2018 to 25,000 residential and business addresses. The West King Street Renewal consultation webpage was updated on the first day of the public exhibition, Thursday 1st February.

3.28 A second presentation regarding the proposal was organised for interested community groups from the Hammersmith area. This took place on Wednesday 31st January 2018 from 6:30pm to 8:30pm at the Orr Room, Lyric Hammersmith, Lyric Square. The following community groups were invited:

- Brackenbury Residents Association
- Cromwell Mansions residents
- Digby Mansions Residents Association
- Friends of Furnivall Gardens
- Hammersmith BID
- Hammersmith & Fulham Historic Buildings Group
- Hammersmith Mall Residents Association (HAMRA)
- Hammersmith Quakers
- Hammersmith Society
- Save Our Skyline
- Ravenscourt Action Group
- Hammersmith Residents Working Party
- Riverside Estate TRA
- Thomas Pocklington Trust

3.29 The project team identified the stakeholders that are most affected by the proposal and looked to engage them further, beyond the methods above. This included the following stakeholders:

- Riverside Estate TRA
- Thomas Pocklington Trust
- Shops on King Street

Third Community Engagement

3.30 A further pre-submission engagement was held at the Town Hall on Thursday 9th November and 171 on Saturday 11th November. An invitation letter to the public information event about the proposed development was sent by mail on 05 April 2018 to 25,000 residential and business addresses. The West King Street Renewal consultation webpage was again updated on the first day of the public exhibition, Friday 20th April.

Fourth Community Engagement

3.31 A further event for local residents, businesses and stakeholders was held at the Town Hall on 7th and 8th December 2018 as a Planning Update. The purpose of the event was to present the design updates that flowed from discussions with Historic England.

4.0 PLANNING POLICY FRAMEWORK

- 4.1 As The Town and Country Planning Act 1990, the Planning and Compulsory Purchase Act 2004 and the Localism Act 2011 are the principal statutory considerations for town planning in England.
- 4.2 Collectively the three Acts create a plan led system which requires local planning authorities to determine planning applications in accordance with an adopted statutory development plan unless there are material considerations which indicate otherwise (section 38(6) of the 2004 Act as amended by the Localism Act).
- 4.3 In this instance the statutory development plan comprises the London Plan (2016), the Local Plan 2018 and the Planning Guidance Supplementary Planning Document 2018 (hereafter referred to as Planning Guidance SPD). A number of strategic and local supplementary planning guidance and other documents are also material to the determination of the application.
- 4.4 The National Planning Policy Framework (NPPF) came into effect on 27 March 2012 and is a material consideration in planning decisions. The NPPF, as supported by the Planning Practice Guidance (PPG), sets out national planning policies and how these are expected to be applied.
- 4.5 The NPPF does not change the statutory status of the development plan as the starting point for decision making. Proposed development that accords with an up to date Local Plan should be approved and proposed development that conflicts should be refused unless other material considerations indicate otherwise.
- 4.6 The NPPF is aimed at safeguarding the environment while meeting the need for sustainable growth. It advises that the planning system should:
- a) plan for prosperity by using the planning system to build a strong, responsive and competitive economy, by ensuring that sufficient land of the right type, and in the right places, is available to allow growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;
 - b) plan for people (a social role) - use the planning system to promote strong, vibrant and healthy communities, by providing an increased supply of housing to meet the needs of present and future generations; and by creating a good quality built environment, with accessible local services that reflect the community's needs and supports its health and well-being; and
 - c) plan for places (an environmental role) - use the planning system to protect and enhance our natural, built and historic environment, to use natural resources prudently and to mitigate and adapt to climate change, including moving to a low-carbon economy. The NPPF also underlines the need for councils to work closely with communities and businesses and actively seek opportunities for sustainable growth to rebuild the economy; helping to deliver

the homes, jobs, and infrastructure needed for a growing population whilst protecting the environment.

4.7 The NPPF sets out a presumption in favour of sustainable development. For decision-taking this means:

- approving development proposals that accord with the development plan without delay; and
- where the development plan is absent, silent or relevant policies are out of date, granting permission unless:
- any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or
- specific policies in this Framework indicate development should be restricted.

Draft London Plan

4.8 The new draft London Plan was published on 29 November 2017. The Plan's consultation ended on 2 March 2018. The Examination in Public (EiP) opened on 15th January 2019 and publication of the new Plan is expected in the autumn of 2019. It is therefore considered that the new draft London Plan should be given limited weight at this stage in determining this application. In the interim, consideration shall be given to the London Plan (Consolidated with Further Alterations 2016).

4.9 With regards to this application, all planning policies in the National Planning Policy Framework (NPPF), London Plan, Local Plan 2018 and Planning Guidance Supplementary Planning Guidance (SPD) which have been referenced where relevant in this report have been considered with regards to equalities impacts through the statutory adoption processes, and in accordance with the Equality Act 2010 and Council's PSED. Therefore, the adopted planning framework which encompasses all planning policies which are relevant in officers' assessment of the application are considered to acknowledge protected equality groups, in accordance with the Equality Act 2010 and the Council's PSED.

5.0 PLANNING ASSESSMENT

The main considerations material to the assessment of this application have been summarised as follows:

- 5.1 Principle of Development
- 5.2 Housing
- 5.3 Design, Heritage and Townscape
- 5.4 Amenity
- 5.5 Daylight and Sunlight
- 5.6 Highways
- 5.7 Sustainability and Energy
- 5.8 Flood Risk and Drainage
- 5.9 Air Quality
- 5.10 Ground Contamination

- 5.11 Noise and Vibration
- 5.12 Lighting
- 5.13 Wind and Microclimate
- 5.14 Ecology
- 5.15 Socio Economic and Community Effects
- 5.16 Security
- 5.17 Accessibility

5.1 Principal of Development

- 5.1.1. **The NPPF 2018** states that applications should be considered in the context of a presumption in favour of sustainable development and that development proposals which accord with the development plan should be approved without delay.
- 5.1.2. In accordance with the NPPF and the London Plan, LBHF are required to promote sustainable economic growth through comprehensive regeneration plans set out in the Local Plan. The council has identified four regeneration areas which are anticipated to be the key focus for growth in the borough. The council supports major regeneration, growth and placemaking in these areas and will ensure that within these areas proposals will deliver new physical, social and environmental infrastructure that meets the needs of new residents as well delivering tangible benefits for surrounding communities.
- 5.1.3. **The NPPF 2018** requires planning policies and decisions to ‘encourage multiple benefits from both urban and rural land’, to ‘support the development of under-utilised land and buildings’ and to ‘give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated and unstable land’ (parts a-d).
- 5.1.4. **London Plan Policy 2.1** states that the Mayor and the GLA group will ensure that London retains and extends its global role as a sustainable centre for business, innovation, creativity, health, education and research, culture and art and as a place to live, visit and enjoy. **London Plan Policy 4.1** supports the provision of a “strong, sustainable and increasingly diverse economy” across all parts of London. The importance of 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” is noted. The policy explicitly supports the continuing regeneration of Inner London, recognising that the quality of office stock in many locations is aging and deteriorating and therefore not providing an attractive offer for potential occupiers. **London Plan Policy 4.2** states that, as well as supporting the central London office market, office markets elsewhere in the city should be strengthened by focussing new development on viable locations with good accessibility, and enhancing business environments through mixed use developments which include a range of uses. **Draft London Plan Policy E1** states that new office development should be focused in town centres and other existing office clusters supported by improvements to public transport, walking and cycling. **Draft London Plan Policy E2 (C)** states that the applicant should show how a proportion of low cost and flexible business space would be

incorporated into the proposals to provide workspace suitable for small and medium sized enterprises.

- 5.1.5. **Local Plan Strategic Policy HRA** sets a target of delivering 2,800 homes and 10,000 indicative new jobs within the Hammersmith Regeneration Area through encouraging the regeneration of the town centre and building upon the centre's major locational advantages for office and retail development. With particular regard to the proposal, Policy HRA seeks to actively engage with residents in delivering benefits for the surrounding area; supports a wide range of retail, office, local government services, leisure, arts, entertainment, community facilities and housing; promotes the continuation of the town centre as a key strategic office location through provision of modernised office blocks; supports proposals that extend Hammersmith's arts and leisure offer.
- 5.1.6. Policy HRA states that proposals within the regeneration area should respond positively to local character and history, taking opportunities to enhance heritage assets; improve pedestrian and cycle infrastructure; improve the range and quality of specialist shops and services; provide appropriate social, physical, environmental and transport infrastructure; secure economic benefits for the wider community through job opportunities and recruitment; and seek the creation of public spaces, architecture and public realm of the highest quality. Improving connections of Furnivall Gardens with the area is also sought.
- 5.1.7. **Local Plan Strategic Policy HRA1** relates specifically to the Town Hall Extension, adjacent land and Nigel Playfair Avenue – the land comprising the application site less the Town Hall and Nigel Playfair East, in effect the land subject to the extant planning permission. This supports working the upgrade of the Town Hall Extension and neighbouring land to provide refurbished or replacement council offices with a mix of other uses at street level to a high quality design. Proposals are expected to include replacement council offices and a mix of town centre uses; an active frontage to King Street; opening up the Grade II Town Hall frontage or refurbishing the Extension; provide a cinema and improve links to Furnivall gardens; ensure the building height is generally consistent with the existing height of the townscape with regard to enhancing the setting of the Town Hall and river views.
- 5.1.8. **Local Plan Policy E1** supports proposals for new employment uses and the retention and intensification of existing employment uses, especially those that recognise the Borough's existing strengths in creative industries. It requires flexible and affordable space suitable for small and medium enterprises in large new business developments. When considering new or extensions to new employment floorspace the following will be taken into account:
- a) whether the scale and nature of the development is appropriate, having regard in particular to local impact, the nature of the surrounding area and public transport accessibility;
 - b) impact upon small and medium sized businesses that support the local community;
 - c) scale and nature of employment opportunities generated in the new development;
 - d) whether there will be displacement of other uses such and community facilities or housing; and

e) the Hammersmith and Fulham Economic Growth Plan and the council economic strategies.

5.1.9. The preferred locations for new office development above 2,500sqm is within the three town centres and the White City and Earl's Court and West Kensington Opportunity Areas. outside of these areas large office development will generally be discouraged unless it can be demonstrated that provision cannot be provided within those areas.

5.1.10. **Local Plan Policy TLC1** requires that new proposals for town centre uses (including shops, cafes, bars and restaurants) are appropriately located, are of an acceptable scale and do not negatively impact on the existing hierarchy of centres.

Assessment

5.1.11. The proposed development provides the following residential and non-residential land use by block and overall:

| Use | Use Class | GIA (sqm) |
|-------------------------------------|-----------|--------------|
| Block A | | |
| Workspace | B1 | 664 |
| Residential (121 units) | C3 | 10359 |
| <i>Block A Total</i> | | <i>11023</i> |
| Block B | | |
| Retail/Café/Restaurant | A1–A3 | 365 |
| Office | B1 | 7860 |
| Cinema | D2 | 1482 |
| <i>Block B Total</i> | | <i>9707</i> |
| Block C | | |
| Retail/Café/Restaurant | A1-A3 | 788 |
| Office (basement serving Town Hall) | B1 | 535 |
| Residential (47 units) | C3 | 4547 |
| <i>Block C Total</i> | | <i>5870</i> |
| Block D | | |
| Residential (36 units) | C3 | 3183 |
| Town Hall | | |
| Offices (refurb. existing) | B1 | 10822 |
| Offices (new) | B1 | 4641 |
| <i>Town Hall Total</i> | | <i>15463</i> |
| Total Proposed | | |
| Retail/Café/Restaurant | A1-A3 | 1153 |
| Office/Workspace | B1 | 24522 |
| Residential | C3 | 18089 |
| Total | | 43764 |

5.1.12. The site is key to regenerating this part of the town centre and Policy HRA1 supports a comprehensive redevelopment based upon sufficiently large site assembly. Residential development above ground floor is sought, built to high access and environmental standards. Whilst the refurbishment of the Town Hall

Extension is possible, its demolition is encouraged. Taller buildings are not appropriate on the site however, with reference made to the extant planning permission in this regard.

- 5.1.13. The proposal comprises all of the land within Policy HRA1 with the addition of the Town Hall, Nigel Playfair East and the land to the south onto the A4. As such the extent of the site and the land assembly therein is supported. Policies HRA and HRA1 are clear that the redevelopment of this site is supported subject to the land use and design proposed being in accordance with those set out. The proposed development comprises housing, offices, retail at ground floor onto King Street, a new public realm, new civic square, the demolition of the Town Hall Extension and the refurbishment, retention and extension of the Town Hall as a civic space. The realignment and activation of Nigel Playfair West would improve links through the river and Furnivall Gardens, whilst the community was actively engaged in the development process.
- 5.1.14. The quantum of office and retail space is supported given the town centre location being cited as an appropriate location for the creation of Class B1 and A Class floorspace. The residential use is both supported by policy and is established in principle under the extant planning permission at a similar quantum. The introduction of ground floor retail uses onto King Street would see the continuation of the existing frontage to the east and west with a break for the new public square, which would be activated by the respective eastern and western elevations of Blocks B and C.
- 5.1.15. It is therefore considered that the principle of development as well as the proposed floorspace and mix of uses would be create the regeneration of west King Street sought and supported by policy and are located within an identified town centre, as such the proposal would be in accordance with the NPPF, London Plan Policies 2.1, 4.1 and 4.2, Draft London Plan Policies E1 and E2, and Local Plan Policies HRA, HRA1, E1 and TLC1.

5.2 Housing

Affordable Housing and Tenure

- 5.2.1 The **NPPF 2018** identifies the Government's support for the delivery of a wide choice of high quality homes across all tenures and sizes, including the provision of affordable homes (Paragraph 50). It also states that planning authorities should have regard to viability and the costs of any requirement such as affordable housing, as proposals should provide competitive returns to a willing land owner and willing developer to enable the development to be delivered (Paragraph 173). Proposals should not be subject to such a scale of obligations and policy burdens that their ability to be developed viably is threatened.
- 5.2.2 **Policy 3.3 (Increasing Housing Supply)** sets housing targets for each Borough to ensure the provision of new homes in London and **Policy 3.4** promotes development which optimises the use of land for housing. **Policy HO1 of the Local Plan** aims to exceed London Plan housing supply targets.

- 5.2.3 **Policy 3.11 of the London Plan** states that affordable housing provision should be maximised and that an annual average of at least 17,000 more affordable homes should be sought. It requires that 60% of affordable housing should be for social or affordable rent and 40% should be for intermediate rent or sale. Priority should be given to provision of affordable family housing.
- 5.2.4 **Policy 3.12 of the London Plan**, states that the ‘maximum reasonable amount of affordable housing should be sought when negotiating on individual private residential and mixed-use schemes’ having regard to:
- current and future requirements for affordable housing at local and regional levels, and the size and type of affordable housing needed in particular locations;
 - adopted affordable housing targets, the priority to be accorded to provision of affordable family housing and the need to promote mixed and balanced communities;
 - the specific circumstances of individual sites and the need to encourage rather than restrain residential development; and
 - resources available to fund affordable housing, to maximise affordable output and investment criteria.
- 5.2.5 **Policy 3.12** further sets out a preference for the on-site delivery of affordable housing noting that off-site provision of a cash payment in lieu will only be acceptable in exceptional circumstances.
- 5.2.6 **The Mayor’s Affordable Housing and Viability Supplementary Planning Guidance (SPG) (2017)** introduced the ‘threshold approach’ to assessing viability, which does not require supporting viability evidence to be submitted where proposals meet the threshold level of provision. The SPG identifies a 35% threshold for all sites above ten units except (only) for land in public ownership or public use, to which a 50% threshold applies. Paragraph 2.33 justifies this differentiation on the basis that land in public land that is surplus to requirement ‘typically has a low value in its current use, allowing higher levels of affordable housing to be delivered’.
- 5.2.7 **Draft London Plan** identifies surplus utilities sites as an important source of land for housing. It seeks to optimise the potential for housing delivery on suitable and available brownfield sites, ‘especially’ surplus utilities sites (Policy H1B(2)(d)). Draft London Plan also proposes a strategic target for 50% of all homes in London to be affordable.
- 5.2.8 **Draft London Plan Policy H6** and the Mayor’s Affordable Housing and Viability SPG set out a ‘threshold approach’ whereby schemes meeting or exceeding a specific threshold of affordable housing (in this case 50%) by habitable room and which meets other criteria are not required to submit viability information to the GLA, nor would the application be subject to a late stage review mechanism.
- 5.2.9 **Draft London Plan Policy H7** expects 30% of affordable homes to be low cost rented homes and 30% intermediate products that meet the definition of affordable housing. The remaining 40% is at the discretion of the LPA. Other affordable products may be acceptable if they meet the broad definition of affordable housing, meet the draft London Housing Strategy definition of

genuinely affordable housing ('Homes for households whose needs are not met by the market') and are considered by the borough to be genuinely affordable.

5.2.10 **Local Plan Policy H01** states a revised target of 1,031 additional dwellings a year up to 2035. **Policy H03 of the Local Plan** states that the Council will seek the maximum reasonable amount of affordable housing, taking in to account site size and constraints and financial viability. It identifies a target for 50% of dwellings in schemes across the borough to be affordable, of which 60% are to be for social or affordable rent, and 40% are to be intermediate housing.

5.2.11 The proposal will provide 204 residential units, of which 105 or 51.5% will be for affordable housing by unit and will have a tenure split of 65.7% London Affordable Rent and 34.3% Shared Ownership by unit. The following table sets out the affordable/private split, based on units, habitable rooms and floor space:

| | Affordable | Private |
|-------------------|------------|---------|
| Units | 51.47% | 48.53% |
| Habitable Rooms | 52.7% | 47.3% |
| Floor Space (NIA) | 52.8% | 47.2% |

5.2.12 The quantum of affordable units is therefore in excess of the Local Plan requirements of 50%. The following table sets out the tenure split of those units:

| | London Affordable Rent | Shared Ownership (intermediate) |
|-------------------|------------------------|---------------------------------|
| Units | 65.7% | 34.3% |
| Habitable Rooms | 67.4% | 32.6% |
| Floor Space (NIA) | 66.7% | 33.3% |

5.2.13 The above tenure split therefore meets the 30% affordable rent and 30% intermediate requirement, with officers seeking the remaining 40% as affordable rent in order to increase the supply of low cost, genuinely affordable rented units. The approach taken to tenure is fully supported and will result in an above 50% provision of genuinely affordable rented accommodation together with a policy compliant provision of shared ownership properties.

5.2.14 The proposed affordable units would have the following mix:

| | London Affordable Rent | | Shared Ownership (intermediate) | |
|--------------------|------------------------|------|---------------------------------|------|
| | Unit | % | Unit | % |
| 1 bed, 2 hab rooms | 32 | 46% | 19 | 53% |
| 2 bed, 3 hab rooms | 28 | 41% | 17 | 47% |
| 3 bed, 4 hab rooms | 9 | 13% | 0 | 0% |
| Total | 69 | 100% | 36 | 100% |

5.2.15 All of the 3 bed units within the development will be for affordable rent. The proposed mix of affordable units exceeds the policy requirements for 1 and 2 bed units for both affordable rent and shared ownership and although the number of 3 bed units is below the target of 35% affordable rent and 15% shared ownership, the overall approach is supported given the overall quantum of affordable housing.

5.2.16 The proposed affordable rent units will be offered at the following rental levels per week, with the LBHF Housing Allowance also set out for reference:

| | London Affordable Rent 2020/21 | LBHF Local Housing Allowance | Difference |
|-------|--------------------------------|------------------------------|------------|
| 1 Bed | £159.17 | £243.18 | £85.54 |
| 2 Bed | £168.51 | £302.33 | £135.44 |
| 3 Bed | £177.88 | £354.46 | £178.29 |

5.2.17 The Mayor of London’s SPG sets out that genuinely affordable housing should be less than 80% of market rent; as per the applicant’s submitted Affordable Housing Statement the above levels would represent between 30-50% of market rent. As such the affordable rent levels would represent genuinely affordable housing well below the 80% discount level.

5.2.18 The shared ownership units would be provided on the below indications:

| | Minimum Income | Initial Share | Rent | Annual Service Charge |
|-------|----------------|---------------|-------|-----------------------|
| 1 Bed | £64,682 | 25% | 2.75% | £1,320 |
| 2 Bed | £85,802 | 25% | 2.75% | £1,320 |

5.2.19 The shared ownership levels are below the Mayor’s SPG cap and represent 34% of the overall affordable housing provision. Officers consider the income levels for these units to be acceptable.

Viability

5.2.20 As the proposal is above the Local Plan threshold of 50% there is no requirement for a viability assessment and the application is fast tracked through this process. Additionally, the level of affordable housing on public exceeds the GLA requirement for viability testing and has been fast tracked by GLA officers. As a result of this process it is a requirement to apply an early stage review mechanism requiring that, should the development not commence within 2 years of permission being granted, a review is undertaken as well as securing the stated quantum of affordable housing within the s106 agreement.

Affordable Housing Summary

5.2.21 The proposal would provide a quantum of affordable units in excess of the policy requirement and at a predominantly genuinely affordable rental level at an acceptable mix. The approach to affordable housing is therefore supported by officers.

Housing Mix

- 5.2.22 **The NPPF** requires local planning authorities to deliver a wide choice of high quality homes and to plan for a mix of housing in terms of size, type, tenure and range based on local demand
- 5.2.23 **London Plan Policy 3.8**, together with the Mayor's Housing SPG, seek to promote housing choice and a balanced mix of unit sizes in new developments, whilst Draft London Plan Policy H12 advises against setting prescriptive dwelling size mix requirements for market and intermediate homes. **Policy 3.11** establishes that strategic priority be afforded to the provision of affordable family homes. **Local Plan Policy HO5** requires new residential development to include a mix of types, tenures and sizes of homes to reflect the needs of the borough, taking into account the characteristics of the site.
- 5.2.24 The application proposes up to 204 residential units in total within Block A, C and D and are controlled through the approval of plans. The housing mix comprises the following:

| | Affordable Rent | | Shared Ownership | | Private | | Total | |
|--------------------|-----------------|------|------------------|------|---------|------|-------|------|
| | Unit | % | Unit | % | Unit | % | Unit | % |
| 1 bed, 2 hab rooms | 32 | 46% | 19 | 53% | 52 | 53% | 103 | 51% |
| 2 bed, 3 hab rooms | 28 | 41% | 17 | 47% | 47 | 47% | 92 | 45% |
| 3 bed, 4 hab rooms | 9 | 13% | 0 | 0% | 0 | 0% | 9 | 4% |
| Total | 69 | 100% | 36 | 100% | 99 | 100% | 204 | 100% |

- 5.2.25 As with the affordable units, the private market provision follows a similar approach to the mix within the scheme. In both cases the provision of 1 and 2 bed units exceeds the Local Plan target levels, with the 3 bed units being made affordable. The proposed mix is considered suitable for this town centre location and the nature of the mixed used, civic hub development proposal.

Standard of Accommodation

- 5.2.26 **London Plan Policy 3.5** requires new residential development to provide a high quality and design of internal living environment, as well as externally and in relation to the wider context. Part C and Table 3.3 of this policy specify the minimum unit sizes for new development. Part D includes a caveat stating that development that does not accord fully with the policy can be permitted if it exhibits exemplary design and contributes to the achievement of other policy objectives. Policy 3.8 further requires that all new housing is built to Lifetime Homes Standards and that 10% is designed to be wheelchair accessible for residents who are wheelchair users. In addition to the minimum standards, private amenity space should be provided for each residential unit. Standard 4.10.1 of the Housing SPG requires that a minimum of 5 sqm of private outdoor

space should be provided for 1-2 person dwellings and an extra 1sqm should be provided for each additional occupant. Policy 7.2 seeks to ensure all new development achieves the highest standards of accessibility and inclusive design. Policy 3.8 requires all new housing to be built to the lifetime homes standards, with 10% of all the units designed to be wheelchair accessible or easily adaptable to this standard.

- 5.2.27 **Local Plan Policy HO11** states several criteria which should into account when ensuring that the design and quality of all new housing is of a high standard, meets the needs of future occupants and respects the principles of good neighbourliness.
- 5.2.28 All of the proposed residential units will meet or exceed the London Plan internal space standards as well as being compliant with the London Housing Guide. 10% of all units are wheelchair accessible across size and tenure.
- 5.2.29 The proposal delivers 73 dual aspect units, 36% of the 204, with no single aspect north facing units. The ES sets out that the proposed development has been reasonably optimised for daylight with 91% of all habitable rooms or main living areas closest to the main window wall meeting the minimum recommended ADF for the respective room type. In addition, 73.5% of rooms or areas closest to the main window wall achieve the recommended levels of NSL. In terms of sunlight, all units assessed have access to some sunlight, albeit below that recommended by the BRE guidelines due to site constraints, balconies, orientation and neighbouring buildings. In regard to overshadowing one proposed amenity area would see minor breach of the BRE guidelines, however all areas assessed are compliant, receiving at least two hours of direct sunlight on the 21st March to over 50% of their area. The assessment concludes that the proposal is acceptable in terms of internal daylight, sunlight and overshadowing.
- 5.2.30 All units feature a private balcony, winter garden or terrace of at least 1500mm depth with winter gardens to the northern elevations to Block C fronting King Street and Blocks A and D to the A4.
- 5.2.31 The proposal sees a new public realm and landscaping of the area vacated by the Town Hall Extension as well as Nigel Playfair Avenue, with the design approach being to integrate the required play provision within the overall open space and amenity strategy. For under 5's door step play provision would be made on site through the private residential garden to the rear of Block A at the western boundary of the site. Residents of Blocks A and D would have private fob key access to this area. In relation to Block C, the play area in front of Block D will also provide both doorstep play and play for 5-11 year olds through the use of appropriate equipment. Provision for 12+ years is to be met off-site, there is a fenced court adjacent to the site in Riverside Gardens, with further facilities of tennis courts, play areas, synthetic courts located in Ravenscroft Park to the north- west within a 800m walk. The overall provision is as follows:

| | Benchmark Value GLA 10sqm per child | Benchmark Value 5sqm per child | Scheme Provision sqm |
|---------------------------|--|--------------------------------|----------------------|
| Doorstep Play (0-5 years) | 346 | 173 | 292 |
| Local Play (5-11 years) | 155 | 78 | 149 |
| Youth Play (12+ years) | 196 | 48 | Off site |
| Incidental Play | n/a | n/a | 94 |
| Total | 597 | 299 | 535 |

5.2.32 Officers consider that the proposals provide for an appropriate level of playspace within the development taking account of the constraints of the site and the nearby provision at Ravenscourt Park. The overall quality of accommodation is considered to be of a high standard, with policies regarding space standards, amenity space and wheelchair accessible units being met, the overall internal daylight, sunlight and overshadowing being acceptable and the level of playspace being both of a sufficient amount and varied in offer.

Density

5.2.33 **London Plan Policy 3.4** requires development to optimise housing output for different locations taking into account local context and character, the design principles in Chapter 7 and public transport capacity. The residential density matrix in Table 3.2 provides density ranges which would allow developments to achieve a sustainable level of provision.

5.2.34 The public transport accessibility level of the site is PTAL 6b, and the site is considered to be located within a Central Setting. Table 3.2 of the London Plan sets out density ranges of between 650-1,100hr/ha (140- 405u/ha) for central settings. The London Plan identifies a central setting as being within a Metropolitan or major town centre.

5.2.35 When consideration is given to the non-residential land uses proposed the proposal would have a density of 216 dwellings per hectare and 548 habitable rooms per hectare. This is well within the density matrix and is acceptable.

Housing Summary

5.2.36 The proposed development would deliver in excess of the Local Plan affordable housing target of 50% whilst delivering a high quality residential environment at an appropriate and policy compliant mix and density. Officers therefore consider that the proposal is acceptable and complies with the NPPF, London Plan Policies 3.3, 3.4, 3.5, 3.8, 3.11, 3.12, Draft London Plan Policies H6 and H7 and Local Plan Policies HO1, HO3, HO5 and HO11.

5.3 Design, Townscape and Heritage

5.3.1 **The NPPF** states that development should respond to local character and history and the surrounding environment and setting, whilst not preventing innovation – but extends this to recognise a role for change and increased

densities. The NPPF advocates a positive strategy for conserving and enhancing the historic environment, taking account of (amongst other things) the desirability of new development to make a positive contribution to local character and distinctiveness. The NPPF state that economic, social and environmental gains are to be sought jointly and simultaneously in order to deliver positive improvements in the quality of the built, natural and historic environment.

5.3.2 The NPPF states that good design is a key aspect of sustainable development, and should contribute positively to making places better for people. **Part 12** of the NPPF outlines the requirement for good design and **Paragraph 127** sets out that planning policies and decisions should ensure that developments:

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

5.3.3 **NPPF Paragraph 131** which advises that, in determining planning applications, local planning authorities should take account of the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation. **Paragraph 132** states that when considering the impact of a proposed development on the significance of a designated heritage asset great weight should be given to the asset's conservation; the more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or through development within its setting. **Paragraph 134** of the NPPF states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use. **Paragraph 135 states** that a balanced judgement will be required having regard to the scale of any harm or loss and the significance of a non-designated heritage asset. **Paragraph 137** of the NPPF states that Local Authorities should look for opportunities for new development within Conservation Areas to enhance or better reveal their significance.

5.3.4 **London Plan Policy 7.4** requires developments to provide high quality design responses to existing spaces, to create a positive relationship with street level activity and to allow 'existing buildings and structures that make a positive contribution to the character of a place to influence the future character of an

area'. **London Plan Policy 7.5** requires public realm to be comprehensive at a human scale through appropriate treatment such as gateways, focal points, landmarks and landscape treatment. Proposals should be informed by the heritage of an area, reinforcing the connection between public spaces and (inter alia) local features that may be of heritage significance. Proposals should further consider integration with high quality public art. **Policy 7.6** sets high architectural standards for all buildings and structures, and requires these to enhance, activate and define the public realm. It allows for materials that complement but do not necessarily replicate the local architectural character. **Policy 7.8** (Heritage assets and archaeology) states that development affecting heritage assets and their setting should conserve their significance by being sympathetic to their form, scale, materials, and architectural detail.

5.3.5 **Local Plan Policy DC1** states that all development within the borough 'should create a high quality urban environment that respects and enhances its townscape context and heritage assets. There should be an approach to accessible and inclusive urban design that demonstrates how good design, quality public realm, landscaping, heritage assets and land use can be integrated to help regenerate places'.

5.3.6 **Local Plan Policy DC2** permits new build development that is of a high design standard and compatible with the scale and character of existing development and its setting. It requires proposals to respect:

- historical context, townscape and the sense of place of a site;
- the surrounding area scale, mass, form and grain;
- the relationship of the proposed development to the existing townscape;
- local design context to promote and reinforce local distinctiveness;
- good neighbourliness and principles of residential amenity;
- local landscape context, providing high quality landscaping and public realm with good permeability where appropriate;
- sustainability objectives;
- the principles of accessibility and inclusive design; and
- the principles of Secured by Design.

5.3.7 **Policy DC8 (Heritage and Conservation)** aims to conserve the significance of the borough's historic environment by protecting, restoring and enhancing its heritage assets.

5.3.8 **Strategic Site Policy HRA1** states that the Council will encourage the regeneration of Hammersmith Town Centre and seek development that builds upon the centre's major locational advantages for office and retail development. Opportunities will be taken to secure more modern accommodation, to continually improve the environment and public realm, and to improve access between the town centre and the Thames. To encourage this the Council will "support the continuation of Hammersmith as a major town centre with a wide range of major retail, office, local government services, leisure, arts, entertainment, community facilities and housing".

5.3.9 **The Draft London Plan** seeks to secure the delivery of good design through a variety of ways. Going beyond the expectations of the adopted London Plan, **Policy D2** does the following. Part C encourages use of digital modelling

techniques to analyse potential design options, and to use 3D/virtual reality to inform and engage Londoners in the planning process. Part F requires proposals to go through a design review (which must align with the Mayor's guidance on design reviews) if a scheme is referable to the Mayor and is above the design threshold in **Policy D6** or a tall building is proposed in an area where there is 'no local tall building definition'. Part H seeks to ensure design quality is retained through (inter alia) avoiding deferring the assessment of the design quality of large elements of a development to the consideration of a planning condition or referred matter, and the use of architect retention clauses in legal agreements 'where appropriate'.

Introduction

- 5.3.10 The eastern end of the town centre centred on the Broadway, accommodates the major public transport interchange as well as major cultural facilities such as the Lyric, Hammersmith Apollo, and Riverside Studios, and is characterised by larger scale commercial buildings. The western end of the town centre houses the local authority/civic function.
- 5.3.11 As set out in the development plan, this part of King Street would benefit from a considered scheme of regeneration and the creation of a sense of place. The application site is identified as the only major potential development site at the western end of the town centre. The focus of this part of the town centre is the listed Town Hall; its setting is currently affected by the uncompromising bulk, architecture and external open stair links of the Town Hall extension. The opportunity is therefore considered to exist to give the listed Town Hall a better presence and to create a high quality civic campus and new public space, as outlined in the Local Plan and the regeneration objectives for this part of the town centre are clear.
- 5.3.12 All aspects of the proposed design were developed in co-production with the council's Disability Commission, whose members contributed over several sessions with the applicant and officers to refine and enhance the design, Town Hall refurbishment and public realm. An assessment of the accessibility of the proposal can be found within the Accessibility section of this report.

Site Context - Hammersmith Town Hall

- 5.3.13 The listed Grade II Town Hall lies at the heart of the scheme. It dates from 1938-9 and was designed by Ernest Berry Webber. It replaced an earlier Town Hall in Hammersmith Broadway which was constructed in 1897. After forty years in the Hammersmith Broadway building, the local authority had outgrown the premises and moved to the current site. The Council, again in search of expansion space, built the extension on the Town Hall square in 1971.
- 5.3.14 The list description for the Town Hall describes the building as a fine example of an inter war town hall by one of the specialists in the genre. The building has particularly fine brick detailing with its main walls in a red / purple brick laid to Flemish double stretcher bond. Little altered it is a building of bold presence which contains a sequence of fine interiors. Internally, the Town Hall remains remarkably intact.
- Town Hall List Description

- 5.3.15 Town Hall. Built 1938-9 by the Metropolitan Borough of Hammersmith. Architect E. Berry Webber. The extension to the north of 1974-5 is not included. The Town Hall is listed for the following principal reasons: 1) Architectural interest: a fine example of an inter-war Hammersmith and Fulham Town Hall combining modern and classical elements, designed by a specialist in municipal design, it is a building of bold presence; the quality of materials, craftsmanship and detailing are of a high standard throughout; 2) Interiors: a fine sequence of virtually unaltered public and civic spaces, and good survival of joinery, fittings and finishes; the set of murals in the public entrance hall are splendid examples of the genre by notable C20 artists.

Town Hall History

- 5.3.16 The present Hammersmith and Fulham Town Hall replaced a vestry hall in Hammersmith Broadway, built 1896-97 to the design of JH Richardson, which survived until the 1960s. By 1915 the Metropolitan Borough of Hammersmith, the successor to Hammersmith Vestry, had outgrown these premises and, after two decades of renting temporary offices, opted to build a new Hammersmith and Fulham Town Hall on a different site. Ernest Berry Webber (1896-1963), a specialist in municipal buildings best known for his work at Southampton and Dagenham, was invited to design the new Hammersmith and Fulham Town Hall in 1936. He adopted a fashionable but distinctive style, showing a fusion of modern Scandinavian and Dutch motifs combined with English Regency ones - described as 'Swedish Georgian' by a contemporary critic.
- 5.3.17 Webber's original designs proposed a more elaborate sculptural treatment (such as a pair of freestanding columns flanking the southern entrance) than was realised. The foundation stone is dated 2nd July 1938. Completion was interrupted by war, although the building was substantially finished by 1939. Webber showed drawings for the building at the 1949 Royal Academy. A six-storey extension was built in 1971-75 on the site of the landscaped forecourt to the north. In 1965, when the boroughs of Hammersmith and Fulham were merged, Hammersmith and Fulham Town Hall became the principal headquarters of the new local authority. The list description continues to give detail comment on the materials, plan, exterior and interior qualities.

Town Hall Setting

- 5.3.18 It is the setting of Town Hall that has become much altered over the years. It was designed as a stand-alone rectangular building with two principal elevations facing towards King Street and the riverside. Although set back from King Street, the formal space laid to the frontage increased the sense of presence of the Town Hall in the street scene. The Town Hall extension was built on this space which visually detached the listed Town Hall from King Street. A series of access stairs crudely attached to the main façade has eroded the architectural quality of the main facade of the listed building. The façade is obscured by the existing extension building and access stairs connecting it to the listed Town Hall. This has resulted in a poor pedestrian environment and hidden entrance sequence to the "front door" of the listed Town Hall. The opportunity exists to "better reveal the significance" and main frontage of the Town Hall.

- 5.3.19 The design for the southern elevation would have been mindful of the traffic route which aligned the building some twenty years later. The new road detached the Town Hall from the Gardens and the riverside. The increase in the amount of traffic and faster speeds has increased the severance. Landscape measures have been introduced in Furnivall Gardens to offset the visual and acoustic impact of the volumes of traffic on the open space. This has further detached the Town Hall from the open space and riverside.
- 5.3.20 The setting of the Town Hall at present bears little relationship to its original design concept. An opportunity exists to restore the northern façade and its setting, with greater connectivity which would provide greater presence of the Town Hall in the townscape of this part of the town centre.

Site Context - Townscape

- 5.3.21 Part of the application site lies within the Hammersmith Town Hall (formerly King Street East) conservation area, the site lies in close proximity to the Mall conservation area and the open aspect across Furnivall Gardens to the riverside.
- 5.3.22 The urban grain in this area originally took the form of linear terraces running perpendicular to King Street towards the riverside. Riverside Gardens built in the late 1920s to the east of the Town Hall introduced a new typology to the area of perimeter residential blocks arranged around shared courtyards. This form was repeated, to some extent, for the design of the Town Hall itself. Riverside Gardens adjoining to the east of the site, and Cromwell Mansions and the Thomas Pocklington Trust buildings to the west, are linear residential blocks and share a similar architectural character and form.
- 5.3.23 The character of this part of King Street is generally formed of cohesive groups of buildings and terraces of three to four storeys, with a relatively continuous retail ground floor giving an active frontage. The building material is predominantly brick. The northern side of King Street has several designated Buildings of Merit, which reflects the architectural interest of this group. However, the “high street” character of King Street changes as it meets the civic area surrounding the Town Hall, where the rhythm of the shopping frontage is broken and replaced by a hard-landscaped ground plane beneath the Town Hall extension. The character of the area surrounding the Town Hall has changed significantly since the erection of the Town Hall Extension in 1971, which was built over the original public square that provided a visual connection between the Town Hall and King Street and contributed to a distinctive civic character. Today, while still available as public space, this area presents an uncomfortable and illegible space between the street and the Town Hall, the entrance of which is partially obscured by lift cores and stair enclosures.
- 5.3.24 The Town Hall extension has a major impact in this part of the King Street frontage, and represents a significant increase in building scale. It is neither sympathetic to its King Street setting nor does it represent architectural quality worthy of its location.
- 5.3.25 The immediate townscape context of the site changed significantly in a twenty-five year period following the Second World War. Furnivall Gardens was laid out

in 1951. The A4 opened in 1957 followed four years later by the flyover. More recently, the Cinema site that marked the corner of Nigel Playfair Avenue and defined the street edge has been demolished. The now vacant land of the cinema site and the existing surface car park at its southern end present a poor visual aspect to the local townscape and are a poor neighbour to the Town Hall. Generally, the public realm around the site is disconnected, lacking a focus and is of poor quality and the setting of the Town Hall and conservation area has been affected by incremental change.

- 5.3.26 The application site has a generally low open aspect to the south across Furnivall Gardens and the riverside. Any development on the site will be visible as a backdrop to the setting of the conservation area. It would be a question of assessing impact of the proposed extension, heights, and massing of the scheme on views.

Scheme Concept

- 5.3.27 The proposal is for a major redevelopment at the western end of the Town Centre to provide a mixed use Civic campus. The proposal has a basis in the extant scheme, however, the concept for the current proposal is to create a new civic campus that reinstates the civic function of the listed Town Hall as the home of the Council, and that maximises the land use offer, which will be set around a new public piazza.

- 5.3.28 The successful integration of the site with its surroundings is key to any development on this site. The design of the buildings and spaces in the development would need to be of high quality with new spaces and new connections as necessary ingredients to any successful development. At the outset of the conception of the proposal key aims were agreed to guide the overall concept of the development:

- Redefine the nature and appearance of the Grade II Listed Town Hall and the status of the wider site as the Civic Centre of Hammersmith and Fulham.
- Create a mixed use development of the highest standard including civic, commercial, residential, retail, culture and cafe uses
- Create buildings of high architectural quality appropriate to its prominent setting
- Provide active frontages on as much of the site perimeter as possible
- Improve pedestrian linkages between King Street, Furnivall Gardens and the river.
- Create a new programmable Public Piazza capable of staging cultural events.
- Provide all servicing from King Street
- Buildings of high quality that are accessible for all users.
- Design a development with a positive relationship to the emerging Town Centre Masterplan and Hammersmith Town Centre SPD as they come forward in the near future.

Assessment – Form and Layout

- 5.3.29 There are five key building elements of the proposed scheme – The Town Hall and the new surrounding buildings; Blocks A-D. The form and expression of the proposal as five distinct buildings organises the mass of the scheme and creates a visual and logical hierarchy. The proposed massing of the individual buildings combines to give a coherent composition, and clear creation and definition of spaces.
- 5.3.30 The existing Town Hall will be fully refurbished and enlarged with a rooftop extension allowing the Council to consolidate services, operations, and offices in a high quality civic building.
- 5.3.31 Two new buildings, Blocks B and C to the north of the site onto King Street would assist in framing the Grade II Listed Town Hall, repairing its context and providing a street elevation and open piazza to the west and north elevations. The proposal seeks to place the townscape importance back on the Town Hall. These buildings would address the proposed public piazza with active frontages at ground level offering new space for a cinema, retail, and restaurant opportunities. It is proposed that the upper levels of the building to the east, Block C will be residential while the building to the west, Block B will be for commercial use.
- 5.3.32 Block A would align Nigel Playfair Avenue (West) and recreate a street frontage and setting for the western façade of the Town Hall. Block D would interface with three townscape settings: sitting at the southern end of Cromwell Avenue and providing a sense of enclosure to the street; providing a southern elevation addressing the A4; and providing a grouped setting to the southern façade of the Town Hall.
- 5.3.33 The massing strategy has been developed to respond to the existing context and uses the basis of the previously consented scheme to create a positive and appropriate contribution to the site. The building heights have been tested through the analysis of the key local views outlined in the submitted Townscape Visual Impact Assessment, and careful consideration has been given to the impact on key local views and the setting of historic buildings and the existing Town Hall.

Assessment – The Town Hall

- 5.3.34 The existing Town Hall is a building which consists of two distinct parts which reflects the local authority role – the civic function and the ceremonial function. The building is arranged around a central internal courtyard which to some extent shares the architectural quality of the external facades, and is currently poorly used. The proposed design seeks to unify the building's organisation and focus the arrival in the courtyard which becomes the hub of the building providing clarity and an improved experience of the Grade II Listed building. The east and west entrances from the "street" to the courtyard would be reopened, maximising connectivity.
- 5.3.35 The demolition of the 1970's extension and the associated concrete terraces and stairs provides the opportunity to not only reinstate the setting of the Town Hall, but allows for the restoration of the northern façade and principal entrance to the building. The subdivision of the large window bays on the main northern

façade are used to inform the design and proportions of the 'new' ground floor. The piers would be brought to ground level to provide a coherent composition to the façade. A balcony would be erected over the ground floor entrance at first floor level which would be accessed from the marble gallery adjacent to the Assembly Hall through the existing, original doors.

- 5.3.36 A new central corridor would link the north entrance foyer to the courtyard, created through the existing reception area. This will draw the public and council employees from the new public square through a sequence of spaces to the central courtyard . A new lift core would be added to a new landscaped courtyard which, together with a series of access bridges, would give much improved access for all to the upper floors and become the main point of vertical circulation. The east and west wings would be accessed via bridge link connections to new openings in the courtyard internal facades.
- 5.3.37 Probably the most significant alteration would be the roof top extension to the building, which has been designed to provide the required additional office space for the Council, and would be accessed both from within the existing building and from the new courtyard lift core. The extension would be formed in lightweight glazing to be clearly distinct from the listed building. In this way, it is considered that the Town Hall's original scale and proportions would be legible and remain largely intact. The extension would be capped by a projecting brise-soleil which would provide solar shading to the offices, but would also act as an architectural device to give a sense of scale to the addition. A roof terrace and pavilion on top of the extension would enable the public to benefit from and experience otherwise inaccessible views across this part of the riverside and Borough. The structure to support the roof top extension has been minimised and would penetrate the existing fabric in areas of low sensitivity.
- 5.3.38 The proposed works to the Town Hall facades include the replacement of the existing crittall windows with new double-glazed crittall windows, in a like-for-like style. These are intended to improve the energy efficiency for the building whilst minimising any change to the external appearance. A condition is attached to ensure an appropriate design.
- 5.3.39 A full refurbishment is proposed for the existing Town Hall with current building organisation primarily maintained and enhanced to support council operations, services, and civic functions. The civic and public spaces will be concentrated at ground and first floor. Committee rooms would be relocated to ground level along the new access corridor and redesigned to allow for greater transparency, accessibility, and flexibility. Much of the existing council office accommodation would be converted to open-plan arrangements, allowing for a greater level of flexibility as demand for different methods of working develop over time. The proposal aims to future-proof the building's efficiency and allow the council to adapt challenges in the future. Additional office breakout space has been proposed on the extension's roof top in the form of a pavilion. This allows for organised functions, controlled public access and the enjoyment of panoramic views over this part of London and the River Thames.
- 5.3.40 Proposals to improve accessibility throughout the building has been a key aim in the design development. Platform lifts have been incorporated sensitively where required, and accessibility to the Small Hall has been worked in to the proposals

for the internal circulation. A platform lift would be added to the Assembly Hall stage. New toilet facilities and new change facilities would be added to upgrade these facilities for both employees and visitors. These will allow for the projected increased occupancy levels and accessible and inclusive design requirements.

Assessment – Buildings A-D

5.3.41 Each of the principal elements of the scheme is assessed in greater detail.

Building A

5.3.42 Building A sits within the height parameters established in the consented scheme, at ground + 5 storeys, with a recessed upper floor. The linear residential block, provides a continuous street frontage to the length of Nigel Playfair Avenue, terminating in line with the southern elevation of the Town Hall. The length of the elevation is punctuated by three distinct residential lobbies and expressed lift cores, between which are two creative office spaces on the ground floor. The base of the building is clearly defined as commercial using a repeating “shopfront” bay design. The delineation between the ground and residential upper floors is further established through a shift in the architectural language of the bays, which changes to full height glazing panels set within deep reveals and headed by spandrel panels.

5.3.43 All flats have access to private externally mounted balconies with those on the east and west elevations grouped vertically on the building, supported by a steel frame which grounds on a single pillar. Metal work within the balustrades is detailed within a pattern influenced by detailing found on the Town Hall. On the southern elevation, the façade changes to respond to the southern aspect and proximity of the A4. The middle portion of this elevation is divided symmetrically into bays which are set behind fully glazed winter gardens. The set-back top floor is distinguished from the rest of the building by its calmer composition as a simple metal clad storey. The choice to simplify the articulation of the top floor would help to make it more visually recessive and to defer to the Town Hall. The rest of the building uses a tile cladding system, with finer grain terracotta tiles used across the middle portion of the building and a larger ceramic tile to dress the “shopfront” bays on the ground floor. Terracotta would respond to the context of the red brick which is characteristic of the Town Hall, surrounding estates, and general Conservation Area character.

5.3.44 The scale, massing and height of Building A is considered to respond well to its local context, and the set back upper floor ensures that the townscape importance of the Town Hall is respected and maintained. The activation of the ground floor through the inclusion of work space units adds to the active civic character of the area and re-establishes Nigel Playfair Avenue as a street.

Building B

5.3.45 Building B is the tallest building proposed in the masterplan at ground +7 storeys, and defines the western corner, using its two principal frontages and lift core to address King Street to the north and the public piazza to the east. The expressed “campanile” lift core and clock face signal the entrance to the civic campus from within the surrounding townscape. Being largely glazed, the

exposed mechanisms of the lifts will animate the public realm and sign post the Town Hall in westward views along King Street.

- 5.3.46 The building directly adjoins Cromwell Avenue Mansions to the west, and uses a glazed stair to create a visual detachment from the mansion block. Whilst taller than Cromwell Mansions, this increase in height was established within the previous approval, and whilst also taller than the building in this location in the previous scheme, it does sit below the height of the existing Town Hall extension. In recognition of this transition in scale the building uses a number of techniques to reduce its perceived mass. For example, the proportion of the ground floor responds successfully to the smaller scale of Cromwell Mansions where it maintains a consistent ground floor datum with the adjoining shops.
- 5.3.47 The base of the building is also consistent with the treatment of the ground floors to building A and C, and is defined by a series of distinctive glazed shopfronts with ceramic tile surrounds. The ground floor is given an active edge with the three entrances on the King Street elevation. The entrances serve the entrance lobby to the Cinema [located in the basement below], the entrance to the office, and a third entrance for the restaurant which will also operate on the ground floor. The ground floor of the eastern elevation is also activated by the restaurant frontage and an outdoor seating area overlooking the piazza. A balcony at the first floor acts as a canopy above the shopfronts, though the development of the design needs to ensure that the scale and detail of the balcony does not negate the potential positive contribution of the ground floor to the public space.
- 5.3.48 The rhythm and hierarchy of the façade to Building B differs from the language used across the other blocks within the masterplan, which are predominantly residential, and denotes its different role as the commercial building within the campus. On the King Street elevation, an elongated tile-clad concrete frame is used to express 8 triple height vertical bays with glazing which is continuous and strongly subdivided by glazing bars to give a sense of scale and articulation across the facade. The horizontal string course is introduced across the middle of the façade, aligning with the top of Cromwell Mansions, to reinforce the street scale. Above this element, the elevation would continue with a similar vertical frame and glazing. At the top level of the frame, the infill switches from glazing to louvres to define the top of the building with a different texture and to conceal the plant equipment within. The concrete frame and glazing system would continue on the eastern elevation, which steps down one storey from King Street. The final bay on the elevation, which is recessed, returns to a simpler glazed link to make the connection with Building A which it adjoins to the south. To break up the mass of the building on its prominent western flank, the façade is broken down into three different bays.
- 5.3.49 Building B is prominent on the King Street frontage and would make a positive contribution to the overall development, animating its western corner. The ground floor contributes to the activation of the public realm and reconnects with the shopping frontage along King Street. The building offers a visually interesting and distinctive architectural expression to its facades. The expressed lift core is highly legible and makes a strong contribution to the wider townscape promoting a sense of place.
- Building C

- 5.3.50 Building C plays a dual role in the townscape which is to continue the high street frontage along King Street, and to define the edge of the public piazza in front of the Town Hall. The building takes on an L shaped plan form. The perimeter of the ground floor base is defined with shopfronts, which serve dual aspect retail units and a café. Single storey shopfronts on King Street are used to connect with existing datum established by the adjoining shopping frontage. To mark the transition into the civic space, and promote an active interface, generous double height shopfronts address the corner and eastern face of the piazza. The size of these shopfronts is commensurate with the scale of the public space they address as well as the grandeur of the restored northern façade of the Town Hall. To the rear of the building is a more secluded and intimate public space which is overlooked by the café and retail offer, as well as the residential units on the upper floors.
- 5.3.51 Above the ground floor, the residential component defines the architectural character of the facades, and the height of building C transitions from ground+4 to ground+6 storeys, incorporating the two-storey set back as the block adjoins the buildings on King Street. This helps to break down the mass of the building, and responds to both the smaller scale of King Street, and the new grander scale proposed for the campus. The King Street façade also breaks down into smaller modules to aid the transition. Full bay glazed winter gardens, with a bronze clad base, delineate the top two floors. Order is given to the northern façade by a repeating window module, set within deep reveals. This order changes as glazed winter gardens, stacked vertically, are used on the eastern façade as a feature to mark the corner of the piazza. The western façade repeats the vertically stacked winter garden for the first three bays, and then returns to simpler pattern of fenestration.
- 5.3.52 The southern elevation is broken down into two distinct elements, with the narrow face divided into two bays, upon which sets of paired winter gardens are stacked. Similar to Building A, the structure of the balconies would be supported by a single post, however on C these are fully enclosed with glazing. The wider eastern portion of the façade is distinguished by an externally mounted frame with cross-bracing that provides deck access and garden platforms for the dual aspect residential units facing onto King Street. The elevation is unified by horizontal bands of bronze cladding and patterned metal grills.
- 5.3.53 From the ground floor up, the building is clad in fine light grey colour tiles, which is similar to the façade character proposed for Building A and would help to establish a sense of cohesion and consistency across the piazza.
- 5.3.54 Building C makes a strong contribution to the civic character of the campus, through its active ground floor which addresses the public piazza and King Street. The building also helps frame the gateway and approach to the Town Hall, as it pairs with Building B on the opposite side of the square. The approach to the building massing and the articulation and design of the facades is successful in helping to mediate the transition between the existing townscape context of King Street and the proposed townscape context of the masterplan, while also unifying the residential elements of the campus.

Building D

5.3.55 Building D is a residential 6 storey block located at the southern end of the site addressing Cromwell Avenue and set back from Nigel Playfair Avenue (West) behind an urban garden. The building is adjacent to the A4. Building D has a relatively simple rectangular plan form, divided into two parts by a centralised stair and lift core. The matching north and south elevations are given a vertical expression through their sub-division into two principal bays columns of stacked winter gardens that run the full height of the building. Articulation is given to the elevation through the detailed design of these elements, which are visually subdivided by a central supporting pillar. The detail of the winter gardens matches Buildings A and C. The longer east and west elevations feature smaller inset glazed balconies, which along with the recessed glazed lift and stair visually break the elevations into three bays. The playful interchange of solid to void gives visual interest and articulation to the façades, as well as helping to break down the scale of the elevations so that they sit more comfortably within the surrounding context. The materiality of the facades follows from Buildings A and C and will be clad in terracotta tiles. The ground floor base will use a darker colour to give it definition.

Buildings A - D Conclusions

5.3.56 The scale, massing and height of the buildings are considered to sit comfortably within the existing local townscape. The design and articulation of all buildings within the masterplan work well together to give a sense of order and coherence to the spaces. Buildings A, B, and C work together to provide an extensive active ground floor offer, both to rejuvenate King Street, define the internal edges of the piazza and give new life to Nigel Playfair Avenue. These edges are unified and well defined through the use of a colourful shopfront frame.

5.3.57 The architectural language used across all buildings is well balanced to reflect their individual uses, with a sense of order through the visual expression of their base, middle and top floors. While perceived as distinct but interrelated elements, all buildings take on a positive identity of their own within the campus, which reinforces the vibrant civic character and sense of place envisioned for the development.

Public Realm and Landscape

5.3.58 The proposals for the public realm across the masterplan are divided into two predominant character areas, the civic square and forecourt to the Town Hall, and green avenues which flank the Town Hall. The concept for the landscape masterplan is to draw in, and blend the parkland of Furnivall Gardens into the prominent civic heart of the masterplan.

5.3.59 The central forecourt and civic square in front of the Town Hall takes on the characteristics of a public piazza, having well defined edges with an uncluttered centre which can be transformed to host a variety of activities, events, and performances.

5.3.60 The civic square uses a high quality hard landscaped surface, which incorporates a “stage” area demarcated in the design of the paving. Pedestrian thresholds are established alongside the retail edges, and spill out areas are

incorporated and zoned for the café and restaurant uses. Bespoke fixed furniture elements are kept to the outer edges. The primary entrance on King Street is framed by linear planting beds which provide seating. Feature trees are used within these urban gardens to offer privacy and a sense of enclosure from the busy surrounding environment, however their location and canopy have been restrained to retain key views towards the Town Hall. Urban garden areas, which incorporate a water feature and space for incidental play, are used behind Building C. Additional tables and chairs as spill out space for the south facing retail unit would be located to the rear of the buildings.

- 5.3.61 The streets within the masterplan are envisioned as green avenues. Nigel Playfair Avenue (West) is straightened to the junction with King Street, as was the case under the extant scheme, while being stopped up and as such would no longer be public highway with vehicular movement being restricted to servicing, deliveries, staff and resident vehicular movement and cyclists. A full assessment of this aspect of the scheme is contained within the transport section of this report. The street form is retained and transformed into a green street with island garden planting beds, trees, the scale of which relates well to Building A and the Town Hall. While the principal movement access and servicing route, Nigel Playfair Avenue retains a pedestrian priority with well-defined pedestrian circulation and clearly delineated vehicular zones. The street is paved and provides step free access to all blocks through the use of raised table crossings. The green edges contribute to the SUDs and provide seating and opportunities for incidental play.
- 5.3.62 An urban garden is located on the southern end of Nigel Playfair Avenue and creates a buffer between the residential end of Building A and the A4. Planting species here will be chosen based on their ability to mitigate the high levels of air pollution. The area to the north between Buildings A and D provides a publicly accessible play area, before leading into the private residential gardens of block A. This boundary between the public and private spaces will be delineated using fencing and gate access, the detail of which will be developed at the detail design stage. Though still to be developed, the design would maintain visual permeability while being secure.
- 5.3.63 Overall, the landscaping principles established for the campus are considered to set a successful framework which will support the various uses and users across the masterplan, and enhance its character and place making capacity. The generous scale of the piazza enables it to be used flexibly to host a range of events that will maintain its animation throughout the year. The balance of hard and soft landscaping is thought to be appropriate for a civic space of this kind and scale and will play a positive social and environmental role. The public realm is considered to provide a safe set of spaces, that accounts for the needs of all.

Heritage

Policy Framework

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

- 5.3.65 It is key to the assessment of this application that the decision making process is based on the understanding of specific duties in relation to Listed Buildings and Conservation Areas required by the relevant legislation, particularly the **Section 66 and Section 72** duties of the Planning (Listed Buildings and Conservation Areas) Act together with the requirements set out in the NPPF
- 5.3.66 **Section 66** of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires that: In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.
- 5.3.67 **Section 72** of the above Act states in relation to Conservation Areas that: In the exercise, with respect to any buildings or other land in a conservation area, of any functions under or by virtue of any of the provisions mentioned in subsection (2), special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.
- 5.3.68 **Paragraph 193 of the NPPF** states that: When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.
- 5.3.69 **Paragraph 195** of the NPPF states that: Where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:
- a) the nature of the heritage asset prevents all reasonable uses of the site; and
 - b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
 - c) conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and
 - d) the harm or loss is outweighed by the benefit of bringing the site back into use.
- 5.3.70 **Paragraph 196** of the NPPF states that: Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.
- 5.3.71 **Paragraph 197** of the National Planning Policy Framework states that: The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a

balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

- 5.3.72 These paragraphs make a clear distinction between the approach to be taken in decision-making where the proposed development would result in 'substantial' harm and where it would result in 'less than substantial' harm.
- 5.3.73 Case law indicates that following the approach set out in the NPPF will normally be enough to satisfy the statutory tests. However, when carrying out the balancing exercise in paragraphs 195 and 196, it is important to recognise that the statutory provisions require the decision maker to give great weight to the desirability of preserving the heritage asset and/or its setting.
- 5.3.74 **The Planning Practice Guidance** notes which accompany the NPPF remind decision makers that it is the degree of harm to the asset's significance rather than the scale of the development that is to be assessed.
- 5.3.75 Officers agreed areas for assessment with the applicants. The applicant's statement submitted with the application seeks to identify the significance of heritage assets within a study area surrounding the site. It identifies assets that have a connection to the proposed development area and seeks to identify the significance of the heritage asset in relation to the site.
- 5.3.76 In the first instance, the assessment to be made is whether the development within the setting of a heritage asset will cause harm to that asset or its setting. If no harm is caused, there is no need to undertake a balancing exercise. If harm would be caused, it is necessary to assess the magnitude of that harm before going to apply the balancing test as set out in paragraphs 195 and 196 of the NPPF as appropriate.

Impact on Heritage Assets

- 5.3.77 As summarised above, the NPPF requires local authorities to conserve heritage assets in a manner appropriate to their significance. The more important the asset, the greater the weight that should be given to its conservation. National Policy does not preclude development of heritage assets or development which may affect them or their setting, but aims to put in place the requirement for a considered analysis of when and where this may be acceptable.
- 5.3.78 The Town Hall would be affected by the proposed roof top extension, the internal rearrangements and refurbishment, and by new buildings and works within its setting. Conservation areas surrounding the site, would be impacted upon both directly and indirectly. For those heritage assets surrounding the site, this is assessed in more detail in the following Townscape Assessment in terms of the impact on views. Those heritage assets further from the site would be subject to low or no impacts resulting from the proposed development. The townscape assessment therefore confines itself to impact studies on the surrounding heritage assets.
- 5.3.79 The following Heritage assets were identified and agreed for initial assessment:
- Hammersmith Town Hall (Grade II)
 - Sussex House (Grade II*)

- Kelmscott House (Grade II*)
- 13 and 15 Upper Mall Lane (Grade II*)
- Salutation Inn (Grade II)
- The Seasons 17 Upper Mall Lane (Grade II)
- Westcott Lodge 22 and 24 Upper Mall Lane (Grade II)
- The Dove, 19 Upper Mall Lane (Grade II)
- Cromwell Mansions/ 209-217 King Street (Building of Merit)
- 172 King Street (Building of Merit)
- Hayes House 150-152 King Street (Building of Merit)
- 178-180 King Street (Building of Merit)
- 159-163 King Street (Building of Merit)
- 182-192 King Street (Building of Merit)
- 138-146 King Street (Building of Merit)
- 30 and 32 Upper Mall
- Hammersmith Town Hall Conservation Area
- The Mall Conservation Area
- Ravenscourt and Starch Green Conservation Area

5.3.80 Of these heritage assets identified, it is considered that the following would be subject to most impact.

5.3.81 Town Hall – For a description of its significance see the above section ‘Site Context - Hammersmith Town Hall’.

Hammersmith Town Hall Conservation Area

5.3.82 The Hammersmith Town Hall [formerly King Street (East)] Conservation Area was designated on 26 April 1990. It includes nos. 84 to 170 (even) King Street to the north and nos. 81 to 187 (odd) and Hammersmith Town Hall on the southern side, as well as all of the development between this frontage and Great West Road. This includes several Buildings of Merit and listed buildings such as Aspen Gardens and the Bridge Avenue and Angel Walk terraces. The significance of the conservation area relates to the variety of development types that form cohesive groups within it. These are the retail frontages along King Street; the mid-19th century terraces to the east; and the redevelopment schemes from the first half of the 20th century to the south such as Riverside Gardens. The various large development schemes and public buildings form set pieces, including public housing and the Town Hall. The West King Street Renewal proposal would appear in immediate views from within the conservation area, as well as in views down King Street. These views are discussed in detail in the Townscape Assessment and will be important in assessing whether the proposal, in terms of its form, scale and design, preserves or enhances the character and appearance of this conservation area and the setting of the heritage assets within the area.

The Mall Conservation Area

5.3.83 The Mall Conservation Area was designated in 1971 and consists of a narrow area of land, foreshore and river situated between the Thames to the south and Great West Road to the north. Hammersmith Bridge Road forms the eastern boundary of this conservation area and the western edge follows the borough

boundary line. The historic part of Hammersmith's riverfront falls primarily within this conservation area.

- 5.3.84 The creation of a narrow riverfront strip was brought about by the building and subsequent widening of Great West Road. The major division in the urban fabric effectively severed the river frontage (Chiswick Mall, Upper and Lower Malls) from its hinterland of which it was previously an integral part both historically and socially. The character and significance of this conservation area is primarily related to the historic built form and its relationship with the river, including the group of listed buildings and Buildings of Merit from 17th and 18th century Hammersmith along the river edge which are consistent in scale and architectural appearance, and provide a strong composition and high quality townscape to the river. Some of the more notable buildings include the Rutland Arms and Dove Public Houses, Kelmscott House, Kent House and Hammersmith Terrace.
- 5.3.85 The conservation area is also characterised by areas of late Victorian residential development which make an important contribution to the townscape. Underlying the above building periods is the pattern of narrow streets and alleyways, much of which can be traced back to early maps and histories of the area. The Mall Conservation Area Character Profile recognises that the riverfront and river are of great importance to the conservation area.
- 5.3.86 The West King Street Renewal proposal would appear in views from within The Mall Conservation Area, i.e. from Furnivall Gardens, as well as in views into the conservation area, particularly from the towpath along the south bank of the river. These views are discussed further in the Townscape Assessment and will be important in assessing whether the proposal preserves or enhances the character and appearance of this conservation area and the setting of the heritage assets, such as the river setting of the listed terrace along the Thames and the amenity of open space in Furnivall Gardens.

Ravenscourt and Starch Green Conservation Area

- 5.3.87 The conservation area covers a wide area focussed on the key open space - Ravenscourt Park, and includes a part of the King Street frontage as its southern boundary. A key characteristic of this area is the range of architectural styles in the streets surrounding the park, and the more informal street pattern. Ravenscourt Park has a strong tree lined perimeter which encloses the Park to a large degree and screens development beyond the park boundaries. The King Street frontage shares the commercial character of the wider King Street context. The West King Street Renewal proposal would interface with the King Street frontage of the conservation area, and the views along this part of King Street, together with those from the Park, are assessed and discussed in the Townscape Assessment section

Cromwell Mansions

- 5.3.88 The building dates from the early 20th century and is a residential building with commercial units arranged either side of an elaborate stone doorcase entrance. The building has some fine detailing and proportions and provides good definition to the frontage. Its significance lies largely in its principal elevation and

its street frontage setting. The West King Street Renewal proposal would about the building on the King Street frontage and the junction between the differing scale and disparate architectural expressions is assessed with reference to the street views in the Townscape Assessment.

Salutation Inn PH

- 5.3.89 The building listed Grade II lies opposite the site and forms an integral part of the King Street retail frontage within the Hammersmith Town Hall conservation area. The building dates from 1810 to the designs by A.P. Killick. Its significance lies largely with its external façade of red brick with exuberant pale blue and mauve tile dressings. The entrance is tiled with blue dado and cream walls having swagged motifs. The list description states: “The public house is a rare & complete survival in London of the use of lustrous finish faience tiling.”

Demolition of Buildings in the Conservation Area

- 5.3.90 Any evaluation of proposals for demolition in conservation areas should be mindful of the reasons for designation, namely that it is the quality and interest of areas rather than specific buildings which should be the prime consideration in identifying conservation areas. It is therefore important that any evaluation addresses the significance of the asset under scrutiny, and whether it makes a positive contribution to the quality and interest of the area.
- 5.3.91 In order to help local authorities assess the significance of unlisted buildings in a conservation area, Historic England have compiled a list of ten questions to answer in order to make the judgement. The questions cover matters of historical association, architect, age, style and function. They include:
- has it qualities of age, style, materials which reflect those at least a substantial number of the buildings in the conservation area
 - does it relate by age, materials or in any other historically significant way to adjacent listed buildings and contribute positively to its setting
- 5.3.92 The unlisted buildings in the Hammersmith Town Hall conservation area proposed for demolition are the Town Hall extension and no.181- 187 King Street.
- 5.3.93 The Town Hall extension would be demolished together with its associated walkways and bridges to open up the space and create a new piazza. The Town Hall extension is referred to in the list description for the Town Hall as being of no special interest. When analysing the building in its immediate context its impact is more negative than the description implies. It is noted that Local Plan Strategic Site Policy HRA1 supports creating a new public space by opening up the Town Hall frontage, with the policy going on to describe the building as outmoded and unattractive and its refurbishment or demolition could improve the setting of the Town Hall.
- 5.3.94 The Town Hall extension, due to its bulk and architecture detracts significantly from setting of Grade II Town Hall. It hides the Town Hall from King Street and together with associated open stairways, erodes the setting for the front elevation of the Town Hall. The extension also detracts from the street scene

and Hammersmith Town Hall conservation area and is overbearing in terms of its “heavy” architectural expression and the scale of its architectural elements such as the external concrete piers which run up through the full height of the building.

- 5.3.95 No. 181-7 King Street is a 3 storey post-war building of no particular architectural merit. It is a post war building which consolidated four individual plots thereby terminating the rhythm of street frontages along this part of King Street. A pattern which has been repeated on several sites along the street. The replacement of this building with a high quality building which makes greater contribution to the street scene and conservation area and which better reveals the significance of the Town Hall as a heritage asset, would be appropriate.
- 5.3.96 It is concluded that neither of these buildings are particularly characteristic of, nor make a positive contribution to, the conservation area. The demolition of the Town Hall extension and No 181-7 King Street would be acceptable if the proposal for their replacement meets policy objectives.

Demolition of Other Buildings on the Site

- 5.3.97 The scheme proposes demolition of other buildings on the site which are neither within a conservation area nor heritage assets; the Register Office and Friends Meeting House in Nigel Playfair Avenue. The Register Office is a red brick building dating from the 1970s, and the Friends Meeting House, also in red brick with a tiled roof, was constructed in 1956. Both buildings are of limited architectural value and do not add to the townscape of the local area. The demolition of these buildings is examined against the merits of the proposed scheme and is considered to be acceptable.

Impact on the Listed Town Hall

- 5.3.98 An assessment was made of the three areas of potential impacts on the listed Town Hall: exterior, interior, and setting.

Exterior

- 5.3.99 The main impact on the external appearance of the Town Hall would be due to the proposed roof top extension. The extension would create a new roof over the Courtyard. The roofing over the space would impact on the its qualities as a courtyard and affect natural light levels to the significant rooms with windows on to the internal faces. It would also impact on the massing and volume of the buildings composition.
- 5.3.100 The extension has been designed to have as little impact on the existing fabric and buildings proportions as possible. The design uses contrasting materials to make the new extension clearly legible as a later addition and interfering as little as possible with the primary composition of the existing listed building. The roof top extension will change the appearance of the listed building to some degree and will require the removal of some original, albeit not significant, fabric. Any potential harm caused by the roof top addition has been minimised by its proposed design.

5.3.101 The loss of daylight to the courtyard would be mitigated by the proposed lighting scheme which aims to recreate the current ambience and lighting levels. The scheme proposes the replacement of the existing Crittall windows with double-glazed like-for-like replacements. Subject to the details of the proposed replacements, this proposed change is unlikely to cause significant harm to the listed building.

5.3.102 The north elevation would be repaired once the incongruous walkway and stairs have been detached. A new ground floor entrance which works with the original grand architecture of the upper levels is proposed together with a balcony at first floor level overlooking the newly created piazza. This part of the proposal would result in significant heritage benefits

Interior

5.3.103 Generally, the scheme proposes a more rationalised open plan layout to the east and west wing offices. Some later partitions and plant areas would be removed, and where new elements are introduced, such as the fire fighting cores and the structural columns to support the new floor, these have been located in least sensitive areas thereby having no impact on the significance of the listed building.

5.3.104 Within the courtyard, the later additions would be removed and the original footprint of the courtyard restored. The existing use of the space as a carpark would be replaced by its new use as the focus and arrival hub of the building. This would result in a clear heritage enhancement of the building.

5.3.105 A new central corridor is proposed linking the north entrance to the courtyard creating a more legible entrance sequence to the building. This is also considered to result in considerable heritage benefits. The reopening of the east entrance in to the Courtyard as well as the removal of the later Mezzanine from the double-height office space at the southern side of the courtyard are all considered to be heritage benefits.

Setting

5.3.106 The setting of the listed Town Hall would be clearly improved by the proposal. The removal of the 1970s extension building would once again give the listed building some presence on to King Street. The north elevation would be enhanced by the new piazza setting. The footprint and layout of the surrounding building blocks would provide an appropriate enclosure to the spaces around the Town Hall and redefine its setting in a "street and square" townscape. The height and design of the new buildings would ensure that they did not challenge the listed Town Hall, and that it regained the dominant role in the composition.

Summary

5.3.107 The changes proposed for the Town Hall are considered to be respectful of its listed status and have been designed to have minimum impact on the sensitive areas of high significance within the building. Key areas such as the northern elevation would be restored, and its setting much improved, whilst the Courtyard is reinvigorated, transformed into a new publicly accessible civic space, and

assigned a key role in the access and circulation around the building. The impressive new extension and associated improvements to the internal spaces would ensure the continued use of the Town Hall for its civic function into the future, which is fundamental to the preservation, enhancement, and sustainability of the listed building.

Townscape and Visual Impact Assessment

- 5.3.108 The photomontage studies submitted by the applicant are from publicly accessible viewpoints around the site where the new development would be seen in its townscape context. All views tested are either from, or views to conservation areas and include studies which enable an assessment to be made of the impact of the proposed development on the setting of the conservation areas and also listed buildings and non-designated heritage assets.
- 5.3.109 A screened zone of theoretical visibility has been produced that shows the theoretical extent to which the built form is visible from the surrounding townscape. This was checked with on-site investigation and it was concluded that the visual envelope in which the built form is visible is generally restricted. Typically views in to the site from the northern arc are restricted by the presence of the surrounding townscape, including the tight-knit residential streets and elevated railway viaduct. From the south, however, Furnivall Gardens and the River Thames corridor provide a more open viewing plane.
- 5.3.110 Setting is a much-debated issue. It should be noted that setting is not a heritage asset but can contribute to the significance of heritage assets. The protection of the setting of heritage assets need not prevent change. What is important is the recognition of, and the response to setting of heritage assets. It is recognised that where the significance of a heritage asset has been compromised in the past by unsympathetic development affecting its setting, consideration needs to be given to whether additional change will further detract from or can enhance the significance of the asset.
- 5.3.111 On some of the images, wirelines have been used, where the degree of visibility or impact on the skyline is the most important part of the assessment. However, most of the studies are fully rendered representations of the proposed scheme which indicate the development and the design of the facades in its urban context.
- 5.3.112 The applicants have used the agreed method of assessment and have addressed the significance of impact in each of the views. Officers are aware that views are often kinetic in nature and may change as the observer moves around the viewing place. Officers have assessed all of the submitted views on site and have paid regard to how the impact would change as the viewpoint is varied within each area.
- 5.3.113 **Policy DC7 of the Local Plan** identifies views within the Borough to be protected and states that applications within the Thames Policy Area will not be permitted if it would cause unacceptable harm to the view from the following viewpoints: From Hammersmith Bridge; the view along the river, foreshore and

riverside development and landscape between Hammersmith Terrace to the west and Fulham Football Ground to the south.

5.3.114 Applications will also not be permitted if it would cause unacceptable harm to the view from within the Thames Policy Area of any of the following important local landmarks identified on the Policies Map, or their settings: d. Hammersmith Bridge.

5.3.115 These views formed a key group in the viewpoints identified for assessment. Officer's assessment of the submitted views is outlined below.

View Two – North Riverbank at Fulham Reach

5.3.116 This view is located to the east of Hammersmith Bridge and taken from the riverside walk. The relationship of the new buildings with Hammersmith Bridge and the riverside buildings in the Mall conservation area will vary as the viewpoint travels along the riverside walk. The upper floors of the western residential building would be visible between the bastions of the bridge and to the right of Vencourt House. The visibility of the proposed roof tops would continue the character of massing increasing away from the riverside in this part of Hammersmith. The proposed massing sits comfortably in the skyline and does not interfere with the silhouette of the listed Hammersmith Bridge, which remains dominant in the view. It is considered that the impact of the proposed development in this view on the setting of the bridge and the view from Fulham Reach conservation area, and the view to the Mall conservation area would not be harmful.

View Three – Hammersmith Bridge centre

5.3.117 The elevated viewpoint from the bridge is probably one of the most significant, as it is the viewpoint where most of the development can be seen. Again, the relationships will vary as one crosses the bridge [see Views 24 & 25]. The general skyline silhouette is not broken to any significant degree by the proposed buildings.

5.3.118 The upper levels of the western residential blocks are visible. In this view the southern façade is more apparent. There will be a slight negative effect on the skyline and profile of the Town Hall as it will detract to some extent from the original profile of the building. The new extension and canopy will change the appearance of the listed Town Hall, but will be understood as an elegant later addition, and will serve to indicate its location in a more prominent way than at present.

View Four – Furnivall Gardens

5.3.119 In this view, the development would only be visible in the winter months due to the extensive tree coverage. Only the tops of the buildings would be glimpsed through the tree line.

View Five – Furnivall Gardens south-west corner

5.3.120 This view is from one of the few areas of Furnivall Gardens where the scheme will have an impact. The view is focussed on the symmetrical south facade of the listed Town Hall. The southern elevation of the west residential building would restore the urban grain with a street block flanking elevation to the Town Hall in a similar fashion to Riverside Gardens to the east. The proposed cladding harmonises with the Town Hall and Riverside Gardens residential estate. In this view, the impact of the proposed extension on the proportions of the facade can be assessed. It has been designed to sit comfortably in terms of its scale and proportions, but would erode to a small degree the dominance of the parapet of the listed building. However, the Town Hall would become the focus of this balanced composition. In summer this view is heavily filtered by trees

View Six – Great West Road south side

5.3.121 The western residential building, Block A, would appear as a linear terrace defining the perpendicular north-south route of Nigel Playfair Avenue. In this respect it continues the traditional grain as evidenced by the flanked ends of the terraces in Weltje Road in the foreground. In this view however the carriageway and associated signs and guard railing would continue to dominate. The proposed facade would help to reinforce the immediate setting of the Town Hall to the A4.

View Seven – Great West Road at Rivercourt Road

5.3.122 The southern façade of the western residential building defines the edge of the A4. Its scale is appropriate facing the six-lane carriageway. It provides a strong definition for the setting of Town Hall which is currently poorly defined by the car park. In order to achieve the townscape benefits, a view of the western elevation of the Town Hall would be lost.

View Eight - King Street

5.3.123 Views of the site from the southern side of King Street are limited. From the northern side, View 8 is representative of the impact of the proposed scheme. The King Street frontage buildings are of a similar scale to the existing Town Hall extension but cover a greater length. The massing responds to the three-storey Victorian terrace on King Street with a stepped composition similar to the approved scheme. The retail units at ground floor level would provide for the continuation of the King Street retail frontage and character across the site. The vertical circulation core and clock tower would mark the civic presence as the Town Hall and open piazza is approached from the east. The three elevations would add significantly to the King Street frontage. Views of the new piazza and indeed the Town Hall will reveal themselves as the view point moves closer to the site.

View Nine – Great West Road looking west

5.3.124 This view shows the impact of the extension to the listed Town Hall. Whilst a clear representation of change to the silhouette at the top of the Town Hall, the use of glass and metal in clear contrast would mean that the listed facades remain dominant in the composition. The image shows the improved landscape setting around the base of the Town Hall. The southern elevation of Block A

building forms the backdrop to the south elevation of the Town Hall from this viewpoint. It holds the Town Hall in this composition providing a strong street edge. It would be of an appropriate scale for its context.

View Ten – Riverside Gardens

5.3.125 As the viewpoint moves closer, the new extension, although still visible, becomes more subservient due the set backs proposed. The rear elevation of the King Street Building, Block C, would provide a sense of enclosure and consistent scale to the street. The high quality public realm proposed would become apparent in this space and further revealed as the viewpoint moves towards the piazza.

View Eleven – Ravenscourt Park

5.3.126 The development would only be glimpsed through the tree line, and when visible would only have a minor impact which is not considered harmful.

View Twelve – King Street at Ravenscourt Park

5.3.127 The proposed massing would be similar to the existing and approved arrangement. The proposed development would have little impact in views along King Street at this distance.

View Thirteen – Ravenscourt Park Station

5.3.128 From this elevated position, the massing at the upper levels can be clearly appreciated. The stepped massing between the buildings is apparent. The quality of the architectural detailing of the individual facades would also be apparent in this view. The lift core and clock tower would be the highest point in this view and would clearly mark the Town Hall campus providing a point of orientation for those arriving by underground. Due to the separation distance, it is considered that the scheme would not have a detrimental impact on Rivercourt Methodist Church.

View Fourteen – Studland Road

5.3.129 Views along Studland Street would benefit from the removal of the Town Hall extension and would offer new views of the western façade of the Town Hall and the new piazza. The route through to the piazza and on to the riverside would be apparent. The proposed western building on King Street [Block B] would be visible. Its scale would be acceptable in this view. The railway bridge crossing the street remains the focus of this view.

Views Fifteen, Sixteen & Seventeen – South Bank Thames Path

5.3.130 These viewpoints are from the south bank and demonstrate the changing relationship of the buildings as the viewpoints move along the riverside walk.

5.3.131 The viewpoints generally show the considered composition of the proposed buildings on the site. The proposed residential buildings and articulated facades are seen to compliment the Town Hall and the wider setting.

5.3.132 In these views it is considered that the setting of the Town Hall would be preserved and to some extent enhanced. The riverside buildings and townscape is considered to be strong enough to accept some visibility of the upper floors of the buildings beyond in the background without having any detrimental impact on their setting. The impact is not considered to be harmful.

View Eighteen – King Street near Rivercourt Road

5.3.133 The proposed King Street frontage would be of a similar scale to the existing Town Hall extension. The two King Street facades would mark the main frontage to the new development and would appear as complementary elements. The relationship of the proposed commercial building [Block B] with the adjoining Cromwell Mansions is evident in this view. The western flank facade is split into three vertical sections to break down the mass and ease the transition in scale between the adjoining buildings. It is anticipated that the architectural quality of the new facades would begin to become apparent as the viewpoint moves along King Street towards the site and the composition would enhance the street scene.

View Nineteen – King Street outside the Salutation Arms PH

5.3.134 From this viewpoint the high quality architectural treatment of the facades would be apparent. Views through to the new piazza would also be apparent. The proposed public realm design would enhance connectivity between King Street, the new piazza, and the Town Hall. The scale and quality of the proposed retail street frontage would be evident, which would animate the base of the buildings and contribute to the activity along this part of the King Street frontage. The development would preserve the setting of the listed Salutation Inn PH. within the King Street frontage and would improve its aspect with views from the listed building improved by the new architecture of Block C with a continuous retail frontage opening up to the landscaped “gateway” to the piazza.

View Twenty – King Street opposite

5.3.135 The view shows the improved aspect from King Street with the removal of the Town Hall extension opening up views of the listed Town Hall with a landscaped setting to the façade. The flanking return elevations of the King Street buildings define the space, and focus the view on the listed building as the key building in the composition.

View Twenty One – King Street at Studland Street

5.3.136 The view shows the proposed buildings fronting King Street. The new buildings, albeit within the parameters established by the earlier approval, would be taller than their immediate neighbours. The heights and rhythm of the ground floor frontage extends the retail presence across the site to connect the two edges for the first time. The delineation of the floor levels of the new commercial building assists in giving the building a scale which is respectful of the mansion building alongside and the architectural expression would add interest and quality to the street scene. The “gateway” entrance to the piazza and Town Hall is apparent aiding the potential to create a sense of place.

View Twenty Two & Twenty Three – South Bank Thames Path

5.3.137 These views have been assessed in conjunction with views 15,16 & 17. The viewpoints are from the south bank and demonstrate the changing relationship of the buildings as the viewpoints move along the riverside walk.

5.3.138 In these views it is considered that the setting of the Town Hall would be preserved and to some extent enhanced. The riverside buildings and townscape is considered to be strong enough to accept some visibility of the upper floors of the buildings beyond in the background without having any detrimental impact on their setting. The impact is not considered to be harmful.

View Twenty Four – Hammersmith Bridge

5.3.139 The view from the southern third of the bridge demonstrates the changing nature of the impact on views from the listed Bridge. The proposed buildings would generally adhere to the skyline established by the existing buildings. From this view the roof top extension to the Town Hall would be seen in isolation, with the listed building largely screened by trees. A series of three well-proportioned elevations are seen to give strong definition to the view from the riverside.

View Twenty Five – Hammersmith Bridge

5.3.140 The view from the northern third of the Bridge demonstrates that little of the backland beyond the immediate river frontage is visible. The proposed development would be located in the backdrop of Furnivall Gardens.

View Twenty Six – Furnivall Gardens Riverside Walk

5.3.141 From this viewpoint, only the tops of the three frontages would be visible over the treeline. They would provide an appropriate scale and edge to the open space.

View Twenty Seven – Subway at Great West Road

5.3.142 The viewpoint shows the relationship of the proposed residential buildings and the Town Hall. The view shows buildings of a sympathetic scale and tone. The residential buildings present themselves as narrow twin-bay facades with a calm and ordered composition as appropriate forms to flank the Town Hall.

View Twenty Eight – Cromwell Avenue

5.3.143 The view along Cromwell Avenue shows the relationship of the new building [Block D] with the mansion block. It would provide a sense of enclosure to the street, screening and protecting it to some extent from the harsh environment of the A4. In Summer months the axis of trees aligning the centre of the street are dominant in this view.

View Twenty Nine – Riverside Gardens

5.3.144 In the view along the spine road through the estate, the roof top extension to the Town Hall would be visible over the end block aligning Nigel Playfair Avenue [east]. It would appear for a short length without any context but clearly distinct from the estate.

Townscape and Visual Impact Summary

- 5.3.145 Officers conclude that there will be no significant adverse effect where the proposed development is considered to cause substantial harm to any of the surrounding heritage assets. It is inevitable that any development seeking to increase the use of the Town Hall and surrounding spaces would have some impact on the surrounding heritage assets. Where the proposed development would have a greater presence, it is largely as a result of securing townscape and regeneration benefits. For example, the result of creating definition to streets as in Nigel Playfair Avenue or to frame the new piazza on King Street with an appropriate scale as part of the improvements to the setting of the Town Hall.
- 5.3.146 These townscape benefits of the wider masterplan need to be weighed against impacts identified in the Townscape Assessment. Some harm has been identified as a result of the Assessment such as the scale relationship of Building B with the neighbouring Cromwell Mansions [a non-designated heritage asset]. Here the NPPF advises a balanced judgement will be required having regard to the scale of any harm and the significance of the heritage asset. Officers have carried out the balanced judgement for this assessment and concluded that any harm due to the difference in scale on the street frontage would be acceptable in this instance.
- 5.3.147 Overall, it is concluded that the scheme would have similar impacts on the surrounding townscape and heritage assets to the earlier approved scheme. The proposed roof top extension to the Town Hall is the new element, which has some impacts and would cause some harm. Historic England in their response to the application scheme state – “We consider the submitted scheme to be an improvement on the previous iterations we have reviewed, both in terms of the reduced visual impact on the Town Hall, and the more logical and sensitive internal configuration of spaces.” Historic England go on to conclude “the visual impact of the proposed extension would still cause some harm to the external architectural character of Hammersmith Town Hall in our opinion.” The conclusion that the new roof addition would cause some harm albeit less than substantial harm, is one that is shared by officers.
- 5.3.148 In considering the impact on the Town Hall, officers have been mindful of the significance of the Town Hall as a whole. The impacts of the proposal on the interior of the listed building avoid sensitive areas which would be retained and restored, whilst enhancing the accessibility and functioning of the building. In addition, in terms of views of the Town Hall, any harm is largely balanced by the removal of the Town Hall extension and repairs to the northern elevation in the mid and long-range views assessed in this exercise.
- 5.3.149 The concerns relate to the degree of harm caused by the new roof extension to the existing fabric and the form and proportions of the Town Hall. Officers have explored alternative design solutions with the applicants. The applicants have,

during the design development and public consultation process, revised the design to reduce the height of the proposed addition as much as possible while still meeting the brief. Officers consider that whilst this revision is welcome in terms of reducing the impact on the listed Town Hall, the proposal would still lead to some harm which has been assessed as being at the lower end of less than substantial harm.

5.3.150 In summary, following an assessment of the Townscape Views Analysis, it is considered that the proposed development would cause either no harm or less than substantial harm to the heritage assets identified. Where there is less than substantial harm, it should be given considerable weight in the planning decision process and there is a presumption against the grant of planning permission. The NPPF recognises that a balance needs to be struck between the preservation of the significance of a heritage asset and delivering public benefit. In this instance it is considered that the level of harm identified is outweighed by the public benefits the scheme would bring.

Design, Heritage and Townscape Summary

5.3.151 The scheme represents an opportunity to regenerate the western end of the town centre. There are considerable regeneration benefits arising from the scheme which meet the aims and objectives of the Councils Local Plan. The urban design and conservation assessment of the proposal has been undertaken against the background of the wider benefits anticipated through the regeneration proposal.

5.3.152 The form of the proposed development has been influenced by its immediate surroundings, and makes reference to the original setting for the Town Hall. The resulting design is a high quality piece of design and an innovative architectural solution to increasing space within the Town Hall. It would have the landmark qualities and a civic presence, contributing the regeneration aims for the town centre.

5.3.153 The submitted scheme indicates high quality detailed design of the elevations and the public realm. This design includes some interesting and innovative design details where the materials have been worked to achieve a high degree of quality and visual interest, which would assist in the creation of a sense of place.

5.3.154 The proposals are in line with both national guidance and strategic and local policies on the historic environment and design. The scheme must be assessed in its entirety. It is considered that the benefits to the townscape outweigh the losses. The proposal would add a significant new piece of high quality townscape to the Borough.

5.3.155 The design has been developed to respond to the sensitivities of the Town Hall and its surroundings and in particular the setting of the surrounding heritage assets. A detailed townscape assessment of views has been carried out. Whilst some minor adverse impacts have been identified in specific views in the Visual Assessment Analysis, it is considered that the character and significance of the surrounding conservation areas and heritage assets overall would be preserved by the development.

- 5.3.156 Furthermore, the setting of the Town Hall and conservation areas would be enhanced by the replacement of the Town Hall extension and associated walkways and stairs, the creation of an open piazza, and the development of a residential block on Nigel Playfair Avenue to define and enclose the street. In summary, it is concluded that there will be no significant adverse effects as a result of the proposed development on any of the identified heritage assets.
- 5.3.157 Where some harm has been identified in relation to the alterations and extension to the Town Hall, this harm has been assessed to be at the lower end of less than substantial harm. In applying the balancing test set out in the NPPF, this harm is outweighed by the public benefits the scheme would bring as set out in Section 7, the heritage benefits associated with the repair and refurbishment of the building, especially to the north façade, and the much improved setting.
- 5.3.158 Officers have assessed the impact of the proposal on the heritage assets and consider that it is compliant with Section 66 and section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990.
- 5.3.159 The proposed development is therefore considered acceptable in accordance with the development plan as a whole including the National Planning Policy Framework, design policies of the London Plan requiring high quality inclusive development providing safe and secure environments which respond to their setting and are of high architectural quality with high quality public realm, and Local Plan policies requiring a high quality urban environment and requiring development to preserve or enhance the character or appearance of conservation areas and listed buildings. It is considered that this is compliant with Section 16, 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990. The proposed development is therefore considered acceptable in accordance with the NPPF, Policies 7.1, 7.2, 7.3, 7.4, 7.5, 7.6 and 7.21 of the London Plan and Policies DC1, DC2, DC4, DC7 and DC8 of the Local Plan (2018).

5.4 Amenity and Overlooking

- 5.4.1 **Policy 7.6 of the London Plan** states that buildings and structures should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy, overshadowing, wind and microclimate. This is particularly important for tall buildings. **Policy 7.7** states that 'tall buildings should not affect their surroundings adversely in terms of microclimate, wind turbulence, overshadowing, noise, reflected glare, aviation, navigation and telecommunication interference'.
- 5.4.2 The extant permission allows for a distance between the West Block and the Thomas Pocklington Trust of the 16.3m at the southern end which is below the 18m recommended by the SPD. The proposed Block A has a commensurate distance at this point, to 33-40 TPT, of 16.2m window to window expanding to 17.5m and 18.9m, with the overall heights being broadly in line with the consented building. The southern portion of Block A is to the same building line at the consented scheme, whilst the northern portion, at the western elevation, is marginally closer, as is the southern elevation of Block B. However, these elevations are just short of or exceed the 18m SPD guide. As such the impacts

to the TPT building from Block A are considered materially the same as the consented scheme and therefore established acceptable impacts. Block D would have a distance of some 15m from the western elevation to Marryat Court, which is commensurate with the consented scheme. To the northern elevation fronting the south of the TPT building, there would be a reduced space of 8m compared to the consented scheme however this would still represent an improvement over the existing condition whereby the Registry building has a separation of around 2m. It should be noted that the southern elevation of TPT features no windows.

- 5.4.3 The proposal at Block C will see a minimum distance of 16m to the northern elevation of Riverside Gardens, with the majority being at 19m. The principle impact due to the orientation of the buildings would be to outlook, however the distance is considered acceptable with this elevation featuring limited windows located at the nearest point, and in excess of the SPD at the greatest extent. The existing Town Hall has a distance of 15m as a minimum to the western elevation of Riverside Garages. The new extension would be set back from this and at height, operating within the same use. It is not considered that the introduction of the extension would result in an unacceptable impact upon outlook for those residents.
- 5.4.4 The proposed development is considered to have an acceptable impact in terms of neighbouring amenity, overlooking and outlook and accords with adopted policy.

5.5 Daylight and Sunlight

- 5.5.1 **The NPPF (Paragraph 123 part c) and footnote 37** states that daylight and sunlight guidance should be applied flexibly 'where they would otherwise inhibit making efficient use of a site', so long as they continue to provide adequate living standards.'
- 5.5.2 **London Plan Policy 7.6** requires new buildings and structures to ensure that they do not cause unacceptable harm to the amenity of surrounding land and buildings in relation to a number of factors, including overshadowing. Policy 7.7 further states that tall buildings should not adversely affect their surroundings in terms of overshadowing and reflected glare.
- 5.5.3 **The Mayor's Housing SPG Policy 7.6** makes clear that 'an appropriate degree of flexibility' should be applied when assessing the impacts of new development on surrounding properties and within developments. In particular paragraph 1.3.45 states 'Guidelines should be applied sensitively to higher density development, especially in opportunity areas, town centres, large sites and accessible locations, where BRE advice suggests considering the use of alternative targets. This should take into account local circumstances; the need to optimise housing capacity; and scope for the character and form of an area to change over time.' Paragraph 1.3.46 further states 'The degree of harm on adjacent properties and the daylight targets within a proposed scheme should be assessed drawing on broadly comparable residential typologies within the area and of a similar nature across London. Decision makers should recognise that fully optimising housing potential on large sites may necessitate standards

which depart from those presently experienced but which still achieve satisfactory levels of residential amenity and avoid unacceptable harm.’

- 5.5.4 **Local Plan Policy HO11** addresses detailed residential standards and, in seeking a high standard of design, seeks to ensure the protection of existing residential amenities; ‘including issues such as loss of daylight, sunlight, privacy and outlook’. **Local Plan Policies DC2 and Policy DC3** state that all new builds and tall buildings must be designed to respect good neighbourliness and the principles of residential amenity.
- 5.5.5 **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”
- 5.5.6 **The BRE Guidelines** are typically used to assess daylight and sunlight. The Guideline sets out three methods for assessing daylight into a room including the Vertical Sky Component (VSC) method; plotting of the no-sky line method and the Average Daylight Factor (ADF) method. The introduction to the guide however stresses that it should not be used as an instrument of planning policy and should be interpreted flexibly because lighting is only one design factor for any scheme. Sunlight assessment is based on annual probable sunlight hours (APSH) and winter sunlight hours. In terms of overshadowing of gardens and open spaces the BRE guide recommends that for an open space to appear adequately sunlit through the year, more than half of the space should receive at least two hours of sunlight at the March equinox.

Assessment

- 5.5.7 An assessment of the daylight, sunlight, and overshadowing effects of the Proposed Development on surrounding buildings and amenity space is contained within Chapter 11 of the ES. Potential solar glare impacts (i.e. reflection from surfaces) for sensitive road junctions and rail lines and a light spillage (i.e. light from the site into the surrounding area) for sensitive neighbouring residential properties have also been considered. The daylight assessment has been evaluated against the Vertical Sky Component (VSC) and No Sky Line (NSL) methods. It should be noted that the Average Daylight Factor (ADF) has not been calculated in the ES for the purposes of assessing daylight levels within neighbouring properties. This is primarily due to the fact the internal rooms, dimensions, and surfaces are usually unknown, meaning assumed layouts and reflectance values would need to be used which can significantly influence the ADF results. In line with the BRE guidelines, the daylight assessment relies on both VSC and NSL. Further daylight/sunlight details are provided in a supplementary report. This document in particular has focussed on the impacts of surrounding buildings experiencing major adverse alterations of light.

Baseline

- 5.5.8 The assessment takes a baseline if the time of writing whereby the cinema site is vacant with the retained wall to the eastern boundary. A total of 412 windows

serving 372 rooms were assessed for daylight and 193 windows were assessed for sunlight. In regard to daylight, of the 412 windows assessed for VSC, 208 (50%) have a baseline VSC equal to or greater than the 27% recommended by the BRE Guidelines. 256 (69%) of the 372 rooms assessed have a baseline daylight distribution to at least 80% or more of the total room area. With regard to sunlight, of the 193 windows assessed, 171 (89%) will meet the BRE Guidelines for both winter and annual sunlight in the baseline condition.

Daylight Assessment

- 5.5.9 A total of 412 windows serving 372 rooms within the sensitive neighbouring residential properties have been considered for the daylight assessment. The results indicate that of the 412 windows assessed, 197 (48%) will meet the recommended BRE criteria for VSC, compared to the 208 (50%) baseline, and 222 (60%) of the 372 rooms assessed fully comply with the BRE criteria for NSL. Nine of the 26 residential receptors assessed will meet the BRE Guidelines for both VSC and NSL and the likely effects are therefore considered negligible.
- 5.5.10 12-43 Riverside Gardens - 14 (20%) of the 70 windows assessed will meet the BRE guidelines for VSC. 9 windows will see an alteration of 20-29.99%, with 5 of these serving bedrooms and the remaining 4 serving living rooms which will retain a VSC of above 15%. 21 windows will see alterations of between 30-39.99% with 15 serving bedrooms; the remaining 6 windows serve living rooms with 4 of these on the second and third floors retaining a VSC of 18%, the further 2 windows at ground and first floor retaining a VSC of 15% and 17%. 26 windows would see alterations of 40-49%, with 13 of these serving bedrooms and 13 living rooms. 6 of these on the second and third floors retain a VSC of 15%, 7 windows between ground and second floor level have existing levels of VSC below 27% and are considered susceptible to disproportionate percentage alterations and retain a VSC of between 9-14% and account for 10% of the total number of windows assessed. 11 (18%) of the 62 rooms assessed will meet the criteria for NSL. 11 rooms will experience an alteration of 20-29.99%; of these 9 rooms will retain daylight distribution to over 66% of their room areas, which should ensure that an acceptable level of daylight is retained. The remaining 2 rooms will retain 45% and 54% daylight distribution respectively. Six rooms will experience an alteration of 30-39.99% and 34 rooms will experience an alteration of over 40%. However, 26 of these 40 windows are less sensitive bedrooms. For the remaining 14 rooms, the front area of the room by the window where one would expect to receive light will retain a good daylight distribution.
- 5.5.11 76-83 Riverside Gardens - 14 (82%) of the 17 windows assessed will meet the BRE guidelines for VSC. The remaining three windows will experience alterations of 30-39.99%. However, these three windows have lower levels of existing VSC of less than 9% which is below the BRE Guidelines, whereby the small absolute loss of existing VSC results in a disproportionate percentage alteration. All of the 17 rooms assessed will meet the criteria for NSL.
- 5.5.12 19-26 Cromwell Avenue - Eight windows were assessed for VSC and of these one window will experience an alteration of 20-29.99%, one window will experience an alteration of 30-39.99% and the remaining six windows will

experience alterations over 40%. However, all eight windows will retain in excess of 16% VSC. Four (50%) of the eight rooms assessed will meet the criteria for NSL. The remaining four rooms will experience alterations over 40%; however all four rooms will retain a daylight distribution to over 51% of the room areas. All eight rooms are bedrooms.

- 5.5.13 1-18 Marryat Court - 34 (94%) of the 36 windows assessed will meet the BRE Guidelines for VSC. Two windows will experience alterations of 20-29.99%. However, these windows will experience alterations of 21% and 23% respectively which is just above the 20% recommendation within the BRE Guidelines. In addition, both windows will retain a VSC above 21%. Furthermore, both windows serve less sensitive bedrooms. All of the 36 rooms assessed will meet the criteria for NSL.
- 5.5.14 178-178a King Street - Four windows were assessed for VSC with one window experiencing an alteration of 30-39.99 and the remaining three windows will experience alterations over 40%. However, these windows will retain above 16% VSC. Four rooms have been assessed and they will experience alterations in NSL over 40%.
- 5.5.15 174-176 King Street - Four windows were assessed for VSC and they will experience alterations over 40%. However, they will retain above 16% VSC. The two rooms that were assessed will fully comply with the criteria for NSL and in addition retain a daylight distribution to over 79% of the room areas, which should ensure that the rooms remain sufficiently lit.
- 5.5.16 158 King Street - Four windows were assessed for VSC and all four will fully comply with the BRE guidelines for VSC. Of the four rooms assessed, one room will meet the criteria for NSL. Two rooms will experience 20-29.99% alterations in NSL; however both rooms will retain a daylight distribution to over 55% of the room areas. The remaining room will experience a 30-39.99% alteration in NSL.
- 5.5.17 156a King Street - One (25%) of the four windows assessed will meet the BRE Guidelines for VSC. The remaining three windows will experience alterations of 20-29.99%; however these windows will experience alterations of between 21% and 24% which is just above the 20% allowed for within the BRE Guidelines. Furthermore, all three windows will retain a VSC above 20%. Of the four rooms assessed, one room will experience a 30-39.99% alteration in NSL. However, this room will retain a daylight distribution to over 54% of the room area. The remaining three rooms will experience alterations over 40%.
- 5.5.18 156 King Street - Four windows were assessed for VSC and all four will experience alterations of 20-29.99%. However, all four windows will retain a VSC in excess of 20%. Of the four rooms assessed, one room will experience an alteration of 30-39.99%; however, this room will retain a daylight distribution to over 59% of the room area. The remaining three rooms will experience alterations over 40%; two of these rooms will retain a daylight distribution to over 52% of the room areas.
- 5.5.19 154 King Street - 10 windows were assessed for VSC and all 10 will experience alterations of 20-29.99%. However, these 10 windows will retain a VSC above 19%. Of the four rooms assessed, three rooms will experience alterations of 20-

29.99%; however these rooms will retain a daylight distribution to over 68% of the room areas. The remaining room will experience an alteration of 30-39.99%; however, it will retain a daylight distribution to over 67% of the room area. The retained levels of daylight distribution should ensure that the rooms remain sufficiently lit.

- 5.5.20 33-40 TPT Buildings - Of the 16 windows assessed for VSC, two windows will experience alterations of 20-29.99%. However, both windows will retain a VSC above 25% which is just below the BRE recommendation of 27% for a suburban environment. Six windows will experience alterations of 30-39.99%; however, all six windows will retain a VSC above 21%. The remaining eight windows will experience alterations over 40%; four windows on the first floor will retain a VSC in excess of 17%. The four windows on the ground floor will retain a VSC of 14-15% which is not uncommon in dense urban areas of London. In addition, it should be noted that these windows currently overlook a car park and thus any alteration in massing is likely to result in disproportionate percentage alterations. Five (31%) of the 16 rooms assessed will meet the criteria for NSL. Three rooms will experience alterations of 20-29.99%, however, all three rooms will retain a daylight distribution above 72% to the room areas. One room will experience an alteration of 30-39.99%; however, it will retain a daylight distribution to over 58% of the room area. The remaining seven rooms will experience alterations above 40%; three of these rooms will retain a daylight distribution to over 55% of the room areas.
- 5.5.21 25-32 TPT Buildings - Of the 16 windows assessed for VSC, four windows will experience alterations of 20-29.99%. However, these three windows will retain a VSC above 26% which is just below the BRE recommendation of 27% for a suburban environment. Four windows will experience alterations of 30-39.99%; however, all four windows will retain a VSC above 22%. The remaining eight windows will experience alterations over 40%; four windows on the first floor will retain a VSC in excess of 18%. The four windows on the ground floor will retain a VSC above 15% which is not uncommon in dense urban areas of London. Again, it should be noted that these windows currently overlook a car park and thus any alteration in massing is likely to result in disproportionate percentage alterations. Five (31%) of the 16 rooms assessed will meet the criteria for NSL. Three rooms will experience alterations of 20-29.99%; however, all three rooms will retain a daylight distribution above 74% to the room areas. Three rooms will experience alterations of 30-39.99%; however all three rooms will retain a daylight distribution to over 59% of the room areas. The remaining five rooms will experience alterations above 40%.
- 5.5.22 17-24 TPT Buildings - Of the 16 windows assessed for VSC, seven windows will experience alterations of 20-29.99%. However, these seven windows will retain a VSC above 19%. Six windows will experience alterations of 30-39.99%; however, five of these windows at first and second floor levels will retain a VSC above 19% and the remaining window at ground floor level will retain a VSC above 15%. The remaining three windows on the ground floor will experience alterations over 40%, however retain a VSC above 15%; retained levels such as this are not uncommon in dense urban areas of London. Six (38%) of the 16 rooms assessed will meet the criteria for NSL. Two rooms will experience alterations of 20-29.99%; however, they experience alterations of 21-22% which is just above the 20% recommended within the BRE Guidelines. Furthermore,

both rooms will retain a daylight distribution above 75% to the room areas. One room will experience alterations of 30-39.99%; however, this room will retain a daylight distribution to over 60% of the room area. The remaining seven rooms will experience alterations above 40%; three of these rooms will retain a daylight distribution to over 56% of the room areas.

- 5.5.23 9-16 TPT Buildings - 14 (88%) of the 16 windows assessed will meet the BRE Guidelines for VSC. The remaining two windows will experience alterations of 20-29.99%. However, these windows will experience alterations of 21-23% respectively which is just above the 20% recommended within the BRE Guidelines. Of the 16 rooms assessed, 12 (75%) rooms assessed will meet the criteria for NSL. One room will experience an alteration of 20-29.99% and another room will experience an alteration of 30-39.99%, however, both rooms will retain a daylight distribution to over 61% of the room areas. The remaining two rooms will experience alterations over 40%. Furthermore, it should be noted that a number of the windows and rooms will experience significant gains in VSC and NSL. This is due to the development's massing, which obstructs less of the sky than the retained cinema wall in the existing baseline condition.
- 5.5.24 1-8 TPT Buildings - Seven (44%) of the 16 windows assessed will meet the BRE Guidelines for VSC. Three windows will experience alterations of 20-29.99%. However, one of these windows achieves an existing VSC of 18% which is below the recommended 27% for a suburban location and thus there is a disproportionate percentage alteration. The other two windows will retain a VSC above 20%. Two windows will experience alterations of 30-39.99%; however, they will both retain a VSC above 19%. Four windows will experience alterations over 40%; however, they will retain a VSC above 16%. 14 (88%) of the 16 rooms assessed will meet the criteria for NSL. Two rooms will experience alterations of 30-39.99%. However, both rooms will retain a daylight distribution to over 58% of the room areas. A number of windows and rooms will experience significant gains in VSC and NSL. This is due to the development's massing, which obstructs less of the sky than the retained cinema wall in the existing baseline condition.
- 5.5.25 41-48 TPT Buildings - 11 (46%) of the 24 windows assessed will meet the BRE Guidelines for VSC. One window will experience an alteration of 20-29.99%. This window has a very low existing VSC below 4% and thus any alteration could result in a disproportionate percentage alteration. One window will experience a 30-39.99% alteration, however, the window achieves an existing VSC of 17% and thus there is a disproportionate percentage alteration. 11 windows will experience alterations over 40%. However, six of these windows serve bedrooms which can be considered less sensitive due to their use. (69%) of the 16 rooms assessed will meet the criteria for NSL. One room will experience an alteration of 30-39.99%; however, the room will retain a daylight distribution to over 61% of the room area. The remaining four rooms will experience alterations over 40%.

Sunlight

- 5.5.26 Of the 412 assessed windows, 193 windows facing the site are located within 90 degrees of due south and have therefore been considered for the sunlight assessment. Of the eligible windows, 167 (87%) will meet the recommended

BRE criteria for total and winter sunlight. 11 of the 20 receptors assessed will meet the BRE guidelines.

- 5.5.27 19-26 Cromwell Avenue - Of the eight windows assessed, which are all bedrooms, four windows (50%) will meet the BRE Guidelines for both total and winter sunlight. Four windows will experience an alteration beyond 40% in regard to total sunlight. However, all four windows will retain total probable sunlight hours in excess of 22% which is just below the recommended criteria of 25%. In addition, all four windows will fully comply with the BRE Guidelines for winter probable sunlight hours, retaining over 9% which is in excess of the BRE recommendation of 5%.
- 5.5.28 1-18 Marryat Court - 31 (86%) of the 36 windows relevant for the sunlight assessment will meet the BRE Guidelines for total and winter sunlight. Four windows will experience an alteration over 40% in regard to winter sunlight. However, all four windows will retain winter probable sunlight hours of 4% which is just below the recommended guideline of 5%. Furthermore, all four windows will fully comply with the BRE criteria for total probable sunlight hours. The remaining window will fall below the recommended criteria for both total and winter sunlight and experience alterations over 40%. However, this window will retain total probable sunlight hours of 24% which is just below the recommended guideline of 25% and winter probable sunlight hours of 3% which is just below the recommended target of 5%. In addition, this window serves a less sensitive bedroom.
- 5.5.29 178-178a King Street - Three (75%) of the four windows relevant for the sunlight assessment will meet the BRE Guidelines for total and winter sunlight. The remaining window will experience an alteration over 40% in regard to winter sunlight. However, this window will retain winter probable sunlight hours of 4% which is just below the recommended target of 5% and in addition will comply with the recommended criteria for total sunlight.
- 5.5.30 156a King Street - Three (75%) of the four windows relevant for the sunlight assessment will meet the BRE guidelines for total and winter sunlight. The remaining window will experience an alteration over 40% in regard to winter sunlight. However, this window will retain winter probable sunlight hours of 4% which is just below the recommended target of 5% and in addition will fully comply with the recommended criteria for total sunlight.
- 5.5.31 154 King Street - Of the ten windows assessed, seven windows (70%) will meet the BRE Guidelines for both total and winter sunlight. One window will experience an alteration in total sunlight of over 40%; however this window will fully comply with the recommended criteria for winter sunlight, retaining winter probable sunlight hours of 7% which exceeds the target of 5%. One window experiences an alteration in excess of 40% with regard to winter sunlight; however this window will comply with the recommended criteria for total sunlight, retaining total probable sunlight hours of 38% which exceeds the recommended target of 25%. The remaining window will experience an alteration beyond 40% in regard to both total and winter sunlight. This window will retain winter probable sunlight hours of 2% which is not unusual for an urban environment such as this. In relation to total sunlight, the window achieves an existing APSH of 24% which is already below the recommended criteria.

- 5.5.32 17-24 TPT Buildings - 10 (63%) of the 16 windows relevant for the sunlight assessment will meet the BRE guidelines for total and winter sunlight. The remaining six windows will experience alterations in excess of 40% in relation to total sunlight. However, all six windows will retain total probable sunlight hours of between 22% and 24% which are just below the recommended target of 25%. Furthermore, all six windows comply with the BRE criteria for winter sunlight.
- 5.5.33 9-16 TPT Buildings - 15 (94%) of the 16 windows relevant for the sunlight assessment will meet the BRE guidelines for total and winter sunlight. The remaining window will experience an alteration in excess of 40% in relation to total sunlight. However, this window will retain total probable sunlight hours of 24% which is just below the recommended target of 25%. Furthermore, this window will comply with the BRE criteria for winter sunlight.
- 5.5.34 41-48 TPT Buildings - 12 (75%) of the 16 windows relevant for the sunlight assessment will meet the BRE guidelines for total and winter sunlight, with the remaining four serving bedrooms. One window will experience an alteration in total sunlight of 20-29.99%. However, this window will experience an alteration of 22% which is just above the 20% allowed for by the BRE. Furthermore, this window will retain total probable sunlight hours of 21%. One window will experience an alteration in total sunlight of 30-39.99%. However, this window achieves an existing APSH of 17% which is below the recommended target of 25% and thus there is in a disproportionate percentage alteration. In addition, this window fully complies with the recommended BRE criteria for winter sunlight. The remaining two windows will experience alterations in excess of 40% in relation to total sunlight. However, both windows will comply with the recommended BRE criteria for winter sunlight, retaining 8% winter probable sunlight hours each which exceed the recommended target of 5%. A number of windows will experience significant gains in both total and winter APSH.
- 5.5.35 6 Studland Street - Nine (90%) of the 10 windows relevant for the sunlight assessment will meet the BRE Guidelines for total and winter sunlight. One window will experience a 20-29.99% alteration in winter sunlight. The winter probable sunlight hours fall from 4% in the existing context, which is below the recommended target, to 3% in the proposed context.

Overshadowing

- 5.5.36 21st March - There is a slight increase in shadow between 9am and 11am to the west of Block D as a result of the development. To the north of Block B, there will be additional shadow along King Street as this part of the Site was previously empty in the baseline condition. However, to the north of Block C, the amount of shadow will reduce as there is additional open space in comparison with the site. There will also be a slight increase in shadow to the east of Block A in the evening due to the baseline condition. For the majority of the day, the surrounding amenity areas remain unaffected from transient overshadowing from the development.
- 5.5.37 21st June - Additional shadow will be cast to the west of Blocks C and D between 8am and 11am and to the north of Block B on June 21st between 1pm and 3pm due to the development. There will also be a slight increase in shadow

to the east of Block A in the evening, due to the baseline condition. As a result of the development, small additional shadow will be cast throughout the day. However, the shadow moves quickly and does not affect the surrounding amenity areas for any length of time.

- 5.5.38 21st December - There is a slight increase in shadow from Block B of the development between 11am and 1pm in comparison with that of the site due to the baseline condition. The development does not cast much more shadow in December than is already cast by existing neighbouring buildings.

Conclusion

- 5.5.39 In regard to daylight and sunlight impacts on sensitive neighbouring properties, the development will result in minor adverse effects on the majority of properties assessed, with instances of moderate adverse and moderate to major effects. The majority of properties assessed will not experience significant adverse effects and the design has considered the daylight and sunlight amenity typical of an urban context. A number of the retained levels of daylight and sunlight are not uncommon in dense urban areas of London and are therefore considered to be commensurate with the urban location and context of the site. In terms of overshadowing, whilst there will be slight changes to the baseline overshadowing condition, the development will not result in significant effects.
- 5.5.40 Officers have considered effects of the proposals on daylight, sunlight, and overshadowing. The policy framework clearly supports the flexible application of daylight, sunlight, and overshadowing guidance to make efficient use of land, and not to inhibit density. These policy documents resist the rigid application of guidelines and signal a clear recognition that there may be circumstances in which the benefits of not meeting them are justifiable, so long as acceptable levels of amenity are still enjoyed. The proposed development would provide acceptable levels of amenity to existing receptors will continue to enjoy acceptable levels of amenity even where reductions in current levels of daylight or sunlight will take place beyond those recommended by BRE guidelines. Together with the environmental, social, and economic contribution the proposed development would make through its proposed form, density and layout, the proposal is acceptable in respect of daylight, sunlight, and overshadowing impacts.

5.6 Highways

- 5.6.1 **The NPPF** requires that developments which generate significant movement are located where the need to travel would be minimised, and the use of sustainable transport modes can be maximised; and that development should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.
- 5.6.2 **London Plan Policies 6.1, 6.3, 6.10, 6.11 and 6.13** set out the intention to encourage consideration of transport implications as a fundamental element of sustainable transport, supporting development patterns that reduce the need to

travel or that locate development with high trip generation in proximity of public transport services. The policies also provide guidance for the establishment of maximum car parking standards.

- 5.6.3 **Local Plan Policy T1** sets out the Council’s intention to ‘work with strategic partners to improve transport provision, accessibility and air quality in the borough, by improving and increasing the opportunities for cycling and walking, and by improving connections for bus services, underground, national and regional rail’.
- 5.6.4 **Local Plan Policy T2** relates to transport assessments and travel plans and states “All development proposals would be assessed for their contribution to traffic generation and their impact on congestion, particularly on bus routes and on the primary route network”.
- 5.6.5 **Local Plan Policies T3, T4, T5 and T7** relate to opportunities for cycling and walking, vehicle parking standards, blue badge holders parking and construction and demolition logistics. Policies 5.16 and 5.17 are relevant to waste and recycling.
- 5.6.6 **Local Plan Policy CC7** sets out the requirements for all new developments to provide suitable facilities for the management of waste.
- 5.6.7 **Planning SPD (2018) Key Principles WM1, WM2, WM7 and WM11** are also applicable which seek off-street servicing for all new developments.

Site Accessibility

- 5.6.8 The application site is located on Kings Street (A315) which is defined as a London Distributor Road in London Borough of Hammersmith and Fulham’s Local Plan (2018). The application site falls within a location which has a PTAL score ranging from 5 and 6a which is classed as Very Good and Excellent respectively using Transport for London’s methodology. Public transport modes currently available include London Underground and buses, which are within walking distance of the application site

Trip Generation

- 5.6.9 The methodology used for assessing trip generation for proposed development was agreed with the applicant at pre-planning stage, along with trip rates and mode shares. Below are the proposed mode shares for various class uses and trip generation for the application:
- 5.6.10 Proposed Multi-Modal Trips of LBHF Staff Members

| Method of Travel | Adjusted Census Mode Split % | AM Peak (08:00 – 09:00) | | | PM Peak (17:00 - 18:00) | | |
|------------------|------------------------------|-------------------------|-----|-------|-------------------------|-----|-------|
| | | In | Out | Total | In | Out | Total |
| Car driver | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Car passenger | 1.1% | 4 | 0 | 4 | 0 | 4 | 4 |
| Motorcycle | 5.3% | 23 | 0 | 23 | 0 | 23 | 23 |
| Tube | 43.6% | 185 | 0 | 185 | 0 | 185 | 18 |
| Train | 18.1% | 77 | 0 | 77 | 0 | 77 | 77 |
| Bus | 8.5% | 36 | 0 | 36 | 0 | 36 | 36 |
| Bicycle | 17.1% | 72 | 0 | 72 | 0 | 72 | 72 |
| Walk | 5.3% | 23 | 0 | 23 | 0 | 23 | 23 |
| Taxi | 1.1% | 5 | 0 | 5 | 0 | 5 | 5 |
| Total | 100% | 425 | 0 | 425 | 0 | 425 | 425 |

5.6.11 The above table presents the proposed trip generation of LBHF staff members. The data has been derived from data on LBHF travel trends from 2017. It has been assumed that 50% of arrivals and departures will occur during the AM and PM peak hours and that 85% of employees will attend the office on a typical day. This will generate 425 arrivals during the AM peak and 425 departures during the PM peak.

5.6.12 The trip generation indicates that the majority of trips generated will be undertaken by public transport (70.2%) and cycling (17.1%). A small number of vehicular trips could be generated by operational vehicles and visitors/staff with blue badges, however these trips would have a negligible to the highway network.

5.6.13 Proposed Multi-Modal trips for the proposed Class B1 office use

| Method of Travel | Adjusted Census Mode Split % | AM Peak (08:00 – 09:00) | | | PM Peak (17:00 - 18:00) | | |
|----------------------|------------------------------|-------------------------|-----|-------|-------------------------|-----|-------|
| | | In | Out | Total | In | Out | Total |
| Underground | 45.3% | 93 | 4 | 97 | 10 | 85 | 95 |
| Train | 16.0% | 33 | 2 | 35 | 3 | 30 | 33 |
| Bus | 16.1% | 33 | 2 | 35 | 3 | 30 | 33 |
| Taxi | 0.2% | 0 | 0 | 0 | 0 | 0 | 0 |
| Motorcycle | 2.1% | 5 | 0 | 5 | 0 | 4 | 4 |
| Car or van | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Car or van passenger | 1.0% | 2 | 0 | 2 | 0 | 2 | 2 |
| Bicycle | 6.6% | 14 | 1 | 15 | 2 | 13 | 15 |
| On foot | 12.2% | 25 | 1 | 26 | 3 | 23 | 26 |
| Other | 0.4% | 1 | 0 | 1 | 0 | 1 | 1 |
| Total | 100% | 206 | 10 | 216 | 21 | 188 | 209 |

5.6.14 The above table presents the trip generation for the proposed B1 use. The total trips have been distributed by mode share using the 2011 Census Workday Population “Method of travel to Work” data for Hammersmith and Fulham 011

and 013 Middle Layer Super Output Areas. The Trip generation indicates that the majority of trips will be undertaken by public transport (77.4%) and walking (12.2). There are no vehicular trips associated due to the low provision of car parking on the application site.

5.6.15 Proposed Multi-Modal for Class C3 residential use trips

| Method of Travel | Adjusted Census Mode Split % | AM Peak (08:00 – 09:00) | | | PM Peak (17:00 - 18:00) | | |
|----------------------|------------------------------|-------------------------|-----|-------|-------------------------|-----|-------|
| | | In | Out | Total | In | Out | Total |
| Underground | 47.8% | 13 | 50 | 63 | 34 | 22 | 56 |
| Train | 5.5% | 1 | 6 | 7 | 4 | 3 | 7 |
| Bus | 12.9% | 3 | 13 | 16 | 9 | 6 | 15 |
| Taxi | 0.3% | 0 | 0 | 0 | 0 | 0 | 0 |
| Motorcycle | 2.3% | 1 | 2 | 3 | 2 | 1 | 3 |
| Car or van | 3.2% | 1 | 3 | 4 | 2 | 1 | 3 |
| Car or van passenger | 0.8% | 0 | 1 | 1 | 1 | 0 | 1 |
| Bicycle | 9.1% | 2 | 10 | 12 | 7 | 4 | 11 |
| On foot | 17.5% | 6 | 18 | 24 | 12 | 8 | 20 |
| Other | 0.7% | 0 | 1 | 1 | 0 | 0 | 0 |
| Total | 100% | 27 | 104 | 131 | 71 | 45 | 116 |

5.6.16 The above table represents the forecast trip generation for the residential class use of the application site. The trip rates were derived from the TRICs data base using a number of similar sites. The trip generation indicates the majority of trips will be undertaken by public transport (66.2%) and walking (17.5%). The residential class use will generate a relatively low number of vehicular trips due to the low provision of car parking within the site.

5.6.17 Proposed Class A1 and A3 person trips (50% reduction)

| Use | Mode | AM Peak (08:00-09:00) | | | PM Peak (17:00-18:00) | | |
|-------|------------------|-----------------------|-----|-------|-----------------------|-----|-------|
| | | In | Out | Total | In | Out | Total |
| Train | | | | | | | |
| A1 | Total | 2 | 0 | 2 | 10 | 14 | 24 |
| A3 | person (on foot) | 0 | 0 | 0 | 21 | 23 | 44 |

5.6.18 The above table presents the proposed trip generation for the Class A1 and A3 uses. It is assumed that trips for these class uses will be linked to the proposed development and therefore have been discounted by 50%. It is also assumed that all trips will be made by foot.

5.6.19 Proposed Class D2 Cinema Trips

| Method of Travel | PM Peak (17:00 – 1800) | | |
|-------------------|------------------------|-----|-------|
| | In | Out | Total |
| Vehicle | 1 | 1 | 2 |
| Cyclists | 0 | 0 | 0 |
| Vehicle Passenger | 0 | 0 | 0 |
| Pedestrians | 12 | 12 | 24 |
| Bus | 4 | 2 | 6 |
| Rail | 5 | 4 | 9 |
| Total | 21 | 19 | 40 |

5.6.20 The above table presents the proposed trip generation for the proposed Class D2 cinema use. The data was derived from the TRICs database using a similar site in a location of similar PTAL scoring. The trips presented are in the PM peak as the cinema opens at 12:00. The trip generation indicates the majority of trips will be undertaken by foot or by public transport.

5.6.21 Proposed Multi-Modal trips for all proposed class uses

| Method of Travel | AM Peak (08:00 – 09:00) | | | PM Peak (17:00 - 18:00) | | |
|------------------|-------------------------|-----|-------|-------------------------|-----|-------|
| | In | Out | Total | In | Out | Total |
| Vehicle | 41 | 11 | 52 | 9 | 39 | 48 |
| Passenger | 6 | 1 | 7 | 1 | 6 | 7 |
| Underground | 291 | 54 | 345 | 49 | 296 | 345 |
| Train | 111 | 8 | 119 | 7 | 110 | 117 |
| Bus | 72 | 15 | 87 | 16 | 74 | 90 |
| Bicycle | 88 | 11 | 99 | 9 | 89 | 98 |
| On foot | 56 | 19 | 75 | 58 | 103 | 161 |
| Other | 1 | 1 | 2 | 0 | 1 | 1 |
| Total | 666 | 120 | 786 | 149 | 718 | 867 |

5.6.22 The above table presents the proposed trip generation for all of the proposed class uses on the application site. The data indicates that majority of trips will be undertaken by public transport with 345 total trips undertaken in the AM and PM peak by underground, 119 total trips undertaken by train in the AM peak and 117 in the PM peak by train and 87 total trips in the AM peak and 90 total trips undertaken by bus. A number of trips are also undertaken by sustainable modes with 99 total trips in the AM peak and 98 in the PM peak undertaken by bicycle, and 75 total trips in the AM peak and 161 trips in the PM peak undertaken by foot.

5.6.23 It is considered that the forecasted trip generation proposes increased travel to and from the application site by walking, cycling and public transport. The proposed trips generated by car will be minimised by the low provision of car parking which will be designated to blue badge holders and operational parking only. The promotion of sustainable and active travel to and from the site will be emphasised and encouraged through travel plans which will be secured via s106 agreement.

Cycling

- 5.6.24 The proposed development will provide a total of 852 cycle parking spaces, which exceeds the minimum requirements in accordance with current (2016) and draft London Plan standards. The 852 spaces are comprised of 92 short-stay cycle parking spaces for all the site's proposed class uses. The remaining cycle parking spaces are long-stay and are comprised of 3 cycle parking spaces for the Class A1 retail class use, 8 for the Class A3 Cafes, 152 for the Class B1 Town Hall use, 120 for the Class B1 office use, 475 for the residential use and 2 for the Class D2 cinema.
- 5.6.25 The secure cycle parking spaces and shower facilities associated with the new office space, Class A3 restaurant and Class D2 cinema will be located at ground floor level and accessible from Nigel Playfair Avenue. The secure cycle parking spaces will be located in the basement of Blocks A and D. Additional cycle parking spaces for the residential use, Town Hall and remaining uses, including showers, lockers and changing facilities will also be located in the basement of Block C. All visitor cycle parking spaces will be provided at ground floor level in the form of Sheffield stands. The management of cycle provision and final details of design are secured by a Cycle Parking Management Plan condition. This also requires details of cycling provision for disabled users with oversized cycles.

Cycle Hire

- 5.6.26 The proposed development will result in the re-location of the existing cycle hire docking station which is currently located within the site. The applicant has proposed locating the replacement docking station within the public highway, outside of 145 King Street, which has been agreed in principle with TfL officers. The applicant is required to pay towards the re-location of the docking station which should be secured via s106 agreement.

Car Parking

- 5.6.27 The proposed development will result in the removal of the existing surface car park which has capacity for up to 69 vehicles and the loss of up to 17 car parking spaces located within the existing courtyard in front of the Town Hall. In addition, Nigel Playfair Avenue currently provides up to 32 pay and display parking bays, which will not be re-provided within the proposals.
- 5.6.28 It is proposed that the development will provide a total of 30 car parking spaces. 21 car parking spaces for the 10% blue badge holders of the residential use of the site will be provided in a new basement level car park, accessed via vehicle lifts from Nigel Playfair Avenue. 6 car parking spaces will be provided at ground floor level for blue badge holders for the remaining class uses on the site. The remaining 3 car parking spaces will be allocated to the B1 office use and its operational purposes. As such the level of parking proposed is overwhelmingly targeted at the needs of disabled residents, workers and visitors.
- 5.6.29 The applicant has proposed the provision of electric vehicle charging points in accordance with Local Plan policy. It is proposed that 25% of parking spaces will be provided with active charging points with the remaining 75% provided with passive electric vehicle charging points.

5.6.30 Officers are supportive of the overall reduction in parking provision within the application site. A Car Parking Management Plan is secured by way of condition and includes measures to be provided in relation to impaired and disabled users requirements. The proposed parking provision is in accordance with London Plan and Local Plan policies.

Motorcycle Parking

5.6.31 The applicant is required to provide 43 motorcycle parking spaces within the application site in accordance with local planning policy. Due to constraints on the site, the applicant is proposing the provision of 33 motorcycle parking spaces to the south of the Town Hall. The applicant also proposes the provision of 10 motorcycle parking spaces on the public highway, located on Macbeth Street. The on-site provision is considered acceptable, whilst the off-site provision will be subject to further discussions between the council and the applicant.

PERS Audit

5.6.32 The applicant has submitted a PERS audit which assesses the pedestrian environment within the agreed parameters in the vicinity of the application site. The PERS audit assessed 3 routes, 16 links, 11 crossings, 3 public transport waiting areas and 2 interchange spaces. Most links scored poorly on tactile information, maintenance and colour contrast. The assessed crossings scored reasonable well, with exception of crossing 6 which scored poorly for legibility for the sensory impaired and dropped kerbs. The assessed public transport waiting areas scored well and did not indicate a need for improvements. Routes scored relatively low regarding permeability, security, and legibility. The PERS Audit provided a thorough assessment of the pedestrian environment in the vicinity of the application site and has highlighted the following required mitigations:

- Signage between Hammersmith Station and the Town Hall.
- Provision of CCTV close to the underpass linking the Town Hall to Furnivall Gardens.
- Provision of tactile paving in locations identified in PERS audit.

CERS Audit

5.6.33 The applicant has submitted a CERS audit which assesses the cycling environment within the agreed parameters in the vicinity of the application site. The CERS audit assessed 5 routes, 2 interchanges and 3 cycle parking facilities. The routes that were assessed scored moderately with the main issues relating to signage and obstructions. Hammersmith Station and Ravenscourt Park were assessed as the 2 interchanges. Both stations scored moderately due to cycle parking provision and maintenance, but scored low on feeling comfortable and quality of environment. The 3 cycle parking facilities assessed were located at Hammersmith Station, Ravenscourt Park Station, and the Town Hall. All scored positively with minor points of improvements such as lighting, provision of cycling information, cycle facilities and improved visibility. The CERS audit submitted provided a thorough assessment of the cycling environment in the vicinity of the application site and highlighted required mitigations.

Highway Works

- 5.6.34 It is proposed that the junction of Kings Street/Nigel Playfair Avenue West is re-located slightly to the east, to accommodate the new building line of the proposed Block B. This is as a result of Nigel Playfair Avenue West not being straight and such a realignment will allow for consistent building lines. The applicant has provided plans of the proposed access arrangements with and without the proposed cycle superhighway 9. The proposal will result in Nigel Playfair Avenue West being accessed from King Street from the east and leaving the site to the west on King Street (left in and left out). Such an arrangement is commensurate with the extant planning permission which also required the realignment of Nigel Playfair Avenue West.
- 5.6.35 A stage 1 road safety audit has been undertaken and has concluded further information is required to prevent accidents involving vehicles continuing to turn right into Nigel Playfair Avenue from King Street as is the existing situation. Any design of the proposed junction will be subject to the approval from Transport for London under the TMA notification process. The applicant is required to enter in to a s.278 agreement with the council to complete the working to the public highway as described above.

Stopping-Up

- 5.6.36 The applicant proposes the stopping up of the route connecting Cromwell Avenue to Nigel Playfair Avenue, which is public highway. A route will however be provided between Cromwell Avenue and the A4 to which the public will have 24/7 access. It is also proposed that Nigel Playfair Avenue, approximately 6 metres back from the junction with King Street, is to be stopped up to provide bespoke material finishes to the proposed carriageway and to allow the parking bays to be controlled as off-street parking bays; this are will form part of the wider public realm for the site. The applicant also proposes the stopping up of three small sections of public on the footway of King Street. This is proposed to accommodate the future building line to be constructed. The Highway Authority raises no objection to these proposals which can be carried out under s247 of the Town and Country Planning Act.

Highway Adoption

- 5.6.37 The applicant proposes the dedication of two small sections of private land on the back edge of King Street adjoining the site to the Highway Authority, in order that the entire footway fronting the site becomes public highway. Officers have no objection in principle to the proposal, which would occur through the adoption process under s38/s72 agreement. The requirement to enter into a s38/s72 agreement is secured via s106 agreement.

Delivery and Servicing

- 5.6.38 The applicant has submitted a delivery and servicing plan in accordance with Policy T2 of the Local Plan.
- 5.6.39 Delivery and servicing for the Town Hall will occur from the proposed loading bays to the south-east of the building. The loading bay will be located within

walking distance of the waste storage area which is to be located within the Town Hall building. Servicing for the proposed residential uses on the site will occur from Nigel Playfair Avenue. Refuse vehicles are to reverse from Nigel Playfair Avenue in to the turning south of Block A where refuse bins for Blocks A and D will be collected. Refuse collection for the residential units and the non-residential uses within Block C will be undertaken from the loading bay to the south-east of the Town Hall.

- 5.6.40 Delivery and servicing associated with the remaining class uses on the site will occur directly from Nigel Playfair Avenue. Delivery and servicing vehicles will be parked at locations where the road is 5.5m in width or at the widening to the east of Block B.
- 5.6.41 A delivery and servicing survey was undertaken at the request of the council to determine the number of trips generated by the existing town hall and extension building. The proposed trips have been determined by reducing the existing delivery and servicing daily trips based on the existing and proposed number of staff. The results indicate that there will be a reduction in daily servicing trips from 44 to 35. It is indicated that the majority of trips are carried out by transit type vehicles along with car-based vans.
- 5.6.42 Based on comprehensive delivery vehicle data used in the previously consented scheme. It is estimated that the new office uses will generate a total of 25 daily deliveries, of which 5% would be carried out by HGV and the remaining by cars and LGV's. It is also assumed that two delivery trips will be undertaken during the AM and PM peaks.
- 5.6.43 Based on reviews of past surveys undertaken at sites with similar class uses, it has been assumed that the food retail and restaurant/café class uses will generate 4 and 2 deliveries a day respectively. The non-food retail and restaurant/café use will generate two delivery trips each during the AM peak. The cinema is estimated to generate two daily delivery trips, of which 1 would be during peak hours.
- 5.6.44 The applicant is required to update the delivery and servicing plan to include a commitment to prevent all employees associated with the Town Hall and Class B1 office use from receiving personal deliveries to the site. A Delivery and Servicing Plan is secured by condition.
- 5.6.45 In conclusion, the proposed development is estimated to generate a combined 86 delivery and servicing trips throughout a typical day. The delivery and servicing plan sets out aims and measures aimed at reducing the trips undertaken by delivery vehicles, increasing operational efficiency, and improving waste management on the site. Officers are satisfied that the information submitted within the framework DSP will ensure the deliveries and the servicing of the application site will occur without having an adverse impact of the local highway network.

Construction Logistics Plan (CLP)

- 5.6.46 The applicant has submitted an outline CLP in accordance with Policy T7 of the Local Plan. The outline CLP provides information on various aspects of the construction phase of the proposed development.
- 5.6.47 It is estimated that the construction of the proposed development will last approximately 44 months. Core working hours during construction in accordance with LBHF guidance:
- 08:00-18:00 Mon-Fri
 - 08:00-13:00 Sat
 - No working on Sundays or Bank holidays
- 5.6.48 It is anticipated that the majority of construction traffic will access the site approaching from the West of London using the M25, A40 and M4/A4, avoiding Central London. It is proposed that construction vehicles approaching the site will use King Street from the east from the A40 and leave the site by heading north on to Studland Street before heading towards the Hammersmith Gyratory. The applicant proposes the provision of temporary traffic islands to facilitate HGV movements towards Studland Street. However, a detailed CLP secured by condition will be required to revise the proposal to restrict the movement of HGV's towards Studland Street. HGV's are required to turn left on the King Street and proceed westbound towards Chiswick High Street and turn left onto Chiswick Lane to join the Hogarth roundabout. This routing is required to relieve pressure on the Hammersmith gyratory as a number of proposed developments in the vicinity is likely to lead to high volumes of construction traffic. A revised plan of proposed routes to and from the site is required with the submission of the detailed CLP.
- 5.6.49 The indicative maximum average of construction vehicles to the site will be 70 movements per day. The number of vehicles are derived from an estimate of materials quantities, demolition material and excavated earth based on the current design of the scheme.
- 5.6.50 Further details on traffic management will be required with the detailed submission of the CLP. Officers consider that sufficient information has been submitted regarding Construction Logistics and the detailed CLP should be submitted prior to commencement of construction.

Travel Planning

- 5.6.51 The applicant has submitted a framework travel plan with the submitted planning application. Travel plans for all class uses will be secured via s106 agreement with monitoring fees for each class use. A construction worker travel plan is also secured via s106 agreement.

Summary

- 5.6.52 Subject to the submission of the required documents by condition and the mitigation to the impacts of the development required by way of legal agreement, officers consider that the proposed development would be acceptable and in accordance with London Plan Policies 6.1, 6.3, 6.10, 6.11 and 6.13 and Local Plan policies T3, T4, T5, T7 and CC7.

5.7 Energy and Sustainability

- 5.7.1 **The NPPF** state that development proposals are expected to comply with local requirements and should take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption and to increase the use and supply of renewable and low carbon energy.
- 5.7.2 **London Plan Policies 5.1, 5.2 and 5.3** require developments to make the fullest contribution to the mitigation of and adaptation to climate change, ensure sustainable design and construction and minimise carbon dioxide emissions. **Policies 5.5, 5.6, 5.7 and 5.8** require developments to provide decentralised energy, renewable energy and innovative energy technologies where appropriate.
- 5.7.3 **The Mayor's Sustainable Design and Construction SPG** provides guidance on the implementation of London Plan Policy 5.3 and provides a range of additional guidance on matters relating to environmental sustainability.
- 5.7.4 **Draft London Plan Policy SI2** seeks to extend the extant requirement on residential development to non-residential development to meet zero carbon targets. It maintains the expectation that a minimum reduction of 35% beyond Building Regulations to be met on site (10% or 15% of which should be achieved through energy efficiency for residential development, and non-residential development). Where it is clearly demonstrated that the zero-carbon target cannot be met on site, the shortfall should be provided through a cash in lieu contribution to the borough's carbon offset fund, or off-site provided an alternative proposal has been identified and delivery is certain.
- 5.7.5 **Draft London Plan Policy SI3** identifies Heat Network Priority Areas, which include the Fulham Gasworks site. Here, major proposals should have a communal heat system in accordance with a hierarchy that priorities connection to local existing or planned heat networks, followed by: use of available local secondary heat sources; generation of clean heat/power from zero-emission sources; and use of fuel cells. CHPs are ranked fifth of the six options, followed by ultra-low NOx gas boilers. Supporting text explains that further information about the relevance of CHP in developments of various scales will also be provided in an Energy Planning Guidance document, which will be kept updated as technology changes, however this guidance has not yet been published. The draft Plan states that it is not expected that gas engine CHP will be able to meet the standards required within areas exceeding air quality limits with the technology that is currently available.
- 5.7.6 **Draft London Plan Policy SI4** seeks to minimise internal heat gain and the impacts of urban heat island effect through design, layout, orientation and materials. An energy strategy should demonstrate how development proposals will reduce potential for overheating and reliance on air conditioning systems in accordance with a hierarchy that prioritises the minimisation of internal heat generation through energy efficient design and reductions to the amount of heat entering a building.

- 5.7.7 **Local Plan Policy CC1** requires major developments to implement energy conservation measures by implementing the London Plan sustainable energy policies and meeting associated CO2 reduction target and demonstrating that a series of measures have been taken to reduce the expected energy demand and CO2 emissions. It requires the use of on-site energy generation to further reduce CO2 emissions where feasible.
- 5.7.8 **Local Plan Policy CC2** seeks to ensure the implementation of sustainable design and construction measures by implementing the London Plan sustainable design and construction policies.

Energy

- 5.7.9 The November revision of the Energy Assessment revises the baseline CO2 emissions for the new build elements slightly, down by 2% for the residential blocks and up by 7% for the non-residential. The baseline emissions for the refurbishment element remains the same as before.
- 5.7.10 The broad approach consists of the use of energy efficiency measures to reduce energy demand and associated CO2 emissions, provide a significant part of the site's heating and hot water demand via an on-site Combined Heat and Power (CHP) system and integrate solar PV panels on the roof areas (approximately 676m² of panels). The Assessment assumes that the retail, restaurant and café tenants will install air source heat pumps when fitting out, resulting in a 6.8 tCO₂/year saving in CO₂. This is included in the calculations.
- 5.7.11 It is noted as before that further options on ground source heat pumps and use of local secondary heat sources are not included in the current energy strategy but will be investigated.

Residential

- 5.7.12 CO2 savings for the residential blocks are 57.7% with a projected carbon offset payment of £177,300 to achieve the London Plan zero carbon target for major residential development. This is secured by s106 agreement and may be revised subject to the submission of a revised Energy Strategy.

Non-Residential

- 5.7.13 For the non-residential components, CO2 savings are also calculated to have improved from the originally submitted assessment, with a 19.3% reduction in CO2 emissions compared to 13.6%. This still falls short of the 35% target minimum set in the London Plan requiring a potential offset payment of £131,940 and again this is secured by s106 agreement and may be revised subject to the submission of a revised Energy Strategy.

Town Hall Refurbishment

- 5.7.14 For the refurbishment element of the proposals, the CO2 savings forecast at 67.5%. Therefore this aspect of the proposals easily meets the 35% CO2 reduction target, although this figure is subject to change during the design process as the detailed modelling and system sizing is undertaken.

Summary

- 5.7.15 Overall, the proposed Energy Strategy is in line with Local Plan policy requirements. As there could be further design changes or re-assessment of energy use and associated CO2 emissions a condition is attached that requires the submission of a revised Energy Assessment.

Sustainability

- 5.7.16 The November update of the Sustainability Statement confirms that the bespoke assessment has now been carried out and the Town Hall refurbishment works as well as the surrounding development will target the “Very Good” BREEAM. Therefore, subject to a condition which requires the implementation of the sustainability measures as outlined and submission of post construction BREEAM assessment confirming this, the proposals will meet planning policy requirements in terms of sustainable design and construction issues.
- 5.7.17 Subject to the inclusion of conditions requiring the implementation of the submitted documents as set out above, requiring submission of Sustainability and Energy Statements and the inclusion of the carbon offset payment of £309,240 in the s106 agreement, officers therefore consider that the proposed development accords with Policies 5.1, 5.2, 5.3, 5.6, 5.7, 5.8, 5.9, 5.11, 5.12, 5.13, 5.14, 5.15 and 7.19 of the London Plan and Policies CC1, CC2 and CC7 of the Local Plan.

5.8 Flood Risk and Drainage

- 5.8.1 **The NPPF** seeks to meet the challenge of climate change, flooding and coastal change by supporting the transition to a low carbon future in a changing climate taking account of flood risk and coastal change.
- 5.8.2 **London Plan Policies 5.11, 5.12, 5.13, 5.14 and 5.15** require new development to comply with the flood risk assessment and management requirements of national policy, including the incorporation of sustainable urban drainage systems, and specifies a drainage hierarchy for new development. Policy 5.3 identifies the efficient use of natural resources (including water) as a principle for informing the achievement of other policies in the London Plan. Policy 5.11 Part A subsection b recognises the role of green roofs and walls in delivering sustainable urban drainage objectives. Policy 5.13 further states that development should utilise SuDS unless there are practical reasons for not doing so, and should aim to achieve greenfield run-off rates and manage surface water run-off close to source. Policy 5.14 states that planning decisions must ensure that adequate waste water infrastructure capacity is available in tandem with development.
- 5.8.3 **Local Plan Policy CC2** requires major developments to implement sustainable design and construction measures, including making the most efficient use of water.
- 5.8.4 **Local Plan Policy CC3** requires a site-specific Flood Risk Assessment (FRA) for developments in Flood Zones 2 and 3 that: a. addresses the NPPF

requirements; b. takes account of the risk of flooding from all relevant sources; c. integrates appropriate flood proofing measures where there is a risk of flooding; and d. provides structural waterproofing measures in subterranean elements and using non-return valves or equivalent to protect against sewer flooding.

- 5.8.5 **Local Plan Policy CC4** ('Minimising surface water run-off with sustainable drainage systems') requires all proposals for new development to 'manage surface water run-off as close to its source as possible and on the surface where practicable, in line with the London Plan drainage hierarchy'. It also requires all major developments to implement SuDS 'to enable reduction in peak run-off to greenfield run off rates for storms up to the 1 in 100-year event (plus climate change allowance)' and to provide a sustainable drainage strategy to demonstrate how the strategy will enable these requirements. These are to be retained and maintained for the lifetime of the development, with details of their planned maintenance to be provided.
- 5.8.6 **Draft London Plan Policy SI13** sets out the same requirement and additionally states that proposals for impermeable paving should be refused and that drainage should be design and implemented to address water efficiency, river quality, biodiversity and recreation.
- 5.8.7 Officers welcome rainwater harvesting as part of the proposals, to be provided for Blocks B and C. It is also stated that recycled water will be used for flushing toilets in the town hall and for irrigation purposes. Full designs of the system including where the storage tank will be located and whether it would be integrated with the standard storage attenuation tank will be finalised at a future design stage.
- 5.8.8 Blue roofs are proposed on Buildings A, B, C and D. Rain gardens and planters as well as permeable paving, including permavoid system are proposed which will contribute to attenuation of run-off from the site. Use of full infiltration techniques are not proposed at the moment, but this will be reconsidered once ground investigations have been completed which will show whether there is scope to include infiltration of surface water as part of the scheme. Geocellular tanks will also be required to provide storage and controlled release of stormwater into the sewer system.
- 5.8.9 Final discharge rates of surface water meet the requirement to achieve greenfield run-off rates for the site and are calculated to achieve a reduction of 97% compared to current scenarios in terms of discharge of stormwater into the sewer network. This is welcomed.
- 5.8.10 Given that there are a number of elements where further design work is required, a condition is secured to require the submission of a detailed Surface Water Management Strategy for our approval. This will confirm the details of all SuDS measures to be integrated into the site, provide details of final discharge rates and connection points, quantify the attenuation achieved and provide information on how the SuDS measures will be maintained. Plans showing SuDS measures will also be required.

- 5.8.11 The submitted Basement Methodology Statement includes a section on “waterproofing and flood risk” which provides information on the structural waterproofing measures proposed for the new basement elements, including waterproofed structural materials and use of drained cavity system where necessary. Existing basements to be retained require further investigation to determine their structural conditions and any water-proofing measures in place before decisions are made on the final approach. The approach outlined is broadly acceptable, but given that there are still site investigations required before final decisions are made in relation to structural water-proofing of the basements, this issue is considered to be appropriately resolved by a condition requiring the submission of further details for approval.
- 5.8.12 The amended FRA provides additional information on the potential risks to the site if the tidal flood defences were breached or over-topped. Some parts of the site could be impacted in this scenario, although the risks of a breach event occurring are low. Previously we were told that finished floor levels of residential units on the ground floors would be set above the 1% annual probability event (including climate change impacts). The Environment Agency has also recommended that where feasible, finished floor levels should be set above the 2100 breach flood level which is 5.57m AOD.
- 5.8.13 It is stated in the revised FRA that anti-backflow valves will be provided to prevent sewer surcharge flooding and it is also noted that foul outlets from the basement will be pumped. Officers consider it necessary to include a pumped drainage system to protect the site against sewer flooding and this secured by a condition with the drainage system being designed and installed in compliance with Building Regulation Approved Document H requirements and with reference to British Standard BS EN 752:2017.
- 5.8.14 Subject to the inclusion of conditions requiring the submission of a Surface Water Drainage Strategy and Flood Risk Assessment officers consider that the proposed approach would be acceptable and in accordance with Policies 5.11, 5.13, 5.14 and 5.15 of the London Plan and policy requiring flood risk assessment and development to mitigate flood risk, Policies CC2, CC3, CC4 and CC5 of the Local Plan which requires development to minimise future flood risk.

5.9 Air Quality

- 5.9.1 LBHF was designated as an Air Quality Management Area (AQMA) in 2000 for two pollutants - Nitrogen Dioxide (NO₂) and Particulate Matter (PM₁₀). The main local sources of these pollutants are road traffic and buildings (gas boiler emissions). Paragraph 124 relates to air quality and it states planning decisions should ensure that any new development in Air Quality Management Areas is consistent with the local air quality action plan.
- 5.9.2 **London Plan Policy 7.14** seeks that development proposals minimise pollutant emissions and promote sustainable design and construction to reduce emissions from the demolition and construction of the buildings; not worsen existing poor quality air quality. Where additional negative air quality impacts from a new development are identified, mitigation measures will be required to ameliorate these impacts. This approach is consistent with paragraphs 120 and

124 of the NPPF. Further the Mayor of London's Air Quality Strategy provides a framework of policy which aims to improve air quality in London.

- 5.9.3 **The Mayor's Air Quality Strategy (2010)** seek to minimise the emissions of key pollutants and to reduce concentrations to levels at which no, or minimal, effects on human health are likely to occur.
- 5.9.4 **Local Plan Policy CC10** seeks to reduce potential adverse air quality impacts arising from new developments and sets out several requirements.
- 5.9.5 The development site is within the borough wide Air Quality Management Area (AQMA). The cumulative impact of the demolition, construction and operation of the proposed development because of increased vehicle and combustion based energy plant emissions.
- 5.9.6 Due to the uplift in floorspace and use of the site there will be an impact with regards to air quality locally, however the overall impact is considered acceptable. Subject to the inclusion of conditions prior to the commencement of above ground works for each phase of the development to address the above mitigation measures, officers consider that the proposed development can accord with Policies 7.14 of the London Plan and Policy CC10 of the Local Plan.

5.10 Contamination

- 5.10.1 **London Plan Policy 5.21** explains that 'the Mayor supports the remediation of contaminated sites and will work with strategic partners to ensure that the development of brownfield land does not result in significant harm to human health or the environment, and to bring contaminated land to beneficial use'. For decision-making, the policy requires 'appropriate measures' to be taken to ensure that development on previously contaminated land does not activate or spread contamination.
- 5.10.2 **Local Plan Policy CC9** requires a site assessment and a report on its findings for developments on or near sites known to be (or where there is reason to believe they may be) contaminated. Development will be refused 'unless practicable and effective measures are to be taken to treat, contain or control any contamination'. Any permission will require that any agreed measures with the council to assess and abate risks to human health or the wider environment are carried out as the first step of the development.
- 5.10.3 **Key principles LC1-6 of the Planning Guidance SPG** identify the key principles informing the processes for engaging with the council on, and assessing, phasing and granting applications for planning permission on contaminated land. The latter principle provides that planning conditions can be used to ensure that development does not commence until conditions have been discharged.
- 5.10.4 The applicant has submitted with the application a Preliminary (Geo-Environmental) Risk Assessment (Ref: LS3403 V1.4 dated 24th April 2018) and contained in the ES vol 2. Appendix 10.1. Officers consider that this PRA is acceptable.. Whilst further detail is required due to potentially contaminative land

uses possibly having occurred at, or near to, this site these details can be appropriately and reasonably secured by way of conditions.

- 5.10.5 Subject to the inclusion of conditions requiring the submission of further information by condition, officers consider that the proposed development accords with Policies 5.21 and Policy CC9 of the Local Plan given that all identified potentially significant effects during the demolition and construction and the operational stages can be suitably adequately mitigated, such that the significance of the residual effects of the proposed development will be negligible and that the land will be suitable for the proposed uses

5.11 Noise

- 5.11.1 **London Plan Policy 7.15** states that development proposals should seek to reduce noise by minimising the existing and potential adverse impacts of noise on, from, within, or in the vicinity of, a development and promoting new technologies and improved practices to reduce noise.
- 5.11.2 **Local Plan Policy CC11** seeks to control the noise and vibration impacts of developments, requiring the location of noise and vibration sensitive development 'in the most appropriate locations'. Design, layout and materials should be used carefully to protect against existing and proposed sources of noise, insulating the building envelope, internal walls floors and ceilings, and protecting external amenity areas. Noise assessments providing details of noise levels on the site are expected 'where necessary'.
- 5.11.3 **Local Plan Policy CC13** seeks to control pollution, including noise, and requires proposed developments to show that there will be 'no undue detriment to the general amenities enjoyed by existing surrounding occupiers of their properties'.
- 5.11.4 Officers consider that the impacts for noise and vibration have been satisfactorily assessed in the submitted Environmental Statement. The proposed limits and mitigation measures are acceptable however specific details will be required to be submitted for each phase of the development. It is therefore considered appropriate to require these details, including insulation and anti-vibration measures for machinery and plant by condition.
- 5.11.5 Subject to the inclusion of conditions requiring the implementation of the submitted documents and submission of further information, officers consider that the proposed development accords with Policies 7.15 of the London Plan and Policies CC11 and CC13 of the Local Plan.

5.12 Lighting

- 5.12.1 **London Plan Policy 7.5** states that 'London's public spaces should be secure, accessible, inclusive, connected, easy to understand and maintain, relate to local context, and incorporate the highest quality design, landscaping, planting, street furniture and surfaces'. Paragraph 7.19 notes that the lighting of the public realm requires 'careful consideration to ensure places and spaces are appropriately lit, and there is an appropriate balance between issues of safety and security, and reducing light pollution'. Paragraph 7.22 notes that 'lighting of, and on, buildings should be energy efficient and appropriate for the physical

context'. Paragraph 7.62 notes that promotion of nature conservation should be integral to development proposals and, in this context, states that the indirect effects of development (which include lighting) need to be considered alongside direct impacts (such as habitat loss).

- 5.12.2 **Local Plan Policy CC12** seeks to control potential adverse impacts from lighting by requiring all development proposals seeking permission for external lighting to submit details to demonstrate they it would be appropriate for the intended use, provide the minimum amount of light necessary to achieve its purposes, be energy efficient, and provide adequate protection from glare and light spill.
- 5.12.3 **Draft London Plan Policy D7** mirrors the policy and text relating to lighting in the adopted London Plan. Paragraph 3.7.10 further states seeks to ensure that lighting of public realm is appropriate to address safety and security issues and to make night-time activity areas and access routes welcoming and safe, whilst minimising light pollution.
- 5.12.4 The submitted Design and Access Statement includes a light strategy for the proposal. This sets out the intention to illuminate the Town Hall through various accent, feature and façade illumination measures as well as the office illumination itself and elements of the public realm. Such measures are considered commensurate with a town centre location and would largely replicate existing street lighting. The overall strategy will significantly enhance the public experience of the site, however careful control of the measures proposed will be required to avoid light spill and excessive illumination. This would include appropriate lights off measures within the commercial elements.
- 5.12.5 Subject to the inclusion of a condition requiring details of the required lighting strategy, officers consider that the proposed development accords with Policies 7.5 of the London Plan and Policies CC12 of the Local Plan.

5.13 Wind and Microclimate

- 5.13.1 **London Plan Policy 7.6** states that buildings and structures should not cause unacceptable harm to the amenity of surrounding land and buildings in relation to (inter alia) wind and microclimate. London Plan Policy 7.7 states that tall buildings should not affect their surroundings adversely in terms of microclimate, wind turbulence, overshadowing.
- 5.13.2 **The Mayor's Sustainable Design and Construction SPG** recognises at paragraph 2.3.7 that large buildings can alter their local environments and affect the micro-climate and notes that the Lawson Comfort Criteria can be used to assess the impact of a large building on the comfort of the street environment. It further states that developers should assess the potential impacts at ground level of any building that is significantly taller than its surroundings.
- 5.13.3 **Local Plan Policy DC3** states that tall buildings should not affect their surroundings adversely in terms of microclimate, wind turbulence, overshadowing. **Local Plan Policy CC2** seeks to ensure that developments are comfortable and secure for users and avoid impacts from natural hazards. In

supporting text paragraph 13.7 explains that this policy is intended to ensure that developments help to enhance open spaces and contribute to well-being.

- 5.13.4 **Draft London Plan** further addresses wind and microclimate. Indirectly, draft **Policy GG1** requires streets and public spaces to be planned for circulation by the comfort in comfort and safety, and to be welcoming. More directly, **draft Policy D8** addresses the environmental impact of tall buildings, requiring careful consideration of the wind (and daylight, sunlight penetration and temperature) conditions around tall buildings and their neighbourhoods so that they do not compromise the comfort and enjoyment of them. Draft paragraph 3.1.2 further states the importance of a comfortable pedestrian environment with regard to levels of sunlight, shade, wind, and shelter from precipitation.
- 5.13.5 The site is currently sheltered by existing surrounding buildings . Minor windy conditions occur towards the south of the site, closer to the open River Thames. As set out within the ES, during the construction phase wind speeds may increase slightly and locally during periods of demolition, as parts of the site become relatively free of obstructions. The effects of wind during the construction phase of the proposed development are considered to be negligible and therefore no mitigation measures are proposed.
- 5.13.6 Once completed the proposed development is expected to have minor beneficial effects on pedestrian circulation areas due to the soft landscaping provided within the which will act as a natural wind-break. Negligible effects on building entrances, rooftop terraces and amenity, sitting and play areas are anticipated. The ES concludes that there are negligible cumulative effects on wind microclimate due to the size and distance of the committed developments from the development .
- 5.13.7 Subject to the inclusion of conditions requiring the implementation the mitigation measures required, officers consider that the proposed development accords with Policies 7.6 and 7.7 of the London Plan and Policies DC3 and CC2 of the Local Plan in terms of wind and microclimate.

5.14 Ecology and Biodiversity

- 5.14.1 **The NPPF (Paragraphs 168 and 173)** explains that pursuing sustainable development involves (inter alia) ‘moving from a net loss of bio-diversity to achieving net gains for the future’. **Paragraph 99** requires new developments to be planned to avoid increased vulnerability to climate change impacts, which include changes to biodiversity. **Paragraph 109** states that the planning system should contribute to ‘minimising impacts on biodiversity and providing net gains in biodiversity where possible’. Planning decisions should encourage opportunities to incorporate biodiversity in and around developments and refuse development resulting in harm where this that cannot be adequately mitigated – or as a last resort, compensated.
- 5.14.2 **London Plan Policy 7.19** requires development proposals to make positive contributions to biodiversity (its protection, enhancement, creation and management) wherever possible and to prioritise improving access to nature in arrears deficient in accessible wildlife sites. Policy 7.21 of the London Plan

supports the retention of existing trees of value and encourages the provision of additional trees, particularly large-canopied species, in new developments.

- 5.14.3 **Local Plan Policies OS1 and OS5** seeks to enhance biodiversity and green infrastructure in LBHF by (inter alia) maximising the provision of gardens, garden space and soft landscaping, and seeking green and brown roofs and planting as part of new development; seeking retention of existing trees and provision of new trees on development sites; and adding to the greening of streets and the public realm.
- 5.14.4 **The Draft London Plan** sets more ambitious targets for ecology and urban greening, which includes a target to increase tree cover in London by 10% by 2050. **Draft London Policy G5** states that major development proposals should 'contribute to the greening of London by including urban greening as a fundamental element of site and building design, and by incorporating measures such as high-quality landscaping (including trees), green roofs, green walls and nature-based sustainable drainage'. Boroughs should develop an Urban Greening Factor (UGF) to identify the appropriate amount of urban greening required in new developments, based on Urban Greening Factors set out in Table 8.2 of the draft Local Plan. Higher standards of greening are expected of predominately residential developments (target score 0.4). **Draft London Policy G7** states that existing trees of quality should be retained wherever possible or replace where necessary. New trees are generally expected in new development, particularly large-canopied species.
- 5.14.5 The existing site has a poor level of greening and opportunities for biodiversity with large areas of hardstanding. The proposal gives an opportunity for greening of the site and future opportunities for ecology and biodiversity.
- 5.14.6 The new public square will see a number of mature trees and beds being introduced onto King Street. The back edge of the public realm to the elevations of the Town Hall will see new beds being introduced, with additional planting onto the A4. These will create green routes adjacent to the site that will also incorporate areas of incidental playspace. To the southern elevation of Block A onto the A4 and between Block and Block D, new urban gardens will be introduced. These are public spaces with surrounding active frontages and feature planting bands and rain gardens. A buffer screening area will be introduced onto the A4 in the interests of noise and air pollution. The approach is mirrored in the residential gardens for Blocks A and D set to the west of Block A.
- 5.14.7 A number of trees on Nigel Playfair Avenue will be removed, as was the case with the extant scheme, and these are considered to be of low quality. The proposed development will see a significant increase in the number of trees on site and as such the removal of the existing trees is considered acceptable. The final species will be subject to the secured landscaping condition and will take into account the appropriate location as well as pollution mitigation.
- 5.14.8 A key aim of the strategy is to create close loop systems – wildflowers attracting bees which pollinate flowers and fruit, nitrogen species to add soil nutrients and a selection of habitat and food species for wildlife benefits. The proposed planting will prioritise native and wildlife friendly species, with a highly diverse

palette suited to demanding conditions. habitat for invertebrates, bats and birds will be incorporated into the landscape and structures at ground floor, podium and roof level.

5.14.9 As such officers consider that the proposed development accords with Policies 7.19 and 7.21 of the London Plan and Policies OS1 and OS5 of the Local Plan in terms of ecological and urban greening.

5.15 Socio-Economic and Community Effects

5.15.1 **London Plan Policy 3.1** presents the Mayor's commitment to ensuring equal life chances for all Londoners, borne out of the recognition that meeting the needs of particular groups and communities is key to addressing inequalities and fostering diverse communities. **Policy 4.12** seeks to improve access to employment and employment opportunities for Londoners, supporting local employment, development and training. **Draft London Plan Policy E2 (C)**, states that the applicant should show how a proportion of low cost and flexible business space would be incorporated into the proposals to provide workspace suitable for small and medium sized enterprises.

5.15.2 **Local Plan Policy E1** requires flexible and affordable space suitable for small to medium enterprises in new large business development. **Local Plan Policy E4** requires the provision of appropriate employment and training initiatives for local people of all abilities in the construction of major developments including visitor accommodation and facilities.

5.15.3 Over the construction phase the proposal will generate an estimated 42 apprenticeships, 50 paid work placements and 5 school career and engagement programmes positions with an estimated skills and employment support contribution of £372,000. Post-construction there is an estimated 600 new jobs created by the commercial uses being introduced with some £77,000 in a skills and employment support contribution. 10% of the project value will be required to go to local small and medium sized businesses through the local procurement initiative, with an estimated contribution of £12,750.

5.15.4 All of the 664sqm of office space within Block A will be for affordable space. This amounts to 8% of the 8,524sqm Class B1 space that comprises the non-civic office provision within the scheme and will provide low cost, affordable incubator space.

5.15.5 As a result of the modern and upgraded floorspace, wider benefits would be delivered by way of increasing local expenditure through increased employment levels, additional visitors through the retail and leisure uses proposed, and job and job opportunities for local residents and companies.

5.15.6 It is considered that the social and economic benefits derived from the development are substantial public benefits and represent the delivery of the council's spatial vision and strategic objectives set out within the Local Plan as well as representative of the opportunity the development presents. Officers therefore consider that the proposal, subject to s106 legal agreement to secure the benefits identified and agreed, is in accordance with London Plan Policies

3.1 and 4.12 and Draft London Plan Policy E2 and Local Plan Policies E1 and E4.

5.16 Security

- 5.16.1 **The NPPF** seeks to ensure that planning decisions promote public safety and take into account wider security and defence requirements. They should anticipate and address all plausible malicious threats and natural hazards and create safe, inclusive and accessible places that have high levels of amenity and do not undermine quality of life, community cohesion and resilience to due crime and disorder.
- 5.16.2 **London Plan Policy 7.13** states that through planning decisions development proposals should include measures to design out crime in a manner that is ‘in proportion to the risk, deter terrorism, assist in the detection of terrorist activity and help deter its effects’. Policy DC1 seeks to ensure that new developments, new publicly accessible open spaces and new community and leisure facilities are inclusive and accessible, contribute to improving quality of life and reducing the incidence of crime and anti-social behaviour (paragraphs 2.57, 10.5 and 12.3).
- 5.16.3 Meetings and discussions have taken place between the applicant, the Counter Terrorism Security Advisors and the local police Designing Out Crime Officer/Architectural Liaison Officer. The overall security strategy and design intent has been agreed and accepted in principle and the next stage of the process is to continue dialogue with the applicant and the business, and design and agree the detail of measures to be incorporated within the development. A planning condition regarding secure by design criteria is included.
- 5.16.4 It is considered that collectively these design measures have been carefully considered in order to reduce the likelihood and fear of crime on the Site and, accordingly, the Proposed Development should be considered acceptable in this respect.
- 5.16.5 The proposals are considered to be well designed and in accordance with the NPPF, Local Plan, and Policy DC1 of the Local Plan which requires development to reduce the opportunities for criminal behaviour.

5.17 Accessibility

- 5.17.1 **Local Plan Policy DC1** requires all development to be of a high quality and should have an approach to accessible and inclusive urban design. **Policy D2** requires new buildings to follow the principles of accessible and inclusive design. **Planning SPD Key Principles DA1, DA4, DA5, DA6, DA7, DA8, DA9, DA11, DA12 and DA13** requires all applications to ensure the buildings are designed to be accessible and inclusive to all who may visit or use the building, to remove barriers to all members of the community and how the accessibility will be managed when operational, provide proportion of hotel rooms to be for use by disabled people, have minimum widths and gradients for accesses, essential lifts, toilets and other required facilities and to engage and consult with disabled people.

5.17.2 The proposal has been developed in co-production with the council's disability commission with a series of meetings with officers and the applicant on design, heritage, the Town Hall, public realm and transport. The resulting proposal is a result of this and as such it is considered that the development is an exemplar of engagement in this area.

5.17.3 The Disability Forum Planning Group has welcomed the comprehensive revised Inclusive Design and Access Statement submitted and have commented positively on the following measures:

Town Hall

- Sliding doors into main entrance at town hall
- 4 passenger lifts from courtyard with walkways providing step free access to all floors (previously 2)
- Two platform lifts in Council Chamber with option for removable furniture to provide step free access to all levels of the Chamber. This is a real achievement.
- 6 Sesame lifts to provide step free access
- 2 firefighting lifts and refuge areas
- public committee rooms on ground floor
- evacuation and safety for disabled residents, disabled visitors and disabled staff who use the development will be included in both IAMP and the Fire Strategy

Housing

- wheelchair storage and transfer space adjacent to the entrance in every wheelchair housing unit
- Wheelchair charging points identified
- 'Bridge' link to balconies adjusted and acceptable.

Public realm

- accessible and inclusive seating provided for blue badge holders in basement car park
- blue badge parking for residents with a high topped vehicle to be included in the Inclusive Access Management Plan (IAMP)
- primary pedestrian route from King Street to Hammersmith Town Hall accessible to blind and visually impaired people without compromising open space for events.
- Wheelchair accessible drinking fountain to be included
- Dog service area by Block C
- Additional raised crossings, lay-bys, and drop off points along Nigel

Playfair Avenue

- Clearly defined kerbs on footways and taxi drop off point
- All primary pedestrian routes through the site have a 1.8m wide footpath clear zone with some secondary routes between 1.3m -1.5m at pinch points
- Café seating pushed back to maintain clear access routes

5.17.4 Areas that remain to be overcome are those that require operational management and are covered through condition by way of the IAMP, the Car Park and Cycle Parking Management Plans and those covering landscaping and public realm. Each of these conditions makes it a requirement to incorporate measures related to disabled and impaired people. Further engagement and consultation will continue between the applicant in developing the further design stages of the proposal and by officers in considering the details submitted.

5.17.5 It is therefore considered that the proposal will provide a high quality environment for disabled and impaired members of the community and the commitments within the Access Statement are positive and deliverable by way of conditions. As such the proposal will comply with Local Plan Policies DC1 and DC2 as well as Planning Guidance SPD Key Principles DA1, DA4, DA5, DA6, DA7, DA8, DA9, DA11, DA12 and DA13.

6.0 SECTION 106 HEADS OF TERMS AND CIL

S106 Heads of Terms

6.1 **The NPPF** provides guidance for local planning authorities in considering the use of planning obligations. It states that ‘authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations and that planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition’.

6.2 **London Plan Policy 8.2** states that: ‘When considering planning applications of strategic importance, the Mayor will take into account, among other issues including economic viability of each development concerned, the existence and content of planning obligations. Development proposals should address strategic as well as local priorities in planning obligations. Affordable housing and other public transport improvements should be given the highest importance’. It goes on to state: ‘Importance should also be given to tackling climate change, learning and skills, health facilities and services, childcare provisions and the provision of small shops.’

6.3 **Local Plan Policy INFRA1** (Planning Contributions and Infrastructure Planning) states: ‘The Council will seek planning contributions to ensure the necessary infrastructure to support the Local Plan is delivered using two main mechanisms: ‘Community Infrastructure Levy The Council will charge CIL on developments in accordance with the CIL Regulations (as amended) and the LBHF CIL Charging Schedule. The Council will spend CIL on:

- infrastructure in accordance with the H&F Regulation 123 (R123) List;

- projects identified for 'Neighbourhood CIL'; and
- CIL administration expenses (no more than the statutory cap).

6.4 The proposed heads of terms are:

- Affordable housing units as set out in the report
- Monitoring fees for Travel Plans
 - Residential Travel Plan - £2,500 at year 1, 3 and 5
 - Town Hall Travel Plan - £3,000 at year 1, 3 and 5
 - Workplace Travel Plan - £3,000 at year 1, 3 and 5
 - Construction Workers Travel Plan - £5,000 annually during construction
- No parking permits
- Wheelchair units to be secured
- Blue badge parking to be secured
- Carbon offset payment of £309,240
- Affordable business units
- Public access of the new public realm and stopped up highway areas
- Retention of architects
- Local procurement amounting to 10% of the total construction cost
- Local employment, skills and training comprising apprentices paid and unpaid work placements and full-time operational phase workers
- Each apprentice and work placement attracts a contribution of £3,500
- Non-compliance with the agreed number of apprentices and placements attracts a contribution of £7,000 per apprentice/placement not created
- TfL contribution for relocation of the cycle docking station

6.5 The s106 will also secure a s278 agreement with the council to carry out works to the public highway. The redevelopment of the application site will require the following highway works:

- Re-location of junction of King Street/Nigel Playfair Avenue
- Re-paving of footways immediately surrounding the application site
- Improvements identified in the PERS and CERS audit.
- The applicant proposes to dedicate land on King Street under s.38/s.72 agreement.

Local and Mayoral CIL

6.6 This development would be subject to a London wide community infrastructure levy. The Mayor's CIL (Community Infrastructure Levy) came into effect in April 2012. 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 and is chargeable in this case at £50 per sq.m uplift in floor space (GIA).

7.0 CONCLUSION

7.1 In considering planning applications, the Local Planning Authority needs to consider the development plan as a whole and planning applications that accord with the development plan should be approved without delay, unless material

considerations indicate otherwise and any adverse impacts of doing so would significantly and demonstrably outweigh the benefits

- 7.2 In the assessment of the application regard has been given to the NPPF, London Plan, and Local Plan policies as well as guidance. It is considered that the proposal is acceptable in land use and design terms. The quantum of the proposed land uses and the resulting nature of the site does not give rise to any unacceptable impacts and will amount to sustainable development in accordance with the National Planning Policy Framework.
- 7.3 Before turning to the overall planning balance a conclusion on the heritage impacts must be reached. Considerable weight must be given to the preservation of the settings of listed buildings and conservation areas as set out in statute and the NPPF. Decision makers must acknowledge any harm arising and then attach considerable weight to it and then only, assess whether there are circumstances that outweigh the harm identified to allow permission to be granted. There is a statutory presumption in favour of refusal if harm is present.
- 7.4 The proposal results in less than substantial harm to the Grade II Hammersmith Town Hall. In addition some minor harm is identified to the setting of the neighbouring Cromwell Mansions, a building of merit and non-designated heritage asset.
- 7.5 The proposal would deliver a number of substantial design and heritage benefits that must be taken into account. The removal of the Town Hall Extension would reintroduce the Town Hall onto King Street and remove the unsympathetic setting when viewed from the south; the removal of the 70s walkways and structures adjoin the Town Hall would realise a substantial benefit with the north façade being restored. Internally the refurbishment would see the refurbishment of the building as a whole, with existing clutter and plant spaces being removed or rationalised to create a modern civic space that preserves the historic fabric of the building and the most sensitive spaces identified. The courtyard in particular would be incorporated into the civic function, removing plant and parking and creating a fully accessible public space at the heart of the Town Hall. Moreover, the proposal would see the Town Hall being safeguarded for its intended and optimum use as a public, civic building.
- 7.6 In addition the proposal would deliver substantial public benefits which are considered to outweigh the harm identified in the Officer Report. The benefits include:
- The redevelopment would deliver a mixed use civic, cultural and employment attraction, providing economic, cultural, and social benefits
 - The proposal would deliver the intended regeneration opportunities identified for the site within the development plan
 - 52% of the 204 residential properties would be genuinely affordable, with the overall housing provision contributing to the identified housing need within the borough and London
 - The development would contribute sustainably to the local and wider London economy
 - The scheme would provide employment opportunities both in the borough and London generally.

- Affordable workspace to be provided at low cost to facilitate small and medium sized companies, contributing to the local, borough and London economy
- Local procurement arising from the development, providing local companies with the opportunity for significant contracts
- The development would provide modern and upgraded floorspace, and deliver wider benefits by way of increasing local expenditure through increased employment levels and job opportunities for residents and companies.
- The proposal will create a high quality accessible pedestrian and cyclist friendly public realm, delivering healthy streets
- Employment and training initiatives secured through the S106 agreement would bring significant benefits to the local community while a local procurement initiative will be entered into by way of the legal agreement to provide support for businesses.
- Delivers an opportunity for significant enhancement and regeneration of the area

7.7 The proposed development has demonstrable substantial design, heritage and public benefits which constitute material considerations that are considered to outweigh the harm identified and add weight to the case for granting planning permission. The benefits identified are considered to outweigh the limited harm arising from the proposal.

7.8 Officers have taken account of all the representations received and in overall conclusion for the reasons detailed in this report, it is considered having regard to the development plan as a whole and all other material considerations that planning permission should be granted.

7.9 Accordingly it is recommended that the proposal be granted subject to the conditions listed, the completion of s106 and no contrary direction from the Mayor of London.

Agenda Item 4

Ward: Hammersmith Broadway

Site Address:

Hammersmith Town Hall King Street London W6 9JU



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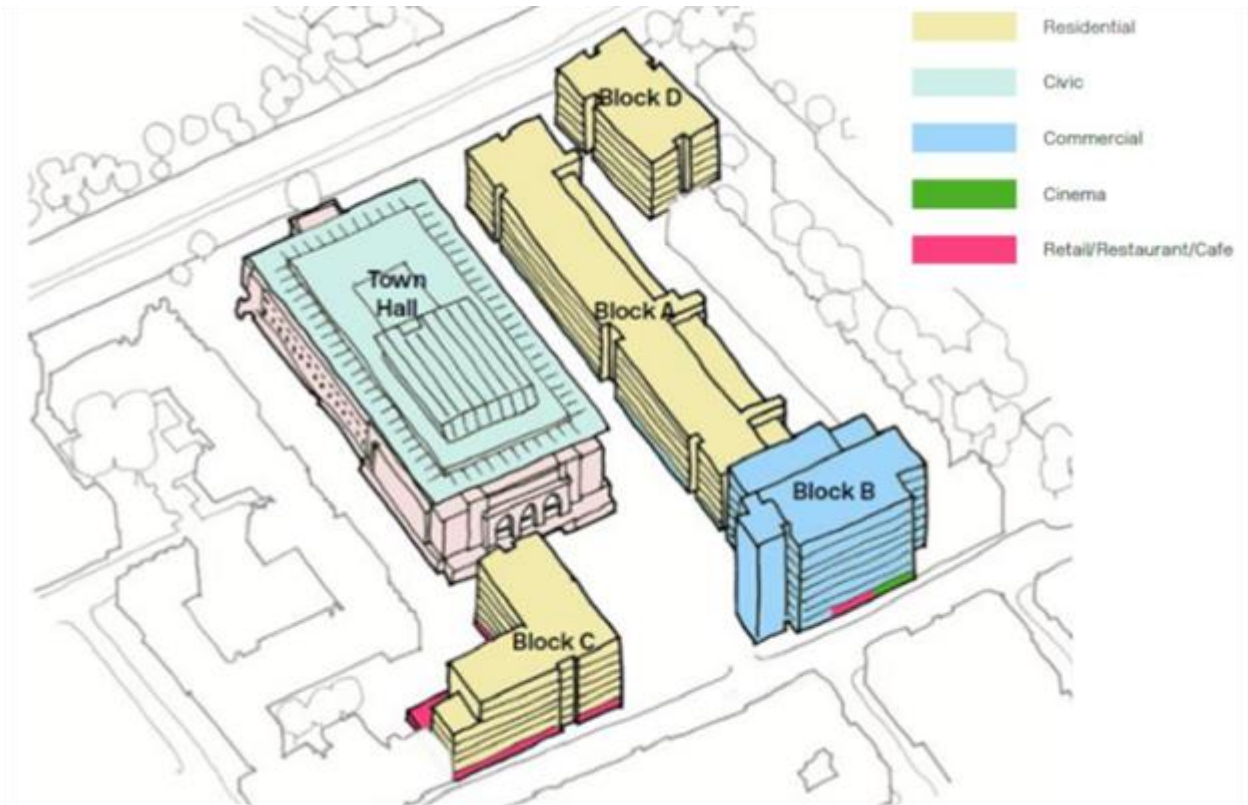
Reg. No:
2018/01501/LBC

Case Officer:
Peter Wilson

Date Valid:
30.04.2018

Conservation Area:
King Street (East) Conservation Area - Number 37

Committee Date:
12.02.2019



Proposed Massing



Proposed ground floor layout

Applicant:

A2Dominion Developments Limited
C/O Agent

Description:

Internal and external alterations to the Grade II Listed Town Hall. Internal alterations to include new platform lifts, doorways and room layouts and general refurbishment of ground to fourth floor. Alterations at roof level to accommodate new part two part three storey roof extension. Introduction of new lift to roof level, fire-fighting lifts and bridge walkways. The removal of the external access platforms and stairways and reordering of ground floor entrance to enable restoration of North Elevation, and the replacement of single-glazed steel windows with double-glazed steel windows to the office areas.
Drg Nos:

Application Type:

Listed Building Consent

Officer Recommendation:

- 1) Subject to there being no contrary direction from the Mayor for London that the Committee resolve that the Strategic Director for Growth and Place be authorised to determine the application and grant permission upon the completion of a satisfactory legal agreement and subject to the conditions listed below;**

- 2) To authorise the Strategic Director for Growth and Place, in consultation with the Director of Law and the Chair of the Planning and Development Control Committee, to make any minor changes to the proposed conditions or heads of terms of the legal agreement. Any such changes shall be within their discretion.**

CONDITIONS

1. TIME LIMIT

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

Reason: Condition required to be imposed by Section 92(2)(a) of the Town and Country Planning Act 1990. Extended time periods for which the planning permission can be implemented is given considering exceptional circumstances relevant to the Demolition, Ground and Enabling Works, Operation and the extent of the development.

2. APPROVED DRAWINGS

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

Demolition:

RSHP-A-00-00001-D-P-XX P02
RSHP-A-00-00003-D-P-B1 P02
RSHP-A-00-00004-D-P-00 P02
RSHP-A-00-00005-D-P-01 P02
RSHP-A-00-00006-D-P-02 P02
RSHP-A-00-00007-D-P-03 P02
RSHP-A-00-00008-D-P-04 P02
RSHP-A-00-00009-D-P-05 P02
RSHP-A-00-00010-D-P-06 P02
RSHP-A-00-00011-D-P-07 P02
RSHP-A-TH-00101-D-P-00 P02
RSHP-A-TH-00102-D-P-01 P02
RSHP-A-TH-00103-D-P-02 P02
RSHP-A-TH-00104-D-P-03 P02
RSHP-A-TH-00105-D-P-04 P02
RSHP-A-TH-00106-D-P-RF P02

Block A:

RSHP-A-BA-00100-P-B1 P02
RSHP-A-BA-00101-P-00 P02
RSHP-A-BA-00102-P-01 P02
RSHP-A-BA-00103-P-02 P02
RSHP-A-BA-00104-P-03 P02
RSHP-A-BA-00105-P-04 P02
RSHP-A-BA-00106-P-05 P02
RSHP-A-BA-00107-P-06 P02
RSHP-A-BA-00108-P-RF P02
RSHP-A-BA-00500-S-ZZ P02
RSHP-A-BA-00501-S-YY P02
RSHP-A-BA-00401-E-E P02
RSHP-A-BA-00402-E-W P02
RSHP-A-BA-00403-E-S P02
RSHP-A-BA-00800-DT-XX P02

RSHP-A-BA-00801-DT-XX P02
RSHP-A-BA-00802-DT-XX P02

Block B:

RSHP-A-BB-00099-P-B2 P02
RSHP-A-BB-00100-P-B1 P02
RSHP-A-BB-00101-P-00 P02
RSHP-A-BB-00102-P-01 P02
RSHP-A-BB-00103-P-02 P02
RSHP-A-BB-00104-P-03 P02
RSHP-A-BB-00105-P-04 P02
RSHP-A-BB-00106-P-05 P02
RSHP-A-BB-00107-P-06 P02
RSHP-A-BB-00108-P-07 P02
RSHP-A-BB-00109-P-RF P02
RSHP-A-BB-00500-S-AA P02
RSHP-A-BB-00503-S-WW P02
RSHP-A-BB-00504-S-ZZ P02
RSHP-A-BB-00400-E-N P02
RSHP-A-BB-00401-E-E P02
RSHP-A-BB-00402-E-W P02
RSHP-A-BB-00403-E-S P02
RSHP-A-BB-00800-DT-XX P02
RSHP-A-BB-00801-DT-XX P02
RSHP-A-BB-00802-DT-XX P02
RSHP-A-BB-00803-DT-XX P02

Block C:

RSHP-A-BC-00100-P-B1 P02
RSHP-A-BC-00101-P-00 P02
RSHP-A-BC-00102-P-01 P02
RSHP-A-BC-00103-P-02 P02
RSHP-A-BC-00104-P-03 P02
RSHP-A-BC-00105-P-04 P02
RSHP-A-BC-00106-P-05 P02
RSHP-A-BC-00107-P-06 P02
RSHP-A-BC-00108-P-RF P02
RSHP-A-BC-00500-S-AA P02
RSHP-A-BC-00501-S-ZZ P02
RSHP-A-BC-00400-E-N P02
RSHP-A-BC-00401-E-E P02
RSHP-A-BC-00402-E-W P02
RSHP-A-BC-00403-E-S P02
RSHP-A-BC-00800-DT-XX P02
RSHP-A-BC-00801-DT-XX P02
RSHP-A-BC-00802-DT-XX P02

Block D:

RSHP-A-BD-00100-P-B1 P02
RSHP-A-BD-00101-P-00 P02
RSHP-A-BD-00102-P-01 P02
RSHP-A-BD-00103-P-02 P02

RSHP-A-BD-00104-P-03 P02
RSHP-A-BD-00105-P-04 P02
RSHP-A-BD-00106-P-05 P02
RSHP-A-BD-00107-P-RF P02
RSHP-A-BD-00500-S-XX P02
RSHP-A-BD-00404-E-XX P02
RSHP-A-BD-00800-DT-XX P02

Town Hall:

RSHP-A-TH-00100-P-B1 P02
RSHP-A-TH-00101-P-00 P02
RSHP-A-TH-00102-P-01 P02
RSHP-A-TH-00103-P-02 P02
RSHP-A-TH-00104-P-03 P02
RSHP-A-TH-00105-P-04 P02
RSHP-A-TH-00106-P-05 P02
RSHP-A-TH-00107-P-06 P02
RSHP-A-TH-00109-P-RF P02
RSHP-A-TH-00500-S-AA P02
RSHP-A-TH-00501-S-BB P02
RSHP-A-TH-00504-S-VV P02
RSHP-A-TH-00509-S-QQ P02
RSHP-A-TH-00400-E-N P02
RSHP-A-TH-00401-E-E P02
RSHP-A-TH-00402-E-W P02
RSHP-A-TH-00403-E-S P02
RSHP-A-TH-00800-DT-XX P02
RSHP-A-TH-00801-DT-XX P02
RSHP-A-TH-00802-DT-XX P02
RSHP-A-TH-00803-DT-XX P02
RSHP-A-TH-00804-DT-XX P02
RSHP-A-TH-00805-DT-XX P02
RSHP-A-TH-00806-DT-XX P02
RSHP-A-TH-01200-DT-XX P02
RSHP-A-TH-01201-DT-XX P02
RSHP-A-TH-01203-DT-XX P02
RSHP-A-TH-01300-DT-XX P02
RSHP-A-TH-01400-DT-XX P02
RSHP-A-TH-01401-DT-XX P02
RSHP-A-TH-01402-DT-XX P02
RSHP-A-TH-01403-DT-XX P02
RSHP-A-TH-99504-E-N P02
RSHP-A-TH-99505-E-E P02
RSHP-A-TH-99506-E-S P02
RSHP-A-TH-99507-E-W P02

Public Realm:

P11289-00-001-100 D06
P11289-00-001-104 D05
P11289-00-001-110 D03
P11289-00-001-120 D03
P11289-00-001-121 D03

P11289-00-001-122 D03
P11289-00-001-200 D03
P11289-00-001-201 D03
P11289-00-001-202 D03
P11289-00-001-203 D03
P11289-00-001-210 D02
P11289-00-001-211 D02

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 and Policies DC1, DC2, DC3, DC4 and DC8 of the Local Plan 2018.

3. BUILDING CONTRACT

The development hereby permitted shall not be undertaken (other than works of site preparation, excavation, and demolition of existing buildings) before a signed building contract for the conversion, refurbishment, repair, restoration and extension of the building in accordance with this listed building consent has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that works do not take place prematurely and to safeguard the special architectural or historic interest of the building in accordance with policy DC8 of the Hammersmith and Fulham Local Plan

3. SCHEDULE AND SPECIFICATION OF EXTERNAL WORKS

A schedule and specification of all external works to the Town Hall including details of refurbishment, repairs and restoration in respect of each external surface of the building shall be submitted to and approved in writing by the LPA prior to commencement of any works to that elevation (other than works of site preparation, excavation, and demolition of existing buildings). The works shall be implemented in accordance with the approved details prior to occupation of the building and shall thereafter be permanently retained.

Reason: In order to safeguard the special architectural or historic interest of the building in accordance with policy DC8 of the Hammersmith and Fulham Local Plan

4. DETAILED DRAWINGS

Detailed drawings, or samples of materials as appropriate, in respect of the following, shall be submitted to and approved in writing by the local planning authority before the relevant part of the work is begun:

a) Detailed drawings at a scale of not less than 1:20 in plan, section and elevation of the extension to the Town Hall to include junctions with the retained listed fabric

b) Detailed drawings at a scale of not less than 1:20 in plan, section and elevation of all works relevant to that elevation, repairs and restoration to the relevant external elevation and roof of the listed Town Hall;

Reason: In order to safeguard the special architectural or historic interest of the building in accordance with policy DC8 of the Hammersmith and Fulham Local Plan

5. WINDOWS

Detailed drawings at a scale of not less than 1:10 in plan, section and elevation of all new windows to include details of the frame and glazing bar profiles, opening style, and subdivision (including window model samples and samples of glass) shall be submitted to and approved in writing by the LPA prior to the commencement of any works to the Town Hall windows. The works shall be implemented in accordance with the approved details prior to the occupation of the building and shall thereafter be permanently retained.

Reason: In order to safeguard the special architectural or historic interest of the building in accordance with policy DC8 of the Hammersmith and Fulham Local Plan

6. COURTYARD

Detailed drawings at a scale of not less than 1:20 in plan, section, and elevation of all new works to the courtyard of the Town Hall to include new lift core, walkway bridges and their connections to the façade, and treatment of the floorscape, shall be submitted to and approved in writing by the Council prior to commencement of any works (other than works of site preparation, excavation and demolition of existing buildings).

Reason: In order to safeguard the special architectural or historic interest of the building in accordance with policy DC8 of the Hammersmith and Fulham Local Plan

7. SCHEDULE AND SPECIFICATION OF INTERNAL WORKS

A schedule and specification of internal works including details of refurbishment, repairs and restoration of all rooms and circulation spaces (on a floor by floor basis) within the building shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of any internal works to the relevant part of the building. The works shall be implemented in accordance with the approved details prior to commencement of the relevant works and shall thereafter be permanently retained.

Reason: In order to safeguard the special architectural or historic interest of the building in accordance with policy DC8 of the Hammersmith and Fulham Local Plan

8. DETAILED INTERNAL DRAWINGS

Detailed drawings at a scale of not less than 1:20 in plan, section, and elevation of the proposed internal works, including new works and repair and restoration of internal spaces within the building (including all rooms and circulation spaces) shall be submitted to and approved in writing by the Council prior to the commencement of any internal works to the relevant part of the building. The works shall be implemented in accordance with the approved details prior to occupation of the building and shall thereafter be permanently retained.

Reason: In order to safeguard the special architectural or historic interest of the building in accordance with policy DC8 of the Hammersmith and Fulham Local Plan.

9. INTERNAL MATERIAL SAMPLES – GENERAL

Details and samples of typical new and replacement internal materials, internal surface finishes and internal paint colours including those to be used in works to flooring, walls, ceilings, stairs, balustrades, internal light fittings, shall be submitted for the Council's approval prior to the commencement of any internal works to the relevant part of the building. The works shall be implemented in accordance with the approved details prior to the occupation of the building and shall thereafter be permanently retained.

Reason: In order to safeguard the special architectural or historic interest of the building in accordance with policy DC8 of the Hammersmith and Fulham Local Plan

10. DETAILED DRAWINGS AND MATERIALS – M&E SERVICING

Details including detailed drawings at a scale of not less than 1:20 in plan, section and elevation and material samples (where necessary) of all internal M&E servicing shall be submitted to and approved in writing by the Council prior to commencement of any works (other than works of site preparation, excavation and demolition of existing buildings). The works shall be implemented in accordance with the approved details prior to occupation of the building and shall thereafter permanently retained.

Reason: In order to safeguard the special architectural or historic interest of the building in accordance with policy DC8 of the Hammersmith and Fulham Local Plan

11. METHOD STATEMENT FOR PROTECTION OF ARCHITECTURAL DETAILS DURING CONSTRUCTION WORKS

A Method Statement for the protection of internal and external architectural details and historic building fabric during demolition and construction works shall be submitted to and approved in writing by the Council prior to the commencement of any works (other than works identified in Condition 14). The works shall be implemented in accordance with approved details and the protection methods shall be retained for the duration of the demolition and construction works.

Reason: In order to safeguard the special architectural or historic interest of the building in accordance with policy DC8 of the Hammersmith and Fulham Local Plan

12. METHOD STATEMENT FOR THE SALVAGE AND SECURE STORAGE OF ANY REDUNDANT ARCHITECTURAL FEATURES

Details of arrangements for salvage, secure storage and reuse of any redundant architectural features shall be submitted to and approved in writing by the Council prior to the commencement of any works (other than works of site preparation, excavation, and demolition of existing buildings approved under Condition 14). The works shall be implemented in accordance with the approved details and the salvaged items shall thereafter be permanently retained in accordance with the approved details.

Reason: In order to safeguard the special architectural or historic interest of the building in accordance with policy DC8 of the Hammersmith and Fulham Local Plan

13. ARTEFACTS

An Artefacts Display and Retention Plan shall be submitted to and approved in writing by the local planning authority prior to the commencement of any works.

The Artefacts Display and Retention Plan shall include the following details:

- a) Details of the artefacts to be displayed
- b) Floor Plans and internal elevations identifying the locations for the display of the artefacts within the building,
- c) Details of storage of those artefacts not for display

Reason: In order to safeguard the special architectural or historic interest of the building in accordance with policy DC8 of the Hammersmith and Fulham Local Plan

14. PHOTOGRAPHIC RECORDS

No works to the Town Hall shall commence until a n internal and external photographic record of the Town Hall building with locations of each photograph marked on floor plans has been undertaken by a person or body approved by the Local Planning Authority and in accordance with a written scheme approved by the Local Planning Authority in writing. The record shall be submitted to and approved in writing by the Council and a copy of the approved photographic record and floorplans shall be deposited at the Local Archives prior to commencement of the works hereby approved.

15. DEMOLITION METHOD STATEMENT

Prior to the demolition of the access and platform and stairways of the town hall extension abutting the listed building a method statement detailing method of demolition and remedial works to the listed façade should be submitted to the local authority

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

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

Application form received: 26th April 2018
Drawing Nos: see Condition 2

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

Consultation Comments:

| Comments from: | Dated: |
|---|---------------|
| Natural England | 29.05.18 |
| Port Of London Authority | 15.05.18 |
| Hammersmith & Fulham Historic Buildings Group | 15.01.19 |
| Historic England London Region | 21.01.19 |
| London Borough Of Hounslow | 23.01.19 |
| Port Of London Authority | 11.12.18 |

Neighbour Comments:

| Letters from: | Dated: |
|--|---------------|
| 30 Warley House Mitchison Road London N1 3NH | 07.06.18 |
| River House 24 Upper Mall LONDON W6 9TA | 31.05.18 |
| 4 Ravenscourt Road London W6 0UG | 01.06.18 |
| 11 Ravenscourt Place London W6 0UN | 21.05.18 |
| Sussex House 12 Upper Mall London W6 9TA | 04.06.18 |
| 8 Standish Road London W6 9AL | 17.01.19 |
| 60 Weltje Road London W6 9LT | 27.12.18 |

OFFICERS' REPORT

The assessment for this report is contained within the joint report for applications 2018/01500/FUL and 2018/01501/LBC

Ward: Fulham Broadway

Site Address:

284 - 288 North End Road London SW6 1NH



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For identification purposes only - do not scale.

Reg. No:

2017/04216/FUL

Case Officer:

Daniel Allen

Date Valid:

31.10.2017

Conservation Area:

Committee Date:

12.02.2019

Applicant:

Governside Limited
C/o Agent

Description:

Demolition of existing building, and redevelopment of the site to provide a four storey 100 bedroom hotel (Use Class C1) and retail unit at ground floor level (Use Class A1).
Drg Nos:

Application Type:

Full Detailed Planning Application

Officer Recommendation:

That the Committee resolve that the Strategic Director, Growth and Place be authorised to determine the application and grant permission up on the completion of a satisfactory legal agreement and subject to the condition(s) listed below

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 only in accordance with the following drawings and details hereby approved:

1613 PL1-100; Structural engineering report for planning (24560, dated 13/10/2017); Phase 1 Flood Risk Assessment (FRA) (2808 rev 2.1, dated Sept 2017); received 30/10/2017.

1613 PL1-101-A; 1613 PL1-102-A; 1613 PL1-104-B; 1613 PL1-105-B; 1613 PL1-106-B; 1613 PL1-107-C; 1613 PL1-108-C; 1613 PL1-109 C; 1613 PL1-111 B; 1613 PL1-112 B; 1613 PL1-113 B; Sustainable Design and Construction Statement including Appendices (dated 20/09/17, amended 08/01/18); received 01/08/2018.

Pedestrian Environment Review System (PERS) Audit (T&PPB7185R001D0.1 Rev 0.1, dated 10/10/18); Cycling Environment Review System (CERS) Audit (T&PPB7185R001D0.1 Rev 0.2, dated 11/10/18); received 12/10/2018.

1613 PL1-103 B; received 19/11/18.

1613 PL1-110 B; 1613 PL1-115; received 26/11/18.

To ensure a satisfactory external appearance and to prevent harm to the street scene and nearby heritage assets, in accordance with Policies DC1, DC2, and DC8 of the Local Plan 2018.

- 3) The development hereby approved shall not commence (including works of site clearance and demolition of existing buildings), prior to:

(i) approval by the Council of a valid and enforceable building contract and agreed demolition plan for redevelopment of the site in accordance with this planning permission, or approval by the Council of an alternative means of ensuring that it is satisfied that redevelopment of the site will take place within 6 months of the discharge of contamination conditions attached to this planning permission, and that such redevelopment will be carried out without interruption;

(ii) written notice of the start date for the demolition process has been submitted to the Council. Such notification shall be to the Council's Head of Development Management and shall quote the application reference number specified in this decision letter.

To ensure that the demolition does not take place prematurely and to safeguard the character and appearance of the Building of Merit and the settings of neighbouring Grade II listed building, in accordance with Policies DC1, DC2, and DC8 of the Local Plan (2018).

- 4) (i) Notwithstanding the submitted details, prior to commencement of the development hereby approved, a final Demolition Management Plan (including a Demolition Method Statement) shall have been submitted to and approved in writing by the Local Planning Authority. Details shall include control measures for dust, noise, vibration, lighting, delivery locations, restriction of hours of work and all associated activities audible beyond the site boundary to 0800-1800hrs Mondays to Fridays and 0800-1300hrs on Saturdays, advance notification to neighbours and other interested parties of proposed works and public display of contact details including accessible phone contact to persons responsible for the site works for the duration of the works, and other matters relating to demolition management to be agreed.

(ii) No demolition shall commence until a risk assessment based on the Mayor's Best Practice Guidance (The control of dust and emissions from construction and demolition) has been undertaken and a method statement for emissions control (including an inventory and timetable of dust generating activities, emission control methods and where appropriate air quality monitoring) has been submitted to and approved in writing by the Local Planning Authority. The appropriate mitigation measures to minimise dust and emissions must be incorporated into the site-specific Demolition Method Statement. Developers must ensure that on-site contractors follow best practicable means to minimise dust and emissions at all times. Demolition works shall be undertaken in accordance with the approved details.

The Demolition Management Plan and Statement shall be implemented in accordance with the approved details throughout the relevant project period.

To ensure that appropriate steps are taken to limit the impact of the proposed demolition works on the amenities of local residents and the area generally, in accordance with Policies 5.18, 5.19, 5.20, 5.21, 5.22 and 7.14 of the London Plan, Policies DC1, DC2, CC6, CC7, CC10, CC11, and CC12 of the Local Plan 2018.

- 5) Notwithstanding the submitted details, prior to commencement of the development hereby approved, a final Demolition Logistics Plan (DLP) shall have been submitted to and approved in writing by the Local Planning Authority. The details shall include the number, size and routes of demolition and construction vehicles per day/week, 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, details of the access arrangements and delivery locations on the site, details of any vehicle holding areas, and other matters relating to traffic management to be agreed as required. The approved details shall be undertaken in accordance with the terms and throughout the period set out in the DLP.

To ensure that appropriate steps are taken to limit the impact of the proposed demolition works on the operation of the public highway, in accordance with Policies 6.11 and 6.12 of the London Plan and T1, T6 and T7 of the Local Plan 2018.

- 6) Notwithstanding the submitted details, prior to commencement of the development hereby approved (save for works of site clearance and demolition of existing buildings) a final Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority. Details shall include control measures for dust, noise, vibration, lighting, delivery locations, restriction of hours of work and all associated activities audible beyond the site boundary to 0800-1800hrs Mondays to Fridays and 0800-1300hrs on Saturdays, advance notification to neighbours and other interested parties of proposed works and public display of contact details including accessible phone contact to persons responsible for the site works for the duration of the works. The details shall also include any external illumination of the site during construction, contractors' method statements, waste classification and disposal procedures and locations, suitable site hoarding/enclosure, dust and noise monitoring and control. Approved details for each relevant phase, or part thereof shall be implemented throughout the project period.

To ensure that appropriate steps are taken to limit the impact of the proposed construction works on the amenities of local residents and the area generally, in accordance with Policies 5.18, 5.19, 5.20, 5.21 and 5.22 of the London Plan, Policies DC1, DC12, CC6, CC7, CC10, CC11 and CC12 of the Local Plan 2018 and Key Principles of the Planning Guidance SPD (2018).

- 7) Notwithstanding the submitted details, prior to commencement of the development hereby approved, a final Construction Logistics Plan (CLP) shall have been submitted to and approved in writing by the Local Planning Authority. The CLP should cover the following minimum requirements: site logistics and operations; construction vehicle routing; contact details for site managers and details of management lines of reporting; location of site offices, ancillary buildings, plant, wheel-washing facilities, stacking bays and parking; storage of any skips, oil and chemical storage etc.; access and egress points; and; membership of the

Considerate Contractors Scheme. The approved details shall be undertaken in accordance with the terms and throughout the period set out in the CLP.

To ensure that appropriate steps are taken to limit the impact of the proposed construction works on the operation of the public highway, in accordance with Policies 6.11 and 6.12 of the London Plan and T1, T6 and T7 of the Local Plan 2018.

- 8) Notwithstanding the details specified on the drawings hereby approved, the development shall not commence (save for works of site clearance and demolition of existing buildings) until particulars and samples (where appropriate) of all the materials to be used in all external faces of the buildings; including details of colour, composition and texture of the brick, and the bond, pointing style and mortar mix, the colour, composition and texture of the metal and stone work; details of all surface windows; roof surfaces; roof top plant and general plant screening; shop front treatments, including window opening and glazing styles and all external hard surfaces including paving, have been submitted and approved in writing by the Local Planning Authority. A sample panel showing the external materials as appropriate shall also be erected onsite for the Council's inspection prior to commencement of the works. The development shall be carried out in accordance with the details as approved and thereafter permanently retained in this form.

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

- 9) Prior to commencement of the development hereby approved (save for works of site clearance and demolition of existing buildings) detailed drawings at a scale not less than 1:20 (in plan, section and elevation) of typical sections/bays of each of the approved buildings have been submitted and approved in writing by the Local Planning Authority. These shall include details of the proposed external finish, fenestration (including framing and glazing details), shop front and entrances and roof top plant and plant screening. The development shall be carried out in accordance with the details as approved and thereafter permanently retained in this form.

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

- 10) Prior to commencement of the development hereby approved (save for works of site clearance and demolition of existing buildings) detailed plans, sections and elevations at a scale of 1:20 of the rooftop plant and other roof structures shall have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the details as approved and thereafter permanently retained in this form.

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

- 11) Prior to the installation of the solar panels hereby approved, details of the solar panels including their layout and the angle of the PV panels relative to the surface of the roof, shall be submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the PV panel installation has been implemented 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, DC2, and DC8 of the Local Plan (2018).

- 12) Prior to occupation of the development hereby approved, details of all proposed external lighting, including security lights shall have been submitted to and approved in writing by the Local Planning Authority, and the use shall not commence until the lighting has been installed in full accordance with the approved details. Such details shall include the number, exact location, height, design and appearance of the lights, together with data concerning the levels of illumination and light spillage and the specific measures, having regard to the recommendations of the Institution of Lighting Engineers in the 'Guidance Notes For The Reduction Of Light Pollution 2011'. Details should also be submitted for approval of measures to minimise use of lighting and prevent glare and sky glow by correctly using, locating, aiming and shielding luminaires. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

To ensure a satisfactory external appearance and to prevent harm to the occupiers of neighbouring properties, in accordance with Policies DC1, DC2, DC8, CC12 and CC13 of the Local Plan (2018).

- 13) Prior to commencement of the development hereby approved (save for works of site clearance and demolition of existing buildings), 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.

To ensure a safe and secure environment in accordance with Policy 7.3 of the London Plan (2016) and Policies DC1, DC2 and DC8 of the Local Plan (2018).

- 14) The entrance doors to the North End Road elevation at ground floor level hereby permitted shall have a level threshold at the same level as the area fronting the entrance. The entrance door shall not be less than 800mm wide.

To ensure adequate access for people with disabilities or mobility difficulties, in accordance with Policy 7.2 of the London Plan (2016), Policies DC1, DC2 and DC8 of the Local Plan (2018), and Policies DA1 and DA6 of the Planning Guidance Supplementary Planning Document (2018).

- 15) A minimum of 10% of all hotel bedrooms 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 Supplementary Planning Document (2018). This arrangement shall thereafter be permanently retained.

To ensure the provision and retention of facilities for all, including disabled people, in accordance with Policy 4.5 of the London Plan (2016) and Policies E3, DC1, DC2 and DC8 of the Local Plan (2018) and DA1 and DA8 of the Planning Guidance Supplementary Planning Document (2018).

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

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

- 17) The noise level in rooms of the Class C1 (hotel) development hereby approved shall meet the noise standard specified in BS8233:2014 for internal rooms and external amenity areas.

To ensure that the amenity of occupiers of the development site are not adversely affected by noise in accordance with Policies E3, CC11 and CC13 of the Local Plan (2018).

- 18) Prior to commencement of the development hereby approved (save for works of site clearance and demolition of existing buildings), 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 the bedrooms from adjoining rooms and the common parts, within the development. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

To ensure that the amenity of occupiers of the development site are not adversely affected by noise in accordance with Policies E3, CC11 and CC13 of the Local Plan (2018).

- 19) Prior to commencement of the development hereby approved (save for works of site clearance and demolition of existing buildings), details shall be submitted to and approved in writing by the Local Planning Authority, of the sound insulation of the floor/ ceiling/ walls separating the commercial part(s) of the premises from the hotel bedrooms. Details shall demonstrate that the sound insulation value $D_{nT,w}$ and $L'_{nT,w}$ is enhanced by at least 15dB the Building Regulations value and, where necessary, additional mitigation measures are implemented to contain commercial noise within the commercial premises and to achieve the criteria of BS8233:2014 within the dwellings/ noise sensitive premises. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

To ensure that the amenity of occupiers of the development site are not adversely affected by noise in accordance with Policies E3, CC11 and CC13 of the Local Plan (2018).

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

To ensure that the amenity of occupiers of the development site/ surrounding premises is not adversely affected by noise from plant/mechanical installations/equipment, in accordance with Policies E3, CC11 and CC13 of the Local Plan (2018).

- 21) Prior to commencement of the development hereby approved (save for works of site clearance and demolition of existing buildings), details of anti-vibration measures shall be submitted to and approved in writing by the Local Planning Authority. The measures shall ensure that machinery, plant/ equipment, extract / ventilation system and ducting are mounted with proprietary anti-vibration isolators and fan motors are vibration isolated from the casing and adequately silenced. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

To ensure that the amenity of occupiers of the development site/ surrounding premises is not adversely affected by noise from plant/mechanical installations/equipment, in accordance with Policies E3, CC11 and CC13 of the Local Plan (2018).

- 22) Prior to commencement of the development hereby approved, a preliminary risk assessment report shall have been submitted to and approved in writing by the Local Planning Authority. This report shall comprise: a desktop study which identifies all current and previous uses at the site and surrounding area as well as the potential contaminants associated with those uses; a site reconnaissance; and a conceptual model indicating potential pollutant linkages between sources, pathways and receptors, including those in the surrounding area and those planned at the site; and a qualitative risk assessment of any potentially unacceptable risks arising from the identified pollutant linkages to human health, controlled waters and the wider environment including ecological receptors and building materials. All works must be carried out in compliance with and by a competent person who conforms to CLR 11: Model Procedures for the Management of Land Contamination (Defra 2004) or the current UK requirements for sampling and testing.

Potentially contaminative land uses (past or present) are understood to occur at, or near to, this site. This condition is required to ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and

following the development works, in accordance with Policy CC9 of the Local Plan (2018).

- 23) Prior to commencement of the development hereby approved, a site investigation scheme shall have been submitted to and approved in writing by the Local Planning Authority. This scheme shall be based upon and target the risks identified in the approved preliminary risk assessment and shall provide provisions for, where relevant, the sampling of soil, soil vapour, ground gas, surface and groundwater. All works must be carried out in compliance with and by a competent person who conforms to CLR 11: Model Procedures for the Management of Land Contamination (Defra 2004) or the current UK requirements for sampling and testing.

Potentially contaminative land uses (past or present) are understood to occur at, or near to, this site. This condition is required to ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works, in accordance with 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, following a site investigation undertaken in compliance with the approved site investigation scheme, a quantitative risk assessment report is submitted to and approved in writing by the Local Planning Authority. This report shall: assess the degree and nature of any contamination identified on the site through the site investigation; include a revised conceptual site model from the preliminary risk assessment based on the information gathered through the site investigation to confirm the existence of any remaining pollutant linkages and determine the risks posed by any contamination to human health, controlled waters and the wider environment. All works must be carried out in compliance with 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).

- 25) 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 Local Planning Authority. This statement shall detail any required remediation works and shall be designed to mitigate any remaining risks identified in the approved quantitative risk assessment. All works must be carried out in compliance with 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).

- 26) 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 Local Planning Authority. This report shall include: details of the remediation works carried out; results of any verification sampling, testing or monitoring including the analysis of any imported soil; all 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).

- 27) 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 Local Planning Authority 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).

- 28) Notwithstanding the details submitted, prior to occupation/use of the relevant part of the development hereby approved a final Delivery and Servicing Plan shall have been submitted to and approved in writing by the Local Planning Authority for that part. Details shall specify the number of weekly deliveries and collections and size

of vehicles to be used, as well as the times for deliveries, vehicle movements and quiet loading/unloading measures. The measures/scheme shall be implemented in accordance with the approved details prior to occupation of that part of the development hereby approved, and thereafter permanently retained and maintained in line with the agreed plan.

In order to ensure that satisfactory provision is made for the servicing needs of the development and management and disposal of refuse, recycling, and other waste and to ensure that the amenity of occupiers of the development site/ surrounding premises is not adversely affected by noise and other disturbance, in accordance with Policies TLC2, T2, E3, CC7, CC11, and CC13 of the Local Plan (2018).

- 29) The development hereby approved shall not be occupied until details of secure cycle parking spaces to be provided in connection with the proposed Class C1 hotel have been submitted to and approved in writing by the Local Planning Authority, and such details shall be implemented prior to the occupation or use of the hotel and permanently retained thereafter for such use.

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 Policies E3 and T3 of the Local Plan (2018).

- 30) Prior to occupation/use of the relevant part of the development hereby approved the refuse storage arrangements shown on approved drawing 1613-PL1-104 Rev B, including provision for the storage of recyclable materials, shall have been fully implemented. All refuse/recycling generated by the development hereby approved shall be stored within the approved areas. These areas shall be permanently retained for this use.

To ensure the satisfactory provision of refuse storage and recycling, in accordance with Policies CC7 and CC13 of the Local Plan (2018).

- 31) No removal of refuse nor bottles/cans to external bins or external refuse storage areas 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.

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

- 32) The ground floor 'Retail Unit' shall be used solely for the purposes of a retail use only and for no other purpose, including any other purpose in Class A1 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended), or any subsequent Order or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification.

In granting this permission, the Council has had regard to the particular circumstances of the case. The increase in the number of bedrooms could raise materially different planning considerations and the council wishes to have an opportunity to consider such circumstances at that time, in accordance with

Policies T1, TLC2, DC1, DC2, DC8, CC10, CC11, CC11, CC12 and CC13 of the Local Plan (2018).

- 33) The hotel use shall be used solely for the purposes of a hotel only and for no other purpose, including any other purpose in Class C1 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended), or any subsequent Order or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification.

In granting this permission, the Council has had regard to the particular circumstances of the case. The increase in the number of bedrooms could raise materially different planning considerations and the council wishes to have an opportunity to consider such circumstances at that time, in accordance with Policies T1, E3, DC1, DC2, DC8, CC10, CC11, CC11, CC12 and CC13 of the Local Plan (2018).

- 34) The Class C1 (hotel) use hereby approved shall have a maximum of 100 bedrooms.

In granting this permission, the Council has had regard to the particular circumstances of the case. The increase in the number of bedrooms could raise materially different planning considerations and the council wishes to have an opportunity to consider such circumstances at that time, in accordance with Policies T1, E3, DC1, DC2, DC8, CC10, CC11, CC11, CC12 and CC13 of the Local Plan (2018).

- 35) The 'breakfast room' hereby approved shall only be used to serve breakfast to guests of the Class C1 (hotel) hereby approved.

To ensure the use of the building and grounds does not harm the amenities of the existing neighbouring residential properties as a result of noise and disturbance, in accordance Policies CC11 and CC13 of the Local Plan (2018).

- 36) There shall be no access flat roof areas provided by the development hereby approved, except for maintenance purposes, and no part of the flat roof areas provided by the development 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 building does not harm the amenities of the existing neighbouring residential properties as a result of overlooking, loss of privacy and noise and disturbance, in accordance with Policies DC1, DC2, DC8, CC11 and CC13 of the Local Plan and Key Principle HS8 of the Planning Guidance Supplementary Planning Document (2018).

- 37) Unless otherwise indicated on the drawings hereby approved, no plumbing or pipes, other than rainwater pipes, shall be fixed externally on the front (North End Road) or side (adjacent to No.282 North End Road) elevations of the building.

To ensure a satisfactory external appearance and to prevent harm to the street scene and adjacent Grade II listed building, in accordance with Policies DC1, DC2 and DC8 of the Local Plan (2018).

- 38) 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, water tanks, water tank enclosures or other plant structures not shown on the approved drawings, without planning permission first being obtained. Any such changes shall be carried out in accordance with the approved details.

To ensure a satisfactory external appearance and to prevent harm to the amenities of the occupiers of neighbouring residential properties, in accordance with Policies DC1, DC2, DC8, CC11 and CC13 of the Local Plan (2018).

- 39) No external roller shutters shall be attached to the retail frontage to the North End Road elevation, and the window glass at ground level of the development, including the hotel frontage, shall not be mirrored, painted or otherwise obscured.

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

- 40) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or re-enacting that Order with or without modification), no aerials, antennae, satellite dishes or related telecommunications equipment shall be erected on any part of the development hereby permitted, without having first been submitted to and approved in writing by the council. The development shall only be carried out in accordance with the details hereby approved.

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

- 41) 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.

To ensure a satisfactory external appearance and to preserve the integrity of the design of the building in accordance with DC1, DC2, DC8 and DC9 of the Local Plan (2018), and to ensure that the amenity of occupiers of surrounding premises is not adversely affected by artificial lighting, in accordance with Policies CC12 and CC13 of the Local Plan (2018).

- 42) Prior to occupation/use of the relevant part of the development hereby permitted, details shall be submitted to and approved in writing by the Local Planning Authority of the operating hours of use of each commercial part of the development. The uses hereby approved shall only operate as per the details 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 Local Plan (2018).

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

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

- 44) Prior to commencement of the development hereby permitted, details of 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 have been submitted to and approved in writing by the Local Planning Authority. The approved remediation measures shall be implemented immediately that any television interference is identified.

To ensure that television interference caused by the development is remediated, in accordance with Policy 7.7 of The London Plan 2016, and Policies DC1 and DC2 of the Local Plan 2018.

- 45) Prior to the commencement of each of the demolition and construction phases of the development hereby permitted, an Air Quality Dust Management Plan (AQDMP) in order to mitigate air pollution 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 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 IV emission criteria of Directive 97/68/EC and its subsequent amendments. This will apply to both variable and constant speed engines for both NO_x and PM. An inventory of all NRMM must be registered on the NRMM register <https://nrmm.london/user-nrmm/register>; Ultra Low Emission Vehicle Strategy (ULEVS) for the use of on-road Ultra Low Emission Vehicles in accordance with the emission hierarchy (1) Electric (2) Hybrid (Electric-Petrol) (3) Petrol, (4) Hybrid (Electric-Diesel) (5) Diesel (Euro VI HGV); Details of Air quality monitoring of PM₁₀ where appropriate and used to prevent levels exceeding predetermined Air Quality threshold trigger levels. Developers must ensure that on-site contractors follow best practicable means to minimise dust and emissions

at all times. Approved details shall be fully implemented and permanently retained and maintained during the demolition and construction phases of the development.

To ensure that the amenity of occupiers of the development site and neighbouring occupiers is not adversely affected by poor air quality, in accordance with Policy 7.14 of the London Plan (2016), and Policy CC10 of the Local Plan (2018).

- 46) Prior to the commencement of the above ground works of the development hereby permitted (excluding site clearance and demolition) a Ventilation Strategy report in order to mitigate the impact of air pollution and include the following information:
- a) Details of the air intake locations for the C1 class use at roof level on the rear elevations
 - b) Details of openable windows for C1 class use
 - c) Details of air intakes locations for A1 class use on the rear elevations
 - d) Details of the independently tested mechanical ventilation system with NO_x, PM_{2.5}, PM₁₀ filtration. The NO₂ filtration system shall have a minimum efficiency of 90% in the removal of Nitrogen Oxides/Dioxides, PM_{2.5} and PM₁₀ in accordance with BS EN ISO 10121-1:2014 and BS EN ISO 16890:2016.

The whole system shall be designed to prevent summer overheating and minimise energy usage. Chimney/boiler flues and ventilation extracts shall be positioned a suitable distance away from ventilation intakes, openable windows, balconies, roof gardens, terraces and receptors. The maintenance and cleaning of the systems shall be undertaken regularly in accordance with manufacturer specifications, and shall be the responsibility of the primary owner of the property. Approved details shall be fully implemented prior to the occupation/use of the development and thereafter permanently retained and maintained.

To ensure that the amenity of occupiers of the development site and neighbouring occupiers is not adversely affected by poor air quality, in accordance with Policy 7.14 of the London Plan (2016), and Policy CC10 of the Local Plan (2018).

- 47) Prior to occupation of the development a report with details of the combustion plant in order to mitigate the impact of air pollution shall be submitted to and approved in writing by the Council. The report shall include the following:
- a) Details to demonstrate that the termination height of the shared Flue stack for the combustion plant has been installed a minimum of 3 metres above any openable window and/or roof level amenity area of the tallest part of the building in the development
 - b) Details to demonstrate that all the Ultra Low NO_x Gas fired boilers, Emergency diesel Generator Plant and associated abatement technologies shall not exceed a minimum dry NO_x emissions standard of 30 mg/kWh (at 0% O₂) and 95mg/Nm⁻³ (at 5% O₂) respectively.
 - c) Details of emissions certificates, and the results of NO_x emissions testing of each Ultra Low NO_x gas boiler and Emergency Diesel Generator Plant by an accredited laboratory shall be provided following installation and following installation and thereafter on an annual basis to verify compliance of the relevant emissions standards in part b). Where any combustion based energy plant does

not meet the relevant emissions Standards in part b) above, it should not be operated without the fitting of suitable secondary NOx abatement Equipment or technology as determined by a specialist to ensure comparable emissions.

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

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

To ensure that the amenity of occupiers of the development site and neighbouring occupiers is not adversely affected by poor air quality, in accordance with Policy 7.14 of the London Plan (2016), and Policy CC10 of the Local Plan (2018).

- 48) Prior to occupation of the development hereby permitted a Low Emission Strategy for the operational phase in order to mitigate the impact of air pollution 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 vehicle 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) Cargo Bike (2) Electric Vehicle (3) Hybrid (non-plug in) Electric Vehicle (HEV), (4) Plug-in Hybrid Electric Vehicle (PHEV), (5) Alternative Fuel e.g. CNG, LPG, (6) Petrol and energy generation sources. The strategy must re-assess air quality neutral and/or air quality positive in accordance with the Mayor of London guidance. Approved details shall be fully implemented prior to the occupation/use of the development and thereafter permanently retained and maintained.

To ensure that the amenity of occupiers of the development site and neighbouring occupiers is not adversely affected by poor air quality, in accordance with Policy 7.14 of the London Plan (2016), and Policy CC10 of the Local Plan (2018).

- 49) Prior to commencement of the development hereby approved (save for works of site clearance and demolition of existing buildings), a drainage strategy detailing any on and/or off site drainage works, shall have been submitted to and approved in writing by the Local Planning Authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed.

To prevent any increased risk of sewer flooding and to ensure the satisfactory storage of/disposal of waste/surface water from the site in accordance with Policy 5.13 of The London Plan and Policies CC3 and CC4 of the Local Plan (2018).

- 50) 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 sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the Local Planning Authority (in consultation with Thames Water). Any piling must thereafter be undertaken in accordance with the terms of the approved Piling Method Statement.

In the interests of protecting local underground sewerage utility infrastructure and surface water drainage in accordance with Policy CC4 of the Local Plan 2018.

- 51) Prior to commencement of the development hereby approved (save for works of site clearance and demolition of existing buildings) and impact study of the existing water supply infrastructure shall have been submitted to, and approved in writing by, the Local Planning Authority (in consultation with Thames Water). The studies should determine the magnitude of any new additional capacity required in the system and a suitable connection point.

To ensure that the water supply infrastructure has sufficient capacity to cope with the/this additional demand in accordance with Policy CC4 of the Local Plan 2018.

- 52) The development hereby permitted shall only be carried out in accordance with the sustainable design and construction recommendations set out in the approved 'Sustainable Design and Construction Statement (dated: September 2017, Amended 8th January 2018)'. Within 6 months of first occupation/use of the premises, confirmation that the development meets the requirements of the 'Very Good' BREEAM rating shall be submitted (in the form of a post-construction BREEAM assessment), to the council for its written approval.

To ensure that sustainable design is implemented, in accordance with Policy 5.3 of The London Plan 2011 and Policies DC1, DC2 and CC2 of the Local Plan (2018).

- 53) The development shall only be carried out in complete accordance with the carbon reduction measures outlined within the approved 'Sustainable Design and Construction Statement (dated: September 2017, Amended 8th January 2018)', unless otherwise submitted to and approved in writing by the council. The development shall only be carried out in accordance with the details approved, and shall be permanently maintained as such thereafter.

To ensure that the development is consistent with the Mayor's carbon emissions objectives in accordance with Policies 5.1, 5.2 and 5.7 of the London Plan (2016) and in accordance with Policies DC1, DC2, CC1 and CC2 of the Local Plan (2018) and Policy EN1 of the Planning Guidance Supplementary Planning Document (2018).

- 54) Notwithstanding the submitted details, prior to the commencement of the development hereby permitted (save works of site clearance and demolition works of existing buildings), a final Surface Water Management Strategy shall be

submitted to and approved in writing by the Local Planning Authority. The Surface Water Management Strategy should include details of how surface water will be managed on-site in-line with the London Plan Drainage Hierarchy's preferred SuDS measures. Information provided shall include details on the specification, location, and attenuation capabilities (storage volumes) of the proposed SuDS measures such as permeable paving, green/brown/blue roofs and green wall, and rainwater harvesting system. Details of the proposed flow controls and flow rates for any discharge of surface water to the combined sewer system should also be provided, along with confirmation from Thames Water of their acceptance of these. Information on the number, location and connections for the proposed attenuation tanks should also be provided. A finalised plan drawing (to scale) of the proposed SuDS measures (including detailed plan drawings of all roof areas, showing the scale of the green/brown/blue roofs and green wall) should be provided which shows all connections (including off-site connections). Management and maintenance details for all proposed SuDS measures should also be provided along with an implementation plan for the drainage scheme, taking into consideration any phasing of works on-site. The Surface Water Management Strategy shall be implemented in accordance with the approved details, and thereafter all sustainable drainage measures shall be maintained and permanently retained in accordance with the approved details.

To prevent any increased risk of flooding and to ensure the satisfactory storage of/disposal of surface water from the site in accordance with Policy 5.13 of The London Plan and Policies CC3 and CC4 of the Local Plan (2018).

- 55) Prior to the commencement of above ground works (save works of site clearance and demolition works of existing buildings), details of the green/brown/blue roofs and green walls of the development, including planting and maintenance schedules, shall be submitted to and approved in writing by the Local Planning Authority. The green/brown/blue roofs and green walls shall be implemented in accordance with the approved details prior to occupation/use of the development hereby permitted, and thereafter be permanently retained and maintained in line with the agreed details.

To ensure the provision of green and brown roofs and walls in the interests of visual amenity, sustainable urban drainage and habitat provision, in accordance with Policies 5.11, 5.13 and 7.19 of the London Plan (2016) and Policies DC1, DC2, DC8, CC4, OS4, and OS5 of the Local Plan (2018).

- 56) The development hereby permitted shall be constructed in accordance with the flood risk mitigation measures identified in the 'Phase 1 Flood Risk Assessment' and 'Structural engineering report for planning' submitted with this application have been carried out. The scheme shall thereafter be permanently maintained as such thereafter.

To ensure that the flows of foul and surface water run-off is managed in a sustainable manner, in accordance with Policy 5.13 of The London Plan 2011, Policies CC3 and CC4 of the Local Plan 2018.

Justification for Approving the Application:

- 1)
 1. Land Use: The principle of the development is considered acceptable, as Officers consider that sufficient weight be afforded to the wider economic benefits of the development in providing a high-quality scheme of retained retail space within the primary shopping frontage, together with the employment and visitor generating hotel development, within the Town Centre and Regeneration Area, to outweigh the loss of the three residential units. The proposal complies with the NPPF (2018), Policies 4.5 and 4.7 of the London Plan (2016), and Policies FRA, TLC1, TLC2, E2 and E3 of the Local Plan (2018).
 2. Design and heritage: The principle of the land use is considered acceptable. The loss of the existing building of merit has been justified and the height, scale, massing, and detailed design of the replacement hotel building is acceptable within the local context, and would not harm the character and appearance of the application site and would appropriately connect the surrounding townscape. The proposal would make a positive contribution to the urban environment and would not cause undue harm to the setting of the Grade II listed building at No.282 North End Road. The development is therefore acceptable in accordance with the principles of the NPPF (2018), Policies 7.1, 7.2, 7.4, 7.5 and 7.6 of the London Plan (2016), and Policies DC1, DC2 and DC8 of the Local Plan (2018).
 3. Residential Amenity and Impact on Neighbouring Properties: The impact of the proposed development upon adjoining occupiers is considered acceptable with no significant worsening of overlooking, loss of sunlight or daylight or outlook to cause undue detriment to the amenities of neighbours. Measures would be secured by conditions to minimise noise and disturbance from the operation of the hotel and any associated mechanical equipment to nearby occupiers from the development. In this regard, the development would respect the principles of good neighbourliness. The development would therefore be acceptable in accordance with Policies DC1, DC2, CC11 and CC13 of the Local Plan and EN1 of the Planning Guidance Supplementary Planning Document (2018).
 4. Safety and Access: A condition will ensure the development would provide a safe and secure environment for all users in accordance with London Plan Policy 7.2 (2016) and Policy DC2 of the Local Plan (2018). The proposal would provide ease of access for all people, including disabled people, in accordance with Policies 4.5 and 7.2 of the London Plan (2016), Policies E3 of the Local Plan (2018) and Key Principles DA1, DA6 and DA9 of the Planning Guidance Supplementary Planning Document (2018).
 5. Highways matters: Subject to conditions, and the completion of a satisfactory legal agreement relating to the submission of a Travel Plan, servicing and delivery plan, and a DLP and a CLP; funding towards cycle and highway improvements; together with the prevention of coach bookings there would be no adverse impact on traffic generation and the scheme would not result in congestion of the primary road network. The development would therefore be acceptable in accordance with the NPPF (2012), Policies 5.13, 6.1, 6.2, 6.3, 6.9, 6.10, 6.11 and 6.13 of the London Plan (2016), Policies T1, T2, T3, T4, T5, CC7, CC9, CC10, CC11, CC12 and CC13 of the Local Plan (2018) and Policies TR1, TR2, TR3 and WM9 of the Planning Guidance Supplementary Planning Document (2018).

6. Flood Risk: A Flood Risk Assessment (FRA) has been submitted and has considered risks of flooding to the site and adequate preventative measures have respect the proposal is therefore in accordance with the NPPF (2018), Policies 5.11, 5.12, 5.13, 5.14 and 5.15 London Plan (2016), Policies CC2, CC3 and CC4 of the Local Plan (2018) and FR1 and FR3 of the Planning Guidance Supplementary Planning Document (2018).

7. Sustainability and Energy: Measures are proposed in relation to minimising energy use and CO2 emissions and sustainable design and construction. These will be secured by conditions with a carbon-off setting payment in lieu secured through Section 106 legal agreement. The development would therefore be acceptable in accordance with Policies 5.1, 5.2, 5.3 and 5.7 of the London Plan (2016), Policies of CC1 and CC2 of the Local Plan (2018) and SDC1 of the Planning Guidance Supplementary Planning Document (2018).

8. Air Quality: There will be an impact on local air quality because of the demolition, construction, and operation of the proposed development. However, conditions prior to the commencement of above ground works are included to mitigate the impact of the development and to ensure neutral air quality outcomes in accordance with Policy 7.14 of the London Plan (2016) and Policies CC10 and CC13 of the Local Plan (2018).

9. Land Contamination: Conditions will ensure that the site would be remediated to an appropriate level for the sensitive residential and open space uses. The proposed development therefore accords with Policy 5.21 of the London Plan (2016), Policies CC11, CC12 and CC13 of the Local Plan (2018) and NN1, NN2 and NN3 of the Planning Guidance Supplementary Planning Document (2018).

10. Planning Obligations: The application proposes that its impacts are mitigated by way of carbon-off setting payment and financial contributions to fund construction related jobs and apprenticeships, a local procurement initiative, and improvements that are necessary as a consequence of the development. The proposed development would therefore mitigate external impacts and would accord with Policy 8.2 of the London Plan (2016) and Policy INFRA1 of the Local Plan (2018).

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

LOCAL GOVERNMENT ACT 2000 LIST OF BACKGROUND PAPERS

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

Application form received: 30th October 2017
Drawing Nos: see above

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

Consultation Comments:

Comments from:
Thames Water - Development Control

Dated:
22.11.17

Neighbour Comments:

| Letters from: | Dated: |
|---|---------------|
| Flat A , 391 North End Road London SW6 1NR | 03.12.17 |
| 29 Raton rd Fulham sw61lw | 20.11.17 |
| 29 racoon rd Fulham sw61lw | 09.11.18 |
| 6 Crowther Close Fulham SW6 7EY | 30.11.17 |
| 6 Crowther Close Fulham SW6 7EY | 30.11.17 |
| 6 Crowther Close Fulham SW6 7EY | 30.11.17 |
| NAG | 06.12.17 |
| 30 Halford Road London SW6 1JT | 11.01.18 |
| Flat 2 393 North End Road London SW6 1NR | 28.11.17 |
| 383 North End road London SW6 1NP | 17.11.17 |
| 5 Crowther Close Fulham SW6 7EY | 01.12.17 |
| 5 Crowther Close Fulham SW6 7EY | 01.12.17 |
| Top Flat 383 North End Road London SW61NP | 28.11.17 |
| Wilberforce House Station Road London NW4 4QE | 01.12.17 |
| 29 racoon rd Fulham sw61lw | 20.11.17 |
| 29 racoon rd Fulham sw61lw | 20.11.17 |
| The First Floor Flat 3 Anselm Road London SW6 1LH | 01.12.17 |
| 391a North End Road London SW6 1NR | 03.12.17 |
| 119 Ellen Wilkinson house Fulham Sw6 7sy | 13.10.18 |
| 369-371 North End Road London Sw6 1NW | 14.10.18 |
| 72b Lakeside Road London W14 0DY | 13.10.18 |
| 8 Grangecliffe Gardens London SE25 6SZ | 12.10.18 |
| 290a Fulham Palace Rd London SW6 6HP | 22.10.18 |

OFFICERS REPORT

1.0 SITE DESCRIPTION, RELEVANT HISTORY AND PROPOSALS

Site and Surrounding Area:

1.1 The application site (0.06ha) comprises a three-storey building occupied by a retail unit (Class A1) at ground floor level with ancillary storage/service space at basement level, and 3 maisonette flats (Class C3) at first and second floor level. The site is located on the western side of North End Road, opposite its junction with Anselm Road to the east, and Coomer Place to the north.

1.2 A gated pedestrian alleyway (Buckler's Alley) separates the site from the four-storey mixed use hotel and retail building at Nos.290-302 North End Road to the south. To the north the site abuts the boundary of a two storey Grade II listed office building at No.282 North End Road.

1.3 North End Road forms part of the Prime retail frontage of Fulham Town Centre, and is characterised by mixed use development, with commercial uses at ground floor level, and residential uses above. Beyond the retail frontages, extending to the east and west of North End Road, the area is predominantly residential in character.

1.4 The existing building is locally listed as a Building of Merit, though the site is not located within a conservation area.

1.5 The site has public transport accessibility level (PTAL) of 6a on a scale of 1- 6b, with 6b having the highest PTAL. There are several bus stops located within a short distance from the site along North End Road with Fulham Broadway station a short distance to the south east. The site is also located within Flood Zone 2.

Relevant Planning History:

1.6 In 2016, application 2016/04876/FUL was withdrawn for the demolition of existing building and redevelopment of the site to provide a part four/part five storey hotel comprising 103 rooms, excavation to accommodate an additional basement and retail space on the ground floor.

1.7 In 2017, the applicants submitted a pre-application proposal for the demolition of existing building and redevelopment of the site to provide a part 4, part 5 storey hotel and retail uses.

Proposed Development:

1.8 The application involves demolition and redevelopment, comprising the erection of a four-storey mixed-use building providing retail (116sqm) floorspace at ground floor level, and a 100-bedroom hotel (Class C1) to the remainder of the building. The proposals also include further excavation of the existing basement to provide an additional (second) basement level in association with the C1 hotel use.

1.9 Associated cycle and refuse stores for the retail and hotel use are sited at ground floor level, along with plant and photovoltaic (PV) panels provided at roof level. A biodiverse 'green roof' is proposed across the development, with a 'green wall' at the northern flank elevation adjacent to No.282 North End Road.

1.10 The proposal follows the withdrawal of the 2016 application and extensive pre-application discussions. The main changes to the scheme can be summarised as follows:

- Reduction in height from five-storey to four-storey building;
- Increased set back of fourth floor;
- Increased setback of the north/north east corner away from the Grade II listed building at No.282 North End Road;
- Reduced massing to the rear facing Crowther Close;
- Increased area of 'green roof', and installation of 'green wall'.

2.0 CONSULTATION RESPONSES (INTERNAL AND EXTERNAL)

Pre-Application Consultation

2.1 The submission also includes a Statement of Community Involvement (SCI) which details the schemes progression through pre-application public consultation. Some 840 residents were invited to a public exhibition held in September 2017 which was also attended by representatives from The Fulham Society and the Hammersmith & Fulham Historic Buildings Groups. Additional meetings were also held with residents of Crowther Close and local ward Councillors. The applicants also contacted local market traders.

2.2 Generally, the response from those who attended both the presentations was very positive. In particular, the design revised design was considered much better than the previous withdrawn scheme; the reduction in scale with a cut back at the side was welcomed. Some concerns were raised about possible ground floor uses, the construction programme in relation to other construction sites in the area, impact on neighbouring properties and traffic.

Consultation for planning application

2.3 The application was advertised by site and press notices and individual notification letters were sent to 245 neighbouring properties. A further site and press notice advertising the application as a departure from the Council's development plan were published in December 2018.

2.4 In total, representations from 15 interested parties have been received raising objection to the proposals on the following grounds:

- Loss of existing Class C3 residential use
- The need for the development/further hotel use
- Impact upon Class A1 retail provision
- Height, scale and massing, out of context with the surrounding properties
- Failure to preserve or enhance the adjacent listed building
- Noise and disturbance
- Overlooking and loss of privacy
- Light pollution
- Loss of daylight/sunlight and outlook
- Poor layout of hotel rooms
- Security
- Subsidence from proposed basement excavation
- Rainwater overspill from green roofs
- Detrimental impact on North End Road Market
- Increased pollution from traffic movements
- Duration of construction period
- Disruption to Market and neighbours during construction period
- Parking, congestion, pick-ups/drop-offs

2.5 Thames Water raise no objections to the proposals subject to condition and informative

3.0 PLANNING CONSIDERATIONS

3.1 The main planning considerations to be assessed in light of the revised National Planning Policy Framework (NPPF) (2018), the London Plan (2016), and the Council's development plan comprising the Local Plan (2018) and Planning Guidance SPD (2018) include; the principle of the development in land use terms; design and impact upon designated and non-designated heritage assets; impact on the amenities of neighbouring residents; highways and traffic generation; sustainability and other environmental quality considerations.

Draft London Plan

3.2 The draft London Plan was published in late 2017 and was subject to public consultation during spring 2018. An Examination in Public (EiP) began in January 2019, and publication of the new Plan is expected later this year. It is therefore considered that the draft London Plan should be given limited weight at this stage in determining this application. In the interim, consideration shall be given to the London Plan (Consolidated with Further Alterations 2016).

4.0 LAND USE

4.1 The site is located within the Fulham Regeneration Area (FRA), a 47ha area comprising Fulham Town Centre and the Mayoral designated Earl's Court and West Kensington Opportunity Area. Fulham Town Centre is designated in the London Plan as a Major Town Centre, and provides a wide variety of shopping facilities serving the needs of the surrounding communities. The centre is generally healthy with low vacancy rates, although retail on North End Road has seen higher vacancy and less investment. Local Plan Strategic Policy FRA identifies that there is a substantial opportunity for regeneration within the Fulham Regeneration Area (FRA) and for development to benefit the wider community.

Loss of Residential:

4.2 London Plan Policy 3.14 states that 'The Mayor will, and boroughs and other stakeholders should, support the maintenance and enhancement of the condition and quality of London's existing homes. Loss of housing...should be resisted unless the housing is replaced at existing or higher densities with at least equivalent floorspace'.

4.3 Local Plan Policy HO1 states that in seeking to meet and exceed the annual housing delivery targets of the London Plan, the Council will [inter alia] retain existing residential accommodation. This is supported by Policy HO2 which states that the Council will resist proposals which would result in a net loss of permanent residential accommodation as a result of redevelopment or change of use without replacement. Notably, Strategic Policy FRA seeks the delivery of 7,000 additional homes within the Fulham Regeneration Area, the Policy also highlights the need for regeneration in the North End Road area in order to improve its economic health.

4.4 The existing mixed-use building comprises 3 flats on the first and second floors (accessed from the rear) and the proposed redevelopment would result in the loss of these flats which are in poor physical condition. While, the net loss of these units would represent a departure from the local plan significant weight should be given to the wider economic benefits of the proposed mix-use development. The proposals would retain a retail use at ground floor level within the primary shopping frontage and create an

employment / visitor generating hotel use, within the Town Centre and Regeneration Area. On balance Officers consider that the loss of the residential accommodation is acceptable in principle.

Retail:

4.5 London Plan Policy 4.7 supports a strong, partnership approach to assessing need and bringing forward capacity for retail, commercial, culture and leisure development in town centres, and in taking planning decisions on proposed retail and town centre development.

4.6 Strategic Policy FRA seeks that development proposals 'enhance the vitality and viability of Fulham Town Centre...' Policy TLC1 of the Local Plan makes clear that the Council will seek to work with stakeholders to enhance the vitality and viability of the boroughs town centres to maintain the retail function of the primary shopping areas, seeking a mix of shop sizes and types. In respect of Fulham Town Centre, supporting paragraph 8.7 to Policy TLC1 states that the Council will support the Centre 'to re-establish its historic role in the locality and maintain its status as a major town centre in the London Plan. Local Plan policies will seek to provide further shopping and leisure uses at an appropriate scale to meet locally generated needs.'

4.7 Policy TLC2 adopts a flexible approach in respect of changes from Class A uses at street level to 'alternative uses which can be shown to be complementary to the shopping frontage, maintain or increase the vitality and viability of the town centre and do not have an adverse impact on the local area'. In setting assessment criteria development proposals will be considered on the basis that [inter alia]:

- no more than 40% of the length of the prime retail frontage as a whole will be permitted to change to non-class A1 uses
- the nature and characteristics of the proposed use are complementary to the shopping frontage;
- the proposed use contributes to the function of the centre in terms of the size of the unit, the length of its frontage and the location of the unit within the centre

4.8 The application site is located within the Prime Retail Frontage of Fulham Town Centre. The existing retail unit comprises some 20m of street frontage, with 495sqm of Class A1 floorspace floor at ground floor level and ancillary basement. The proposed development results in the loss of approximately 370sqm of retail (Class A1) floorspace at ground floor and basement. The new ground floor unit would be 116sqm but would retain the majority of the existing frontage (approx.15m). The continued use of retail at ground floor, albeit reduced, is considered acceptable against Policy TLC2 of the Local Plan.

Hotel Use:

4.9 Paragraphs 80 and 81 of the revised NPPF outlines the Government's commitment to securing economic growth in order to create jobs and prosperity; and to help achieve economic growth, local planning authorities should plan proactively to meet the development needs of business and support an economy fit for the 21st century. The NPPF emphasises that significant weight be placed on the need to support economic growth and productivity.

4.10 London Plan Policy 4.5 aims for boroughs to support London's visitor economy and stimulate its growth, taking into account the needs of business as well as leisure visitors and seeking to improve the range and quality of provision. The Policy seeks to achieve 40,000 net additional hotel bedrooms across London by 2036.

4.11 Strategic Policy FRA seeks that development proposals within the Fulham Regeneration Area [inter alia] 'contribute toward the provision of...9,000 jobs; enhance the vitality and viability of Fulham Town Centre, particularly on North End Road...; secure economic benefits...to enable local people to access new job opportunities through training, local apprenticeships or targeted recruitment; and; provide appropriate social, physical, environmental and transport infrastructure to support the needs arising from the area as a whole'.

4.12 Local Plan Policy E1 states the Council will support the local economy and inward investment in the borough. Policy E3 adds that permission will be granted for new visitor accommodation within the three town centres, the Earls Court and West Kensington and White City Opportunity Areas. The justification to Policy E3 sets out the criteria against which proposals for visitor accommodation and facilities should be considered. These include:

- well located in relation to public transport;
- no detrimental impact on the local area;
- no loss of priority uses such as permanent housing;
- provision of adequate off-street servicing;
- at least 10% of hotel bedrooms designed as wheelchair accessible;
- a high standard of design; and
- schemes should add to the variety and quality of local visitor accommodation.

4.13 Located within Fulham Town Centre, with the PTAL 6a rating, the site has excellent access to public transport links (underground, overground, and local buses). Accordingly, the proposed hotel use in this location is considered appropriate.

Conclusions:

4.14 Within the Fulham Regeneration Area, Strategic Policy FRA identifies that North End Road is in need of regeneration. Whilst the loss of the existing residential accommodation represents a departure from the development plan, Officers are satisfied that the wider benefits of the development in this location justify the loss in this instance. The proposed development would contribute toward the vitality and viability of North End Road and the wider regeneration area in accordance with Local Plan Strategic Policy FRA and Policy TLC2, with the 100-bed hotel contributing towards the expansion of visitor accommodation within the borough in accordance with London Plan Policy 4.5 and Policy E3 of the Local Plan. The proposals also include a financial contribution toward local employment for paid and unpaid placements and an apprenticeship during the construction phase, employment opportunities during the operational phase, as well as seeking local procurement. These economic and financial contributions would be secured by a legal agreement.

4.15 Overall, the proposed development accords with the principles of Local Plan Policies TLC1 and TLC2, being complementary to the shopping frontage and the town centre, maintaining its vitality and viability. The proposed redevelopment would also result in the retention of employment uses on site as well as provide additional

employment generating floorspace and employment opportunities within the borough. For these reasons, Officers consider that the loss of residential accommodation is, in this instance, considered to be outweighed by the wider economic and regeneration benefits of the replacement development.

4.16 The proposed land use is therefore considered acceptable in principle with regards to the relevant provisions of the revised NPPF (2018), the London Plan (2016), and Strategic Policy FRA, and Housing', Town Centre', and Local Economy and Employment policies within the Local Plan (2018), subject to compliance with other relevant policies of the development plan.

5.0 HERITAGE IMPACT, DESIGN AND EXTERNAL APPEARANCE

Streetscene Context:

5.1 No.284-288 North End Road is a locally listed as a Building of Merit. Its main interest is that it is representative of an earlier mid-19th Century scale to North End Road, and is one of the few surviving parts of a terrace. The existing building is three-storeys in height, with the upper floors sitting over the back of the building, and therefore significantly setback from the front building line and immediate streetscene of North End Road.

5.2 With regard to the significance of the existing Building of Merit, internally the ground floor has been cleared of party walls, fireplaces, ceilings, floors, and staircases to create a single open-plan retail space. The windows and doors to the front (North End Road) elevation have also been replaced. Little of the original plan form and internal fabric remains.

5.3 Adjoining the site to the north is the mid-19th Century Grade II listed building at No.282 North End Road. Set behind a front garden, the property has a 'villa style' appearance and was formerly occupied by T. Crowther and Son architectural salvage company, who are believed to have embellished the building from several demolished properties. In the late 1990s the property was extended and converted for use as a health centre, NHS offices and clinic. The substantial rear extension is attached to the original building by means of a glazed link.

5.4 The character of this stretch of North End Road is relatively consistent in scale but is varied in terms of architectural character and quality, with the western edge having greater variation in roof line and elevational design than to the east.

Planning Policy Context:

5.5 The NPPF emphasises the importance of well-designed buildings and places, stating in paragraph 124 that 'Good design is a key aspect of sustainable development, [and] creates better places in which to live and work and helps make development acceptable to communities.' Paragraph 127 adds that planning decisions should ensure that developments [inter alia]:

- '- b) are visually attractive as a result of good architecture, layout...;
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change'

5.6 London Plan Policy 7.1 requires that all new development is of high quality that responds to the surrounding context and, amongst other matters, improves access to social and community infrastructure. Policy 7.4 requires development to 'have regard to the form, function, and structure of an area, place or street and the scale, mass and orientation of surrounding buildings.' Policy 7.6 relates to architecture and the design of developments, and seeks development of a high-quality design, of a scale that is appropriate to its setting, and built using high quality materials. It should complement the surrounding built form and should not cause unacceptable harm to the amenity of surrounding buildings. Policy 7.8(D) states that development affecting heritage assets and their settings should conserve their significance by being sympathetic to their form, scale, materials, and architectural detail.

5.7 Local Plan Policy DC1 requires all development within the borough to create a high-quality urban environment that respects and enhances its townscape context and heritage assets. Policy DC2 furthers the above, seeking that new build development be of a high standard of design, compatible with the scale and character of existing development and its setting. Development proposals must respect (a) the historical context of the site, (b) the scale, mass, form and grain of surrounding development, (e) good neighbourliness, (g) sustainability objectives, and, (h) the principles of accessible and inclusive design. Local Plan Policy DC8 seeks to protect, restore or enhance the quality, character, appearance and setting of the borough's conservation areas and its historic environment including listed buildings. Additional guidance in respect of proposals to Buildings of Merit within Chapter 6 of the Planning Guidance SPD.

Historic Environment Planning Policy Context:

5.8 It is key to the assessment of this application that the decision-making process is based on the understanding of the specific duties in relation to listed buildings required by the relevant legislation, particularly the principal statutory duties stated within Sections 16 and 66 of the Planning (Listed Buildings and Conservation Areas) Act together with the requirements set out in the NPPF.

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

5.10 Local planning authorities are required to assess the significance of any heritage asset affected by development proposals, including effects on their setting. This assessment shall be taken 'into account when considering the impact of a proposal on a heritage asset, to avoid or minimise conflict between the heritage asset's conservation and any aspect of the proposal' (NPPF, para 190).

5.11 When considering the impact of a proposed development on the significance of a designated heritage asset, paragraph 193 of the NPPF states that "...great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be". Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting...any harm or loss should require clear and convincing justification.

5.12 Where a proposal would result in harm to the significance of a designated heritage asset it should be identified whether the harm is substantial or less than substantial. If the harm is substantial the proposed development should be considered in respect of paragraph 195 of the NPPF and if the harm is less than substantial the development should be considered in respect of paragraph 196 of the NPPF.

5.13 NPPF Paragraph 197 relates to the effect of an application on the significance of a non-designated heritage asset (i.e. Building of Merit) and states: "...In weighing applications that affect directly or indirectly non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset".

5.14 Paragraph 198 adds that "Local planning authorities should not permit loss of the whole or part of a heritage asset without taking all reasonable steps to ensure the new development will proceed after the loss has occurred."

Significance of Heritage Assets:

5.15 The designated heritage assets that stand to be affected by the proposals are the setting of the Grade II listed building at No.282 North End Road. Consideration will also be afforded to the impact of the proposals upon the existing Building of Merit on the application site as a non-designated heritage asset.

Demolition/Loss of the Building of Merit:

5.16 In assessing the loss of the existing Building of Merit, Officers have had regard to the provisions of paragraph 197 of the NPPF, Local Plan Policy DC8, and Key Principle BM2 of the Planning Guidance SPD. Key Principle BM2 outlines the Council's presumption against 'the demolition, loss or harmful alteration to buildings, structures and artefacts that are of local townscape, architectural or historic interest...unless [inter alia]:

1. (a) The building or structure is no longer capable of beneficial use, and its fabric is beyond repair; or
- (b) The proposed development would outweigh the loss or harm to the significance of the non-designated heritage asset; and
- (c) The proposed development cannot practicably be adapted to retain any historic interest that the building or structure possesses'.

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

5.18 In line with these principles, Officers have assessed the overall heritage significance of the existing building to be 'low'. Moreover, Officers are satisfied that the proposed demolition would not result in the loss of aesthetic or communal value within the building.

5.19 In reaching this conclusion regard has been had to the high degree of internal and external alteration to the property, which has resulted in the loss of a significant amount of original fabric, and the limited architectural interest or craftsmanship in the few

remaining areas of built fabric. From this position, it is considered that the work likely to be necessary to bring the building up to an acceptable modern-day standard, compatible with that offered by the proposed development, would inevitably result in the loss of more of the existing fabric.

5.20 Nonetheless, in accordance with paragraph 198 of the NPPF, Condition 3 is attached, requiring the submission of a signed building contract for the replacement development before commencing demolition.

5.21 Taking the above into consideration, when balancing the scale of the loss of the non-designated heritage asset in accordance with NPPF paragraph 197, the demolition of the building of merit is outweighed by the planning merits, including the townscape benefits, of the proposed scheme discussed elsewhere within this report. The proposals are therefore considered satisfactory against the relevant provisions of the NPPF, Policies 7.2, 7.4, 7.6, and 7.8 of the London Plan, Policies DC1, DC2, and DC8 of the Local Plan, and Key Principle BM2 of the Planning Guidance SPD in this respect.

Height, Scale, and Massing:

5.22 The scheme has changed from that previously withdrawn under 2016/04876/FUL and that submitted during the 2017 pre-application discussions. The scale and mass of the building has been significantly reduced within the proposed scheme, to include a reduction in the height, achieved through the removal of the fifth storey, and an increased setback of the fourth storey, with further setbacks adjacent to No.282 and to the rear.

5.23 Notwithstanding these reductions, the height of the proposed development is greater than that currently on site. However, this increase in height and scale is carefully governed by its immediate context.

5.24 To the south, the general height, massing, and building line of the proposals matches that of Nos.290-302. To the north, the neighbouring Grade II listed building at No.282 sets itself back from the predominant building line. To address this, the proposal reinforces the ground floor building line but pushes the mass of the first, second and third floors back from the north-east corner, so that the massing on the northern elevation does not step forward of the front building line of the listed building. The resultant form significantly eases the mass of the building away from No.282, to avoid appearing visually over dominant, and providing 'breathing space' between the two buildings whilst maintaining views to the listed building from the south.

5.25 The fourth 'attic' floor, whilst in overall terms, higher than the existing building, listed building, and adjacent three-storey terrace, would be set back on the front/east and north elevations, and is considered suitably recessive in appearance. Given the measures taken to reduce and set back the mass of the building from the northern boundary, it is not considered that this additional height will harmfully undermine the setting of the listed building or be overbearing within this context of North End Road.

5.26 Similarly, the proposed plant/lift overruns at roof level, whilst providing additional height to the development, given their setback within the roof form, and relatively modest scale and height, these additions are not considered to unduly detract from the visual amenities of the proposals, streetscene, or setting of the neighbouring list building, and are considered acceptable in this respect.

5.27 Officers consider that the proposed development represents an opportunity to enhance the appearance of this part of North End Road with a building that fits comfortably into its context, matching the height of its adjoining neighbour No.290-302 to the south, and stepped slightly, with a reduced massing and set back building line, to sensitively bridge the gap in the streetscene to the Grade II listed No.282.

Elevations and Materials:

5.28 The proposed building has been designed to retain an active and engaging street frontage, with the large glazed 'shopfront' openings and fascia's, clearly defined by brick piers, framed by projecting metal surrounds and a slim fascia panel, the depth of which is considered appropriate for signage. The inclusion of a stall riser gives the shopfront a good sense of scale and proportion.

5.29 The proposed shop front is a significant improvement on the existing, and will provide a higher quality base along the frontage which contributes to the visual activity of the ground floor street environment and is complementary to the Prime Retail Frontages along this part of North End Road.

5.30 The first and second floor bays are defined by a well-proportioned rhythm, grouped into three sets of pairs. The bays are made from elongated aluminium windows, set within a projecting metal surround. Windows to the side elevations are recessed within an aluminium frame. All windows are headed by a single brick soldier course. The northern flank elevation returns to a two-storey green wall, which gives visual interest to the corner, and would be prominent in south facing views along the street.

5.31 The fourth 'attic' storey, which is set back from the leading cornice and parapet line, is considered to be suitably articulated with metal cladding, protruding joint/vertical strip details, and a top horizontal detail which finishes the building well.

5.32 The proposed development has a clear base, middle, and top, and is well proportioned. The external brick finish, with brick the principle building material of the terrace, is contextually appropriate. The proposal looks to use a natural light multi-tonal brick, with intermittent white tones, to help the building transition from its listed neighbour to the more uniform tones texture of No.290-302 North End Road. Further articulation is given to the facades through the use of a cornice detail and parapet at second floor level. Condition 8 will secure the details of this external finish.

Basement Development:

5.33 Local Plan Policy DC11 concerns new basements and extensions to existing basements, and typically seeks to restrict basement development to one storey, part (d) of Policy DC11 however identifies that exceptions may be made on large sites.

5.34 Policy DC11 further identifies that development proposals for basements should [inter alia]:

- not result in an unacceptable impact on the amenity of adjoining properties or on the local, natural and historic environment during and post construction;
- be designed to minimise the risk of flooding and help reduce the volume and flow of surface water run-off through appropriate use of SuDS;
- be designed to safeguard the structural stability of the existing building, nearby buildings and other infrastructure; and;

- provide a Construction Method Statement (CMS) (carried out by a qualified structural or civil engineer); and; a construction traffic management plan as part of the CMS to ensure that traffic and construction activity does not cause unacceptable harm to pedestrian, cycle, vehicular and road safety.

5.35 Supporting paragraph 12.63 expands on part (d) and defines 'larger sites' as new major developments, generally located in a commercial setting, or of the size of an entire or substantial part of an urban block. The application site and development proposals are considered to fall within this exception, and two-storey basement development may be considered favourable subject to the acceptability of the proposals against the other relevant provisions of Policy DC11.

5.36 The existing building comprises a single basement floor, operating as ancillary storage and break-out space in association with the retail (Class A1) use. The proposed development seeks the further lateral and downward excavation of the existing basement to create a second basement level. Both basement levels are proposed to be occupied in association with the hotel (Class C1) use, providing a further 28 bedrooms, plant, and staff rooms.

5.37 The additional accommodation within the basement mitigates against increased height, bulk, and mass of the development, and internalises plant equipment seeking to preserve the visual and residential amenities of the surrounding area. Moreover, the proposed lightwells are internal, or sited to the side and rear of the development, ensuring that they are not apparent in views from North End Road, and screened to a degree from neighbouring properties owing to the boundary walls.

5.38 The application is supported by a Structural Engineering Report, and during the course of the application Officers have actively sought the provision of a detailed Construction Logistics Plan. The submitted reports satisfactorily detail the method of basement excavation and construction, and the impact of the proposed development upon the local highway network and operation of North End Road. This element, along with an assessment of the proposed development in respect of flood risk and surface water management, is discussed in further detail below.

Impact upon the Setting of Grade II Listed Building:

5.39 No.282 North End Road, along with its gate and piers, was Grade II listed on 12 May 1970. This list description identifies the form and decorative external appearance of the 'villa' style frontage property as the reasons for its designation. The full description notes: "GV II House, mid-19th century. Two storeys and basement. Stuccoed and painted. Originally a plain house, but much decorated in recent years. Four windows wide with architrave surrounds, decorative sphinxes above the ground floor windows small paned sashes. The main front has three pilasters and a projecting cornice, the parapet is decorated with vases and a stone lion. Cast iron railings to the front steps. Doorcase to 2nd bay from left, 18th century, imported".

5.40 The villa is set back from North End Road behind a front garden and is the only remaining representation of an earlier building alignment in this local context, which has now changed significantly.

5.41 The proposed development therefore must respond to both the listed building and the present townscape. In Officers view, the proposal responds to the sensitive context

of the listed building in a number of ways. First, through the use of a stepped front elevation which aligns with the listed building to the north and Travelodge building to the south, the proposal appropriately bridges the difference in front building line and creates a consistent frontage to North End Road. At the ground floor, the proposal maintains the established building line of the Building of Merit and North End Road while also providing a higher quality shopfront and address to the street.

5.42 Second, the proposed massing is sensibly distributed across the building so that it responds to the listed building and its setting. The 11m set back of the upper floors on the northern part of the elevation preserves views to the listed building from the south; which together with the recessed fourth floor, moves the additional height away from the listed building and provides a clear sense of separation. The proposed massing is therefore, not only mindful of the listed building but has made a significant attempt to be respectful of its setting. Further, design details such as the corncicing and green roof and wall on the northern elevation also help to create a more subservient relationship to the listed building. However, in fulfilling its urban design role in North End Road by bringing more of the building forward to the street, the proposal does create a greater sense of enclosure to the Listed Building. This is not considered to cause undue harm to its setting.

5.43 Officers have assessed the impact of the proposal on the heritage assets and consider that it is compliant with Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990, the relevant provisions of the NPPF, Policies 7.2, 7.4, 7.6, and 7.8 of the London Plan, and Policies DC1, DC2, and DC8 of the Council's Local Plan.

Conclusions:

5.44 In visual amenity terms Officers consider that the proposals represent a high-quality development, and a positive opportunity to regenerate this part of the Town Centre, and to enhance the quality of the townscape along North End Road.

5.45 Overall, the height, scale, massing, and detailed design of the proposals is acceptable within the local context, and would not harm the character and appearance of the application site and would appropriately connect the surrounding townscape. The proposal would make a positive contribution to the urban environment and would not cause undue harm to the setting of the Grade II listed building at No.282 North End Road. The development is therefore acceptable in accordance with the principles of the NPPF (2018), Policies 7.1, 7.2, 7.4, 7.5 and 7.6 of the London Plan (2016), and Policies DC1, DC2 and DC8 of the Local Plan (2018).

6.0 RESIDENTIAL AMENITY

6.1 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.

6.2 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:

6.3 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 or at a height of 2m at the rear boundary of adjacent residential properties. If any part of the proposed building extends beyond these lines then on-site judgement will be a determining factor in assessing the impact on the existing amenities of neighbouring properties.

6.4 In terms of outlook, the most affected properties are in North End Road and Crowther Close. On the opposite side of the road, Nos.381-387 North End Road include retail at ground floor and residential above and the proposed development would be positioned some 15m setback from the residential windows in that building. Taking into account a notional 45-degree line from the first-floor of the first floor of Nos.381-387 North End Road, the proposed development would not result in any infringement.

6.5 From the rear, the main four storey bulk of the proposed development would be positioned a minimum of 15m from the residential units on the upper floors at Nos.7-11 Crowther Close and it is considered that the proposed siting and mass would retain a satisfactory sense of openness to these neighbouring properties.

6.6 No.6 Crowther Close, a three-storey dual-aspect property with two-storey back addition adjoins the rear boundary with the application site. The flank elevation of No.6 has three habitable windows that face the rear of the application site which include a study/office at ground floor, a bedroom at first floor and a bedroom window at second floor level (opening onto a roof terrace). There is an existing high wall on the party/boundary with the application site which means that the ground floor window is already enclosed and would suffer no additional loss of outlook. Officers acknowledge that the proposals would result in some loss of outlook to the bedroom windows in the flank elevation of No.6. To reduce the impact of this the opposing proposed rear elevation of the development would include an approx. 5.5m setback from the upper floor flank windows, with the rear of the proposed building staggered south-to-north to largely follow that of the raised party boundary. Notably the main front and rear elevations of No.6 would not be affected by the development - the windows within the main rear elevation serve a dual-aspect kitchen/dining room at ground floor level, and living room at first floor level. The proposals would have no impact on the primary living spaces (living room, kitchen/dining room) which benefit from a north/south dual-aspect outlook orientated away from the development proposals.

6.7 Overall, based on on-site judgement Officers consider that the resulting change in outlook is acceptable in this case.

Privacy:

6.8 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.

6.9 The form, massing, and set backs of the proposed development ensure that a separation distance of at least 18m is maintained between the proposed windows and adjacent habitable elevations of properties along North End Road (to the east), Coomer Place (to the north), and Crowther Close (to the west). Consequently, Officers consider that the proposals would not have an undue impact upon the privacy amenities of neighbouring properties.

6.10 A number of flat roof forms are proposed at various levels across the development. Condition 36 is attached to prevent these spaces being converted or occupied as a terrace or other form of external amenity space. Subject to such a condition, the proposal accords with SPD Key Principle HS7(iii).

Daylight and Sunlight:

6.11 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:

6.12 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.

6.13 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.'

6.14 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.

6.15 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. However, the BRE guide (Appendix F) states that 'Use of the ADF for loss of light to existing buildings is not generally recommended' and Officers have therefore not taken account of the ADF assessment.

6.16 The application is supported by a Daylight and Sunlight Report which considers the impact of the development upon the daylight and sunlight amenities of 130 windows at Nos.274 North End Road & 4 Coomer Place; 373-387 North End Road (first & second floors); 389 North End Road; 7-11 Crowther Close (first and second floors); and; 6 Crowther Close. Officers have assessed this report.

6.16 With the exception of 1 second floor flank window at No.6 Crowther Close, the proposals accord with the BRE guidelines. The VSC and NSL figures retained for the second-floor flank window at No.6 as a result of the proposals would each be 70% of their former value which falls short of the target of 80%. Given that the one affected window does not form part of the primary living space and the BRE recommends that guidance be used flexibly, on balance taking account of this urban townscape setting the overall daylight impact is considered acceptable.

Sunlight:

6.17 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.

6.18 The proposed development accords with the BRE and would have an acceptable sunlight impact.

Noise and Disturbance:

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

6.20 Local Plan Policies CC11, CC12, and CC13 are aimed at ensuring that proposed development do not unduly affect the amenities of neighbouring occupiers by reason of increased noise and disturbance. Noise Key Principles of the Planning Guidance SPD concern the sound insulation, noise generating development, and construction and operational noise.

6.21 The application is supported by a Demolition and Construction Management Plan which proposes mitigation in respect of the environmental impacts during the construction phase. Whilst this document is considered acceptable in principle by the Council's Public Protection Team, in advance of the appointment of a final contractor and in seeking to preserve the amenities of neighbouring occupiers, final detailed Management Plans' for both the demolition and construction phases are secured by Conditions 4 and 6.

6.22 Conditions 5 and 7 would be attached to any permission also secure final detailed Construction Logistics Plans for both demolition and construction phases of the development.

6.23 A Noise Impact Assessment has been submitted which recommends acceptable enhanced glazing to ensure that the rooms at the development site meet the requirements of BS8223:2014. The acoustic report also proposes plant noise limits which are proposed to be set at the measured background noise levels. Conditions will secure details of noise, vibration and odour controls of the equipment (Conditions 17-21).

6.24 Further conditions are attached in respect of the controls over the operation of the premises, limiting the number of hotel rooms to 100, restricting the operation of the breakfast room, seeking details of the proposed operating hours of the development, and prohibiting the erection of any further plant/mechanical extract equipment.

6.25 Subject to such conditions the proposed development is not considered to have an undue impact upon the residential amenities of neighbouring properties in respect of increased noise and disturbance.

7.0 ACCESSIBILITY

7.1 London Plan Policy 7.2 requires all new development to achieve the highest standards of accessible and inclusive design. Local Plan Policy DC2 and SPD Key Principles DA1, DA6 and DA9 require new development to be designed to be accessible and inclusive to all who may use or visit the proposed buildings. Specifically, London Plan Policy 4.5 and Local Plan Policy E3 require at least 10% of hotel rooms to

be accessible. Access requirements have now been incorporated into Building Regulations.

7.2 The Design and Access Statement confirms the proposed hotel will comply with current standards. In particular, the proposals include 10 accessible hotel rooms (10% of all the bedrooms), which will be located on various levels. All entrances in the development from the street and forecourt would be level and there would be an accessible lift serving all floors available for visitors and staff. Detailed access matters would be covered under Building Regulations. On this basis the proposal accords with London Plan Policy 4.5, Policies E3 and DC2 of the Local Plan, and SPD (2018) Key Principles DA1, DA6 and DA9.

8.0 CRIME PREVENTION/SECURE BY DESIGN

8.1 The NPPF, London Plan Policy 7.3, Policies DC1 and DC2 of the Local Plan 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. Full details of how the proposed development would incorporate crime prevention measures to provide a safe and secure environment would be secured by Condition 13.

9.0 TRANSPORT AND HIGHWAY MATTERS

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

9.2 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.

9.3 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.

9.4 Whilst no maximum standards are set for hotel uses, in PTAL 4-6 areas on-site provision should be limited to operational needs and parking for disabled people.

9.5 The site is very well served by public transport and as such has a Public Transport Accessibility level (PTAL) of 6a, which is classified as 'excellent' in terms of its proximity to the public transport networks, service availability and walking time to public transport, with numerous bus routes servicing North End Road, and Fulham Broadway and West Brompton stations a short distance from the site.

9.6 The proposed development does not make provision for off-street parking. Moreover, due to the constraints of the site it is not possible to provide disabled parking spaces on-site. The nearest shared-use parking bays are located on Coomer Place, approximately 30m north of the hotel entrance. Parking bays are provided on both sides

of Coomer Place and the route between these parking bays and the hotel is level and without obstruction.

9.7 Aside from servicing most vehicular trips to the site are likely to be taxi (and private hire vehicle trips). The applicant predicted the number of motor vehicles (excluding service vehicles) to the site based on data for six hotel sites within the London that were on the national data-base. This predicted 4 motor vehicles in the am peak, 8 motor vehicles in the pm peak, and a total of 56 motor vehicles between 7am and 10pm (8% of the total trips). As a check on this data the applicant arranged their own counts at the Travelodge hotel at 284 - 288 North End Road in November 2018. Scaling this to the number of bedrooms for the survey results indicated 1 motor vehicle in the am peak, none in the pm peak and a total of 32 motor vehicles between 7am and 10pm (8.5% of total trips). The applicant proposes to direct taxis to Coomer Place to the north of the hotel entrance where pick up and drop off with not interfere with traffic on North End Road. The Travel Plan can include provision for staff to direct taxis to Coomer Place. This survey also estimates service traffic as consisting of 9 light goods vehicles between 7am and 10pm (2.4% of total trips at this site).

9.8 The Council's Highways Officer has considered the impacts of the proposed development in respect of trip generation alongside the submitted Transport Assessment, and raises no objection to the proposals. The Transport Assessment provides comparable survey data of the existing Travelodge hotel at Nos.290-302 North End Road which, together with the reduced floorspace to the Class A1 retail unit, predict a decrease in the number of person trips to/from the site.

9.9 There would be no provision for coach parking on the site, and the applicant has agreed to enter into an obligation not to permit coach parking on North End Road or neighbouring streets in association with the hotel development. This will be secured through the legal agreement.

Travel Plan:

9.10 The application is accompanied by a framework Travel Plan which sets out the objectives and measures to be incorporated in a full Travel Plan which will aim to target both staff and guests. The Council's Highways Officer is satisfied with the framework document and recommends a full Travel Plan in line with Transport for London guidance together with allowance for periodic monitoring by the Council, and revision if necessary. These measures are to be secured by obligation within a legal agreement.

Walking:

9.11 The application has been supported by a Pedestrian Environment Review System (PERS) audit, which concludes that the conditions for walking in the local area and access to the site from nearby public transport nodes are generally good. Nonetheless, the PERS audit identifies some further enhancements that could make pedestrian access and wayfinding from the surrounding area to the site more convenient and safer. A contribution towards such improvements is to be secured through the legal agreement.

Cycle Parking:

9.12 Echoing Policy 6.9 of the London Plan, Local Plan Policy T2 seeks to develop and promote a safe environment for cyclists across the borough 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.

9.13 The proposals make provision for 24 cycle parking spaces, 18 for the Class C1 hotel and 6 for the Class A1 retail unit. Both premises are proposed to comprise internally accessed secure cycle stores at ground floor level. Whilst acceptable in principle, following review by the Highway's Officer further details of the cycle parking provision are requested to be secured by condition (Condition 29).

9.14 In addition, the application has been supported by a Cycling Environment Review System (CERS) audit, which concludes that the conditions for cycling in the local area are generally good with access to recommended cycle routes relatively close to the site. Nonetheless, the CERS audit identifies some further enhancements that could make cycle use more attractive and ensure that car trips are minimised. A contribution towards such improvements is to be secured through the legal agreement.

Servicing and Delivery:

9.15 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.

9.16 Adequate refuse storage for both the hotel and retail premises has been provided within the proposal within clearly defined areas. Condition 30 will ensure that the refuse is stored in accordance with approved details.

9.17 A draft Delivery and Servicing Plan (DSP) has been submitted alongside the application. The Council's Highways Officer raises no objections in principle to this document, which provides detail on the operational servicing of the premises, which would likely result in a reduction in servicing and delivery trips in comparison with the larger existing retail unit.

9.18 On review of the draft DSP, and having regard to the existing traffic management of North End Road and nearby Coomer Place, Officers are satisfied that through appropriate management and timing of deliveries, the servicing and delivery requirements of the development are able to be undertaken without prejudice to the use of North End Road. Nonetheless, a final Delivery and Servicing Plan tailored to the proposed development is to be secured by Condition 28.

Demolition and Construction Management:

9.19 Due to the constrained location of the application site, with North End Road a Borough Distributor Road, a Bus Priority Route, and comprising an active market (operating Monday-Saturday), the applicants and Officers have afforded significant consideration to the impact of the development during the demolition and construction phases.

9.20 A draft Construction and Demolition Logistics Plan (DCLP) informed by several Officer meetings, has been submitted during the course of the application. This document outlines the best possible route for construction vehicles to take, as informed by the Council's Network Management Officers, and would enable deliveries and associated vehicle and pedestrian movements to take place without undue disturbance to the free-flow of traffic along North End Road.

9.21 Following revisions to the draft DCLP the Council's Highways Officer is satisfied that the demolition and construction works would not adversely impact upon the operation of the public highway and associated activities along North End Road. However, as the final contractors will not be appointed until a decision on the application is made this will require further details prior to the commencement of both demolition and construction works. The final documents are secured by Conditions 5 and 7 in accordance with Policies 5.18 and 7.14 of the London Plan (2016), Policies T1, T6, T7, CC10, CC11, CC12 and CC13 of the Local Plan (2018) and Key Principles of the Planning Guidance SPD (2018).

10.0 ENVIRONMENTAL QUALITY

FLOOD RISK AND SUSTAINABLE DRAINAGE SYSTEMS (SuDS)

10.1 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.

10.2 The site is located within the Environment Agency's Flood Zone 2 which indicates that there is a 'medium' flood risk from the Thames. In terms of other flood risks, the proposals include further basement excavation, so groundwater and sewer flood risk will need to be assessed and mitigated. The site is not located within a surface water flooding hotspot; however, this does not preclude the need to manage surface water (see paragraph 10.4 below).

10.3 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 56.

10.4 The existing site is 100% impermeable and all surface water run-off is directed into the sewer network. In terms of managing surface water run-off from the proposed development, Officers have requested additional details to demonstrate that the proposals maximise on-site surface water management in accordance with the London Plan 'drainage hierarchy'. Whilst the further detail provided within the revised Surface Water Management Plan is acceptable in principle, the Council's Environmental Policy Team have requested a final Management Plan to detail the full range of SUDS measures proposed, confirmation of final discharge of surface water from the site and attenuation levels, and maintenance arrangements. This detail is secured by Condition 54.

SUSTAINABILITY AND ENERGY/CARBON REDUCTION

Sustainable Design and Construction:

10.4 A Sustainable Design and Construction Statement 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.

10.5 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 52.

Energy Assessment/Carbon Emissions Reduction:

10.6 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 states that the Mayor will work with boroughs and developers to ensure that major developments meet targets for CO2 emissions reductions in new buildings.

10.7 The submitted Sustainable Design and Construction Statement details the energy efficiency and low/zero carbon technologies that are planned for the site to help reduce energy use and minimise CO2 emissions, including use of renewables in the form of Heat Pumps and solar PV Panels. These measures are calculated to achieve a 29% reduction in CO2 emissions, falling short of the 35% target set in the London Plan. In line with Mayoral guidance, the applicant has agreed to a payment in lieu of £19,260 to mitigate the shortfall. Overall, the reductions in CO2 would be secured by Conditions 11 and 53, and a legal agreement.

AIR QUALITY:

10.8 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 application site is located within the borough wide Air Quality Management Area (AQMA), and in an area of very poor air quality due to the road traffic vehicle emissions from North End Road. The impact of transport emissions during the demolition, construction, and energy plant emissions during the operational phase will have an impact on local air quality.

10.9 The Council's Environmental Quality Team have considered the proposed development and submitted Air Quality Assessment and raise no objections subject to Conditions 45 to 48 relating to air quality, namely with regard to compliance with emissions standards, low emissions strategy, mechanical ventilation and dust management.

CONTAMINATION:

10.10 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.

10.11 Potentially contaminative land uses, past or present, are understood to occur at, or near to this site. Site investigation together with a risk assessment, remediation and long-term monitoring would all need to be carried out during and following any redevelopment works, to ensure that no unacceptable risks would be caused to humans, controlled waters or the wider environment. Following review of the application the Council's Land Contamination Team consider the proposals satisfactory subject to details secured by Conditions 22 - 27.

11.0 COMMUNITY INFRASTRUCTURE LEVY (CIL)

Mayoral CIL

11.1 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. The relevant Mayoral CIL rate for new development Hammersmith and Fulham is £50 per sqm (GIA) of floorspace created.

11.2 An estimate of £71,600 based on the additional floorspace has been calculated. The GLA expect the Council as the collecting authority to secure the levy in accordance with London Plan Policy 8.3.

Local CIL:

11.3 The Council has also set a CIL charge from September 2015. The CIL Charging Schedule identifies charging levy areas and the site falls within Zone Central B. Within this zone the rate for A Class Uses is £80/sqm, with a Nil rate for C1 hotel use.

11.4 Whilst the existing retail unit is currently vacant, it has been in lawful use for a period of six months within the previous three years. As CIL would be liable only on the uplift in floorspace, on the basis that there will be a decrease in the retail floor space, it is considered that this element of the proposals will also not be CIL liable.

12.0 PLANNING OBLIGATIONS:

12.1 London Plan Policy 8.2 and Local Plan Policy INFRA1 recognise 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.

12.2 In the event that planning permission was resolved to be granted, the applicant would be required to enter into a legal agreement. The Legal Agreement will include the following clauses:

- (1) £19,260 carbon-off setting payment in lieu for the development
- (2) Contribution to economic development (£24,375) including the following:
 - Construction phase (£17,500) comprising;
 - 2 paid and 2 unpaid construction work-placements
 - 1 apprenticeship
 - Operational phase (£3,500)

- Local procurement (£3,375)
- (3) Construction of temporary crossover serving the site from North End Road
- (4) Fund footway works along the frontage of the development
- (5) Funding for implementation of minor highway works identified within PERS and CERS Audits
- (6) Development to be 'Coach free'
- (7) Provision of a Travel Plan with Year 1, Year 3 and Year 5 monitoring review by the Council, with a monitoring fee of £3,000 per review

13.0 CONCLUSION

13.1 The loss of the existing residential units and the nature of the proposed land use and redevelopment of the site are considered acceptable in principle. The loss of the existing Building of Merit has been justified and the replacement development would be compatible with the scale and character of existing townscape and would preserve the setting of the adjacent Grade II listed building. The proposal would not result in demonstrable harm to the living conditions of neighbouring residential properties. The cumulative impact of the development, subject to conditions and a Section 106 legal agreement would not have a significant impact upon 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).

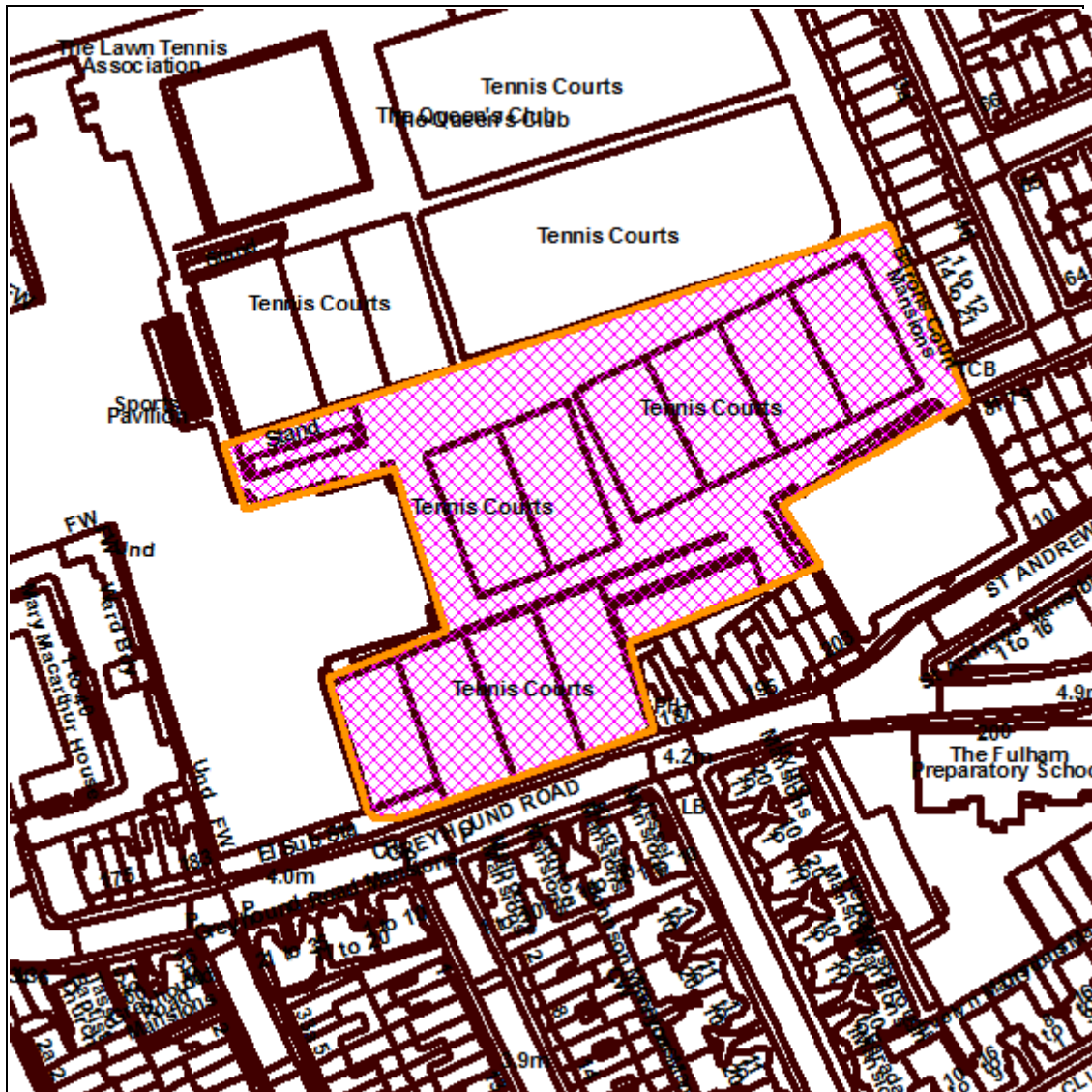
14.0 RECOMMENDATION:

14.1 Grant planning permission subject to conditions and the completion of a satisfactory legal agreement.

Ward: North End

Site Address:

The Queens Club Palliser Road London W14 9EQ



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For identification purposes only - do not scale.

Reg. No:

2018/03263/FUL

Case Officer:

Marina Lai

Date Valid:

04.10.2018

Conservation Area:

Constraint Name: Queen's Club Gardens
Conservation Area - Number 11

Committee Date:

12.02.2019

Applicant:

please see company name
C/o Agent

Description:

Demolition of existing South Stand and red brick boundary wall along Greyhound Road, and erection of new replacement boundary wall with an additional access point and associated tree planting; lowering of ground level of existing outdoor courts (P3-P5) and alterations to existing outdoor courts (S1-S6) and associated existing temporary tennis enclosure to the south west of the site, in connection with the creation of an additional tennis court and reconfigurations of existing car park ; erection of a plant room to the side of indoor courts building and erection of a temporary tennis enclosure over two existing outdoor tennis courts during the winter months October to March

Drg Nos: Site Location Plan; 513-PE-00-00-DR-A-0204 Rev.P01;415 103 Rev.A; 105 Rev.C; 106 Rev.C; 107 Rev.A; 109 Rev.A;203 Rev.B; 204 Rev.B; 205; 208; 301 Rev.A; 302;

Application Type:

Full Detailed Planning Application

Officer Recommendation:

That the Committee resolve that the Strategic Director, Growth and Place be authorised to determine the application and grant permission up on the completion of a satisfactory legal agreement and subject to the condition(s) listed below

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 approved drawings:

513-PE-00-00-DR-A-0204 Rev.P01; 415 103 Rev.A; 415 105 Rev.C; 415 106 Rev.C; 415 107 Rev.A; 415 109 Rev.A; 415 203 Rev.B; 415 204 Rev.B; 415 205; 415 208; 415 301 Rev.A; 415 302;

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, DC4 and DC8 of the Local Plan (2018).

- 3) Any 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, in accordance with Policies DC1, DC4 and DC8 of the Local Plan (2018).

- 4) No demolition or construction works shall commence prior to the submission and approval in writing by the Council of a construction logistics plan which shall include details of the steps to be taken to re-use and recycle waste, details of site enclosure throughout construction and details of the measures proposed to minimise the impact of the construction processes on the existing amenities of the occupiers of neighbouring properties, including monitoring and control measures for dust, noise, vibration, lighting and working hours, waste classification and secure off-street loading and drop off facilities, and the measures proposed to prevent the passage of mud and dirt onto the highway by vehicles entering and leaving the site in connection with the demolition and construction processes. All construction works shall be carried out in accordance with the approved details.

To ensure that appropriate steps are taken to limit the impact of the proposed construction works on the operation of the public highway, in accordance with Policies 6.11 and 6.12 of the London Plan and T1, T6 and T7 of the Local Plan 2018.

- 5) The demolition of Greyhound Road boundary wall hereby permitted shall not commence until a scheme for temporary fencing and/or enclosure of the site where necessary has been submitted to and approved in writing by the Council, and such enclosure has been erected in accordance with the approved details and retained for the duration of the building works. No part of the temporary fencing and/or enclosure of the site shall be used for the display of advertisement hoardings.

To ensure that appropriate steps are taken to limit the impact of the proposed construction works on the operation of the public highway, and to ensure that the site remains in a tidy condition during and after demolition works and during the construction phase, in accordance with Policies 6.11 and 6.12 of the London Plan and T1, T6 and T7 of the Local Plan 2018.

- 6) The demolition of Greyhound Road boundary wall hereby permitted shall not commence prior to the submission and approval in writing by the Council of details and samples of all materials to be used on the external faces of the boundary wall and no part of the development shall be used prior to the completion of the development in accordance with the approved details.

The proposed new plant enclosure hereby approved shall be constructed in bricks, to match the existing facing brickwork of the indoor tennis courts building in terms of colour range, texture and pointing style and mortar mix.

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

- 7) The demolition of Greyhound Road boundary wall hereby permitted shall not commence prior to the submission and approval in writing by the Council of details in plan, section and elevation (at a scale of not less than 1:20) of the proposed boundary wall, and no part of the development shall be used or occupied prior to the completion of that part of the development in accordance with the approved details.

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

- 8) Prior to the commencement of the proposed works on the Club's grounds hereby permitted, a revised drainage strategy shall be 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.

To ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community in accordance with Policy CC3 and CC4 of the Local Plan (2018)

- 9) No tannoys or public address systems shall be used in connection with the air dome hereby approved unless details have been submitted to and approved in writing by the Council. Approved details shall be implemented as agreed and thereafter be permanently retained.

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

- 10) The air-dome enclosure hereby approved shall only be used between 07:30 hours and 21:30 hours Mondays to Sundays.

To ensure that the amenity of occupiers of the development site is not adversely affected by noise, in accordance with Policies DC1, CC11 and CC13 of the Local Plan (2018).

- 11) The proposed works on the Club's grounds shall not commence prior to the submission and approval in writing by the Council of full details of the proposed landscaping of the site, including planting schedules and details of the species, height and maturity of the new trees. 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 air hall, whichever is the earlier.

To ensure a satisfactory external appearance and to prevent harm to the streetscene, in accordance with Policies DC1, DC4, DC8 and OS5 of the Local Plan 2018.

- 12) Any tree or shrub planted pursuant to condition 11 being removed or severely damaged, dying or becoming seriously diseased within 5 years of planting shall be replaced with a tree or shrub of similar size and species to that originally required to be planted.

To ensure a satisfactory external appearance and to prevent harm to the streetscene, in accordance with Policies DC1, DC4, DC8 and OS5 of the Local Plan 2018.

- 13) The demolition of Greyhound Road boundary wall hereby permitted shall not commence prior to the submission and approval in writing by the Council of details of the location of the existing religious plaque. The plaque shall be located in a position where it can be readily viewed by the public. No part of the development shall be used or occupied prior to the installation of the plaque in accordance with the approved details, and the plaque shall thereafter be retained.

In order to ensure that the historic identity of the site is commemorated as a point of reference for the future, in accordance with Policies DC1, DC4 and DC8 of the Local Plan (2018).

- 14) The erection of the air-dome enclosure hereby permitted shall not commence prior to the submission and approval in writing by the Council of details of the opaque membrane to be used on the air hall hereby approved. The air hall shall be erected in accordance with the approved details.

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

- 15) The external sound level emitted from plant, machinery or equipment at the development hereby approved shall be lower than the lowest existing background sound level by at least 10dBA in order to prevent any adverse impact. The assessment shall be made in accordance with BS4142:2014 at the nearest and/or most affected noise sensitive premises, with all machinery operating together at maximum capacity.

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

- 16) No new floodlights or security lights shall be installed or used at the development hereby approved unless details have first been submitted to and approved in writing by the Council.

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

- 17) Neither music nor amplified / loud voices emitted from the development hereby approved shall be audible at any residential/ noise sensitive premises.

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

- 18) The development hereby approved shall be carried out in accordance with the sustainability measures outlined in the Design and Access Statement, dated 20.09.2018.

To ensure that sustainable design and construction techniques are implemented, in accordance with Policies CC1 and CC2.

- 19) Prior to the commencement of each of the demolition and construction phases of the development hereby permitted, an Air Quality Dust Management Plan (AQDMP) in order to mitigate air pollution 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 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 IV emission criteria of Directive 97/68/EC and its subsequent amendments. This will apply to both variable and constant speed engines for both NO_x and PM. An inventory of all NRMM must be registered on the NRMM register <https://nrmm.london/user-nrmm/register>; Ultra Low Emission Vehicle Strategy (ULEVS) for the use of on-road Ultra Low Emission Vehicles in accordance with the emission hierarchy (1) Electric (2) Hybrid (Electric-Petrol) (3) Petrol, (4) Hybrid (Electric-Diesel) (5) Diesel (Euro 6 & Euro VI HGV); Details of Air quality monitoring of PM₁₀ where appropriate and used to prevent levels exceeding predetermined Air Quality threshold trigger levels. Developers must ensure that on-site contractors follow best practicable means to minimise dust and emissions at all times. Approved details shall be fully implemented and permanently retained and maintained during the demolition and construction phases of the development.

To ensure that the amenity of occupiers of surrounding premises is not adversely affected by poor air quality, in accordance with Policies CC10 and CC13 of the Local Plan (2018).

- 20) Prior to occupation of the development a report with details of the combustion plant in order to mitigate the impact of air pollution shall be submitted to and approved in writing by the council. The report shall include the following:
- a) Details to demonstrate that the termination height of the shared Flue stack for the combustion plant has been installed a minimum of 2 metres above any openable window and/or roof level amenity area of the tallest part of the building in the development
 - b) Details of emissions certificates, and the results of NO_x emissions testing of each Ultra Low NO_x gas boiler and Emergency Diesel Generator Plant to demonstrate that all the Ultra Low NO_x Gas fired boilers, Emergency Diesel Generator Plant and associated abatement technologies shall meet a minimum

dry NOx emissions standard of 30 mg/kWh (at 0% O2) and 95 mg/Nm-3 (at 5% O2) respectively by an accredited laboratory shall be provided following installation and thereafter on an annual basis to verify compliance of the relevant emissions standards in part b). Where any combustion plant does not meet the relevant emissions Standards in part b) 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.

c) Details to demonstrate where secondary abatement is used for the Emergency Diesel Generator the relevant emissions standard in part b) is met within 5 minutes of the generator commencing operation. During the operation of the emergency Diesel generators there must be no persistent visible emission. The maintenance and cleaning of the systems shall be undertaken regularly in accordance with manufacturer specifications. The diesel fuelled generators shall only be used for a maximum of 48 hours when there is a sustained interruption in the mains power supply to the site, and the testing of these diesel generators shall not exceed a maximum of 12 hours per calendar year.

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

To ensure that the amenity of occupiers of surrounding premises is not adversely affected by poor air quality, in accordance with Policies CC10 and CC13 of the Local Plan (2018).

- 21) Prior to occupation of the development hereby permitted a Low Emission Strategy for the operational phase in order to mitigate the impact of air pollution 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 poor air quality and to help mitigate the development's air pollution impacts, in particular the emissions of NOx and particulates from on-road vehicle transport via a Ultra Low Emission Vehicle Plan (ULEVP) e.g. the use of Ultra Low Emission Vehicles in accordance with the emissions hierarchy (1) Cargo bike (2) Electric Vehicle, (3) Hybrid (non-plug in) Electric Vehicle (HEV), (4) Plug-in Hybrid Electric Vehicle (PHEV), (5) Alternative Fuel e.g. CNG, LPG, (6) Petrol (7) Diesel (Euro 6 & Euro VI) and energy generation sources. Approved details shall be fully implemented prior to the occupation/use of the development and thereafter permanently retained and maintained.

To ensure that the amenity of occupiers of surrounding premises is not adversely affected by poor air quality, in accordance with Policies CC10 and CC13 of the Local Plan (2018).

Justification for Approving the Application:

- 1) 1. Land Use: It is considered that the proposal would be acceptable in land use terms, as it would provide improved sports and recreation facilities for the Club without resulting in a harmful loss of the designated open space. It is therefore considered that the proposal complies with Policies CF1, CF2 and CF3 of the Local Plan (2018).
2. Heritage & Design: It is considered that the proposed air hall structure, associated plant room and boundary wall would be appropriate in scale, height, mass, proposed materials and design. Furthermore, it is considered that the proposal would be of an acceptable visual appearance and it would not harm the architectural or historic significance of the neighbouring buildings of merit. The proposal would preserve and enhance the character and appearance of the conservation area. The development would therefore be acceptable in accordance with the NPPF (2012), London Plan Policy 7.1, 7.2, 7.4, 7.5 and 7.6 (2011), Local Plan DC1, DC2, DC4 and DC8.
3. Residential Amenity: The impact of the proposed development upon neighbouring occupiers is considered acceptable. Due to the relationship of the proposed air hall structure to residential neighbours and its position, height and bulk, it is considered that the proposal would not materially affect the outlook from, and light to, neighbouring properties. Measures would be secured by condition to minimise noise and disturbance to nearby occupiers from the operation and use of the proposed structure. In this regard, the development would respect the principles of good neighbourliness, and thereby satisfy Policies DC1, DC2 and H11 of the Local Plan (2018).
4. Highways matters: There would be no adverse impact on traffic generation and the scheme would not result in congestion of the primary road network. The proposal is thereby in accordance with NPPF (2012), London Plan Policy 6.1, 6.3, 6.9, 6.10, 6.11 and 6.13 (2011), Core Strategy Policy T1 (2011), Policy DM J1, J2, J3 and J5 the Development Management Local Plan (2013), and SPD Transport Policy 1, 2, 3 and 12 of the Planning Guidance SPD (2013).
5. Flood Risk: A Flood Risk Assessment (FRA) has been submitted and has considered risks of flooding to the site and adequate preventative measures have been identified. In this respect the proposal is therefore in accordance with the NPPF (2012), London Plan Policies 5.11, 5.12, 5.13, 5.14 and 5.15, and Local Plan Policies CC1, CC3 and CC4.
7. Land Contamination: An informative will ensure that the site would be remediated, if necessary, to an appropriate level for the sensitive open space uses, in accordance with Policies CC1, CC9 and CC13 of the Local Plan (2018).
8. Planning Obligations: The application proposes that its impacts are mitigated by way of a financial contribution to improve tennis provision / opportunities in the borough that is considered necessary as a consequence of the development. The proposed development would therefore mitigate external impacts and would accord with London Plan Policy 8.2.

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

LOCAL GOVERNMENT ACT 2000 LIST OF BACKGROUND PAPERS

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

Application form received: 3rd October 2018
Drawing Nos: see above

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

Consultation Comments:

Comments from:

Dated:

Neighbour Comments:

Letters from:

Dated:

Flat 3 Leighton Mansions Greyhound Road London W14 9SQ 18.01.19

1.0. SITE DESCRIPTION

1.1. The Queens Club is a purpose-built tennis club, bounded by Field Road, Comeragh Road, Gledstones Road and Greyhound Road. The site is largely open space laid out as grass and all-weather tennis courts with club house. The Club's grounds contain a number of Buildings of Merit, including the Pavilion and stands to the north and south of the Centre Court.

1.2. The proposals relate to the works on the south west of the Club, including the South Stand, 9 existing outdoor courts (Shale Courts S1-S6 & Practice Courts P3-P5), associated storage building, 39 car parking spaces between shale courts and practice courts and the adjacent brick boundary wall along Greyhound Road.

1.3. The surrounding area is predominantly residential. The site falls within the Queens Club Gardens Conservation Area, and is designated as an open space of local importance in the Local Plan (2018). The site is in Flood Risk Zone 3.

2.0. RELEVANT PLANNING HISTORY

2.1. In December 2001, planning permission (Ref: 2001/00857/FUL) was granted for erection of a temporary canvas enclosure over two outdoor tennis courts during the winter months October to May. The approved scheme has been implemented on site.

2.2. In October 2013, planning permission (Ref: 2013/02318/FUL) was granted at Planning Committee for demolition of existing red brick boundary wall along Greyhound Road, and erection of new replacement boundary wall, with timber gate and sliding gate, and associated tree planting; lowering of ground level of four existing outdoor courts to the south west of the site; and erection of a plant room to the side of indoor courts (3-6) building, in connection with the erection of a temporary tennis enclosure over two of the existing outdoor tennis courts during the winter months October to March. The scheme has not been implemented on site.

2.3. In June 2016, planning permission (Ref: 2016/02516/FUL) was granted for the relocation of four tennis courts, demolition of existing North Stand, resurfacing and reconfiguration of car park, associated landscaping, drainage and infrastructure works. The scheme has been partially implemented on site.

3.0. PROPOSAL

3.1. The current proposal seeks to renew the 2013 permission and additional approval is sought for the demolition of South Stand, to enable the Club to improve the hosting and servicing of the Tournament (an annual tennis championship) and increasing the usage of tennis courts for existing members during winter months.

3.2. The proposed works would comprise:

- Demolition of South Stand;
- Alterations to existing tennis courts and creation of one additional tennis court;
- New single-storey storage area and altered parking layout;
- Erection of an additional temporary air-dome enclosure;
- A new boundary wall along Greyhound Road with an additional access, and associated tree planting;

3.3. The proposed alterations to existing tennis courts involve resurfacing and repositioning Shale Courts and the existing air bubble and lowering practice courts by 500mm, to create an additional tennis course and reconfigure existing parking spaces.

3.4. The proposed additional air-dome enclosure would have a coverage of 33m by 35m and would extend to a maximum height of 11m. The enclosure would be erected between the 1st October and end of March each year, to facilitate the use of two outdoor courts during winter months. To reduce the visual impact of the temporary air-dome structure the proposals include the planting of 11 pear trees along the Greyhound Road boundary.

3.5. The proposed additional vehicle access on Greyhound Road, together with the widened existing access, seek to improve HGV access during The Tournament set-up and take-down. Pedestrian access to the site would not be affected.

3.6. The current proposal does not involve in an increase in the existing membership or parking spaces within the Club.

4.0. PUBLICITY AND CONSULTATIONS

Pre-Application

4.1. A Statement of Community Involvement has been submitted by the applicant in support of the proposal, stating the pre-application engagements with local residents and stakeholders. 1,100 invitation letters were sent to nearby local residents in connection with two public exhibitions held at The Queens Club on 17 and 18 July 2018. Approximately 25 local residents attended the exhibitions, and separate meetings were also held with ward councillors and local businesses.

4.2. Overall, the scheme received a positive response from local residents, local businesses and ward councillors. Most residents agreed that the proposals would be an enhancement to the area and improve the access during construction for 'The Tournament'. Some residents raised concerns about the materials that have been addressed in the submitted application.

Consultation for Application

4.3. The application has been advertised by means of site and press notices. In addition, 307 individual notification letters have been sent to the occupiers of neighbouring properties.

4.4. No representations have been received.

5.0. PLANNING CONSIDERATIONS

5.1. The main planning considerations in light of the London Plan (2016), and the Local Plan 2018 (hereafter referred to as LP 2018) and the Planning Guidance Supplementary Planning Document 2018 (hereafter referred to as Planning Guidance SPD), include: the principle of the development in land use terms; design and appearance; existing residential amenities of neighbouring properties; and traffic impact on the highway network.

Draft London Plan

5.2. The new draft London Plan was published on 29 November 2017. The Plan's consultation ended on 2 March 2018. An Examination in Public (EiP) commenced in January 2019, and publication of the new Plan is expected in the autumn of 2019. It is therefore considered that the new draft London Plan should be given limited weight at this stage in determining this application. In the interim, consideration shall be given to the London Plan (2016).

LAND USE

5.3. Policies CF1, CF2 and CF3 of the Local Plan (2018) encourage the maintenance, promotion and enhancement of existing sports recreation facilities within the Borough. Officers consider that the principle of the proposed development has already been

established by the planning permission in 2013 and the proposals accord with current policies.

DESIGN AND APPEARANCE

5.4. London Plan Policies 7.1, 7.2, 7.4, 7.5 and 7.6 require all new development to be of high quality that responds to the surrounding context and improves access to social and community infrastructure, contributes to the provision of high quality living environments and enhances the character, legibility, permeability, and accessibility of the surrounding neighbourhood.

5.5. Local Plan Policy DC1 (Built Environment), DC2 (New Buildings) and DC4 (Alterations and Extensions (Including Outbuildings)) require that all development within the borough should create a high quality urban environment that respects and enhances its townscape context and heritage assets, to help regenerate places.

5.6. Local Plan Policy DC8 (Design and Conservation) seeks that development be compatible with conservation areas and their setting.

Demolition of South Stand

5.7. All buildings within the Queens Club are registered on the Local List of Buildings of Merit. The original Queens Club buildings were constructed in 1888 and are of most significance in terms of their architectural quality. Nevertheless, most of the later additions, including indoor courts and the North and South Stands have little or no architectural merit. Their inclusion as Buildings of Merit seems to be for group value reasons owing to the historical continued use of the site as a premier racket sports facility rather than their individual integrity and appearance.

5.8. Consent for the demolition of the North Stand was granted in 2016 (Ref: 2016/02516/FUL) and it has subsequently been removed. The South Stand is a modern structure that has an entirely utilitarian appearance and houses toilets. It has no architectural merit and its appearance detracts from the setting of the main club house which it sits in front of. Officers consider that the proposed demolition would improve the appearance of the 1888 clubhouse which would outweigh the loss to the significance of the club grounds overall. Also, the structure cannot practicably be adapted to retain any historic interest as it is a modern structure that does not possess any architectural merit of its own. It makes even less of contribution to the group of buildings overall since the North Stand has been demolished.

Alterations

5.9. The proposed alterations include reconfiguring Shale Courts and existing parking layout, lowering practice courts to create an additional tennis court and erecting single storey storage room. These works would be screened by the boundary wall along Greyhound Road. As such, the alterations would have limited views from the street and would not unduly impact on the character and appearance of the conservation area.

5.10. With regards the new storage room, the applicant has submitted detailed drawings of appearance in elevation and materiality, which are considered to be acceptable. The proposed fencing is neatly integrated and consists of high quality cedar screening. It will

screen the existing concrete piers from view and provide a more coherent and consistent edge to the building.

Erection of an additional air-dome enclosure

5.11. The proposal to place a new air bubble over two tennis courts adjacent to Greyhound Road boundary wall, would have some impact on the character of the Queens Club Gardens Conservation Area. However, in terms of the NPPF definition of "less than substantial harm", the harm is considered to be minor for the following reasons.

5.12. First, the structure would be partially surrounded on its north and west sides by the indoor court buildings, which have blank brick walls with little architectural appeal. As mentioned above the club grounds contain original Victorian buildings and an array of more modern and functional building types, and this is part of the character of the overall group within the conservation area. The structure would not harm the composition of the architecturally significant parts of the club as it would be set well away from the original club house buildings with the modern brick buildings sitting in between.

5.13. Second, the proposed air bubble would be visible via the mansion blocks opposite to the Club and along Greyhound Road, which would partially disrupt the views across the club grounds that are open in character. Nevertheless, a significant amount of the southern boundary of the site would retain its open character. The proposal also involves the repositioning of the existing bubble within the grounds to a new position slightly further to the north. This is beneficial as it would open up slightly wider views across the site from Greyhound Road. Besides, the bubble would have a modern appearance, and the fabric would be opaque forming a strong contrast to the adjacent brick buildings. It does slope back into the site making it recessive, rather than dominant in views along Greyhound Road. As such, the structure is not considered to unduly impinge on the view across the grounds, maintaining the open character of the Club from Greyhound Road.

New boundary wall along Greyhound Road

5.14. The existing red brick wall along the Greyhound road boundary is functional but has no architectural merit. The proposed new stock brick boundary with piers, corbelled brick courses, dentils, copings and timber panelled gates would create a much more attractive and suitable boundary that would enhance the character and appearance of the Greyhound Road. The provision of 11 pear trees behind would soften its appearance whilst still permitting views across the grounds. This is also considered to further enhance the appearance of the Greyhound Road perimeter in combination with the new wall.

5.15. With regard to the bubble proposal overall, although there would be some minor harm to the character of the conservation area due to its visibility and effect on openness, there would be sustainable public benefits that enhances the setting of the Club House that is listed as Building of Merit, improves the Queen's Club as a better sport facility and promotes views along Greyhound Road by tree planting. Also, the secured financial contributions would be used for the provision and improvement of tennis facilities within the Borough. Officers then consider that these public benefits as

identified would outweigh the harm as required by the NPPF (2018) paragraphs 195 and 196.

5.16. The proposed location of the new structure would have little impact on the original club house buildings and views across the open grounds of the Club when viewed from Greyhound Road. In this respect, together with the temporary nature of the enclosure (during the winter months with less hours of daylight), the lowered ground level, the new boundary wall and the tree planting, the structure, whilst visible from Greyhound Road would not be imposing, and overall the effect of the structure will be neutral in terms of the character of the conservation area.

5.17. To ensure a satisfactory external appearance, Conditions 6, 7, 11 and 12 are attached to planning consent, requesting the details of material samples and elevation of the new boundary wall and proposed landscaping scheme to be submitted prior to the demolition of the existing boundary wall.

5.18. In view of the above, subject to conditions, the proposal is considered acceptable in its appearance and in terms of its impact on the designated heritage assets, including the conservation area, and is therefore judged to comply with the abovementioned policies.

RESIDENTIAL AMENITY

5.19. Policies DC1, DC2, CC11, CC13 and HO11 of the Local Plan (2018) require all proposals to be formulated to respect the principles of good neighbourliness. Key Principles HS6, HS7 and HS8 seeks to protect the existing amenities of neighbouring residential properties in terms of outlook, light, privacy and noise and disturbance.

5.20. The closest residential properties to the proposed air dome enclosure are the Melbourne, Leighton, Kinglsey and Jessel Mansion blocks to the south (on the opposite side of Greyhound Road), and the upper floors of the Colton Arms Public House to the east.

Outlook

5.21. SPD Key Principle HS6 note that the proximity of a development can have an overbearing and dominating impact on adjoining residential occupiers of their properties. Although it is dependent upon the proximity and scale of the proposed development a general standard can be adopted by reference to a line produced at an angle of 45 degrees from a point 2 metres above the adjoining ground level of the boundaries of the site where it adjoins residential properties. If any part of the proposed building extends beyond these lines then on-site judgement will be a determining factor in assessing the effect which the extension will have on the existing amenities of neighbouring properties.

5.22. The proposed air dome would be approximately 18m from the Melbourne, Leighton, Kinglsey and Jessel Mansion blocks which are on the opposite side of Greyhound Road, and 30m from the Colton Arms Public House. The proposals do not impinge on a notional 45-degree line and would not therefore have an adverse impact on outlook from these properties. The proposals accord with SPD Key Principle HS6.

Daylight and Sunlight

5.23. In considering sunlight and daylight, the Council has regard to the guidance set out in 'Building Research Establishments' (BRE) Report 2011 - "Site Layout Planning for Daylight and Sunlight - A guide to good practice". The BRE practice assesses the impact of proposals on the windows of surrounding properties using calculations of Vertical Sky Component (VSC) and daylight distribution or Average Daylight Factor (ADF). VSC calculates light reaching a plane of a window and ADF measures the amount of daylight received with a room.

5.24. The applicant has carried out a daylight and sunlight assessment of 100 windows in the opposing mansion blocks to the south at 1-20 Greyhound Road, Melbourne, Leighton, Kinglsey and Jessel Mansions and the Colton Arms Public House to the east. Officers have considered the submitted report and agree with its conclusions. The proposals would have no adverse impact in terms of daylight, sunlight and overshadowing.

Noise and Disturbance:

5.25. Local Plan Policy CC11 requires all developments to have no undue noise and disturbance impact on existing surrounding occupiers. SPD Key Principle NN5 states that outdoor uses should be assessed in regard to the frequency and times of use, and the noise level likely to be emitted from activities.

5.26. The application site is a well-established tennis club containing a number of outdoor tennis courts. The proposal would result in two existing outdoor courts being available for use during the winter months which subject to weather condition might not be used.

5.27. In terms of noise breakout from the use of the enclosure it is not considered that this would increase over and above what occurs during the peak months when these courts would be in use. Notwithstanding Conditions 9 and 10 are attached restricting the hours of use and the noise from the use of the proposed air dome.

5.28. The enclosure is an air supported structure and thus relies on no fixed internal framing. As an inflatable structure, the enclosure is relatively quick to erect and dismantle with each operation taking no more than two days (four days in total per year). The air hall would be continuously inflated by an air blowing/heating plant.

5.29. An Environmental Noise Assessment has been carried out by the applicant and this has been reviewed by the Council's Environmental Protection Team. The new plant associated with a fan system blowing air into the proposed air hall would be fitted with sound attenuation and would be located within a new brick built plant room. The submitted Noise Assessment demonstrates that the level of plant noise generated would be acceptable. Furthermore, the new plant room would also house the mechanical unit for the existing air hall which is currently sited outdoors, thereby reducing any existing noise. Notwithstanding this, Condition 15 is attached requesting the external sound level emitted from plant, machinery or equipment of the development shall be lower than the lowest existing background level by at least 10 10dBA in order to prevent any adverse impact.

Light pollution

5.30. Local Plan Policy CC12 (Light Pollution) requires that developments should provide adequate protection from glare and light spill, particularly to nearby sensitive receptors such as residential properties.

5.31. The applicant confirms that the fabric of the air hall will be opaque to prevent light spillage and enable tennis to be played into the evening with no unacceptable impact on the residential amenity of surrounding residents, and this is secured by Condition 14. The proposals do not include additional flood lighting, and this is secured by Condition 16.

5.32. Overall, the proposal would not give rise to a neighbourliness in terms of loss of outlook and light, noise, light pollution, and disturbance to such a degree that would warrant a refusal of planning permission.

TRAFFIC GENERATION, CAR PARKING, CYCLE PARKING AND ACCESS:

5.33. Policy 6.1, 6.3, 6.10, 6.11 and 6.13 of the London Plan (2016) sets out the intention to encourage consideration of transport implications as a fundamental element of sustainable transport, supporting development patterns that reduce the need to travel or that locate development with high trip generation in proximity of public transport services. The policies also provide guidance for the establishment of maximum car parking standards.

5.34. Local Plan Policy T4 will require any proposed development to conform to its car parking standards and will also require car parking permit free measures on all new development unless evidence is provided to show that there is a significant lack of public transport available.

Car parking:

5.35. The proposal would retain the existing number of car parking spaces.

Cycle provision

5.36. A condition for cycle provision is attached under planning consent 2016/02516/FUL. The proposals would not result in any increase in membership and therefore this is no requirement for any increase in cycle provision in this respect.

Trip generations:

5.37. The proposal would mean there are two existing courts available for use during the winter months which subject to weather condition might not be used. In this instance, as the proposed additional seasonal enclosure would be used for sports purposes for the Club's existing members in winter seasons, and the scheme would not involve any increase in membership, the additional trips generated is considered to be minor in comparison with peak months when all courts would be in use. As such, the impact on the existing highway networks as a result of the development is negligible.

Additional vehicular access on Greyhound Road:

5.38. The proposal seeks to improve the manoeuvres required for construction vehicles, including HGV, to enter and leave the site via Greyhound Road. The applicant has provided a swept-path analysis which demonstrates the ability for a 16.5m HGV to enter and leave the site in a forward gear. Officers consider that the proposed widening of the existing access and erection of an additional vehicle access on the new Greyhound Road boundary brick wall would improve construction vehicles' access during The Tournament set-up and take-down and that the proposal is acceptable.

CLP

5.39. The applicant has submitted an outline construction logistics plan in accordance with policy T7 of LBHF's Local Plan. A detailed Construction Logistics Plan is secured by Condition 4.

Travel Plan

5.40. A Travel Plan for the site was approved in 2017 (ref: 2017/01775/DET) in connection with the planning permission ref: 2016/03397/FUL. The Travel Plan has set up a variety of measures and targets to reduce car use and promote the use of sustainable transport alternatives. The council's Highways Officers are satisfied that the approved Travel Plan is acceptable for the current proposal.

5.41. In view of the above, the proposals comply with planning policy at all levels in respect of transport matters.

ENVIRONMENTAL QUALITY:

Sustainability

5.42. Local Plan Policies CC1 and CC2 require the implementation of sustainable design and construction measures in all major developments.

5.43. The applicant has submitted information on the sustainability measures to be implemented. These include the use of energy efficiency lighting, a more efficient heat/power system and use of a rainwater collection system which will collect water for re-use on site for irrigation. These measures will be secured by Condition 18.

Flood Risk and Sustainable Urban Drainage Systems (SUDs):

5.44. London Plan Policy 5.11, 5.12, 5.13, 5.14 and 5.15 requires new development to comply with the flood risk assessment and management requirements of National Policy, including the incorporation of sustainable urban drainage systems, and specifies a drainage hierarchy for new development. Policy CC3 will require developments to reduce the use of water and minimise current and future flood risk.

5.45. Regarding flood risk, the site is in the Environment Agency's Flood Zone 3 and this triggers the requirement for a Flood Risk Assessment (FRA) to be submitted with the planning application. A Flood Risk Assessment (FRA) has been submitted with the application although the planned changes to the site are relatively minor in terms of potential flood risk impacts. The submitted FRA is considered to be acceptable.

5.46. Regarding SUDs, the site is a less vulnerable use, which will not change as a result of this application. Officers would not be expected to conduct a detailed assessment, given the nature of the proposals. However, further details on how surface water run-off will be collected and stored on-site for re-use to irrigate tennis courts should be submitted prior to the commencement of the proposed alterations to the existing tennis court and car parking area. This is secured by Condition 8.

Contamination:

5.47. Local Plan Policies CC9 and CC13 state that the Council will support the remediation of contaminated land and that it will take measures to minimise the potential harm of contaminated sites and ensure that mitigation measures are put in place.

5.48. Potentially contaminative land uses, past or present, are understood to occur within the general area. To ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works an informative is attached requesting that the applicant contact the Council should any unexpected staining or malodours be encountered during the redevelopment.

AIR QUALITY:

5.49. 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.

5.50. The Council's Environmental Quality Team have considered the proposed development and raise no objections subject to Conditions 19 to 21 relating to air quality.

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:

- o A financial contribution to the Council's Community Sports Team of £45k in year 1 and £35k in the succeeding 2 years (£115k over 3 years) to improve tennis facilities/provision/opportunities in the borough.

7.0. CONCLUSION

7.1. The proposed development is acceptable in principle, as it would encourage the maintenance, promotion and enhancement of existing sports recreation facilities within the Borough. The proposed development would have an acceptable visual impact on the surrounding area and the neighbouring Building of Merits. The proposal would also preserve and enhance the character and appearance of the conservation area. The impact of the proposed development upon neighbouring occupiers is considered

acceptable and would not adversely affect the neighbouring amenity of the neighbouring properties. The impact of the proposed development upon transport is considered acceptable and would have no adverse impact on traffic generation and would not result in congestion of the primary and local road networks.

8.0. RECOMMENDATION

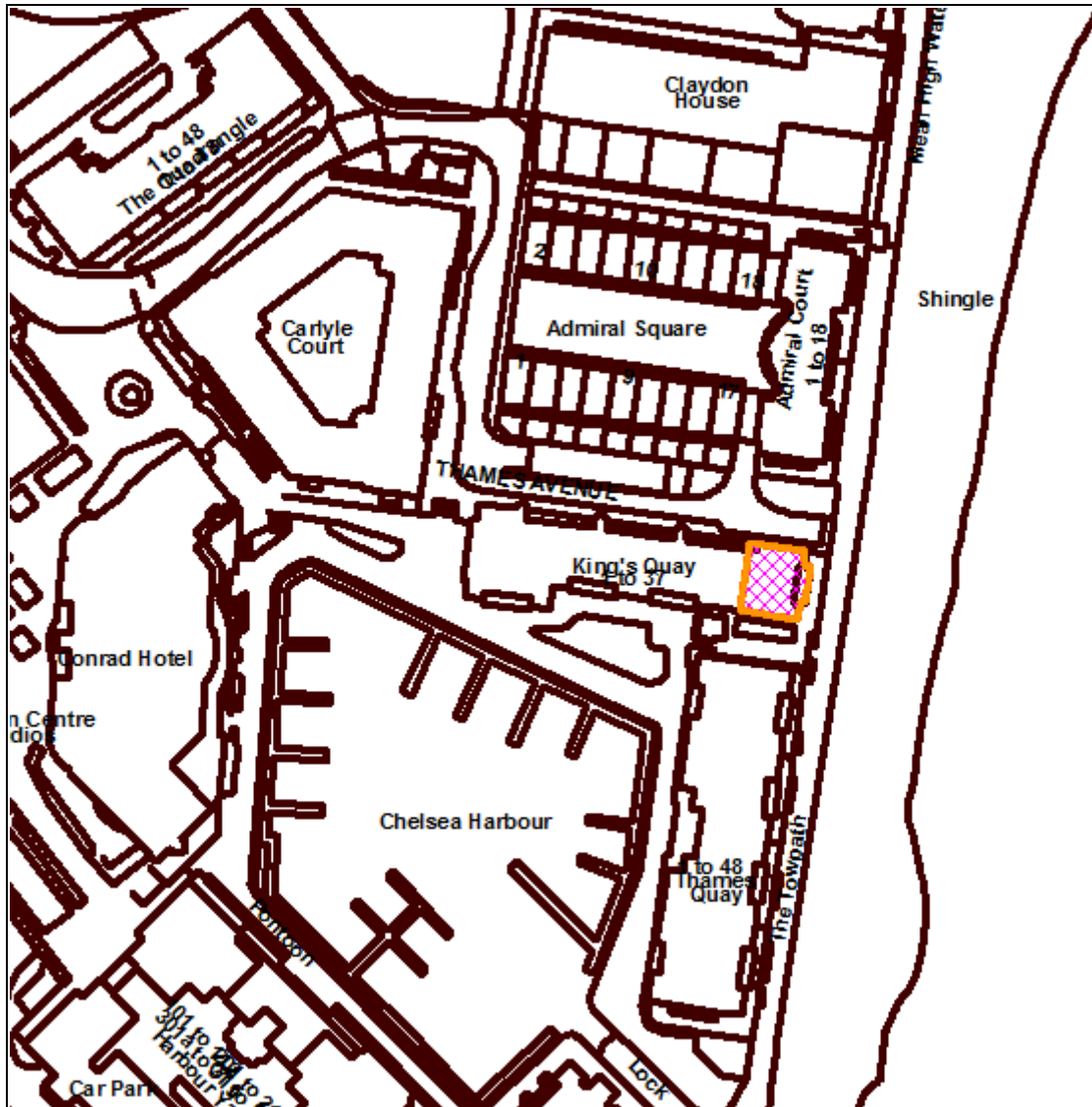
8.1. Grant planning permission subject to conditions and completion of a satisfactory S106 legal agreement.

Agenda Item 7

Ward: Sands End

Site Address:

8 King's Quay Thames Avenue Chelsea Harbour London SW10 0UX



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For identification purposes only - do not scale.

Reg. No:
2018/03508/FUL

Case Officer:
Marina Lai

Date Valid:
26.10.2018

Conservation Area:

Committee Date:
12.02.2019

Applicant:

Mr Nikolay Busin
8 King's Quay

Description:

Erection of roof extension with dormer window openings fronting Northern, eastern and southern elevations.

Drg Nos: Site Location Plan; 1686_GA_103; 1686_GA_104_A;
1686_GA_110;1686_GA_115_A; 1686_GA_116_A; 1686_GA_117_B;
1686_GA_118;1686_GA_120_A;

Application Type:

Full Detailed Planning Application

Officer Recommendation:

That the Committee resolve that the Strategic Director, Growth and Place, be authorised to determine the application and grant permission subject to the condition(s) listed below:

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 which may include the variation, addition or deletion of the 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 hereby approved shall be carried out and completed only in accordance with the following drawings which have been approved, and the height of ridge shall not be increased as indicated on the drawings hereby approved.

1686_GA_103; 1686_GA_104_A; 1686_GA_110; 1686_GA_115_A;
1686_GA_116_A; 1686_GA_117_B; 1686_GA_118; 1686_GA_120_A;

In order to ensure full compliance with the planning permission hereby approved and to prevent harm arising through deviations from the approved plans, in accordance with Policies DC1, DC4 and RTC3 of the Local Plan (2018).

- 3) Any alterations to the elevations of the existing building shall be carried out in the same materials as the existing elevation to which the alterations relate.

To ensure a satisfactory external appearance, in accordance with Policies DC1, DC4 and RTC3 of the Local Plan (2018).

- 4) Prior to the commencement of the proposed development hereby permitted, details of all new external materials (including samples where considered

appropriate by the Council) to be used in the development including brickwork, windows, balustrades and roofing materials shall be submitted to, and approved in writing by, the Council. The development shall be carried out in accordance with the approved details; and permanently retained as such.

To ensure a satisfactory external appearance and to prevent harm to the street scene and public realm, to preserve the character and appearance of the area; and the setting and special architectural and historic interest of the locally listed building in accordance with policies 7.1, 7.6 and 7.9 of the London Plan (2016) and Policies DC1, DC2 and DC4 of the Local Plan 2018.

- 5) Prior to the commencement of the proposed development hereby permitted, detailed drawings in plan, section and elevation at a scale of no less than 1:20 of all typical bays of the windows on east, south and north elevations shall be submitted to and approved in writing by the Council and the development shall be carried out in accordance with such details as have been approved.

To ensure a satisfactory external appearance, in accordance with Policies DC1, DC4 and RTC3 of the Local Plan 2018.

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

It is considered that such structures would seriously detract from the appearance of the building, in accordance with Policies DC1, DC4 and RTC3 of the Local Plan (2018).

- 7) No plumbing, extract flues or pipes, other than rainwater pipes, may be fixed on the front elevation of the building.

To ensure a satisfactory external appearance and to prevent harm to the street scene, in accordance with Policies DC1, DC4 and RTC3 of the Local Plan (2018).

- 8) The development hereby permitted shall not be occupied until the new window at fifth floor level (facing No.48 Thames Quay) of the extension hereby permitted, has been installed so as to be non-openable and with obscure glazing to a height of 1.7 metres from the internal floor level, a sample of which shall have been submitted to and approved in writing by the Council prior to any development on site. Thereafter the window shall be retained in the form approved.

Such a use would be harmful to the existing residential amenities of neighbouring occupiers as a result of overlooking and loss of privacy, contrary to Policy DC1, HO11 and DC4 of the Local Plan (2018).

- 9) The additional floor hereby approved shall only be used in connection with, and ancillary to, the use of the remainder of the application property as a single residential unit. The accommodation at fifth floor level shall not be occupied as a self-contained flat that is separate and distinct from the use of the remainder of the application property as a single residential unit.

The use of the extended accommodation as a self-contained flat, separate from the use of the remainder of the application property as a single residential unit,

would raise materially different planning considerations that the Council would wish to consider at that time, in accordance with CC2, HO1, HO4, HO11 and T4 of the Local Plan (2018) and Key Principles HS3 of the Planning Guidance Supplementary Planning Document (2018).

Justification for Approving the Application:

- 1) 1. It is considered that the proposal would not generate unacceptable impact on the existing amenities of the occupiers of neighbouring residential properties, and would be of an acceptable visual appearance. It is not considered that the development would harm the existing character or appearance of the surrounding area. In this respect the development is judged to be acceptable and in accordance with Policies 7.4, 7.6 and 7.8 of London Plan, Policies HO11, DC1, DC4 and RTC3 of the Local Plan (2018), and associated Key Principles of Planning Guidance SPD (2018).
2. Conditions: In line with the Town and Country Planning Act 1990 and the Town and Country Planning (Pre-commencement Conditions) Regulations 2018, officers have consulted the applicant on the pre-commencement conditions included in the agenda and the applicant has raised no objections.

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

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

Application form received: 25th October 2018
Drawing Nos: see above

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

Consultation Comments:

Comments from:

Dated:

Neighbour Comments:

| Letters from: | Dated: |
|---|---------------|
| 48 Thames Quay Thames Avenue Chelsea Harbour SW10 | 30.11.18 |
| 19 Thames Quay Thames Avenue Chelsea Harbour SW10 | 06.12.18 |
| 12 Chelsea Crescent Chelsea Harbour London SW10 0XB | 12.12.18 |
| 35 Thames Quay Chelsea Harbour London SW10 0UY | 04.12.18 |
| 36 Carlyle Court Chelsea Harbour London SW10 0UQ | 04.12.18 |
| 8 The Quadrangle Chelsea Harbour SW10 0UG | 04.12.18 |
| 20 Carlyle Court Chelsea Harbour SW10 0UQ | 04.12.18 |

| | |
|---|----------|
| 45 The Quadrangle Chelsea Harbour Drive SW10 0UG | 07.12.18 |
| 18 Chelsea Crescent Chelsea Harbour London SW10 0XB | 22.12.18 |
| 9 Thames Quay London SW10 0UY | 03.12.18 |
| 30 Thames Quay Chelsea Harbour London SW10 0UY | 08.12.18 |
| 47 Kings Quay Chelsea Harbour London SW10 0UX | 10.12.18 |
| NAG | 05.12.18 |
| 21 The Quadrangle Chelsea Harbour London SW10 0UG | 19.12.18 |
| 17 Kings Quay Chelsea Harbour London SW10 0UX | 10.12.18 |

1.0. SITE DESCRIPTION

1.1. The application relates to the penthouse flat on top of the Kings Quay building which forms part of the Chelsea Harbour development. Kings Quay is a part four storey and part five storey residential building with an elevation facing the Thames.

1.2. The site is not within a conservation area but is adjacent to the Sands End Conservation Area and within the Thames Policy Area.

2.0. RELEVANT PLANNING HISTORY

2.1. In 2010, planning permission was granted (2010/03301//FUL) for alterations at roof level, including infilling of valley roofs, conversion of hip to gable on riverside elevation, and installation of rooflights, relating to the enlargement of the existing flats No.8 and No.17 Kings Quay.

2.3. In 2018, planning permission was refused (2018/02688/FUL) for the erection of a roof extension with dormer window openings fronting northern, eastern and southern elevations, on the grounds of overlooking and loss of privacy to No.48 Thames Quay.

3.0. PROPOSAL

3.1. The current proposal seeks also involves the erection of a roof extension with various dormer windows but seeks to overcome the previous reason for refusal.

3.2. The main difference between this application and the previous scheme is that the previously unacceptable proposed south facing window would be obscured to prevent overlooking.

4.0. PUBLICITY AND CONSULTATIONS

4.1. The application has been advertised by means of a site and a press notices. In addition, some 240 individual notification letters have been sent to the occupiers of neighbouring properties.

4.2. A letter from Chestnut Planning was submitted on behalf of the owners of No.48 Thames Quay, raised the concerns that the proposal would adversely impact on the neighbouring amenity and the character of the roof line within the Chelsea Harbour Development.

4.3. In addition to the letter, 16 representations have also been received. The grounds of the objections can be summarised as follows:

- roofline and design
- out of character;
- loss of privacy;
- overlooking and
- unneighbourly.

5.0. PLANNING CONSIDERATIONS

5.1. The main planning considerations in light of the London Plan (2016), and the Local Plan 2018 and the Planning Guidance Supplementary Planning Document 2018, include: design and appearance, and impact on existing residential amenities of neighbouring properties.

Draft London Plan

5.2. The new draft London Plan was published on 29 November 2017. The Plan's consultation ended on 2 March 2018. An Examination in Public (EiP) commenced in January 2019, and publication of the new Plan is expected in the autumn of 2019. It is therefore considered that the new draft London Plan should be given limited weight at this stage in determining this application. In the interim, consideration shall be given to the London Plan (Consolidated with Further Alterations 2016).

DESIGN AND APPEARANCE

5.3. London Plan Policies 7.4 and 7.6 require all new development to be of high quality that responds to the surrounding context and contributes to the provision of high quality living environments and enhances the character, legibility, permeability, and accessibility of the surrounding neighbourhood.

5.4. Local Plan Policy DC1 (Built Environment) and DC4 (Alterations and Extensions including Outbuildings) state 'that all development within the borough should create a high quality urban environment that respects and enhances its townscape context and heritage assets. There should be an approach to accessible and inclusive urban design that demonstrates how good design, quality public realm, landscaping and land use can be integrated to help regenerate places.'

5.5. Local Plan RTC3 (Design and Appearance of Development within the Thames Policy Area) asserts that development within the Thames Policy Area should respect the riverside, including the foreshore, context and heritage assets, and is of a high standard of accessible and inclusive design, and maintain or enhance the quality of the built, natural and historic environment.

5.6. The proposed extension would be confined to the roof of 8 Kings Quay which occupies a prominent position on the riverside frontage of the Chelsea Harbour development.

5.7. The predominant character of the skyline of the Chelsea Harbour development is one of gables and pitched and hipped roofs. The hipped roof form is carried through to the tallest element and used to terminate the Belvedere tower. The roofs are an important element of the buildings in the overall masterplan.

5.8. The conversion of hipped to gable roof form is in keeping with the general roof silhouette across Chelsea Harbour. The proposal would retain the original roof height and in so doing would retain the original proportions of the composition of the facades. The incorporation of fenestration is based upon precedent examples from adjoining blocks and is suitably scaled for the new gables.

5.9. In views from the opposite bank of the Thames, the new gabled pitched form would be apparent and despite taking a new geometry, and would appear as a modest integration into the existing roof profiles. In adhering to the existing height of the building, the relative scales of the adjoining blocks would be retained. The block would remain mediating between the heights of the adjoining riverside terrace frontages. In addition, it is considered that in more local views across the Chelsea Harbour, the proposed form would be satisfactorily accommodated.

5.10. Details of a typical bay of the east, north and south elevations in plan, section and elevation (at a scale of not less than 1:20), and details of materials and finishes would be secured by Conditions 4 and 5.

5.11. Overall, Officers consider that the proposed design would integrate with the existing character and appearance of the Chelsea Harbour development area. Subject to conditions, the proposal development would be of a sufficient quality development to make a positive contribution to the urban environment in this part of the Borough.

RESIDENTIAL AMENITY

5.12. Policies DC1, DC4 and HO11 of the Local Plan (2018) require all proposals to be formulated to respect the principles of good neighbourliness. SPD Housing Key Principles 6 and 7 seek to protect the existing amenities of neighbouring residential properties in terms of outlook, light and privacy.

5.13. In this case, the closest neighbouring properties are No.48 Thames Quay and No.18 Admiral Court, both of which have existing windows that serve habitable rooms.

Outlook

5.14. SPD Key Principle HS6 note that the proximity of a development can have an overbearing and dominating effect detrimental to the enjoyment by adjoining residential occupiers of their properties. Although it is dependent upon the proximity and scale of the proposed development a general standard can be adopted by reference to a line produced at an angle of 45 degrees from a point 2 metres above the adjoining ground level of the boundaries of the site where it adjoins residential properties. If any part of the proposed building extends beyond these lines then on-site judgement will be a determining factor in assessing the effect which the extension will have on the existing amenities of neighbouring properties.

5.15. No.18 Admiral Court is situated 18m from the application site and No.48 is positioned 10m away from the application site. The proposed roof extension would not have any undue impact in terms of outlook to either of these properties.

Overlooking/Privacy:

5.16. SPD Key Principle 7 states that any new windows should be positioned at least 18m from existing habitable room windows.

5.17. Except for the proposed south facing dormer window, none of the proposed windows would be within 18m of existing opposing habitable room windows in neighbouring blocks. While, the application would involve the creation of large windows facing No.48 Thames Quay, unlike the previous 2018 refusal, the proposed south-facing window in the current proposal would include obscured glazing to prevent overlooking. The obscured side window will be secured by Condition 8.

5.18. Overall, the proposed rear extension would not unduly impact on the neighbouring amenity in terms of loss of light and outlook, a sense of enclosure or overlooking.

6.0. CONCLUSION

6.1. Officers consider that the design and appearance of the building is considered acceptable and the proposals would not cause harm to residential amenity.

7.0. RECOMMENDATION

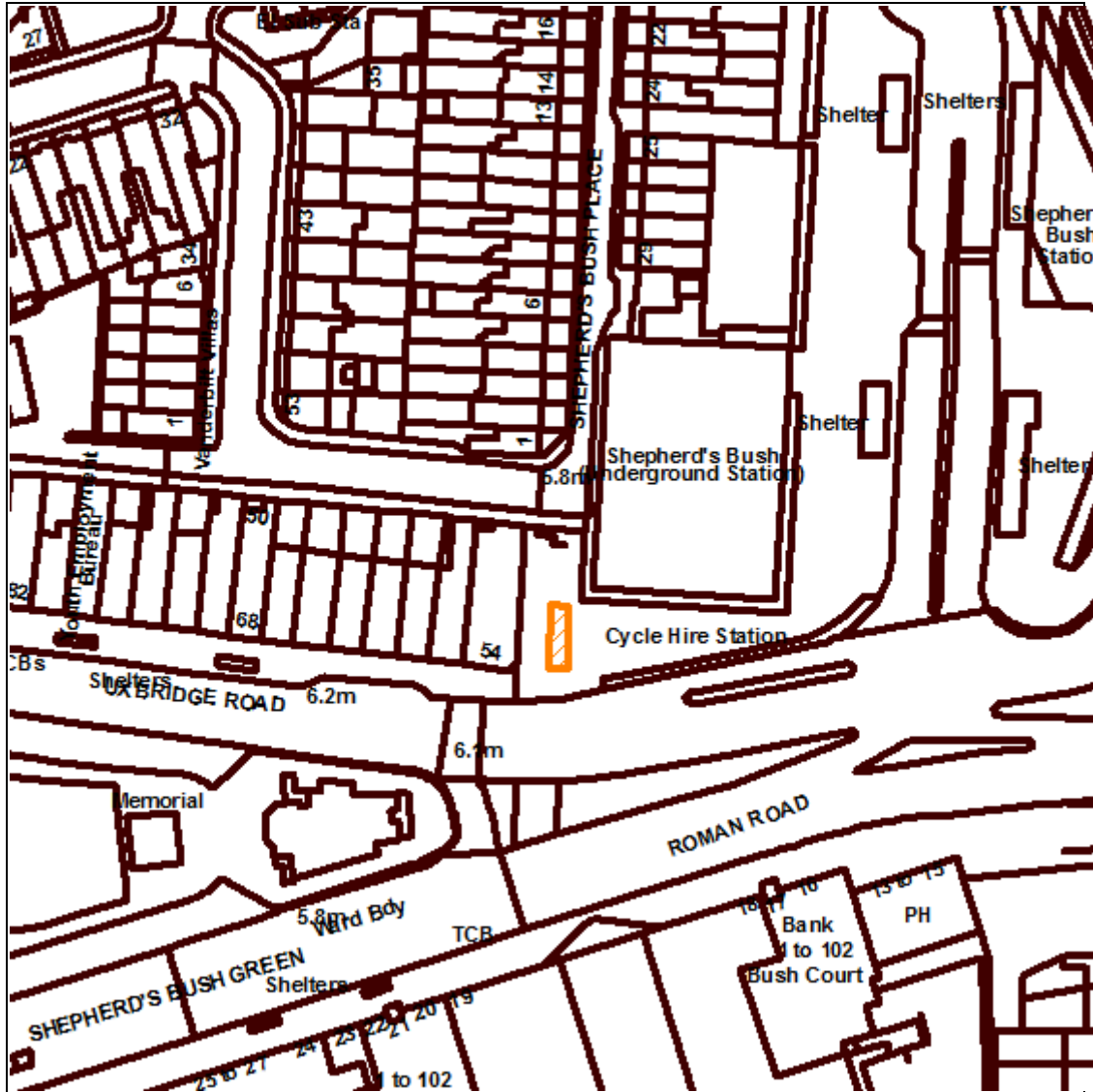
7.1. That planning Permission be approved, subject to conditions.

Agenda Item 8

Ward: Shepherd's Bush Green

Site Address:

Next To Londis Plimley Place London W12 8LP



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For identification purposes only - do not scale.

Reg. No:

2018/03343/FR3

Case Officer:

Nathaniel Young

Date Valid:

08.11.2018

Conservation Area:

Constraint Name: Shepherds Bush Conservation Area - Number 21

Committee Date:

12.02.2019

Applicant:

Miss Lynda Dunn
LBHF

Description:

Use of part of the public highway for the placing of 3no market stalls outside of Shepherd's Bush Station entrance (adjacent to 54 Uxbridge Road).

Drg Nos: 65010/14/1 _ 65010/14/2

Application Type:

Full Regulation 3 - LBHF is Developer

Officer Recommendation:

That the Committee resolve that the Strategic Director, Growth and Place, be authorised to determine the application and grant permission pursuant to Regulation 3 of the Town and Country Planning General Regulations 1992 subject to the condition(s) listed below:

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 which may include the variation, addition or deletion of the conditions, any such changes shall be within their discretion.

- 1) The placement of any stall on the application site, or the carrying on of any trading on any part of the application site, shall not continue beyond 24 months from the date of this decision notice.

So that the operation of the market stalls, most particularly with regards to Highways impacts and noise and disturbance to neighbouring properties, may be monitored by the Council over the course of the permission to ensure that no adverse impacts are occurring, in accordance with Policies T1, T6, CC11 and CC13 of the Local Plan (2018).

- 2) A maximum of three stalls at any one time shall be erected only in the locations shown on approved drawing no. 65010/14/2 and no stall be erected in any other area at any time. The market stalls shall be dismantled and removed when not trading.

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, T1 and T6 of the Local Plan (2018), and Key Principles TR22 and TR29 of the Planning Guidance Supplementary Planning Document (SPD) (2018).

- 3) The use of the premises shall not be permitted outside the hours of 08:00-20:00, Monday to Sunday, and at no time on Bank Holidays.

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

- 4) Prior to commencement of the development, a Servicing Management Plan shall be submitted to and approved in writing by the Council. Details shall include times and frequency of loading and unloading, vehicle movements, and quiet loading/unloading measures. The details within the agreed Servicing Management Plan shall be implemented prior to the stalls being used and thereafter be permanently retained.

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

- 5) No servicing of the stall/s shall occur from the public footway adjacent to, or part of the site.

To avoid vehicles using the public footway for servicing and causing an obstruction on the footway, in accordance with Policies T1 and T6 of the Local Plan (2018) and Key Principle TR25 of the Planning Guidance Supplementary Planning Document (2018).

Justification for Approving the Application:

- 1) 1. Land use: The proposal would achieve a sustainable development by contributing to the vibrancy of the White City Regeneration Area, and would not conflict in any way with the Council's aims for the regeneration of that area. It would also not affect the viability of Shepherd's Bush Town Centre. Therefore the principle of the development is considered to be in accordance with Local Plan Policies WCRA, and TLC2 of the Local Plan (2018).
2. 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 the loading/unloading and deliveries and an acceptable width of footway would remain unobstructed for pedestrians. The development thereby accords with Local Plan (2018) Policies T1 and T6 of the Local Plan (2018) as well as London Plan (2016) Policies 6.1, 6.3, 6.10, 6.11 and 6.13.
3. Residential Amenity: The impact of the proposed development upon neighbouring residential occupiers is considered acceptable. The proposal would not have an unacceptably harmful impact on neighbouring residential amenity in terms of noise disturbance or other nuisance, such as hot food smells. In this regard, the development would respect the principles of good neighbourliness, and would therefore be acceptable in accordance with Policies CC11 and CC13 of the Local Plan (2018).
4. Appearance: The development is considered to comply with Local Plan (2018) Policies DC1 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. The stalls are not

a permanent fixture, of a neat and tidy appearance and do not feature any large, obtrusive or garish signage or advertisement. The character and appearance of the conservation area would be preserved.

LOCAL GOVERNMENT ACT 2000 LIST OF BACKGROUND PAPERS

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

Application form received: 10th October 2018
Drawing Nos: see above

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

Consultation Comments:

| Comments from: | Dated: |
|---|---------------|
| Transport For London - Land Use Planning Team | 03.12.18 |

Neighbour Comments:

| Letters from: | Dated: |
|--|---------------|
| 2 Shepherds Bush Place London W128LX | 11.12.18 |
| 22 Aldine Street Shepherds Bush Shepherds Bush W12 8AN | 23.11.18 |
| 1 Shepherds Bush Place London London W12 8LX | 11.12.18 |
| 6 Shepherd's Bush Place London W12 8LX | 13.12.18 |

OFFICER'S REPORT

1.0 BACKGROUND

1.1 The application site comprises an area of public footway known as Plimley Place. It is located west of Shepherds Bush Underground Station entrance with No. 54 Uxbridge Road (Londis) to the west of the site, Uxbridge Road to the south, and Shepherds Bush Place to the north. The site is located within Shepherd's Bush Town Centre, the Shepherd's Bush Conservation Area and White City Regeneration Area.

1.2 The application seeks permission for the use of part of the public highway for the placing of three market stalls operating from Monday to Sunday 8am - 8pm.

2.0 PUBLICITY AND CONSULTATION RESPONSES

2.1 The application was advertised by way of site and press notices. Individual notification letters were also sent to neighbouring properties.

2.2 Four letters of objection were received which raised the following concerns:

- It was indicated to residents that Plimley Place would be solely used for pedestrian access to the tube station and Westfield. It is understood a condition was placed upon Westfield approval,
- Market stalls will lead to increased litter, noise and disturbance/antisocial behaviour.
- Residents note a history of loud deliveries at unsociable hours on Shepherd's Bush Place. Market stalls will lead to further lorries, scooters and idling cars waiting on Shepherd's Bush Place. Creating noise and parking problems.
- 8am and 8pm unreasonable opening hours - will result in deliveries in the early morning, before 8 am.
- Market stalls would obstruct pedestrian access to tube station.
- Not in keeping with conservation area and will detract from setting of nearby listed buildings.

2.3 Officer response: The material issues raised are addressed in the report below.

2.4 Transport for London: were consulted on the proposal and they responded to say no objection in principle, as long as they do not obstruct tube station access or flow of passengers.

3.0 PLANNING CONSIDERATIONS

3.1 The relevant considerations in this case, to be assessed against the policies in the National Planning Policy Framework (NPPF), The London Plan (as amended March 2016) and the Hammersmith and Fulham Local Plan (2018) and the Planning Guidance Supplementary Planning Document (SPD, 2018) are:

- The principle of the development
- Highways matters, most particularly servicing and deliveries
- Noise and disturbance to neighbouring residential properties
- Visual amenity and street clutter

4.0 PRINCIPLE

4.1 The site is located within White City Regeneration Area (Local Plan Policy WCRA). This policy states that the Council will seek to sustain regeneration in the White City Regeneration Area by locating retail activities within the town centre. It is considered that the proposal for a new street food market would not conflict with the Council's aspirations for regeneration of the area, but may in fact contribute to the vitality and vibrancy of the area. As such, no objections would be raised in terms of Policy WCRA.

4.2 The site falls within Shepherd's Bush Town Centre and is therefore subject to Local Plan Policy TLC2 (Town Centres). Due to its location and small scale, catering primarily to commuters and local workers/residents, it is considered that the proposal would not harm the vitality or viability of Shepherd's Bush Town Centre and would therefore not conflict with Policy TLC2 of the Local Plan.

4.3 There are no other policies within the Local Plan that specifically mention new proposals for street food or market stalls and therefore, Officers recommend that no objections be raised to the principle of the development. The key issues to be assessed

are the highways impact of the scheme, noise and disturbance for neighbours, and the impact of the scheme on visual amenity and the character and appearance of the conservation area.

5.0 HIGHWAYS

5.1 The main Highways issues in respect of the development are (a) ensuring satisfactory arrangements for safe and convenient loading/unloading and deliveries for the market stalls and (b) ensuring that there is still space on the pavement for the safe and convenient passage of pedestrians, including those with mobility impairments.

5.2 Local Plan Policy T1 states that the Council will seek to ensure that traffic generated by new development is minimised so that it does not add to parking pressures on local streets. Uxbridge Road is a London Distributor Road, and Policy T6 states that development will not be permitted if it would prejudice the effectiveness of these roads to provide links to the strategic route network and access to and between town centres.

5.3 The part of the carriageway in front of the proposed market stalls is a "No loading at any time" zone, which means that the traders would be required to load and unload their equipment away from the proposed location of the stalls. The Street Markets Team are in discussion with Highways officers in relation to a Servicing Management Plan, which will detail all the information regarding where and how the stalls would be set up without illegally parking along the carriageway. A condition has been attached to ensure the plan is submitted for approval.

5.4 The location of the market stalls is on a part of footway with a high level of footfall, especially at peak times with commuters moving between White City and Shepherd's Bush underground station and nearby offices. This means that more than the minimum width of 3.5m clear and unobstructed footway will need to be provided as per Key Principle TR25. The distance from the southernmost market stall to the kerb of the pavement on Uxbridge Road is approximately 6.5 metres and the distance from the northernmost market stall to kerb of the pavement on Shepherd's Bush Place is approximately 16 metres. Therefore, even when existing obstructions including lighting columns, bollards and traffic lights are taken into consideration, there would still be enough space remaining to ensure the free flow of pedestrians. The market stalls would be located west of the Shepherd's Bush Underground Station on public land, all TfL owned land in front of the station entrance would remain unobstructed.

6.0 NOISE AND NUISANCE

6.1 Local Plan Policy CC11 (Noise) states that noise-generating development will not be permitted if it would be liable to materially increase the noise experienced by the occupants of existing noise-sensitive uses in the vicinity, in this case, the nearest residential properties on Shepherd's Bush Place, north of Plimley Place. Policy CC13 (Control of Potentially Polluting Uses) states that the Council will, where appropriate, require mitigation measures if a nuisance (such as smoke, smell, or noise) would be likely to occur. With specific reference to outdoor uses, Key Principle NN5 states that outdoor uses need to be assessed with regard to frequency and times of use, and the noise level likely to be emitted from activities.

6.2 The residential properties on the southern end of Shepherd's Bush Place, the nearest being No.1, is approximately 26 metres away from the market stalls. Noise from the development could be generated from vehicles arriving, setting up, voices etc. The application proposes a start time of 8am for trading, with set up commencing prior to that time. Whilst the start time could be early, it is not considered that the proposed market stalls would generate additional noise beyond what has been established by the existing commercial activities in the area, the considerable pedestrian and vehicular traffic on Uxbridge Road and outside the underground station at that time. For these reasons, it is considered that no objections would be raised to the 8am start time for the stalls.

6.3 It is intended at this time that one stall would cook and serve hot food and therefore there is likely to be some hot food odours near the site from an early time. However, due to the open nature of the site, the distance from residential properties and the fact the odours would not be channelled or vented in any particular direction, Officers consider that hot food odours would not be likely to cause any undue nuisance to those residential properties nearby. The indications are that the remaining two stalls would sell flowers and ice cream.

6.4 It is recommended that the proposal is granted a temporary permission for 24 months, to allow both Highways and Noise and Nuisance Officers to monitor the impact of the developments and record any complaints received during that time. If the stalls were found to be operating without any detrimental issues, the applicant could then re-apply for a longer-term permission.

7.0 APPEARANCE/ VISUAL CLUTTER

7.1 The proposed market stalls are considered to be modest in terms of their footprint, bulk and mass. In order for the market stalls to comply with street trading licencing regulations they would be designed to integrate with the surrounding urban environment without detracting from its character and appearance, and, given they are not a permanent feature, no objections are raised on the grounds of visual amenity. It is considered that the character and appearance of the conservation area would be preserved.

8.0 CONCLUSIONS AND RECOMMENDATIONS

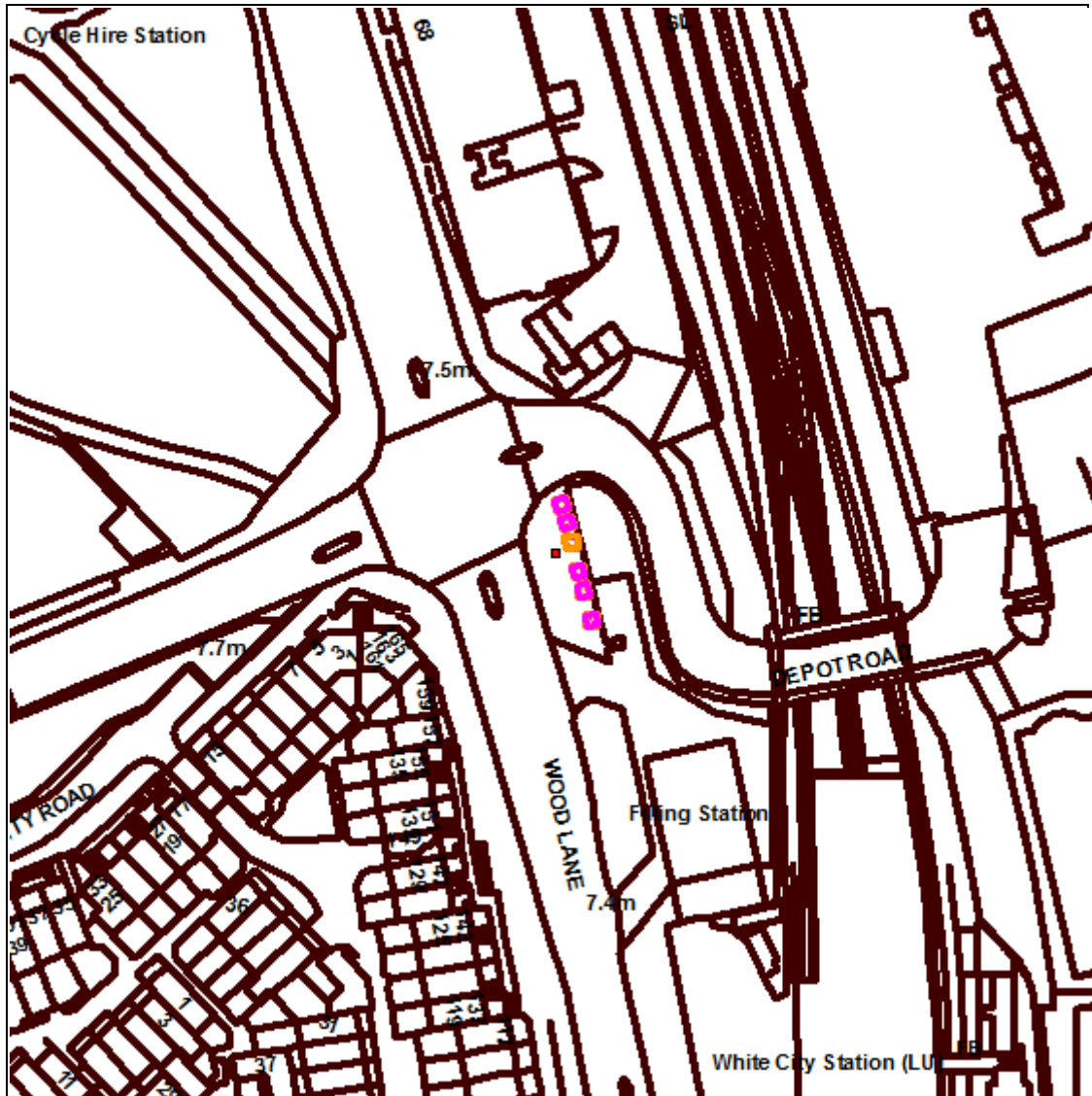
8.1 Officers consider that the proposed development would be acceptable in terms of its highways implications and noise and disturbance for neighbours, as well as appearance and the impact on the character and appearance of the conservation area.

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

Ward: College Park And Old Oak

Site Address:

Footpath Wood Lane Jn W South Africa Road Next To Refurbished Garage



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For identification purposes only - do not scale.

Reg. No:

2018/03483/FR3

Case Officer:

Grace Harrison

Date Valid:

26.10.2018

Conservation Area:

Constraint Name: Wood Lane Conservation Area - Number 42

Committee Date:

12.02.2019

Applicant:

Lynda Dunn

Markets Team Housing And Regeneration 37 Pembroke Road London W8 6PW

Description:

Use of part of the public highway for the placing of 6 no. traders' market stalls from Monday to Friday from 7am to 3pm.

Drg Nos: 80198/147/2

Application Type:

Full Regulation 3 - LBHF is Developer

Officer Recommendation:

That the Committee resolve that the Strategic Director, Growth and Place, be authorised to determine the application and grant permission pursuant to Regulation 3 of the Town and Country Planning General Regulations 1992 subject to the condition(s) listed below:

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 which may include the variation, addition or deletion of the conditions, any such changes shall be within their discretion.

- 1) The placement of any stall on the application site, or the carrying on of any trading on any part of the application site, shall not continue beyond 24 months from the date of this decision notice.

So that the operation of the market stalls, most particularly with regards to Highways impacts and noise and disturbance to neighbouring properties, may be monitored by the Council over the course of the permission to ensure that no adverse impacts are occurring, in accordance with Policies T1, T6, CC11 and CC13 of the Local Plan (2018).

- 2) A maximum of six stalls at any one time shall be erected only in the locations shown on approved drawing no. 80198/147/2 and no stall be erected in any other area at any time. The market stalls shall be dismantled and removed when not trading.

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, T1 and T6 of the Local Plan (2018), and Key Principles TR22 and TR29 of the Planning Guidance Supplementary Planning Document (SPD) (2018).

- 3) No stall(s) shall not be erected on the site at any time on those days when football matches are taking place at Loftus Road.

To avoid the stalls causing an obstruction on the footway during those times when the area experiences exceptionally high levels of footfall due to football supporters being in the area, in accordance with Policies T1 and T6 of the Local Plan (2018)

and Key Principle TR25 of the Planning Guidance Supplementary Planning Document (2018).

- 4) The use of the premises shall not be permitted during the hours of 15:00 to 07:00 Mondays to Fridays and at no time on weekends or Bank Holidays.

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

- 5) No servicing of the stall/s shall occur from the public footway adjacent to, or part of the site.

To avoid vehicles using the public footway for servicing and causing an obstruction on the footway, in accordance with Policies T1 and T6 of the Local Plan (2018) and Key Principle TR25 of the Planning Guidance Supplementary Planning Document (2018).

Justification for Approving the Application:

- 1) 1. Land use: The proposal would achieve a sustainable development by contributing to the vibrancy of the White City East Regeneration Area, and would not conflict in any way with the Council's aims for the regeneration of that area. It would also not affect the viability of any designated shopping area. Therefore the principle of the development is considered to be in accordance with Local Plan Policies WCRA1, and TLC1 of the Local Plan (2018).
2. 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 the loading/unloading and deliveries as part of the licence and an acceptable width of footway would remain unobstructed for pedestrians. The development thereby accords with Local Plan (2018) Policies T1 and T6 of the Local Plan (2018) as well as London Plan (2016) Policies 6.1, 6.3, 6.10, 6.11 and 6.13.
3. Residential Amenity: The impact of the proposed development upon neighbouring residential occupiers is considered acceptable. The proposal would not have an unacceptably harmful impact on neighbouring residential amenity in terms of noise disturbance or other nuisance, such as hot food smells. In this regard, the development would respect the principles of good neighbourliness, and would therefore be acceptable in accordance with Policies CC11 and CC13 of the Local Plan (2018).
4. Appearance: The development is considered to comply with Local Plan (2018) Policies DC1 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. The stalls are not a permanent fixture, are of a neat and tidy appearance and do not feature any large, obtrusive or garish signage or advertisement. The character and appearance of the conservation area would be preserved.

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

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

Application form received: 23rd October 2018
Drawing Nos: see above

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

Consultation Comments:

Comments from:

Dated:

Neighbour Comments:

Letters from:

Dated:

| | |
|---|----------|
| Yoox Net-A-Porter, Unit 6 MediaWorks, 91 Wood Lane W12 | 02.11.18 |
| 4 Sharplands Grendon Northampton NN7 1JL | 02.11.18 |
| 16 Sherwood Road Luton LU4 8LG | 02.11.18 |
| Building 6, Media Works, Wood Lane White City Place W12 | 05.11.18 |
| 16 Pavilion Terrace Wood Lane London W12 0HT | 02.11.18 |
| 29C Woodside London SW19 7AW | 02.11.18 |

OFFICER'S REPORT

1.0 BACKGROUND

1.1 The application site comprises an area of public footway on the eastern side of Wood Lane, on the corner with Wood Lane and Depot Road, opposite the junction with South Africa Road. It is within the Wood Lane Conservation Area and is also within the White City Regeneration Area. The site is around 100 metres north of the entrance White City Station on the eastern side of Wood Lane, just south of the junction with Depot Road. Immediately to the south of the site is the entrance to the former Esso petrol station, which is now a temporary art gallery space ("Elephant West") with ancillary office and retail floorspace and restaurant. The White City Place office development is diagonally opposite the site, on the north-west side of the junction with South Africa Road. On the south-west corner of the junction, there are residential properties at Exhibition Close.

1.2 This application seeks planning permission for the continued use of part of the public highway for the placing of six hot street food market stalls, 3m x 3m in size, from Monday to Friday from 7am to 3pm.

1.3 The market stalls have been operating without the benefit of planning permission since around May 2017. They were operated privately and the stallholders are all private concerns. This planning application has been made by the Council's Street Markets Team, who intend to operate the site and license the traders.

1.4 A previous application for the same development (2017/04101/FR3) was withdrawn in October 2018.

2.0 PUBLICITY AND CONSULTATION RESPONSES

2.1 A Site and press notice were published to advertise this application and notification letters were sent to the occupants of 20 surrounding properties.

2.2 Support comments have been received from one local resident (16 Pavilion Terrace) and five local workers who live further afield. The comments are summarised as follows:

- The stalls make a positive contribution to the area;
- It's good to have less commercial lunch options, the food is good and the traders are friendly;
- The stalls provide variety and choice;
- They make working in the area much more interesting.

2.3 The comments made in support of the application are noted.

2.4 In addition, the Metropolitan Police's Crime Prevention Design Advisor was also consulted but did not respond.

3.0 PLANNING CONSIDERATIONS

3.1 The relevant considerations in this case, to be assessed against the policies in the National Planning Policy Framework (NPPF), The London Plan (as amended March 2016) and the Hammersmith and Fulham Local Plan (2018) and the Planning Guidance Supplementary Planning Document (SPD, 2018) are:

- The principle of the development
- Highways matters, most particularly servicing and deliveries
- Noise and disturbance to neighbouring residential properties
- Visual amenity and street clutter

+ PRINCIPLE

3.2 The site is located within White City Regeneration Area (Local Plan Policy WCRA1). This policy states that the Council will seek regeneration in White City East for a mixed-use urban quarter within a high-quality environment. It is considered that the proposal for a new street food market would not conflict with the Council's aspirations for the regeneration of the area, but may in fact contribute to the vitality and vibrancy of the area. As such, no objections would be raised in terms of Policy WCRA1.

3.3 The site does not fall within any area designated as a protected shopping area in the Local Plan, and is around 500m north of Westfield Shopping Centre with Shepherd's Bush Town Centre beyond. Due to its location and small scale, the stalls cater primarily to morning commuters and local office workers at lunchtime, it is considered that the proposal would not harm the vitality or viability of any designated centre and would therefore not conflict with Policy TLC1 of the Local Plan.

3.4 There are no other policies within the Local Plan that specifically mention new proposals for street food or market stalls and therefore, Officers consider that no objections can be raised to the principle of the development. The key issues to be assessed are the highways impact of the scheme, noise and disturbance for neighbours, and the impact of the scheme on visual amenity and the character and appearance of the Wood Lane Conservation Area.

+ HIGHWAYS

3.5 The main highways issues in respect of the development are (a) ensuring satisfactory arrangements for safe and convenient loading/unloading and deliveries for the market stalls and (b) ensuring that there is still space on the pavement for the safe and convenient passage of pedestrians, including those with mobility impairments.

3.6 Local Plan Policy T1 states that the Council will seek to ensure that traffic generated by new development is minimised so that it does not add to parking pressures on local streets. Wood Lane is a London Distributor Road, and Policy T6 states that development will not be permitted if it would prejudice the effectiveness of these roads to provide links to the strategic route network and access to and between town centres.

3.7 The Council has been made aware that some traders had been parking in the entryway to the former petrol station to load/unload the stalls and products, which is illegal and may be subject to ticketing. In addition, concern has been raised by the landowner of this site in relation to the fact that access has to be maintained for the new art gallery. This was raised with the street trading team, who state that action has been taken and that traders are made aware that they are not permitted to park in the art gallery crossover or on the public footway. This will be included as part of their licenses.

3.8 The part of the carriageway in front of the proposed market stalls is a "No loading at any time" zone, which means that the traders would be required to load and unload their equipment further away from the proposed location of the stalls. The proposed solution would see the traders park their vans at the Wood Lane Community Centre on White City Close, and wheel their equipment to the market site, before returning and moving their vans to the Westfield London pay-and-display car park during the day. They would then return and repeat the process at night. Whilst the traders' compliance with this servicing plan could not be enforced through the planning process, it would be dealt with under the terms of the street trading license.

3.9 The market stalls' location is on a part of footway with a high level of footfall, especially at peak times with commuters moving between White City and Wood Lane Stations and nearby offices. This means that more than the minimum width of 3.5m clear and unobstructed footway will need to be provided as per Key Principle TR25. The distance from the kerb edge to the rear of the pavement is approximately 9.5 metres. Therefore, even when existing obstructions including lighting columns, bollards and

traffic lights are taken into consideration, there would still be enough space remaining to ensure the free flow of pedestrians. The issue of large queues forming has been considered by Officers, however stalls have been operating for around a year, and there is no evidence to suggest that queues have led to obstruction of the highway during that time, with customers usually spread out between the stalls.

NOISE AND NUISANCE

3.10 Local Plan Policy CC11 (Noise) states that noise-generating development will not be permitted if it would be liable to materially increase the noise experienced by the occupants of existing noise-sensitive uses in the vicinity, in this case, the nearest residential properties on Exhibition Close on the western side of Wood Lane. Policy CC13 (Control of Potentially Polluting Uses) states that the Council will, where appropriate require mitigation measures if a nuisance (such as smoke, smell, or noise) would be likely to occur. With specific reference to outdoor uses, Key Principle NN5 states that outdoor uses need to be assessed with regard to frequency and times of use, and the noise level likely to be emitted from activities.

3.11 The residential properties on the opposite side of Exhibition Close, on the opposite side of Wood Lane, are approximately 25 metres away from the market stalls. Noise from the development is most likely to be generated from vehicles arriving, setting up, voices etc. The application proposes a start time of 7am for trading, with set up commencing prior to that time. Whilst the start time is early, the stalls have already been in operation for over a year and during that time, the Council's Noise and Nuisance Team has not received any complaints relating to the stalls. In addition, Officers note that there would be a significant amount of pedestrian and vehicular traffic on Wood Lane at that time. For these reasons, it is judged that no objections could be raised to the proposed 7am start time for the stalls.

3.12 The stalls cook and serve hot food and therefore there is likely to be hot food odours near the site from an early time. However, due to the open nature of the site, the distance from residential properties and the fact the odours would not be channelled or vented in any particular direction, Officers consider that hot food odours would not result in any undue nuisance to those residential properties opposite.

3.13 It is recommended that the proposal is granted a temporary permission for 24 months, to allow both Highways and Noise and Nuisance Officers to monitor the impact of the developments and record any complaints received during that time. If the stalls were found to be operating without issues, the applicant could then re-apply for a longer-term permission.

APPEARANCE/ VISUAL CLUTTER

3.14 Concern was raised on behalf of the operators of the temporary art gallery created adjacent to the site that the new stalls would cause visual clutter and would reduce the visual prominence of the gallery. However, the stalls are in a neat and tidy condition and, given they are not a permanent feature, no objections are recommended to be raised on grounds of visual amenity. The character and appearance of the conservation area would be preserved. With regards to the visibility of the future art gallery development, it is considered that the stalls are not large enough to reduce visibility of the new art gallery.

OTHER CONSIDERATIONS

3.15 It must be noted that the site is in an area of very poor air quality, within the borough-wide Air Quality Management Area (AQMA) due to the road traffic emissions from Wood Lane and Depot Road. The development proposal will introduce new receptors (in the form of the traders and customers at the stalls) into an area of poor air quality. However, no objections are recommended to be raised in terms of Local Plan (2018) Policy CC10, because of the small number of stalls proposed and the transient nature by which most customers would use the stalls.

4.0 CONCLUSIONS AND RECOMMENDATIONS

4.1 Officers consider that the proposed development would be acceptable in terms of its highways implications and noise and disturbance for neighbours, as well as appearance and the impact on the character and appearance of the conservation area.

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