

Planning and Development Control Committee

Agenda

Tuesday 10 June 2025 at 7.00 pm

145 King Street (Ground Floor), Hammersmith, W6 9XY

Watch the meeting live: youtube.com/hammersmithandfulham

MEMBERSHIP

Administration:	Opposition
Councillor Nikos Souslous (Chair) Councillor Nicole Trehy (Vice-Chair) Councillor Patrick Walsh Councillor Ross Melton Councillor Callum Nimmo Councillor Lydia Paynter	Councillor Adrian Pascu-Tulbure Councillor Jackie Borland

CONTACT OFFICER: Charles Francis
Governance and Scrutiny
Tel: 07776 672945
E-mail: charles.francis@lbhf.gov.uk

Public Notice

This meeting is open to the public and press but spaces are limited. If you'd like to attend please contact: charles.francis@lbhf.gov.uk. The building has disabled access.

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 5th June 2025

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

PUBLIC SPEAKING AT PLANNING AND DEVELOPMENT CONTROL COMMITTEE

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 Councillors, 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 is by email only. Requests should 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

10 June 2025

<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 Standards Committee.</p>	
3. MINUTES	5 - 7
<p>To approve as an accurate record, and the Chair to sign, the minutes of the meeting of the Committee held on 2 April 2025.</p>	
4. KINGS MALL SHOPPING CENTRE, KING STREET, LONDON W6 0QS, HAMMERSMITH BROADWAY, 2024/01370/FUL	8 - 36
5. WESTFIELD LONDON SHOPPING CENTRE, ARIEL WAY, LONDON, SHEPHERD'S BUSH GREEN, 2024/03073/FUL	37 - 57

- | | | |
|----|--|----------|
| 6. | HOLIDAY INN EXPRESS, 295 NORTH END ROAD, LONDON W14 9NS, WEST KENSINGTON, 2024/02648/FUL | 58 - 88 |
| 7. | LAND TO THE NORTH OF THE A40 (THE WESTWAY) ADJACENT TO THE TRANSLATION AND INNOVATION HUB (I-HUB), 84 WOOD LANE, LONDON W12 0BZ. COLLEGE PARK AND OLD OAK, 2025/00389/FUL | 89 - 118 |

London Borough of Hammersmith & Fulham



Planning and Development Control Committee Minutes

Wednesday 2 April 2025

PRESENT

Committee members: Councillors Omid Miri (Chair), Ross Melton, Nikos Souslous, Nicole Trehay, Patrick Walsh and Adrian Pascu-Tulbure

Officers:

Matt Butler (Assistant Director of Development Management)
Jacques Du Plessis (Deputy Team Leader)
Ieuan Bellis (Team Leader)
Allan Jones (Team Leader Urban Design and Heritage)
Catherine Paterson (Principal Transport Planner)
Gerta Kodhelaj (Senior Planning Licensing Solicitor)
Charles Francis (Clerk)

Counsel

Matthew Henderson (Landmark Chambers)

1. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors Florian Chevoppe-Verdier and Alex Karmel.

2. DECLARATION OF INTERESTS

There were no declarations of interest.

3. MINUTES

The minutes of the previous meeting held on 4 March 2025 were agreed as an accurate record.

4. **WHITE CITY CENTRAL, WHITE CITY ESTATE, LONDON, W12, WHITE CITY, 2024/01938/FR3**

An addendum was circulated prior to the meeting that modified the report.

Jacques Du Plessis provided a presentation on the application. Two residents spoke in objection. The Agent and Father Nesbitt, Our Lady of Fatima Catholic Church spoke in support of the application.

The Committee voted on the officer recommendations for approval, including the changes made in the Addendum as follows:

Recommendation 1:

FOR	Unanimous
AGAINST:	0
NOT VOTING:	0

Recommendation 2:

FOR:	Unanimous
AGAINST:	0
NOT VOTING:	0

Recommendation 3

FOR:	Unanimous
AGAINST:	0
NOT VOTING:	0

RESOLVED

1. That subject to there being no contrary direction from the Mayor for London, the Director of Planning and Property be authorised to grant permission subject to the conditions listed below (as amended or varied in accordance with 2 below) and subject to the completion of a Memorandum of Understanding dealing with the matters set out in Section 28.0 of this Report.
2. That the Director of Planning and Property, after consultation with the Assistant Director of Legal Services and the Chair of the Planning and Development Control Committee be authorised to make any changes to the conditions listed below, which may include the amendment, addition or deletion of conditions.

3. That the Director of Planning and Property, after consultation with the Assistant Director of Legal Services and the Chair of the Planning and Development Control Committee, be authorised to finalise the Memorandum of Understanding to deal with the matters set out in Section 28 below.

Addendum

Meeting started: 7.00 pm

Meeting ended: 7.55 pm

Chair

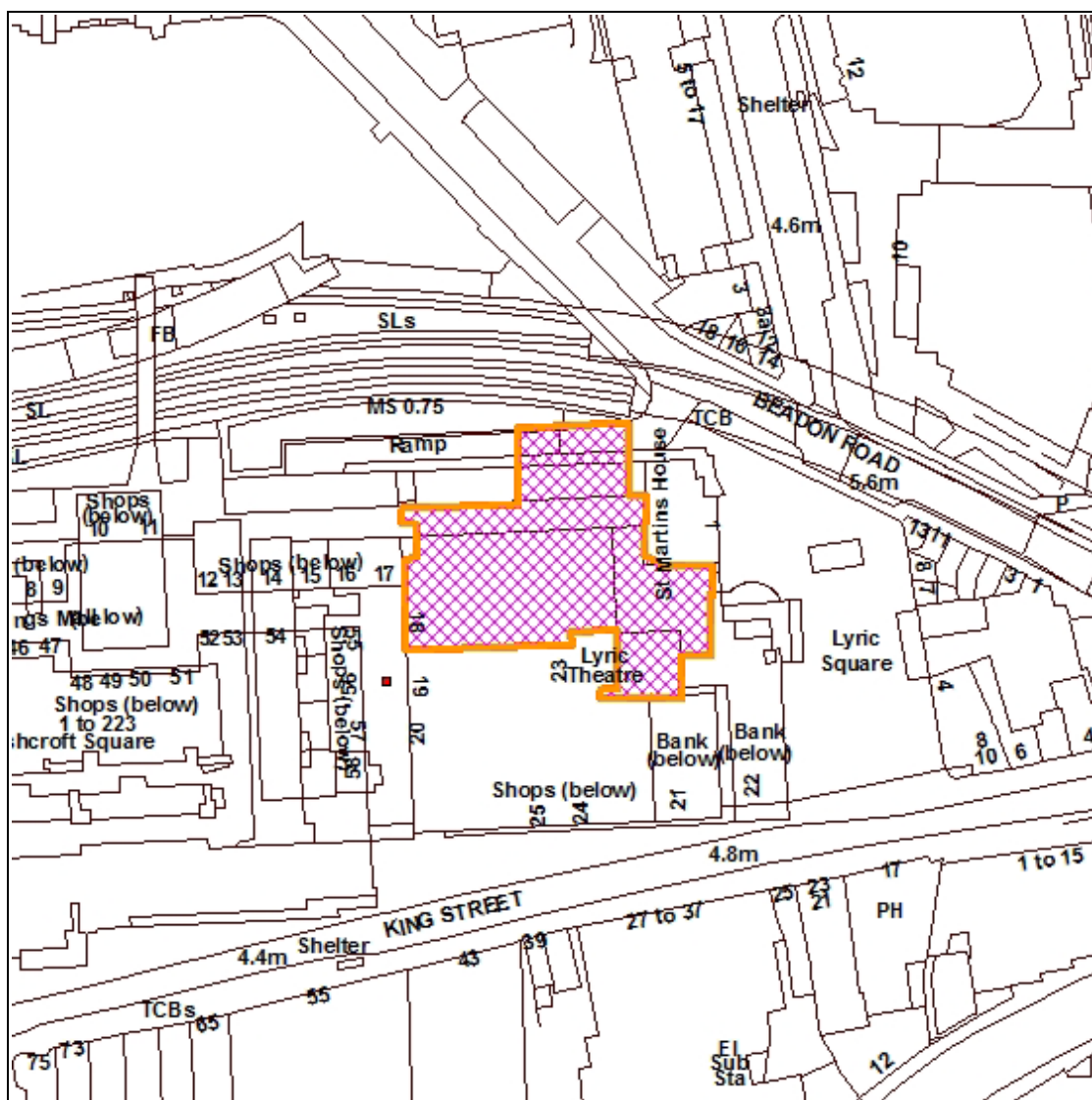
Contact officer: Charles Francis
Committee Co-ordinator
Governance and Scrutiny
Tel 07776 672945
E-mail: charles.francis@lbhf.gov.uk

Agenda Item 4

Ward: Hammersmith Broadway

Site Address:

Kings Mall Shopping Centre King Street London W6 0QS



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For identification purposes only - do not scale.

Reg. No:

2024/01370/FUL

Case Officer:

Anisa Aboud

Date Valid:

06.06.2024

Conservation Area:

Committee Date:

10.06.2025

Applicant:

c/o Agent

Bargelaan 20 Leiden 2333 CT Netherlands

Description:

Change of use of Unit 18 of Livat Hammersmith from retail and ancillary use (Class E) to Hotel (Class C1).

Drg Nos: See Condition 2.

Application Type:

Full Detailed Planning Application

Officer Recommendation:

(1) That the Committee resolve that the Director of Planning and Property be authorised to grant planning permission upon the completion of a satisfactory legal agreement and subject to the conditions listed below.

(2) That the Committee resolve that the Director of Planning and Property, after consultation with the Assistant Director of Legal Services and the Chair of the Planning and Development Control Committee be authorised to make any minor changes to the proposed Heads of Terms of the legal agreement or proposed conditions, which may include the variation, addition or deletion of conditions, any such changes shall be within their discretion.

Conditions:

- 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:

+ Proposed floor plans and Indicative Layouts:

IHM-BDP-ZZ-00-DR-A-ZZ_70_60-2300-PL R5

IHM-BDP-ZZ-00-DR-A-ZZ_70_60-2301-PL R3

IHM-BDP-ZZ-00-DR-A-ZZ_70_60-2200-PL R5

IHM-BDP-ZZ-00-DR-A-ZZ_70_60-2201-PL R3

+ Approved documents:

Design and Access Statement (IHM-BDP-ZZ-00-RP-A-ZZ_70_60-1001-PL) Revision 2, Fire Statement TS230864-R02-ISSUE 03 prepared by Tenos, Addendum to report P3000958-BDP-XX-XX-RP-YA-0003-P02 dated 29/01/2025, Access Statement dated 19 December 2024 prepared by Centre for Accessible Environments, Refuse and Recycling Management Plan (including Delivery and Servicing) prepared by Pell Frischmann Rev F3, Transport Statement prepared by Pell Frischmann Rev F3, Travel Plan prepared by Pell Frischmann Rev F4, Sustainability Statement prepared by Pell Frischmann Rev P02 S3, Noise Statement for Planning Rev P02 prepared by BDP.

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) 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 change of use could raise materially different planning considerations which the council would want to consider, in accordance with Policies T1, E3, DC1, DC4, DC8, CC10, CC11, CC11, CC12 and CC13 of the Local Plan (2018), and relevant Key Principles of the Planning Guidance SPD (2018).

- 4) The hotel hereby approved, shall contain a maximum of 89 bedrooms. The number of lettable rooms shall not increase without the written approval of the council.

In granting this permission, the Council has had regard to the particular circumstances of the case. An 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, DC4, CC10, CC11, CC11, CC12 and CC13 of the Local Plan (2018).

- 5) No less than 10% of the total hotel bedrooms hereby approved shall be fully accessible for wheelchair users and designed in accordance with the requirements of British Standard BS8300-2:2018 (or any such subsequent version of this guidance). The hotel bedrooms shall thereafter be permanently retained in this arrangement.

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

To ensure the provision and retention of facilities for all, including disabled people, in accordance with Policies D5 and E10 of the London Plan (2021) and Policies DC1 and E3 of the Local Plan (2018).

- 6) Prior to commencement of the development hereby permitted, 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 or use of the development hereby approved and permanently retained thereafter.

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 D11 of the London Plan (2021) and Policy DC1 of the Local Plan (2018).

- 7) Prior to installation of any ventilation plant/system in the development hereby permitted, a Ventilation Strategy Report to mitigate the impact of existing poor air quality for the Hotel (Use Class C1) shall be submitted to and approved in writing by the council. This is applicable to all floors where Hammersmith & Fulham Councils 2030 Annual Mean Air Quality Targets for Nitrogen Dioxide (NO₂) - 10ug/m³ and Particulate (PM_{2.5}) - 5 ug/m³ are exceeded and where current and future predicted pollutant concentrations are within 5% of these limits. The report shall include the following information:

- a) Details and locations of the ventilation intake locations at rear roof level or on the rear elevations of all hotel use floors
- b) Details and locations of ventilation extracts, to demonstrate that they are located a minimum of 2 metres away from the air ventilation intakes, to minimise the potential for the recirculation of extract air through the supply air ventilation intake in accordance with paragraph 8.9 part 'C' of Building Standards, Supporting Guidance, Domestic Ventilation, 2nd Edition, The Scottish Government, 2017
- c) Details of the independently tested mechanical ventilation system with Nitrogen Oxides (NO_x) and Particulate Matter (PM_{2.5}, PM₁₀) filtration with air intakes on the rear elevation to remove airborne pollutants. The filtration system shall have a minimum efficiency of 90% in the removal of Nitrogen Oxides/Dioxides, Particulate Matter (PM_{2.5}, 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. 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.

In the interests of energy conservation and reduction of CO2 emissions, in accordance with Policies SI2 and SI4 of the London Plan (2021) and Policies CC1 and CC2 of the Local Plan (2018).

- 8) Prior to occupation of the development hereby permitted, details of a post installation compliance report including photographic confirmation of the mitigation measures as detailed in the approved ventilation strategy as required by condition 7 to mitigate the impact of existing poor air quality shall be submitted to and approved in writing by the Local Planning Authority. The report shall be produced by an accredited Chartered Building Surveyor (MRICS) or an appropriately accredited engineer. Approved details shall be fully implemented prior to the occupation/use of the development and thereafter permanently retained and maintained.

In the interests of energy conservation and reduction of CO2 emissions, in accordance with Policies SI2 and SI4 of the London Plan (2021) and Policies CC1 and CC2 of the Local Plan (2018).

- 9) A minimum of one month prior to occupation of the development hereby permitted, an Ultra Low Emission Strategy (ULES) shall be submitted to and approved in writing by the Local Planning Authority. Details shall include:

- a) Procurement policy and processes for contractors and suppliers that will incentivise and prioritise the use of Zero Exhaust Emission Vehicles in accordance with the emission hierarchy of 1) Walking Freight Trolley 2) Cargo bike (3) Electric Vehicle
- b) Use of Zero Exhaust Emission Vehicles in accordance with the emissions hierarchy (1) Walking Freight Trolleys (2) Cargo bike (3) Electric Vehicle
- c) Reduction and consolidation of deliveries and collections e.g., Waste
- d) Re-timing of deliveries and collections outside of peak traffic time periods of 07:00-10:00 and 15:00-19:00 hrs

The ULES shall be monitored and reviewed on an annual basis and any subsequent modifications or alterations to the ULES should be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented prior to occupation and the ULES hereby permitted shall thereafter operate in accordance with the approved details.

In the interests of energy conservation and reduction of CO2 emissions, in accordance with Policies SI2 and SI4 of the London Plan (2021) and Policies CC1 and CC2 of the Local Plan (2018).

- 10) Prior to occupation of the development hereby permitted, details (including manufacturer specification, installation/commissioning certificates and photographic confirmation) of the installed cargo bike parking bays shall be submitted to and approved in writing by the Local Planning Authority. Approved details shall be fully implemented prior to the occupation/use of the development and thereafter permanently retained and maintained.

In the interests of energy conservation and reduction of CO2 emissions, in accordance with Policies SI2 and SI4 of the London Plan (2021) and Policies CC1 and CC2 of the Local Plan (2018).

- 11) At the development hereby permitted, no deliveries nor collections/ loading nor unloading shall occur other than between the hours of 10:00- to 16:00 and 19:00-21:00 on Monday to Friday, 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).

- 12) The development hereby approved shall operate in full accordance with the approved document: Refuse and Recycling Management Plan (including Delivery and Servicing) prepared by Pell Frischmann Rev F3. The approved details shall be implemented prior to occupation and the DSP hereby permitted shall thereafter operate in accordance with the approved details. The DSP shall be regularly monitored and reviewed and any subsequent modifications or alterations to the DSP should be submitted to and approved in writing by the LPA.

To ensure that satisfactory provision is made for refuse storage and collection and that servicing activities do not adversely impact on the highway, in accordance with Policy T7 of the London Plan (2021), and Policy T2 of the Local Plan (2018).

- 13) Prior to commencement (excluding site clearance) of the development hereby approved the following shall be submitted to, and approved in writing by, the Council:

(i) A Construction Management Plan

Details shall include monitoring and control measures for noise, vibration, lighting, delivery locations, contractors' method statements, waste classification and disposal procedures and locations, restriction of hours of work and all associated activities audible beyond the site boundary to 0800-1800hrs Mondays to Fridays and 0800-1300hrs on Saturdays and not on Sundays or Bank Holidays, advance notification to neighbours including local occupiers and other interested parties of proposed works and public display of contact details including accessible phone contact to persons responsible for the site works for the duration of the works. The approved details shall be implemented throughout the project period.

(ii) A Construction Logistics Plan

This shall be in accordance with Transport for London (TfL) requirements and must seek to minimise the impact of construction traffic on nearby roads and restrict construction trips to off peak hours only. The details shall also include the numbers, size and routes of construction vehicles, and other matters relating to traffic management to be agreed. The approved details shall be implemented throughout the project period.

To ensure that construction works do not adversely impact on the operation of the public highway, and that the amenity of occupiers of surrounding premises is not adversely affected by noise, vibration, lighting or other emissions from the building site, in accordance with policies T1, T6, T7, CC10, CC11, CC12 and CC13 of the Local Plan (2018).

- 14) Prior to installation of floors/ceiling/walls separating commercial part of the premises from hotel bedspaces, details shall be submitted to and approved in writing by the Council, of the sound insulation of the floor/ ceiling/ walls separating the commercial part(s) of the premises from dwellings. Details shall demonstrate that the sound insulation value $D_{nT,w}$ is sufficiently enhanced above the Building Regulations value and, where necessary, additional mitigation measures are implemented to contain commercial noise within the commercial premises and to achieve the criteria of BS8233:2014 within the dwellings/ noise sensitive premises. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

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

- 15) Noise from uses and activities within the building/ development site shall not exceed the criteria of BS8233:2014 at neighbouring noise sensitive/ habitable rooms and private external amenity spaces.

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.

- 16) Prior to installation, details shall be submitted to and approved in writing by the Council, of the external sound level emitted from new plant/ machinery/equipment to be installed as part of the Hotel development site, inclusive of mitigation measures as appropriate. The measures shall ensure that the external sound level emitted from this new plant, machinery/ equipment will be lower than the lowest existing background sound level by at least 10dBA in order to prevent any adverse impact. The assessment shall be made in accordance with BS4142:2014 at the nearest and/or most affected noise sensitive premises, with all machinery operating together at maximum capacity.

A post installation noise assessment shall be carried out where required to confirm

compliance with the sound criteria and additional steps to mitigate noise shall be taken, as necessary. Approved details shall be implemented prior to occupation of the 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.

- 17) Prior to installation, details shall be submitted to and approved in writing by the Council to confirm that sound emitted by new emergency plant to be installed as part of the Hotel development site during use or testing, does not exceed a limit set 10 dB above the lowest daytime background noise level LA90(15min) as measured or calculated according to BS 4142:2014, Details shall be submitted to and approved in writing by the Council of the frequency, times and duration for testing.

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.

- 18) Prior to installation, measures to address the control of plant vibration associated with new building services to be installed as part of the Hotel development shall be submitted to and approved in writing by the Council. The measures are to be described via a performance specification which shall dictate that new machinery, plant/ equipment, extract/ ventilation systems and ducting in the finished build are mounted with proprietary anti-vibration isolators and fan motors are vibration isolated from the casing and adequately mitigated. Approved measures 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 vibration, in accordance with Policies CC11 and CC13 of the Local Plan 2018.

- 19) The development shall be carried out and completed in full accordance with the details contained within the approved Flood Risk Assessment prepared by Pell Frischmann (Rev P05). No part of the development shall be used or occupied until all flood prevention and mitigation measures have been installed in accordance with the submitted details and the development shall be permanently retained in this form and maintained as necessary thereafter.

To limit the impact on flood risk and mitigate the susceptibility of the development to flooding in accordance with Policies CC2, CC3 and CC4 of the Local Plan (2018).

- 20) Prior to occupation of the development hereby permitted details of safe, secure and accessible bicycle storage, for both the hotel and non-hotel guests/customers and staff, shall be submitted to, and approved in writing by the Council. The cycle parking facilities should be in accordance with London Cycling Design Standards (LCDS), and should also include facilities for cargo bikes. The bicycle storage facilities shall be implemented as approved prior to the occupation of the hotel, and shall thereafter be permanently retained for such use.

To ensure satisfactory provision for the bicycle and thereby promote sustainable and active modes of transport, in accordance with Policy T5 London Plan (2021), and Policy T3 of the Local Plan (2018).

Justification for Approving the Application:

- 1) 1. Land Use: The redevelopment of a vacant Class E commercial unit, located within Hammersmith Town Centre and the Hammersmith Regeneration Area to provide a Class C1 hotel in this well connected location, is considered acceptable in land use terms, subject to appropriate mitigation measures and controls. The provision of additional visitor accommodation is welcomed and will help ensure sufficient bedroom spaces are provided for visitors to Hammersmith and Fulham and adding to the vitality of Hammersmith Town Centre. The proposal is judged to accord with the NPPF (2024), London Plan (2021) Policy E10 and Local Plan (2018) Policies E3, TLC1 and TLC2.
2. Quality of Accommodation: The proposed development provides an acceptable standard of visitor accommodation, in accordance with London Plan (2021) policy E10.
3. Design and Heritage: The proposed change of use would not result in any harm to the character of appearance of the adjacent Bradmore conservation area and Hammersmith Broadway conservation area or the setting of any nearby Listed Buildings or Buildings of Merit. The proposal therefore accords with the NPPF (2024), London Plan (2021) Policies HC1 and D3, Local Plan (2018) Policies DC1, DC4, and DC11, and DC8, and Sections 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990.
4. Impact on Neighbouring Residents: The development is considered to respect the principles of good neighbourliness in relation to the on-site characteristics. There are no impacts on outlook, overlooking, and noise/disturbance, and sunlight/daylight. The proposed development therefore accords with London Plan (2021) Policies D14, Local Plan (2018) Policies DC1, DC4, HO11, TLC4, CC11, CC12 and CC13, and Key Principles of the Planning Guidance SPD (2018).
5. Safety and Access: The development would provide a safe and secure environment for all users in accordance with London Plan (2021) Policy D11, and Local Plan (2018) Policies DC1 and DC4. Inclusive access has been considered and at least 10% of rooms would be wheelchair accessible. The proposal would provide ease of access for all people, including disabled people, in accordance with London Plan (2021) Policy D5 and Local Plan (2018) Policies DC1 and DC4.

6. Highways and Transportation: It is considered that the scheme would not have a significant impact on the highway network or local parking conditions and is thus considered to be acceptable. The application is supported by highways/transport documents. More detailed documents would be secured by condition. Subject to a satisfactory legal agreement it is considered that the development would not contribute to on-street parking stress or significant disruption to traffic flows. Satisfactory provision would be made for cycle parking and refuse storage. External impacts of the development would be controlled by conditions related to servicing and deliveries. The proposed development therefore accords with the NPPF (2024), London Plan (2021) Policies T1-T7, Local Plan (2018) Policies T1, T2, T3, T4, T7 and CC7, and relevant Key Principles of the Planning Guidance SPD (2018).

7. Flood Risk and SUDS: A Flood Risk Assessment (FRA) has been submitted as required. In this respect the proposal is therefore in accordance with the NPPF (2024), London Plan (2021) Policies SI 12 and SI 13, and Local Plan (2018) Policies CC2, CC3 and CC4.

8. Air Quality: With regards to air quality considerations, a number of conditions will ensure additional mitigation is included including dust management plans, a ventilation strategy, restricted hours of deliveries and zero emission heating. The development would be acceptable and compliant with London Plan (2021) Policy SI 1, and Local Plan (2018) Policy CC10.

9. Planning Obligations: Planning obligations to mitigate the impact of the development and to make the development acceptable in planning terms are secured. This includes contribution towards public safety, contributions to public realm improvements. These measures for the proposed development would therefore mitigate external impacts and would accord with London Plan (2021) DF1 and Local Plan (2018).

LOCAL GOVERNMENT ACT 2000 LIST OF BACKGROUND PAPERS

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

Application form received: 5th June 2024

Drawing Nos: see above

Policy documents: National Planning Policy Framework (NPPF) 2024
The London Plan 2021
LBHF - Local Plan 2018
LBHF – Planning Guidance Supplementary Planning Document
2018

Consultation Comments:

Comments from:

Environment Agency - Planning Liaison
Crime Prevention Design Advisor - Hammersmith
Environment Agency - Planning Liaison
Transport For London - Land Use Planning Team
London Underground Limited
Environment Agency - Planning Liaison

Dated:

10.03.25
20.06.24
20.06.24
27.06.24
24.06.24
30.08.24

Neighbour Comments:

Letters from:

Dated:

144 Ashcroft Square King Street, Hammersmith London W6 0YN 19.06.24

1.0 Site and Surroundings

1.1 The subject site relates to Unit 18 within the shopping centre at Kings Mall in Hammersmith Town Centre. The shopping centre occupies basement, ground and first floors with five storeys of residential development above (Ashcroft Square) arranged around a large public square at podium level.

1.2 The site is not within a conservation area; however, it is adjacent to two conservation areas on three sides; Bradmore CA to the north and Hammersmith Broadway CA to the east and south. In addition to being in Hammersmith Town Centre, the whole of Kings Mall is designated as Prime Retail Frontage in the Local Plan and it also falls within the Hammersmith Regeneration Area.

1.3 The site also falls within the Environment Agency's Flood Risk Zone 3.

1.4 The PTAL is 6b indicating excellent levels of access to public transport, using TfL methodologies. Hammersmith Underground and bus stations are approximately 200m (two-to-three-minute walking distance) east of the Site and Ravenscourt Park Underground station is located approximately 950m (12- minute walking distance) west of the Site). There are multiple bus services that operate local to the site. A westbound stop is located on King Street, approximately 10m opposite the proposed site access outside the Livat Hammersmith Shopping Centre. Eastbound routes can be accessed approximately 400m (six-minute walking distance) the north of the site, on Glenthorne Road. These stops are served by bus routes 27, 110, 190, 218, 267, 306, H91, N9, N11 and N266, Hammersmith Bus Station is located adjacent to the Underground station and provides access to bus routes including 72, 533, N33 and N72.

2.0 Relevant Planning History

2.1 Kings Mall has already undergone some refurbishment over the past decade:

Ref. 2012/01397/FUL - Improvements including removing the west and east podium staircases and low concrete canopies to the King Street elevation; internal refurbishment of the mall. Approved. This has been implemented.

Ref. 2018/01206/FUL - External refurbishment of the Kings Mall Shopping Centre comprising of new shopfronts, high level cladding with integrated lighting, and alterations to the East and Western entrance. Approved. The high-level cladding has been implemented as approved.

- 2.2 Other units have received permission for bespoke shopfronts (Metro Bank, H&M, and the new IKEA city store) that are nevertheless in keeping with the 'standard design'. Minor alterations at podium level in connection with the IKEA store (Ref. 2020/01721/FUL) have also been approved.
- 2.3 More recently, permission has been granted to upgrade and modernise shop frontages along the King Street elevation.
 - o 2023/02236/NMAT: Non-material amendment to planning permission reference: 2018/01206/FUL dated 6th June 2018 for the "External refurbishment of the Kings Mall Shopping Centre comprising of new shopfronts, high level cladding with integrated lighting, alterations to the East and Western entrance." Amendments sought are the Variation of Condition 2 of planning consent 2018/01206/FUL to allow amendments to the approved plans to permit modified elevation to Unit 30-31 King Street. Approved. 26.09.2023
 - o 2023/01355/ADV: Display of 2no. internally illuminated fascia signs to the east entrance and retrospective consent for the display of 1no. internally illuminated fascia sign to the west entrance of the Livat Shopping Centre, and 1no. internally illuminated fascia sign to the IKEA store entrance on King Street. Approved 18.08.2023
 - o 2023/00579/ADV: Display of 1no internally illuminated fascia sign, 1no internally illuminated digital led screen (applied to internal glazing shopfront) and 1no. non-illuminated acrylic name plate to replace the existing signs at the front elevation; display of 1no internally illuminated fascia sign, 1no internally illuminated projecting sign, 3no internally illuminated ATM surround and vinyls to replace the existing signs to the side elevation. Approved 26.07.2023
 - o 2021/03358/NMAT: Non-material amendment to planning permission reference: 2020/02583/FUL dated 5th May 2021 for the "Change of use of Unit 18 (Use Class A1) and part of Unit 17 (Use Class D2) to Class E and/or Class F.1 (Public hall/exhibition hall only) and/or Sui Generis use class (Drinking establishment), change of use of podium level entrance hall and external area to Class E, change of use of redundant plant and machinery to Class E, change of use of customer circulation space to retail kiosks (Use Class E); alterations and refurbishment to building entrances at King Street, service yard entrance and Multi-Storey Car Park on Glenythorne Road; new landscaping and seating on King Street; and alterations and refurbishment to podium level entrance hall and podium including replacement of existing windows, doors, canopy and cladding, installation of plant, replacement lighting, extension to toilets, new landscaping and seating." Amendments sought are alterations to the approved cladding system for the atrium building in being proposed to be changed to a render finish. Approved 15.11.2021
 - o 2021/00028/FUL: Installation of a gantry and plant enclosure to house a dry air cooler unit above the north-east service road ramp. Approved 17.03.2021

- o 2020/02983/ADV: Display of new and replacement signage (including internally illuminated fascia signs, non-illuminated projecting signs, totem signs and digital screens) to the entrances and high level cladding of Kings Mall, Lyric Square and the Multi Storey Car Park; and at podium level; use of the existing digital screen adjacent to the East entrance to display third party advertising. Approved 05.05.2021
- o 2020/02583/FUL: Change of use of Unit 18 (Use Class A1) and part of Unit 17 (Use Class D2) to Class E and/or Class F.1 (Public hall/exhibition hall only) and/or Sui Generis use class (Drinking establishment), change of use of podium level entrance hall and external area to Class E, change of use of redundant plant and machinery to Class E, change of use of customer circulation space to retail kiosks (Use Class E); alterations and refurbishment to building entrances at King Street, service yard entrance and Multi-Storey Car Park on Glenthorne Road; new landscaping and seating on King Street; and alterations and refurbishment to podium level entrance hall and podium including replacement of existing windows, doors, canopy and cladding, installation of plant, replacement lighting, extension to toilets, new landscaping and seating. Approved 05.05.2021
- o 2020/01876/NMAT: Non-Material Amendment to approved planning permission Ref 2014/02370/VAR dated 7 May 2015 for the conversion of two market residential units (plots 396 and 401) located on the first and second floors of Building E, from a 3-bed 5-person 1-bathroom layout to a 2-bed 4-person 2-bathroom layout, in Phase 2 of the development. Approved 14.08.2020
- o 2020/01721/FUL: Installation of a new shopfront to the King Street elevation for a new IKEA store; and minor alterations to the rear elevation of the unit at podium level. Approved 25.01.2021

3.0 Proposals

- 3.1. The proposed development site is located on the ground floor and basement of the shopping centre and was formerly a WHSmith retail unit.
- 3.2 The application seeks full planning permission for:
 - The change of use of unit 18 within the Kings Mall shopping centre from Class E to hotel use (C1).
 - The development proposals consist of an 80 room and 9 accessible room 'pod' Hotel within the former WHSmith unit and basement.
- 3.3 CityHub is unlike a traditional hotel; it caters for self-sufficient travellers who require accommodation to explore the city. CityHub is tailored towards those comfortable in a digital environment and therefore do not require the same attention as those in a 'typical' hotel. Guests desire to travel "on their own terms", in a more authentic manner.
- 3.4 Rather than individual rooms, there are 'hubs' which include a king-size bed alongside space to store luggage and clothes. CityHub has shared facilities and spaces, including communal bathrooms and a shared 'hangout' area comprising a reception, lounge and self-service kitchen area. These communal areas are designed for people to work or relax.

- 3.5 Travellers' check-in themselves and have access to a self-service 'bar' within the hangout. No food or drink outlets are proposed within the development. A CityHub staff member known as a CityHost will be available 24 hours to assist guests as required.
- 3.6 CityHub has hotels operating in Amsterdam, Copenhagen and Rotterdam and has been able to provide details operational details of servicing and waste requirements bespoke to this type of hotel.
- 3.7 The Livat is open for shoppers between 06:30-21:30 Monday to Saturday and 08:00-18:00 on Sundays. Pedestrians accessing the hotel during opening hours can use any of the shopping centre entrances but will most likely enter through the access point on King Street via Livat Hammersmith, to the south of the proposed development.
- 3.8 Outside of these hours, CityHub Hotel residents will be provided with a wristband with a fob for access to the Hotel premises. Should hotel residents need to check-in out of hours, residents can use an intercom system and the CityHost will grant them access to the building.

4.0 Publicity and Consultation

- 4.1. In addition to site and press notices, notification letters were sent to 396 neighbouring properties. 1 (one) letter of objection was received from a resident in Ashcroft Square, they questioned the need for another hotel in the area, were concerned by the construction noise and disturbance to local residents and more crime in the area. Officer's note that the principle of development and need for hotel use in assessed within this report (para 6.0), the potential noise and disturbance from the proposal is also assessed within this report and safeguarding conditions have been recommended. Lastly, the designing out crime officer has been consulted and have raised no objection to the scheme.

External & Statutory Consultees

- 4.4 Environment Agency (EA) - Initially objected to the scheme but additional information in the form of a revised Flood Risk Assessment was provided and the EA have removed their objection.
- 4.5 Metropolitan Police (design out crime) - no objection and has offered recommendations.
- 4.6 Transport for London - No objection.

5.0 Policy Context and Planning Considerations

- 5.1 The Town and Country Planning Act 1990, the Planning and Compulsory Purchase Act 2004 and the Localism Act 2011 are the principal statutory considerations for town planning in England. Collectively the three Acts create a plan led system which requires local planning authorities to determine planning applications in accordance with an adopted statutory development plan unless there are material considerations which indicate otherwise (section 38(6) of the 2004 Act as amended by the Localism Act).

- 5.2 In this instance the statutory development plan comprises the London Plan 2021, LBHF Local Plan 2018 and the LBHF Planning Guidance SPD 2018.

National Planning Policy Framework (NPPF)

- 5.3 The NPPF (2024) 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.
- 5.4 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.

The London Plan

- 5.5 The London Plan was published in March 2021 and is the Spatial Development Strategy for Greater London. It sets out a framework for how London will develop over the next 20-25 years.

The Local Plan

- 5.6 The Council adopted the Local Plan on 28 February 2018. The policies in the Local Plan together with the London Plan make up the statutory development plan for the borough. The Planning Guidance Supplementary Planning Document (SPD) (February 2018) is also a material consideration in determining planning applications. It provides supplementary detail to the policies and is organised around key principles.

Planning Considerations

- 5.7 The main planning considerations in the assessment of this application include the following:-
- The change of use from Class E to C1 Hotel and principle of a hotel use on the site
 - Impact on the character and appearance of the host building and the adjacent Conservation Areas
 - Residential amenity of neighbouring occupiers
 - Highways impacts
 - Environmental considerations
 - Fire Safety

Planning Assessment

6.0 Land Use / Principle of Hotel Use

- 6.1 Historically the unit was occupied by WHSmith, who vacated the unit in August 2020. The site has been temporarily used as a smaller retail unit on short term leases. The current proposal includes a change of use to C1 Hotel.

- 6.2. Paragraph 97 of the NPPF advises that planning decisions should provide the social, recreational and cultural facilities and services the community needs, including public houses.
- 6.3. Policy E10 of the London Plan requires planning decisions to enhance London's visitor economy and associated employment should be strengthened by enhancing and extending its attractions, inclusive access, legibility, visitor experience and management and supporting infrastructure. Part C of this policy seeks to ensure a sufficient supply and range of serviced accommodation. Part G seeks for visitor infrastructure to be located within the CAZ or where they are well connected by Public Transport, particularly to central London. Part H requires sufficient choice and at least 10% of bedrooms to be wheelchair-accessible.

6.4 Local Plan Policy E3 states that;

Permission will be granted for new visitor accommodation and facilities or the extension of existing facilities within the three town centres, the Earl's Court and West Kensington and White City Opportunity Areas subject to:

- the development being well located in relation to public transport;
- the development and any associated uses not having a detrimental impact on the local area;
- no loss of priority uses such as permanent housing;
- provision of adequate off-street servicing and pick up points for the type of facility proposed;
- at least 10% of hotel bedrooms designed as wheelchair accessible;
- the facility being of a high standard of design; and
- the scheme adding to the variety and quality of visitor accommodation available locally.

- 6.5 Policies TLC1 and TLC2 of the Local Plan aim to ensure that there is sufficient capacity for new retail floorspace in line with identified need and that surplus capacity does not lie vacant. The policies support the regeneration of the town centres for a mix of uses, including visitor accommodation where it is demonstrated that those facilities can improve the viability and vitality of town centres.

- 6.6 The scheme proposes the redevelopment of unit 18 within the Livat Shopping Mall into a hotel (use class C1). The development site forms part of the prime retail frontage. Policy TLC2 states that in designated centres, alternative uses will be permitted where they are complementary to the shopping frontage and maintain or increase the vitality and viability of the town centre and do not have an adverse impact on the local area. It is considered that the change of use of the existing retail premises into a hotel would not impact on the viability of the shopping area but it would help with the vitality of the centre by bringing more visitors which in turn would increase the footfall and support the night economy in Hammersmith. On this basis this would be supported by policies TLC1 and TLC2.

- 6.7 Moreover, the proposal relates to the change of use of a retail unit (Class E) to hotel use located within Hammersmith Town Centre and the Hammersmith Regeneration Area, that is considered to be well located in relation to public transport. As well as enhancing London's visitor economy the proposal would also provide additional employment opportunities and would support the viability of the Hammersmith Town Centre.
- 6.8 Subject to an assessment against all other material planning considerations, including design and heritage, accessibility, residential amenity and impact on the highways network, the principle of hotel use is considered to be acceptable and would accord with the NPPF(2024), London Plan Policy E10 and Local Plan Policies E3, TLC2 and TLC2. The abovementioned matters are discussed in more detail below.

Design and Heritage

- 7.1 The NPPF seeks to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings. The NPPF (2024) also requires that proposals should conserve heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations.
- 7.2 Local Plan - Policies DC1, DC2 and DC4 are particularly relevant to the assessment of design. Policy DC1 (Built Environment) states that all development within the borough should create a high-quality urban environment that respects and enhances its townscape context and heritage assets. There should be an approach to accessible and inclusive urban design that considers how good design, quality public realm, landscaping and land use can be integrated to help regenerate places. Policy DC2 (Design of new build), states that new build development will be permitted if it is of a high standard of design and compatible with the scale and character of existing development and its setting. Policy DC4 (Alterations and Extensions, Including Outbuildings) sets out to ensure that a high standard of design will be achieved in all alterations and extensions to existing buildings.
- 7.3 The site is not located within a conservation area. However, it borders the Bradmore CA to the north and Hammersmith Broadway CA to the east and south. The proposals would not result in any impacts to the setting of other designated/non-designated heritage assets.
- 7.6 The proposed works to Unit 18 consist primarily of internal alterations with limited exterior alterations are proposed to provide a replacement ramp and secondary fire door in the service yard.
- 7.7 Overall, the proposed works are considered to be internal alterations which would have no impact on the external primary frontage of the shopping centre. Considering this, officers are satisfied that the proposals would not have a harmful impact on the setting of Hammersmith Broadway CA or Bradmore CA and would preserve its character and appearance.

7.8 Overall, the proposed development is considered acceptable having regard to the NPPF (2024), Policies D3 and HC1 of the London Plan (2021) and Policies DC1, DC4 and DC8 of the Local Plan (2018).

8.0 Residential Amenity

8.1. 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. Policy DC2 advises that good neighbourliness in particular the amenities of the neighbouring properties, and other properties most directly affected by the proposal will be a key consideration when assessing proposals.

8.2. Key Principles HS6 and HS7 of the Planning Guidance SPD seek to protect the existing amenities of neighbouring residential properties, in terms of outlook, light, and privacy.

8.3 RESIDENTIAL AMENITY

8.4 Local Plan Policy HO11 states that proposals will be considered acceptable where it can be demonstrated that there is no detrimental impact on:

- Privacy enjoyed by neighbours in adjoining properties;
- Daylight and sunlight to rooms in adjoining properties;
- Outlook from windows in adjoining properties; and
- Openness between properties.

8.5 Policies DC1 and DC2 require all proposals for new builds to be formulated to respect the principles of good neighbourliness. Planning Guidance SPD Housing Key Principles 6 and 7 support Local Plan Policy HO11 and set out a more detailed means of assessment. London Plan Policy D14 states in order to reduce, manage and mitigate noise to improve health and quality of life, development proposals should manage noise by avoiding significant adverse noise impacts on health and quality of life.

8.6 The area surrounding the site is predominantly commercial as associated with a town centre with residential use on the upper floors. The nearest residential properties are located on Ashcroft Square on the first floor and above.

8.7 Although the first floor podium entrance, is surrounded by dwellings from Ashcroft Square, the proposal is not considered to have any significant impact upon the occupiers of the dwellings, in terms of loss of light, loss of outlook or overshadowing, as the proposals relate solely to the change of use of the ground floor and basement of unit 18 within the shopping centre.

- 8.8 London Plan Policies SD6 and HC6 seek to enhance vitality and viability of town centres through the promotion of managed vibrant daytime, evening and night-time activities. The London Plan acknowledges the important public function that spaces within and around town centres can play in providing opportunities for people to meet, gather, socialise and be entertained. Local Plan Policy TLC1 seeks to enhance the vitality and viability of the Borough's town centres by ensuring a range of accessible shopping and other town centre uses to meet the needs of local residents, workers, and visitors. In particular, Part C supports the night-time economy. The proposed hotel use would support these objectives.
- 8.9 Nonetheless, officers have considered the intensified use of this unit in terms of noise and disturbance. In this case the neighbouring residential properties that potentially stand to be most impacted by this development are those properties located on Ashcroft Square, in particular in terms of noise reverberations within the Livat entrance to the pod hotel. The Applicant will be adopting the following measures:
1. During the hours when the mall is closed to the general public (10.00 pm-6:30 am), only guests of CityHub will be given access to the mall.
 2. All guests arriving during these hours only be able to access via the eastern access point off King Street, and this will be a gated and controlled access.
 3. Access for guests will be via an electronic wristband that is activated during check-in and replaces the traditional hotel card.
 4. Access will be via an intercom system for those who haven't checked in before 10.00pm. Those guests will be let in by the CityHost.
 5. All guests will be informed of the sensitivity of the environment when they check in and reminded to be respectful of the local community especially during night-time hours.
 6. After 10.00pm, a barrier will be used to prevent any access to the remainder of the mall, beyond the point shown on the attached Plan (see Appendix 1). As a consequence, the area where residents can access the Mall is very limited (a length of only 18m).
 7. CCTV will be installed in the positions shown on the Plan which will have a live feed to the CityHosts who will continuously monitor all activity in that part of the Mall accessible to CityHub guests.
- 8.10 On this basis and subject to conditions, the operational use of the hotel itself would not result in an inappropriate and unneighbourly form of development, in accordance with London Plan Policy D14, Local Plan Policies DC1, DC4, CC11, CC13 and HO11.
- 9.0 Highways
- 9.1. London Plan Policy T6 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 in relation to hotel uses as well as blue badge parking at Policies T6.4 and T6.5. London Plan Policy T5 sets out the requirements for cycle parking in accordance with the proposed use.

- 9.2. 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".
- 9.3. 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".
- 9.4. Local Plan Policies T3, T4, T5 and T7 relate to opportunities for cycling and walking, vehicle parking standards, blue badge holders parking and construction logistics. Local Plan Policy CC7 sets out the requirements for all new developments to provide suitable facilities for the management of waste.
- 9.5 The main pedestrian access to the site is from the Shopping Centre to the south via two points along King Street. The Site is accessed by walking approximately 50m north through the shopping centre from the eastern most access (adjacent to Metrobank to the west and H&M to the east). The shopping centre is open for shoppers between 06:30-21:30 Monday to Saturday and 08:00-18:00 on Sundays. Pedestrians accessing the hotel during opening hours can use any of the shopping centre entrances but will most likely enter through the main access point on King Street via Livat Hammersmith, to the south of the proposed development.
- 9.6 King Street permits one-way traffic only with vehicles required to travel in an westbound direction. There are double yellow lines and double yellow blips along the majority of King Street, including outside the proposed site access, indicating no stopping / waiting / unloading.
- 9.7 There is a multi-storey car park connected to the Livat Shopping Centre, this is accessed by two pedestrian bridges, or via the entrance on Glenthorne Road. The Livat Shopping Centre Car Park provides over 600 spaces.

SITE ACCESSIBILITY

- 9.8 The application site has a public transport accessibility rating (PTAL) of 6b on a scale of 0 (worst) to 6b (best). Guests, customers and employees accessing the site will therefore benefit from excellent access to public transport.
- 9.9 The nearest bus stops to the Site are located on King Street, approximately 10m opposite the proposed site access outside the Livat Hammersmith Shopping Centre. Eastbound routes can be accessed approximately 400m (six-minute walking distance) the north of the site, on Glenthorne Road. These stops are served by bus routes 27, 110, 190, 218, 267, 306, H91, N9, N11 and N266, Hammersmith Bus Station is located adjacent to the Underground station and provides access to bus routes including 72, 533, N33 and N72.

CAR PARKING

- 9.10. There would be no dedicated parking allocated to this proposal. Whilst there is no car parking associated with the application. Guests will have access to the multi-storey car park connected to the Livat Shopping Centre, this is accessed by two pedestrian bridges, or via the entrance on Glenthorne Road.

The Livat Shopping Centre Car Park provides over 600 spaces. The current pricing structure for the car park is as follows:

- 0-2 Hours - £4.00
- 2-3 Hours - £5.00
- 3-4 Hours - £6.00
- 4-6 Hours - £22.50
- 6-9 Hours - £32.50
- 9-12 Hours - £42.50
- 12-16 Hours - £52.50
- 16-24 Hours - £57.50.

- 9.11 The pricing structure will act as a deterrent to use of the car park by guests staying overnight and it is considered unlikely that guests staying in a low cost 'hub' style hotel would be prepared to pay for overnight parking
- 9.12 The multi-storey car park also provides access to 43 disabled spaces, that are free to Blue Badge Holders. So, If a Blue Badge holder arrives by car, they could use one of the 43 designated Blue Badge spaces in the multi-storey car park. Lifts are available from the car park to the first floor, granting access to pedestrian bridges that connect to the mall. From there, guests can take the lift down to the ground floor of the mall, where the hotel entrance is situated.
- 9.13 The site is located within a Controlled Parking Zone (CPZ). The Site is within CPZ A and the operational hours of the zone is Monday to Saturday 8:30am to 6:30pm. Outside of these hours, parking is free of charge.
- 9.14 The development is proposed to be car free which is in accordance with PolicyT6 of the London Plan. To minimise the impact of the proposal on parking capacity in the vicinity of the site, a s106 obligation will remove access to parking permits. Blue badge holders will be able to park in CPZ bays surrounding the site. To minimise the impact on parking in the vicinity of the site, a contribution is sought towards a review of the hours of surrounding CPZ. As such, hotel guests would be unable to arrive to the premises by private car and park their vehicle for the length of their stay during the week. Blue badge holders will be able to park in existing bays.

TRIP GENERATION

- 9.15 The proposed hotel is expected to generate a total of 30 AM peak trips and 29 PM peak trips, with the daily total equating to 359 trips. The mode split indicates that 46% of trips are likely to be undertaken by public transport and this is considered to be the most likely way in which guests will arrive to the site. 36% of trips are predicted to be undertaken on foot, which reflects trips undertaken to the local facilities within Hammersmith.

- 9.16 Trips by bicycle are low, which is typical of a hotel where guest usually have luggage to transport.
- 9.17 The mode share suggests a daily total of 26 two-way car trips, with 2 two-way trips in the AM peak and 2 two-way trips in the PM peak. Given that CityHub hotels cater more for budget-conscious travellers and taking into account the cost of parking in the Livat's multi-storey car park, it is unlikely many guests will opt to travel by car. Therefore this is considered to represent a worse case. Any car trips that are generated are considered to be offset by the previous use as a retail unit where visitors more typically rely on cars and utilising the car park for their visits.

TAXIS

- 9.18 Hotel residents arriving by taxi can be dropped off or picked up from the taxi rank situated approximately 200m (three-minute walk) to the east of the site on the Hammersmith gyratory. This taxi rank has four spaces and is in operation Monday to Sunday, 24 hours a day. Alternatively, taxis passengers could be dropped or picked up from part of Leamore Street, approximately 200m west of the Site access on King Street.

CYCLE PARKING

- 9.19 A total of seven cycle parking spaces are required for the proposed development, comprising five long stay and two short stay spaces.
- 9.20 The previous use of the unit was non-food retail, which has a higher cycle policy requirement when compared to a hotel. Following a review of the existing cycle parking facilities available within the site, it's evident the facilities are underutilised, have sufficient capacity to accommodate the cycle parking requirement, and are of a good standard. Therefore, no additional cycle parking is proposed but it is proposed that guests will use existing cycle parking storage. This will be managed as set out below.
- 9.21 The Livat Shopping Centre does not allow bicycles to be brought through the centre from the main entrances on King Street. This is to avoid conflict with pedestrians within the shopping centre.
- 9.22 Therefore guests arriving by bicycle will be instructed to temporarily park their bicycle at one of the stands outside the shopping centre on King Street and check in to the hotel. Once check in is complete, guests can ask for their bicycles to be transferred to one of the secure cycle stores in the basement. This will be undertaken by hotel staff who have access to the service yard.
- 9.23 Nine covered Sheffield cycle parking stands are located approximately 30m walk east of the service yard entrance. This is convenient cycle parking for a hotel guest and wanting short-stay cycle parking or to temporarily lock-up their bicycle before being escorted to the cycle store within the basement of the development.

TRAVEL PLAN

- 9.24 Staff and visitors to the site would be encouraged to travel by sustainable modes through the implementation of a Travel Plan, Staff and visitors to the site would be encouraged to travel by sustainable modes through the implementation of a Travel Plan.

COACHES

- 9.25 Due to the lack of suitable parking / waiting locations for coaches in the vicinity of the site and the constraints of the local highway network, coach travel to / from the development would be restricted. The coach restriction will be secured by obligation and the Travel Plan and hotel website will inform visitors that coach bookings will be restricted and that coaches are not able to access the hotel as a consequence of local restrictions.

WASTE MANAGEMENT

- 9.26 A Refuse and Recycling Plan has been prepared which provides details of the waste collection and management strategy. The proposal requires:
- 2 x 1,100L Bins (one for general waste and one for paper);
 - 3 x 660L Bins (one each for glass, metal and plastic); and
 - 1 x 140L Bin (organic).
- 9.27 The above storage requirements will be located in the service yard with smaller bins for the initial collection of waste located within the hotel itself.
- 9.28 Guests will be required to deposit their waste into bins located in the communal areas of the hotel. It is not intended to provide waste bins within the bedroom hubs themselves.
- 9.29 Bins will be located within the communal areas of the proposed development. All waste bins will be separated into non-recycling, dry recycling (further split into paper, glass, metal and plastic) and organic waste. These will be clearly marked to assist guests in separating their waste. The waste deposited in the communal bins will be emptied daily by cleaning staff and transferred to large waste containers stored in the service yard on the ground floor, ready for collection.

SERVICING AND DELIVERIES

- 9.30 The hotel will have access to the shopping centre's service yard, located to the east of the proposed development. The service yard operates a one way system, with access from Leamore Street, to the west of the Livat, and egress only onto A315 Beadon Road.
- 9.31 The applicant has provided detailed information in relation to delivery and servicing at the site. The submitted document: Refuse and Recycling Management Plan (including Delivery and Servicing) prepared by Pell Frischmann Rev F3 has been reviewed by Highways Officers and found to be satisfactory. Officers are therefore satisfied the proposed development would have acceptable servicing and delivery arrangements.

CONSTRUCTION MANAGEMENT

- 9.32 The proposed development involves fitting out an existing building and therefore no structural changes or significant construction activities are proposed. The majority of deliveries to fit-out the hotel are expected to be transported via vans and small lorries.
- 9.33 All loading and unloading activities associated with the fit out should take place within the existing Livat service yard and, deliveries would be transferred directly into the hotel unit.
- 9.34 Details of a Construction Method Statement (fit out) will be secured by condition. This is required to ensure vehicles associated with the fit out do not load on the public highway, and should include details of how vehicles movements associated with fit out will be coordinated with general deliveries to the Shopping Centre.

10.0 ACCESSIBILITY

- 10.1. London Plan Policy D5 and Local Plan Policy DC4 requires all new development to achieve the highest standards of accessible and inclusive design. Specifically, London Plan Policy E10 requires, either 10 per cent of new bedrooms to be wheelchair-accessible in accordance with British Standard BS8300-2:2018 Design of an accessible and inclusive built environment, Buildings, Code of practice; or 15 per cent of new bedrooms to be accessible rooms in accordance with the requirements of 19.2.1.2 of British Standard BS8300-2:2018 Design of an accessible and inclusive built environment, Buildings, Code of practice. Local Plan Policy E10 require at least 10% of new hotel rooms to be accessible. Access requirements have now been incorporated into Building Regulations.
- 10.2 The development provides 9 accessible rooms which would meet the 10% minimum requirement. The development is therefore considered to comply with London Plan Policy E10 and Local Plan Policies DC1, DC2 and E3 and as such no objections are raised to this proposal.

11.0 Climate, Energy and Sustainability

- 11.1. In terms of energy and sustainability, a commitment has been made to integrate energy efficiency measures and low/zero emission technologies such as Air Source Heat Pumps by 2025. The proposal will not have a stand alone energy generator but will connect to the wider shopping centre's existing network. Ingka (the applicant) has made a commitment to rely on 100% renewable electricity by 2025 and renewable heating/cooling by 2030. The applicant has confirmed that this site will be part of the developers broader ambitions to achieve net-zero. However, it is not within the scope of this change of use application to secure zero-emission technology.

11.2 With regards to energy use and associated CO2 emissions, the Sustainability and Energy Statement considers the impacts of the construction and operational phases and highlights that the aim is to increase energy efficiency performance of the unit through the refurbishment works by 35% and also transition to use of 100% renewable energy for heating and cooling demand (by 2025) by installing an electric boiler and Air Source Heat Pump.

11.3 On wider sustainability issues, water saving measures will be implemented such as low flush toilets and sensor taps, waste will be managed by segregating waste and recycling material with the aim of avoiding sending any waste to landfill. The scheme also proposes to contribute to improvements on the podium level community garden and is in a sustainable location in terms of its accessibility via public transport. There is also reference to introducing a Library of Things which will provide a facility for community members to borrow items, helping these to be re-used rather than discarded and promoting a circular economy environment at the site.

Given the nature of the development, the inclusion of the proposed sustainability and carbon reduction measures is welcomed.

12.0 Air Quality

12.1 London Plan Policy SI1 states that development proposals should not lead to deterioration of existing poor air quality, create any new areas that exceed air quality limits or create unacceptable risk of high levels of exposure to poor air quality.

12.2. The development site is within the borough wide Air Quality Management Area (AQMA). The development proposal would introduce new receptors into an area of existing poor air quality due to traffic along King Street.

12.3 On this basis, the Council's Environmental Quality officer has considered the proposal and has recommended conditions relating the submission of a ventilation strategy and ultra low emission strategy, and restrictions on delivery times. The implementation of the ventilation strategy will be secured via condition.

12.4 In terms of construction works a construction dust management plan will be required. This will be secured by condition and will ensure that air quality would not be adversely impacted by the works on the site. Car parking and coach use would be controlled via clauses in the S106 legal agreement.

12.5 On the basis of the above conditions it is considered that the proposed development would not detrimentally impact on Air Quality and would be in accordance with the policies cited above.

13.0 Flood Risk

13.1. London Plan Policy SI12 sets out that proposals should ensure that flood risk is minimised and mitigated, and that residual risk is addressed.

- 13.2. Local Plan Policy CC2 requires major developments to implement sustainable design and construction measures, including making the most efficient use of water.
- 13.3. 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.
- 13.4. The application site is within Flood Risk Zone 3 with a high residual risk of flooding. A flood risk assessment has been submitted which sets out the required mitigation for flood risk from fluvial, surface water and groundwater sources. The provision of the required mitigation is to be secured by condition.
- 13.5. Thames Water have raised no objection to the scheme. The Environment Agency have also removed their objection after receiving a revised Flood Risk Assessment. As such, the implementation of the revised FRA will be secured by condition.

14.0 Land Contamination

- 14.1. The council's Land Contamination Officers have advised that they have no objection to the proposals subject to a safeguarding informative, in accordance with Policies CC9 and CC13 of the Local Plan.

15.0 Fire Safety

- 15.1. Policy D12 of the London Plan states that major applications should be accompanied by a fire statement, prepared by a suitably qualified third-party assessor, demonstrating how the development proposals would achieve the highest standards of fire safety, including details of construction methods and materials, means of escape, fire safety features and means of access for fire service personnel.
- 15.2. Fire Statement information was outlined within the updated DAS. This shows evacuation routes and all communal stair cores will be protected. A fire safety statement has also been produced by Tenos (Dated 03.06.2024). This statement is judged to be acceptable. Fire safety will also further be considered under the building regulations.

16.0 Designing Out Crime

- 16.1. Policy DC2 of the Local Plan requires developments to be designed in line with the principles of Secured by Design.
- 16.2. The proposals have been reviewed by the Metropolitan Police's design out crime officer. A series of recommendations have been made which could feasibly be incorporated into the hotel. The proposal would accord with the aims of Policy DC2, subject to secured by design accreditation being achieved.

16.3 A condition will ensure the development is secure by design accredited.

17.0 Planning Obligations and CIL

Mayoral CIL

17.1. Mayoral CIL (Community Infrastructure Levy) came into effect in April 2012 and is a material consideration to which regard must be had when determining this planning application. Under the London wide Mayoral CIL the scheme would not be liable for a CIL payment.

Local CIL

17.2. The Council has also set a CIL charge. The Council's Community Infrastructure Levy (CIL) is also a charge levied on the net increase in floorspace arising from development in order to fund infrastructure that is needed to support development in the area. The Council's CIL runs alongside Section 106 Agreements (S106s) which will be scaled back but will continue to operate. The CIL Charging Schedule was presented to Council and approved 20 May and has formally taken effect since the 1st September 2015.

17.3. Hotels and public houses do not attract a charge under the adopted CIL Charging Schedule. Accordingly, no CIL payment would be due on this development.

17.4. London Plan Policy DF1 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.

17.5. 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'.

17.6. London Plan Policy DF1 (Delivery of the Plan and Planning Obligations) states that: "Development proposals should provide the infrastructure and meet the other relevant policy requirements necessary to ensure that they are sustainable and to support delivery of the Plan."

17.7. Local Plan Policy INFRA1 (Planning Contributions and Infrastructure Planning) advises that the council will seek planning contributions to ensure the necessary infrastructure to support the Local Plan is delivered using two main mechanisms 'Community Infrastructure Levy (CIL) and Section 106 Agreements (s106).

17.8. The planning obligations set out in the heads of terms below are considered necessary to make the development acceptable in planning terms, they are related to the development and fairly and reasonable in scale and kind to the development. A Section 106 agreement is therefore required to ensure the proposal is in accordance with the statutory development plan and to secure the necessary infrastructure to mitigate the needs of the Proposed Development.

17.9. In view of the fact the Section 106 agreement will be the subject of extended negotiations, officers consider that circumstances may arise which may result in the need to make minor modifications to the conditions and obligations (which may include the variation, addition, or deletion). Accordingly, the second recommendation has been drafted to authorise the Director of Planning and Property, after consultation with the Assistant Director Legal Services and the Chair of the Planning and Development Control Committee, to authorise the changes they consider necessary and appropriate, within the scope of such delegated authority.

Heads of Terms

17.10. The applicant would be required to enter into a legal agreement in the event that planning permission were to be granted. The Legal Agreement would include the following obligations:

- 1) Total contribution of £200,000 towards public realm improvements and community safety.
- 2) Clauses in S106 to not to permit any Occupation of any Hotel Room by an Occupier for more than 30 consecutive days, and to provide to the Council on request written reports detailing the number of people that have stayed at the hotel and the length of their stay.
- 3) Submission of a Travel plan including monitoring fee of £3,000 per submission (submissions on years 1, 3 and 5, depending on build program).
- 4) Coach Free development.
- 5) On-street car parking permit-free development, under Section 16 of the Greater London Council (General Powers) Act 1974.
- 6) Submission of a Community Safety Action Plan (CSAP) with a focus on Ashcroft Square and Livat Centre; to increase the number and frequency of security patrols and safety of the area.
- 7) Clauses in the S106 to not permit use as temporary hostel accommodation or other homeless accommodation use by third parties.
- 8) Economic development obligations; employment opportunities and potentially pathway bond to be discussed as part of the S106 drafting process.
- 9) A commitment to meet the costs of the Council's associated legal fees.

18.0 CONCLUSION

18.1. 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.

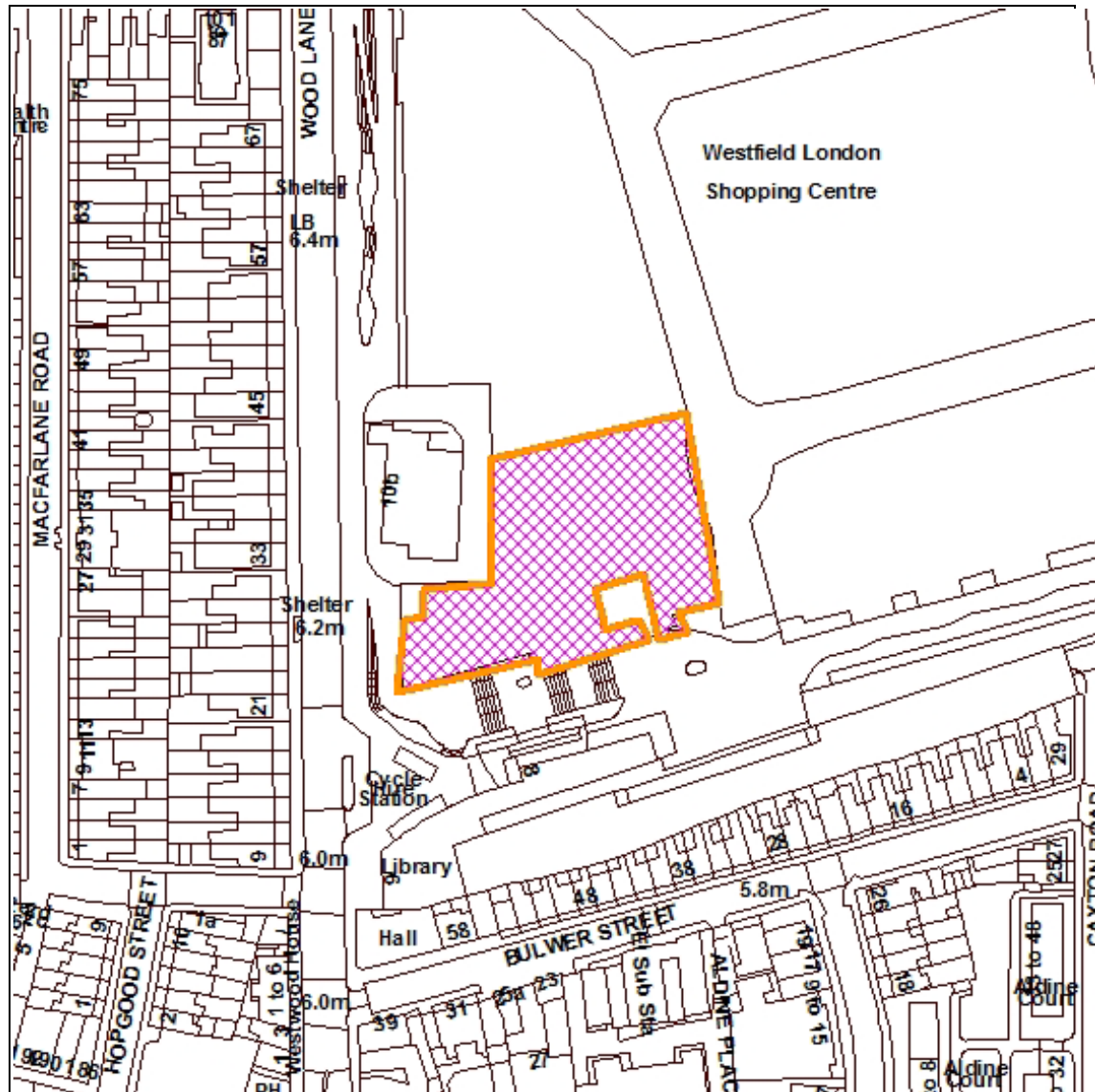
18.2. In the assessment of the application regard has been given to the NPPF (2024), London Plan (2021), and Local Plan policies as well as guidance.

- 18.3. In summary, the loss of the existing retail use has been justified. The proposals would enhance London's visitor economy, and promote uses that will further diversify the mix of uses and support the vitality and viability of the Hammersmith Town Centre and Hammersmith Regeneration Area, as well as providing economic and social regeneration benefits to LBHF. The proposal would have no visual impact and would not adversely impact upon the setting of the nearby heritage assets. Subject to conditions/planning obligations the proposal would not result in unacceptable impacts upon the amenities of neighbouring residential properties. Highways, transportation and environmental matters including energy and sustainability, flood risk and air quality have also been satisfactorily addressed and will be subject to conditions/planning obligations. In these respects, the proposals comply with the relevant policies of the NPPF (2024), the London Plan (2021), the Local Plan (2018) and the relevant Key Principles within the Planning Guidance Supplementary Planning Document (2018).
- 18.4. 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 subject to the conditions listed, and the completion of a s106 agreement.
- 18.5. 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.
- 19.0 RECOMENDATION
- 19.1. That planning permission be approved in line with the recommendations above.

Ward: Shepherd's Bush Green

Site Address:

Westfield London Shopping Centre Ariel Way London



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For identification purposes only - do not scale.

Reg. No:
2024/03073/FUL

Case Officer:
Anisa Aboud

Date Valid:
14.02.2025

Conservation Area:

Committee Date:
10.06.2025

Applicant:

Westfield Europe Limited
c/o Agent Montagu Evans LLP, 70 St Mary Axe EC3A 8BE United Kingdom

Description:

Change of use of part of the existing unit at Level 40 (Southwest part of the Westfield Shopping Centre) from Class E use to dual Class E and Sui Generis (show venue) use.
Drg Nos: See Condition 2.

Application Type:

Full Detailed Planning Application

Officer Recommendation:

(1) That the Committee resolve that the Director of Planning and Property be authorised to grant planning permission upon the completion of a satisfactory legal agreement and subject to the conditions listed below.

(2) That the Committee resolve that the Director of Planning and Property, after consultation with the Assistant Director of Legal Services and the Chair of the Planning and Development Control Committee be authorised to make any minor changes to the proposed Heads of Terms of the legal agreement or proposed conditions, which may include the variation, addition or deletion of conditions, any such changes shall be within their discretion.

Conditions:

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

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

- 2) The development hereby permitted shall be carried out and completed in accordance with the following and documents submitted:

DWL-FLA- M6-40- DR-A-08009 P00

Stage 3 Acoustic Design Report dated December 2024 prepared by Studio Danny Lane.

Stage 3 Preliminary Acoustic Sketches (Rev 01) dated December 2024 prepared by Studio Danny Lane.

Operational Management Plan and
Dispersal Policy.

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 WCRA, TLC1, TLC2, DC1, DC2, DC4, CC10, CC11, CC13, T1 and T2 of the Local Plan (2018).

- 3) Prior to occupation of the development hereby permitted, details (including manufacturer specification, installation/commissioning certificates and photographic confirmation) of the installed electric induction cooking stoves in the kitchens of the non-residential uses (Class E, Sui Generis (show venue)) shall be submitted to and approved in writing by the Local Planning Authority. Approved details shall be fully implemented prior to the occupation/use of the development and thereafter permanently retained and maintained.

In the interest of air quality improvement and to comply with the requirements of the NPPF, Policy SI 1 of the London Plan and Policy CC10 of the Local Plan (2018).

- 4) Prior to the occupation of the development hereby permitted, details (including manufacturer specification, installation/commissioning certificates and photographic confirmation) of the installed ePM1 90% (F9) particulate filtration for the commercial kitchen ventilation exhaust system for non-residential uses (Class E, Sui Generis (show venue)) shall be submitted to and approved in writing by the Council. Approved details shall be implemented prior to the commencement of the use and thereafter be permanently retained.

In the interest of air quality improvement and to comply with the requirements of the NPPF, Policy SI 1 of the London Plan and Policy CC10 of the Local Plan (2018).

- 5) Prior to occupation of the development hereby permitted, details (including manufacturer specification, installation/commissioning certificates and photographic confirmation) of the installed Commercial Waste Heat Exchanger Recovery System for the commercial kitchen for the non-residential uses (Class E, Sui Generis (show venue)) shall be submitted to and approved in writing by the Local Planning Authority. Approved details shall be fully implemented prior to the occupation/use of the development and thereafter permanently retained and maintained.

In the interest of air quality improvement and to comply with the requirements of the NPPF, Policy SI 1 of the London Plan and Policy CC10 of the Local Plan (2018).

- 6) Prior to occupation of the development hereby permitted, details (including manufacturer specification, installation/commissioning certificates and photographic confirmation) of the installed Waste Water Heat Recovery System (WWHRS) for the Sui Generis use (show venue) shall be submitted to and approved in writing by the Local Planning Authority. Approved details shall be fully implemented prior to the occupation/use of the development and thereafter permanently retained and maintained.

In the interest of air quality improvement and to comply with the requirements of the NPPF, Policy SI 1 of the London Plan and Policy CC10 of the Local Plan (2018).

- 7) A minimum of one month prior to occupation of the development hereby permitted, an Ultra Low Emission Strategy (ULES) shall be submitted to and approved in writing by the Local Planning Authority. Details shall include:
- a) Procurement policy and processes for contractors and suppliers that will incentivise and prioritise the use of Zero Exhaust Emission Vehicles in accordance with the emission hierarchy of 1) Walking Freight Trolley 2) Cargo bike (3) Electric Vehicle
 - b) Use of Zero Exhaust Emission Vehicles in accordance with the emissions hierarchy (1) Walking Freight Trolleys (2) Cargo bike (3) Electric Vehicle
 - c) Reduction and consolidation of deliveries and collections e.g., Waste
 - d) Re-timing of deliveries and collections outside of peak traffic time periods of 07:00-10:00 and 15:00-19:00 hrs

The ULES shall be monitored and reviewed on an annual basis and any subsequent modifications or alterations to the ULES should be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented prior to occupation and the ULES hereby permitted shall thereafter operate in accordance with the approved details.

In the interests of air quality, in accordance with Policy SI1 of the London Plan (2021) and Policy CC10 of the Local Plan (2018).

- 8) Prior to occupation of the development hereby permitted, details (including manufacturer specification, installation/commissioning certificates and photographic confirmation) of the installed Aerobic Food Digesters (AFD) in the kitchen of the non-residential uses (Class E, Sui Generis (show venue)) to mitigate the impact of air pollution from vehicles associated with the removal of food waste shall be submitted to and approved in writing by the Local Planning Authority. Approved details shall be fully implemented prior to the occupation/use of the development and thereafter permanently retained and maintained.

In the interests of air quality, in accordance with Policy SI1 of the London Plan (2021) and Policy CC10 of the Local Plan (2018).

- 9) The development hereby approval shall not operate other than between the hours of 09:30 to 01:30 Monday - Sunday including Public/Bank Holidays.

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

- 10) No advertisements shall be displayed on any elevation of the development (including inside windows) without details of the advertisements having first been submitted to and agreed in writing by the Local Planning Authority.

In order that any advertisements displayed on the building are assessed in the context of an overall strategy, to ensure a satisfactory external appearance and to preserve the integrity of the design of the building, in accordance with Policies DC1, DC5 and DC9 of the Local Plan (2018).

- 11) Prior to first occupation of the development hereby approved, a detailed Operational Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Operational Management Plan shall include a commitment to conduct regular Community Liaison meetings and provide on-site numbers/contact details in the event of any noise/disturbance issues that may arise from the premises. Details shall also include event noise control and monitoring and quiet dispersal procedures. The development shall be implemented in accordance with the approved details prior to occupation and shall thereafter be permanently retained in this form.

To ensure that the 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) and Key Principles of the Planning Guidance SPD (2018).

- 12) Within 6 months of occupation of any part of the development hereby approved, a BREEAM post-completion assessment and certification confirming that the development achieves a minimum 'Excellent' BREEAM rating shall be submitted to and approved in writing by the Local Planning Authority to verify the measures within the approved Sustainability Statement document have been implemented in full.

In the interests of energy conservation, reduction of CO2 emissions and wider sustainability, in accordance with Policies SI 1, SI 2, and SI 3 of the London Plan (2021) and Policies CC1, CC2 of the Local Plan (2018).

- 13) The development shall be carried out and completed in accordance with the submitted Outline Fire Strategy prepared by OFR Consultants dated 23/12/2024 Rev D00. The development shall be implemented in accordance with these details prior to occupation and shall thereafter be permanently retained in this form.

To ensure full compliance with, in accordance with Policy D12 of the London Plan (2021).

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

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.

- 15) Prior to commencement of the development, details shall be submitted to and approved in writing by the Council of the installation of acoustic lobbies to entrances and exits which would otherwise allow the emission of internal noise to neighbouring noise sensitive premises.

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.

- 16) Prior to commencement of the development, details shall be submitted to and approved in writing by the Council, of the external sound level emitted from plant/ machinery/ equipment and mitigation measures as appropriate. The measures shall ensure that the external sound level emitted from plant, machinery/ equipment will be lower than the lowest existing background sound level by at least 10dBA in order to prevent any adverse impact. The assessment shall be made in accordance with BS4142:2014 at the nearest and/or most affected noise sensitive premises, with all machinery operating together at maximum capacity. A post installation 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.

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.

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

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.

- 18) Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987 or the Town and Country Planning (General Permitted Development) Order 2015 (or any orders revoking and re-enacting those orders with or without modification) the development hereby approved shall only be used as a theatre under the Sui Generis Use Class and for no other purposes whatsoever.

In granting this permission, the Council has had regard to the special circumstances of the case. Certain other uses within the same use class may be unacceptable due to effect on residential amenity or traffic generation, in accordance with Policies TLC5, CF1, CF2, CF3, DC1, DC4, HO11, CC11, CC13 and T1 of the Local Plan (2018), and relevant Key Principles of the Planning Guidance SPD (2018).

Justification for Approving the Application:

- 1) 1) The proposed development is acceptable in land use terms. The proposal is compatible with the objectives of the White City Regeneration Area which is well served and accessible by public transport. The development is considered acceptable with no significant adverse impact in terms of additional noise and disturbance to surrounding residential amenity, nor does it impact negatively on transport. The use is compatible with the surrounding uses within Westfield Shopping centre and ensures the vitality and viability of the centre, as well as enhancing the diversity on offer. In this respect the proposal complies with Policies WCRA, TLC1, TLC2, T1, CC10, CC11, CC12 and CC13 of the Local Plan (2018) and relevant Key Principles of the Planning Guidance Supplementary Planning Document (2018).
- 2). Further, the proposed development is considered not to adversely impact on the character and appearance of the nearby Conservation Areas. In these respects, the development accords with Policies DC1, DC4, DC8 and HO11 of the Local Plan (2018).
- 3) Residential Amenity: The impact of the proposed development upon adjoining occupiers is considered acceptable. Subject to conditions and obligation, the proposal would not have an adverse impact on neighbouring residential amenity in terms of noise and disturbance. In this regard, the development would respect the principles of good neighbourliness. The proposed development therefore accords with Policies CC11, CC12, CC13, and HO11 of the Local Plan (2018).
- 4) Highways matters: Subject to conditions there would be no adverse impact on traffic generation and the scheme would not result in congestion of the primary road network. The site's proximity to existing public transport facilities and access to walking and cycling routes make it a highly sustainable site. A large proportion of visitors will already be at Westfield and would travel by public transport. In this respect, travel patterns will be covered by the existing Westfield Travel Plan. Furthermore, the excellent level of public transport links is considered to ensure that the proposed change of use of part of the former Debenhams unit would not result in any adverse highways implications. The development would therefore be acceptable in accordance with the NPPF (2024), Policies T1, T3 and T4 of the London Plan (2021), 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).
- 5) Safety and Access: The development would provide a safe and secure environment for all users in accordance with London Plan Policy D11 (2021) 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 D5 and D11 of the London Plan (2021), Policies E3 of the Local Plan (2018) and Key Principles DA1, DA6 and DA9 of the Planning Guidance Supplementary Planning Document (2018).

LOCAL GOVERNMENT ACT 2000 LIST OF BACKGROUND PAPERS

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

Application form received: 2nd December 2024

Drawing Nos: see above

Policy documents: National Planning Policy Framework (NPPF) 2024
The London Plan 2021
LBHF - Local Plan 2018
LBHF – Planning Guidance Supplementary Planning Document
2018

Consultation Comments:

Comments from:	Dated:
Crime Prevention Design Advisor - Hammersmith	19.03.25
Health And Safety Executive Fire Safety	26.02.25
Active Travel England	28.02.25
Transport For London - Road Network Development	19.03.25

Neighbour Comments:

Letters from:	Dated:
43 Wood Lane London W12 7DP	01.03.25
53 Wood Lane Shepherds Bush London W12 7Dp	10.03.25
53 Wood Lane Shepherds Bush London W12 7Dp	12.03.25
61 Wood Lane London W12 7DP	27.03.25
Hammersmith Town Hall Extension King Street London W6 9JU	03.03.25
42 Bulwer St Shepherds Bush W12 8AP	26.03.25

1.0 SITE DESCRIPTION

- 1.1 The Application site sits within the wider Westfield Masterplan, and comprises part of a former anchor unit to the southwest elevation of Westfield London, previously occupied by Debenhams. The site has been vacant since Debenhams shut in 2020.
- 1.2 The wider Westfield London site covers approximately 16.6 hectares (40 acres) of land situated west of the A3220 and the West London Railway Line, south of Ariel Way, east of Wood Lane and north of the residential streets comprising Bulwer Street, Caxton Road, and Shepherd's Bush Place.

- 1.3 The site is within the White City East sub-area of the White City Regeneration Area (WCRA), and the Shepherds Bush Town Centre, as identified in the Borough's Local Plan. The WCRA is also designated as an Opportunity Area in the London Plan. The framework for the WCRA marks the site as one for housing, commercial, creative & academic uses as part of a mixed-use area.
- 1.4 The site is not within any of the borough's Conservation Areas, however the Wood Lane Conservation Areas sits to the North of the site context. The site is close to both the DIMCO buildings (Grade II listed) and the former BBC Television Centre (Grade II listed).
- 1.5 There is an excellent Public Transport Accessibility Level (PTAL) of 6a, one of the highest possible levels. The site is in close proximity to the White City Bus Station which has public access for passenger alighting and boarding at stops and routing for buses to depart the site all around the site's perimeter. White City bus station is served by ten bus routes and two routes pass along Ariel Way east-west. The site is also within close proximity and walking distance, approximately 0.1 miles of Wood Lane Underground, 0.3 miles of White City Underground Station, and 0.6 miles of Shepherd's Bush Underground, Overground and Railway station.

2.0 RELEVANT PLANNING HISTORY:

- 2.1 Westfield has a long and complex planning history. The history most relevant to this application is as follows:
 - o 29 March 1996 - (Ref: 1993/01830/OUT) - Redevelopment comprising: (a) A shopping centre including uses falling within Class A1 A2 A3; (b) Leisure buildings including multi-screen cinema; (c) Residential dwellings; (d) Workshop accommodation; (e) A bus station/stand; (f) A railway station; (g) New buildings for the Vanderbilt Racquet Club; (h) Multi-storey surface and rooftop car parking; (i) Together with associated alterations to the LUL depot and track (including electricity sub-station) highways works pedestrian walkway network public open areas and landscaping; (j) Ancillary facilities including shoppers' creche and workplace nursery.
 - o A further outline planning permission (Ref: 2000/01642/OUT) was granted in January 2003 for the south-west corner retail expansion.
 - o Several applications have been made in relation to reserved matters and to vary conditions attached to those previous and subsequent permissions that relate to Westfield as a whole, such as various change of use application. None of these applications however relate directly to the site and thus have not been included.

3.0 CURRENT PLANNING APPLICATION

- 3.1 The current application has been submitted by Westfield on behalf of a proposed future tenant.
- 3.2 The Proposed development seeks a change of use of part of the existing Class E retail floorspace within the former Debenhams unit to a dual Class E / Sui Generis use to provide a show venue that will accommodate a theatrical performance of Dancing Dirty! The Party ("DDTP"). The Proposed Development will incorporate a multi-level auditorium for approximately 600 guests.

- 3.3 The DDTP show is an immersive experience with guests seated within a large auditorium based around the theme of the popular film version of Dirty Dancing. Guests will be served a meal and drinks whilst the DDTP shows goes on around them. Following the meal the central tables are cleared away and guests are invited to join in with the full dancing and singing experience of Dirty Dancing! The Party. The 'food and drink' element of the proposal is ancillary to the main use of the building as a theatrical show venue. The public will only be able to dine within the Proposed Development in combination with viewing the show.
- 3.4 The proposal follows the same concept as the Mamma Mia! The Party experience which currently operates at the O2 in Greenwich

4.0 PUBLICITY AND CONSULTATIONS

- 4.1 The application was advertised in the local press and by on-site notices.849 notification letters were sent to nearby neighbouring properties.
- 4.2 Four objections from separate addresses have been received raising the following concerns:
- o Concerned about the closing time of 1am and the potential noise implications.
 - o Concerns over anti-social behaviour
 - o Consultation letters not received by all residents.
 - o Concerns over highways implications and subsequent noise disturbances late at night.

External & Statutory Consultees

- 4.3 Transport for London (TfL): no comments to make.
- 4.4 Active Travel England: no comments to make.
- 4.5 HSE: commented that the proposed development does not trigger the requirements for Gateway One consultation.
- 4.6 Crime Prevention: as this is a change of use no comments to make.

5.0 POLICY CONTEXT

- 5.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning decisions to be made in accordance with the development plan unless material considerations indicate otherwise.
- 5.2 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.
- 5.3 Collectively the three Acts create a plan led system which requires local planning authorities to determine planning applications in accordance with an adopted statutory development plan unless there are material considerations which indicate otherwise (section 38(6) of the 2004 Act as amended by the Localism Act).

- 5.4 The statutory development plan comprises the London Plan (2021); the Local Plan (2018) and the Planning Guidance Supplementary Planning Document (2018) (hereafter referred to as Planning Guidance SPD). Several strategic and local supplementary planning guidance and other documents are also material to the determination of the application.

National Planning Policy Framework (2024).

- 5.5 The National Planning Policy Framework (NPPF) (2024) 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.

The London Plan (2021)

- 5.6 The London Plan was published in March 2021 and is the Spatial Development Strategy for Greater London. The Plan provides the strategic planning policies for London, setting out an integrated economic, environmental, transport and social framework for growth over the next 20-25 years. The proposal has been assessed in line with the policies set out in the Plan.

The Local Plan (2018)

- 5.7 The Council Local Plan was adopted on 28 February 2018. The policies in the Local Plan together with the London Plan make up the statutory development plan for the borough. The Planning Guidance Supplementary Planning Document (SPD) (February 2018) and Affordable Workspace SPD (October 2022) are also a material consideration in determining planning applications.

6.0 PLANNING CONSIDERATIONS

- 6.1 The main planning issues raised by the submitted development proposal that should be considered are:

- o Land Use and Amenity Impacts (principally noise and disturbance).

LAND USE

- 6.2 The site lies within the White City Regeneration Area (WCRA), as identified in the Borough's Local Plan (2018). Local Plan Strategic Policy WCRA recognises the need to focus regeneration and growth within the WCOA by promoting a range of uses.
- 6.3 The White City Regeneration Area (WCRA) is also designated as an Opportunity Area in the London Plan, where necessary social and other infrastructure to sustain growth is encouraged including where appropriate, containing a mix of uses (London Plan Policy SD1).

- 6.4 The London Plan (2021) sets out that the opening of the Westfield London Shopping Centre has raised the status of Shepherd's Bush to a Metropolitan Town Centre and identifies (in table A1.1) that Shepherd's Bush has the potential to be upgraded to an International Town Centre within the Town Centre Network. International centres provide London's globally renowned retail and leisure destinations, with excellent levels of public transport accessibility, the environment is of the highest architectural quality, and is interspersed with internationally recognised leisure, culture, heritage, and tourism destinations.
- 6.5 London Plan Policy GG2 seeks to make the best use of land by enabling development of brownfield land, prioritising Opportunity Areas and sites which are well-connected within town centres. Therefore, intensifying the land uses on site, should be proactively explored. London Plan Policy GG5 seeks to conserve and enhance London's global economic competitiveness, promoting its existing strengths and potential and seeking economic diversity.
- 6.6 A Strategic Objective of the Local Plan is to ensure that existing and future residents and visitors have access to a range of high-quality entertainment facilities. Local Plan Policy CF1 (Supporting community facilities and services) seeks new entertainment facilities where appropriate and viable.
- 6.7 Local Plan Policy CF3 (Enhancement and retention of arts, culture, entertainment, leisure, recreation and sport uses) supports the enhancement and retention of arts, culture, entertainment, leisure, recreation and sport uses. It supports the continued presence of venues for these purposes subject to their management without detriment to local residents. New proposals for such venues must be accessible and inclusive and supported with evidence of how their impacts will be assessed, minimised and mitigated.
- 6.8 The proposed development seeks the introduction of dual Class E / Sui Generis use to part of the former Debenhams unit for the use of the site as a show venue for an immersive theatre and dining experience. The floor area of the proposed development totals 3395 sqm. It is anticipated that the development will create up to 150 jobs in a range of occupations including musicians, dancers, waiting staff, kitchen staff, technical and audience management.
- 6.9 The Local Plan identifies the need to regenerate town centres, specifically through the better utilisation of sites, to ensure the continued provision of a wide range of high-quality retailing, services, arts, and cultural and other leisure facilities to serve local residents, visitors, and workers. The proposed development forms part of a wider component which has been closed for over a year. The repurposing of part of the former Debenhams unit would overall provide vitality and vibrancy to the Shepherd's Bush Town Centre, as well as support the night-time economy. Furthermore, reactivating this large vacant space within the Westfield Shopping Centre would diversify and attract a wider range of new users to the area and would be beneficial to the regeneration of the area generally. The proposal will add to the existing range of facilities on offer in White City and Shepherd's Bush Town Centre, in terms of both employment, social and cultural space and will complement the existing and proposed uses within the various surrounding developments. Accordingly, the proposed development is considered acceptable in terms of the vitality and viability of the Westfield Shopping Centre and wider town centre.

- 6.10 Local Plan Policy TLC5 (Managing the Impact of Food, Drink and Entertainment Uses) controls the hours of operation for Class E uses (former A3, A4 and A5 uses). Policy TLC5 allows for hours of operation to be extended where the use would not be likely to cause adverse impacts on the amenity of the surrounding area. The policy requires food and drink establishments as well as arts, culture, entertainment, and leisure use to be subject to conditions controlling hours of operation, as follows:
- a. except in predominantly commercial areas, such as parts of town centres premises shall not be open to customers later than the hour of 23:00; and
 - b. within predominantly commercial areas, such as parts of town centres - premises shall not be open to customers later than the hour of 24:00.
- 6.11 The operating schedule for the venue would be Monday, Wednesday, Thursday and Friday one show only at 19:30 (no show on Tuesday). Saturdays would have two shows (matinee at 14:00 and 19:30) and Sundays only one show at 13:00. The doors are expected to open for matinee performances at 13:00 with the show beginning from 14:00. Doors for evening performances are expected to open from 18:00 with performances beginning at 19:30. The last exit time from the venue following the evening performance will be 01:00. The running time of the performance is approximately 2 hours and 20 minutes including an interval.
- 6.12 Exceptions to the normal closing times are possible provided the activities proposed are not likely to cause an impact especially on local residents and that appropriate measures would be put in place to prevent this. Regard is also given to the cumulative impact from similar activities, the public transport accessibility and car parking demand. In terms of Policy TLC5, it is noted that the proposed development will be self-contained within the existing retail unit. Nearby existing noise sensitive uses will be protected through the insulation of the building to reduce the emission of noise from the venue during live events. The site is also in an area of high level of public transport accessibility and subject to appropriate conditions it is not considered will cause an adverse impact to local residential amenity to warrant withholding planning permission.
- 6.13 The proposed use is intended to provide further diversity, attracting local community and visitors to the site. The impact of the activities would be subject to licensing restrictions and would operate in accordance with the submitted planning documentation.
- 6.14 Conditions would be attached any permission to control the hours of operation. It is considered that the proposals would overall complement the retail outlets of the centre and increase the footfall and the vitality and viability of the centre as an attraction. No objections are raised in terms of land use.
- 6.15 The proposed development is therefore considered to be in accordance with the abovementioned policies which seek to promote sustainable uses that will further diversify the mix of uses within the town centre and provide economic and social regeneration benefits to LBHF and London.
- 6.16 The proposal in terms of visual amenity, environmental nuisance and transport and highway impacts is considered later in this report.

AMENITY IMPACTS

Noise and Vibration

- 6.17 London Plan Policy D14 (Noise) sets out measures to reduce, manage and mitigate noise to improve health and quality of life.
- 6.18 Local Plan Policy DC1 and DC2 seeks to protect the amenity of existing neighbours and the visual amenity of the community as a whole. This is measured in terms of potential impacts in relation to outlook and privacy, noise and disturbance, lighting, and impacts during construction. Local Plan Policy CC11 (Noise) advises that noise and vibration impacts will be controlled by locating noise sensitive development in appropriate locations and protected against existing and proposed sources of noise through design, layout, and materials. Noise generating development will not be permitted if it would materially increase the noise experienced by occupants/users of existing or proposed noise sensitive areas in the vicinity.
- 6.19 In addition to the above policies Local Plan Policy CC12 seeks to ensure that development proposals include lighting that is appropriate for the intended use, is energy efficient and provides adequate protection from glare and light spill to surrounding residential properties.
- 6.20 The nearest residential properties lie to the east along Wood Lane (in particular no's 5-57) approximately 30m away and sits on a lower level than the application site. Bulwer street lies to the south of the site approximately 50m away with an intervening building in-between the application site. Concern has also been expressed by local residents regarding potential noise generated from visitors of the show particularly when they are leaving the site. The application is supported by a draft Operational Management Plan (OMP). The OMP sets out how the venue would be managed with regards to operational hours, site control and people management. The OMP states that Westfield London operate a security model which is both proactive and robust, this under pins a strategic goal of maintaining a safe and secure environment for all those who live, work and visit the estate. This is achieved through the coordinated use of Active (Security Officers), Physical (built environment features), Environmental (Lighting, Planting, natural surveillance), and Electronic (such as CCTV/Access Control) security. There is a 24-hour operations centre, which monitors the 1100 CCTV cameras we have and intelligently deploys the highly trained security team as needed.
- 6.21 Staff monitoring would be required to operate to ensure that visitors leave the event as quickly and quietly as possible. No drinks will be permitted outside the premises. A S106 contribution has also been secured towards improvements towards public realm and public safety which will also serve the needs of local residents and the wider community; and make tangible improvements to connectivity and public safety in the wider regeneration area. In addition, a Final Operational Management Plan will be secured by condition which will include a commitment to conduct regular Community Liaison meetings and provide on-site numbers/contact details in the event of any noise/disturbance issues that may arise from the premises.

- 6.22 The application is also supported by a Dispersal Policy detailing how the visitors to the show will be managed and dispersed through Westfield in the most efficient way possible with minimum disruption to nearby residents. These documents will be conditioned to ensure compliance. Moreover, lighting arrangements will be entirely self-contained within the unit. No additional external lighting is proposed as part of the development.
- 6.23 Overall, in light of the public benefits of the proposal in terms of economic, social and cultural matters, officers consider that subject to appropriate conditions and mitigation, the proposal is not considered to cause an adverse impact to local residential amenity.
- 6.24 Other Planning matters include:
- o Design and Conservation
 - o Highways
 - o Environmental Considerations (Sustainability and Energy; Flood Risk; Land Contamination; Air Quality)

DESIGN AND CONSERVATION

- 6.25 Together with London Plan (2021) Policy HC1, Local Plan policies require development proposals to incorporate exemplary standards of sustainable and inclusive design. Policy DC1 (Built Environment) requires all development proposals within the borough to create a high-quality urban environment that respects and enhances its townscape context and heritage assets. Policy DC2 (Design of New Build) sets out to ensure that new build development will be of a high standard of design and compatible with the scale and character of existing development and its setting. Policy DC4 (Alterations and Extensions) requires a high standard of design in all alterations and extensions to existing buildings, which should be compatible with the scale and character of the existing development, neighbouring properties, and their setting, successfully integrate into the architectural design and be subservient, never dominating the parent building in bulk, scale, materials, or design. Policy DC8 (Heritage and Conservation) states that the council will conserve the significance of the Borough's historic environment by protecting, restoring, or enhancing its heritage assets, including the borough's conservation areas.

Heritage Impacts

- 6.26 The application site is not situated in a Conservation Area; however, Wood Lane Conservation Area lies to the north and the Shepherd's Bush Conservation Area to the south of the site, whilst the former BBC Television Centre (Grade II listed) lies to the west and the DIMCO building to the north (Grade II listed). The proposals would have very limited intervisibility from key views of surrounding heritage assets, including the Grade II Listed Television Centre and the DIMCO building.
- 6.27 The Proposed Development seeks a straight change of use of part of the existing unit with no external works proposed. The proposals are entirely internal to the existing shopping centre and will not alter the existing building envelope. Thus, there will be no detrimental design or heritage impacts.

HIGHWAYS IMPLICATIONS

- 6.28 In determining this application, consideration has been given to the requirements of Policies T1, T2, T4, T5, T6, T6.5 and T7 of the London Plan, as well as the Healthy Streets for London strategy, published by TfL in 2017, in assessing the effects on the local highway network along with the proposed car parking, cycling parking and servicing requirements. London Plan Policy T6 and T6.5 state that proposals should encourage the reduction in the need to travel, especially by car.
- 6.29 Policies T1, T2, T3, T4, T5 and T7 of the Local Plan which relate to traffic impact/transport assessments, car parking standards, cycle parking, encouraging walking have been considered. Policy CC7 sets out the requirements for all new developments to provide suitable facilities for the management of waste.
- 6.30 The site is very well connected to all modes of travel including public transport options, and pedestrian and cycle network facilities, with a Public Transport Accessibility Level (PTAL) of 6a, one of the highest possible levels. A range of public transport facilities are available within a short walk, including bus and underground services. The site is located within close distance of a range of everyday amenities. Staff and visitors accessing the site will therefore benefit from excellent access to public transport. The site also enjoys excellent accessibility by walking and cycling and is located within close distance of a range of everyday amenities.
- 6.31 No new car parking is proposed as part of this Application, although users would have access to any of the car parks situated within the Westfield site.
- 6.32 Disabled access is available from the lower levels of the centre. Parking bays and the access level are step free, connected via lifts. Externally, escalators and a lift connect Wood Lane with the access level.
- 6.33 The roads surrounding the site are in Controlled Parking Zone (CPZ) "G" with parking restrictions in place Monday to Sunday (including bank holidays, except Christmas Day and Easter Sunday) from 9am to 10pm "J" with parking restrictions in place on Monday to Sunday between 9am and 9pm, "OO" Monday to Sunday between 9am and 10pm and "O" Monday to Saturday from 0900-1700. Due to these parking restrictions, the existing CPZ zones offer short parking opportunities for those visiting the proposed site.
- 6.34 The venue will be serviced in the same way as the existing retail unit, utilising the existing back of house corridors, lifts and loading bays. As such, it is considered that satisfactory provision is provided for servicing, appropriate for the scale, form and location of the Proposed Development.
- 6.35 Overall, the site's proximity to existing public transport facilities and access to walking and cycling routes make it a highly sustainable site. A large proportion of visitors will already be at Westfield and would travel by public transport. In this respect, travel patterns will be covered by the existing Westfield Travel Plan. Furthermore, the excellent level of public transport links is considered to ensure that the proposed change of use of part of the former Debenhams unit would not result in any adverse highways implications.

- 6.36 Officers consider that the proposed development would be acceptable and in accordance with Policies T1, T2, T4, T5, T6, T6.5 and T7 of the London Plan and Policies T1, T2, T3, T4, T5 and T7 of the Local Plan.

ENVIRONMENTAL CONSIDERATIONS

Sustainability and Energy

- 6.37 The proposal has been considered against Policies SI 1, SI 2, SI 3 and SI 4 of the London Plan 2021 and Policies CC1 and CC2 of the Local Plan which promote sustainable design, adaption to climate change and carbon emissions reductions.
- 6.38 As part of their design review process, the applicants have considered the energy performance of the building and given the nature of the proposals involving a straight change of use with no external alterations they have sought to make enhancements and energy efficiency measures to ensure consistency with the current London plan. Details of energy measures and BREEAM will be secured by condition. The current prediction is that a 'Excellent' rating is likely to be achieved.

Flood Risk

- 6.39 London Plan Policy SI 12 (Flood Risk Management) states that development proposals should ensure that flood risk is minimised and mitigated, and that residual risk is addressed.
- 6.40 Local Plan Policy CC3 (Minimising Flood Risk and Reducing Water Use) requires that new development is designed to take account of increasing risks of flooding.
- 6.41 The application site is not within a flood risk zone and has a low risk of surface water flooding. Given the nature of the proposals, being a change of use with no increase in floorspace, it is not considered that the proposed development would give rise to flood risk concerns that would require a Flood Risk Assessment.

Land Contamination

- 6.42 NPPF Paragraph 183 states planning decisions should ensure that sites are suitable for its new use taking account of ground conditions and after remediation the land should not be capable of being determined as contaminated land.
- 6.43 London Plan Policy SD1 encourages the strategic remediation of contaminated land.
- 6.44 Local Plan Policy CC9 ensures that no unacceptable risks are caused to humans, controlled waters, or the wider environment during and following the development works.
- 6.45 Similarly, given the nature of the proposals, no earthworks which involve breaking into the ground are proposed and as such the proposal is not considered to give rise to any land contamination concerns.

Air Quality

- 6.46 NPPF Paragraph 199 relates to air quality, and states planning decisions should ensure that any new development in Air Quality Management Areas is consistent with the local air quality action plan. The council's Air Quality Action Plan 2025-2030 was approved and adopted by the council on the 16th of December 2024.
- 6.47 The site is located within the council's borough wide Air Quality Management Area (AQMA) and within 200m of an GLA Air Quality Focus Area 41 for two pollutants - Nitrogen Dioxide (NO₂) and Particulate Matter (PM₁₀, PM_{2.5}). The primary sources of these pollutants in the Borough are vehicle traffic and Combustion Plant to provide space heating and hot water. The site is in an area of existing poor air quality due to road traffic emissions from the Westway (A40), Wood Lane (A219), and West Cross Route (A3220).
- 6.48 London Plan Policy SI 1 states that development proposals should minimise increased exposure to existing poor air quality and make provision to address local problems of air quality (particularly within Air Quality Management Areas (AQMA's) and GLA Air Quality Focus Area's where development is likely to be used by large numbers of those particularly vulnerable to poor air quality, such as children or older people).
- 6.49 Policy CC10 of the Local Plan explains that the Council will reduce levels of local air pollution and improve air quality in line with the national air quality objectives. The site is located within an Air Quality Management Area which covers the whole borough due to the exceedance of the annual mean nitrogen dioxide (NO₂) in the area. Given the proposals related to a change of use of part of an existing retail unit contained within the existing building and due to the proximity of Wood Lane Underground Station and local bus routes, it is anticipated most visitors to the site would use public transport or other sustainable modes of transport which will help minimise negative air quality impacts from the development. Conditions are recommended to mitigate against the impact of the development on existing poor air quality in the area.
- 7.0 SECTION 106 HEADS OF TERMS AND COMMUNITY INFRASTRUCTURE LEVY (CIL)
- 7.1 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:
- o infrastructure in accordance with the H&F Regulation 123 (R123) List.
 - o projects identified for 'Neighbourhood CIL'; and
 - o CIL administration expenses (no more than the statutory cap).

- 7.2 Mayoral CIL came into effect in April 2012 and LBHF CIL came into effect on 1 September 2015 and are material considerations to which regard must be had when determining this planning application. This development is exempt from Borough CIL and is not liable for Mayoral CIL as the development does not involve the creation of any new floorspace.
- 7.3 London Plan Policy DF1 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.
- 7.4 The NPPF provides guidance for local planning authorities in considering the use of planning obligations. It states that 'authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations and that planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition'.
- 7.5 London Plan Policy DF1 (Delivery of the Plan and Planning Obligations) states that: "Development proposals should provide the infrastructure and meet the other relevant policy requirements necessary to ensure that they are sustainable and to support delivery of the Plan."
- 7.6 Local Plan Policy INFRA1 (Planning Contributions and Infrastructure Planning) advises that the council will seek planning contributions to ensure the necessary infrastructure to support the Local Plan is delivered using two main mechanisms 'Community Infrastructure Levy (CIL) and Section 106 Agreements (s106).
- 7.7 The planning obligations set out in the heads of terms below are considered necessary to make the development acceptable in planning terms, they are related to the development and fairly and reasonable in scale and kind to the development. A Section 106 agreement is therefore required to ensure the proposal is in accordance with the statutory development plan and to secure the necessary infrastructure to mitigate the needs of the Proposed Development.
- 7.8 In view of the fact the Section 106 agreement will be the subject of extended negotiations, officers consider that circumstances may arise which may result in the need to make minor modifications to the conditions and obligations (which may include the variation, addition, or deletion). Accordingly, the second recommendation has been drafted to authorise the Director of Planning and Property, after consultation with the Assistant Director Legal Services and the Chair of the Planning and Development Control Committee , to authorise the changes they consider necessary and appropriate, within the scope of such delegated authority.

Heads of Terms

7.9. The applicant would be required to enter into a legal agreement in the event that planning permission were to be granted. The Legal Agreement would include the following obligations:

- o Total Contributions: £275,000 which includes:
 - LET - £120,000 (Community Safety)
 - CCTV - £20,000 (Community safety)
 - Ask for Angela Campaign - £5,000 (Community Safety)
 - Public Realm improvements - £65,000
 - Economic Development - £65,000
- o Economic Development contributions covers: Employment/Training /Local Procurement Contributions to support delivery of Upstream London the Council's Industrial Strategy for inclusive economic growth (or any successor to it), including to support employment, skills and local procurement activities.
- o At least 10% of the total number of people employed on the construction of the development are local (H&F) residents, including apprenticeships.
- o At least 20% of the total number of people employed in the end use of the development are local (H&F) residents.
- o 10% of the build cost to be spent on businesses based in H&F in the supply chain of the development
- o A commitment to sign up to the Council's Upstream Pathway Bond, a broad menu of opportunities to help businesses play a meaningful role in supporting the local community in which they operate - and encouraging end-users of the development to do so.

7.10 A commitment to meet the costs of the Council's associated legal fees.

8.0 CONCLUSION

- 8.1. 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.
- 8.2. In the assessment of the application regard has been given to the NPPF, London Plan, Publication London Plan, and Local Plan policies as well as guidance.
- 8.3 It is considered that the proposal would comply with the development plan. The proposal is consistent with the Council's policies for the area. The use is considered to be compatible with other retail, cultural and entertainment uses in the vicinity. On this basis it is considered that the proposal is consistent with the requirements of Policy WCRA of the Local Plan 2018.
- 8.4 The supporting information addresses the operational issues pertaining to the proposed operations and hours of use in terms of noise and light management. These are recommended to be controlled by a number of conditions to ensure that the proposal operates in accordance with the documents. Subject to appropriate conditions the proposal is considered acceptable.

- 8.5 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 subject to the conditions listed, and the completion of a s106 agreement.
- 8.6 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.

9.0 RECOMMENDATION

- 9.1 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 subject to the recommendations above and legal agreement.

Agenda Item 6

Ward: West Kensington

Site Address:

Holiday Inn Express 295 North End Road London W14 9NS



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For identification purposes only - do not scale.

Reg. No:

2024/02648/FUL

Date valid:

26.10.2023

Committee Date:

10.6.2025

Case Officer;

Graham Simpson

Conservation Area:

Applicant:

Whitbread Group Plc

165 Fleet Street London EC4A 2DW

Description:

Erection of six storey rear infill extensions (southern part of the main building) at ground, first, second, third, fourth and fifth floor levels; erection of a single storey extension to extend the existing linen store to eastern elevation of the main building following the removal of existing refuse store; installation of 4no air source heat pumps and 2no air conditioning units within the existing plant enclosure at main roof level; erection of a bin store within the car parking area and installation of 2no air source heat pumps adjacent to the car park.

Application type:

Full Detailed Planning Application

Officer Recommendation:

(1) That the Committee resolve that the Director of Planning and Property be authorised to grant planning permission upon the completion of a satisfactory legal agreement and subject to the conditions listed below.

(2) That the Committee resolve that the Director of Planning and Property, after consultation with the Assistant Director of Legal Services and the Chair of the Planning and Development Control Committee be authorised to make any minor changes to the proposed Heads of Terms of the legal agreement or proposed conditions, which may include the variation, addition or deletion of conditions, any such changes shall be within their discretion.

Conditions:**1) Timeframe**

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

Reason: 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) Approved drawings

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

AP06 Rev E (Site plan);
AP07 Rev C (Ground and first floor plan);
AP08 Rev B (Second and third floor plan);
AP08.1 (Fourth and fifth floor plan);
AP09 (North and west elevations);
AP10 Rev A (South and east elevations);
AP12 Rev A (Roof plan).

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

3) Hoardings

Prior to commencement of the construction phase of the development hereby permitted, a scheme for temporary solid timber hoarded fencing (minimum height 2.5 metres) around the entire perimeter of the site at ground level on all site boundaries) shall be submitted to and approved in writing by the Local Planning Authority. The temporary solid timber hoarded fencing and/or enclosure in accordance with BS 5975-2:2024 shall be installed prior to the start of any site clearance works and thereafter be retained for the duration of the 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 commercial advertisement hoardings unless the relevant advertisement consent is sought from the Local Planning Authority. Approved details shall be fully implemented and permanently retained and maintained during the demolition and construction phases of the development.

Reason: To ensure a satisfactory external appearance and to prevent harm to surrounding residential occupiers, the street scene, in accordance with Policy D4 of the London Plan (2021), Policies DC1 and CC12 of the Local Plan (2018) and Key Principles of the Planning Guidance SPD (2018).

4) Construction Management Plan

Notwithstanding the submitted details, prior to commencement of the development hereby approved 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.

Reason: 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 Policy T7 of the London Plan 2021, Policies DC1, DC12, CC6, CC7, CC10, CC11 and CC12 of the Local Plan 2018 and Key Principles of the Planning Guidance SPD (2018).

5) Construction Logistics Plan

Prior to commencement of the development hereby approved, a final Construction Logistics Plan (CLP) in accordance with Transport for London Guidance 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; as well a clear description of how the site will discourage the use of private transport by personnel employed in its construction. The approved details shall be undertaken in accordance with the terms and throughout the period set out in the CLP.

Reason: 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 Policy T7 of the London Plan (2021) and T1, T6 and T7 of the Local Plan (2018).

6) Air Quality Emissions Control and Dust Management (Construction)

Prior to the commencement of the construction phase (excluding installation of temporary solid timber hoarded fencing around the perimeter of the site) of the development hereby permitted, details of Air Quality Emissions Control including Nitrogen Oxides (NO_x), Particulates (PM₁₀, PM_{2.5}) emission control of Non-Road Mobile Machinery (NRMM), On Road Vehicles and fugitive dust emissions in order to mitigate air pollution shall be submitted to and approved in writing by the Local Planning Authority. The submitted details shall include:

- a. Details of installation of solid timber hoarded fencing (minimum height of 2.5 m) including photographic confirmation of installed hoarding around the perimeter of the site.
- b. Details of the Non-Road Mobile Machinery (NRMM) used on the site with CESAR Emissions Compliance Verification (ECV) identification that shall comply with the minimum Stage V NO_x and PM₁₀ emission criteria of The Non-Road Mobile Machinery (Type-Approval and Emission of Gaseous and Particulate Pollutants) Regulations 2018 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 for the first phase of construction shall be registered on the London City Hall NRMM register GLA-NRMM-Register prior to commencement of demolition works and thereafter retained and maintained until occupation of the development.
- c. Details of the use of on-road London Ultra Low Emission Zone (ULEZ) compliant vehicles from on-site contractors and suppliers of services and materials to the site e.g. minimum Petrol/Diesel Euro 6 and Euro VI.

Developers must ensure that on-site contractors follow best practicable means to minimise dust, particulates (PM₁₀, PM_{2.5}) and NO_x emissions at all times in compliance with the Mayor of London 'The Control of Dust and Emissions during Construction and Demolition', SPG, July 2014. Approved details shall be fully implemented and permanently retained and maintained during the construction phases of the development.

Reason: In the interests of air quality, in accordance with Policy SI 1 of the London Plan 2021, and Policy CC10 of the Local Plan (2018).

7) Ventilation Strategy

Prior to commencement of the above ground works of the development hereby permitted, a Ventilation Strategy Report to mitigate the impact of existing poor air quality for the Hotel use (Class C1) shall be submitted to and approved in writing by the Local Planning Authority. This is applicable to all receptor locations where Council 2030 WHO aligned Annual Mean Air Quality Targets for Nitrogen Dioxide

(NO₂)-10ug/m-3, Particulate (PM₁₀) - 15 ug/m-3 and Particulate (PM_{2.5}) - 5 ug/m-3 are exceeded and where current and future predicted pollutant concentrations are within 5% of these limits. The report shall include the following information:

- a. Details and locations of the ventilation intake locations at rear roof level or on the rear elevations of each hotel accommodation floor
- b. Details and locations of ventilation extracts, to demonstrate that they are located a minimum of 2 metres away from the air ventilation intakes, to minimise the potential for the recirculation of extract air through the supply air ventilation intake in accordance with paragraph 8.9 part 'C' of Building Standards, Supporting Guidance, Domestic Ventilation, 2nd Edition, The Scottish Government, 2017
- c. Details of the independently tested mechanical ventilation system with Nitrogen Dioxide (NO₂) filtration with air intakes on the rear elevation to remove airborne pollutants. The filtration system shall have a minimum efficiency of 90% in the removal of Nitrogen Oxides/Dioxides, Particulate Matter (PM_{2.5}, PM₁₀) in accordance with BS EN ISO 10121-1:2014 and BS EN ISO 16890:2016
- d. Details and locations of restricted opening windows (maximum 200mm for emergency purge ventilation only)

The whole system shall be designed to prevent summer overheating and minimise energy usage. 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: In the interests of air quality, in accordance with Policy SI 1 of the London Plan 2021, and Policy CC10 of the Local Plan (2018).

8) Ventilation Strategy compliance

Prior to occupation of the development hereby permitted, details of a post installation compliance report including photographic confirmation of the mitigation measures as detailed in the approved ventilation strategy as required by condition 7 to mitigate the impact of existing poor air quality shall be submitted to and approved in writing by the Local Planning Authority. The report shall be produced by an accredited Chartered Building Surveyor (MRICS). Approved details shall be fully implemented prior to the occupation/use of the development and thereafter permanently retained and maintained.

Reason: In the interests of air quality, in accordance with Policy SI 1 of the London Plan 2024, and Policy CC10 of the Local Plan (2018).

9) Zero Emission Heating compliance

Prior to occupation of the development hereby permitted, details (including manufacturer specification, installation/commissioning certificates and photographic confirmation) of the installed Zero Emission Air Source Heat Pumps, and standby Electric boilers to be provided for space heating and hot water for the Hotel use (Class C1) shall be submitted to and approved in writing by the Local Planning Authority. Approved details shall be fully implemented prior to the occupation/use of the development and thereafter permanently retained and maintained.

Reason: In the interests of air quality, in accordance with Policy SI 1 of the London Plan 2021, and Policy CC10 of the Local Plan (2018).

10) Ultra Low Emission Strategy

Prior to occupation of the development hereby permitted, an Ultra Low Emission Strategy (ULES) shall be submitted to and approved in writing by the Local Planning Authority. Details shall include:

- a. Procurement policy and processes for contractors and suppliers that will incentivise and prioritise the use of Zero Exhaust Emission Vehicles in accordance with the emission hierarchy of 1) Walking Freight Trolley 2) Cargo bike (3) Electric Vehicle
- b. Use of Zero Exhaust Emission Vehicles in accordance with the emissions hierarchy (1) Walking Freight Trolleys (2) Cargo bike (3) Electric Vehicle,
- c. Reduction and consolidation of deliveries and collections e.g., Waste
- d. Re-timing of deliveries and collections outside of peak traffic time periods of 07:00-10:00 and 15:00-19:00 hrs

The ULES shall be monitored and reviewed on an annual basis and any subsequent modifications or alterations to the ULES should be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented prior to occupation and the ULES hereby permitted shall thereafter operate in accordance with the approved details.

Reason: In the interests of air quality, in accordance with Policy SI 1 of the London Plan 2021, and Policy CC10 of the Local Plan (2018).

11) External lighting

External artificial lighting at the development shall not exceed lux levels of vertical illumination at neighbouring premises that are recommended by the Institution of Lighting Professionals in the 'Guidance Notes for The Reduction of Light Pollution 2021'. Lighting should be minimized, and glare and sky glow should be prevented by correctly using, locating, aiming and shielding luminaires, in accordance with the Guidance Notes.

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

12) No terraces

No other part of any land within the curtilage of the application site or part of any roof of the main building or new buildings hereby approved shall be used as a roof terrace or other form of open amenity space. No alterations shall be carried out; nor planters or other chattels placed on the roofs/within the curtilage of the application site. No railings or other means of enclosure shall be erected on the roofs/within the curtilage of the application site, and no alterations shall be carried out to any elevation of the application building to form access onto the roofs/within the curtilage of the application site.

Reason: The use of the roof as a terrace or the provision of additional amenity space would increase the likelihood of harm to the existing residential amenities of

the occupiers of neighbouring properties as a result of overlooking, loss of privacy and noise and disturbance, contrary to Policies HO11, CC11 and DC4 of the Local Plan (2018), and SPD Policy HS8 of the Planning Guidance Supplementary Planning Document (2018).

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

Prior to occupation of the development, details shall be submitted to and approved in writing by the Council, of the external sound level emitted from plant/ machinery/ equipment and mitigation measures as appropriate. The measures shall ensure that the external sound level emitted from plant, machinery/ equipment will be lower than the lowest existing background sound level by at least 10dBA in order to prevent any adverse impact. The assessment shall be made in accordance with BS4142:2014 at the nearest and/or most affected noise sensitive premises, with all machinery operating together at maximum capacity. A post installation 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.

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.

14) Anti- vibration mounts and silencing of machinery etc.

Prior to occupation of the development, details of anti-vibration measures shall be submitted to and approved in writing by the Council. The measures shall ensure that machinery, plant/ equipment 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.

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

15) Curtains and voile

Prior to occupation of the development hereby approved curtains and voile shall be installed to all hotel bedrooms within the approved extension. The curtains and voile shall thereafter be permanently retained.

Reason: To safeguard the privacy of adjoining residential occupiers, in accordance with Policies DC1, DC4 and HO11 of the Local Plan (2018), and Key Principle H7 of the Supplementary Planning Guidance SPD (2018).

16) Materials

Prior to commencement of development hereby approved, details of all new external materials to be used in the development including facing materials, fenestration, glazing, cladding, railings, roofing materials and hard landscaping 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.

Reason: To ensure a satisfactory external appearance of the development, in accordance with Policies D3 and HC1 of the London Plan (2021), Policies DC1, DC4 and DC6 of the Local Plan (2018).

17) No additional external plant

No alterations shall be carried out to the external appearance of the building hereby permitted, including the installation of air-conditioning units, ventilation fans, extraction equipment, flues or other plant equipment and associated external pipework or ducting not shown on the approved drawings, without planning permission first being obtained. Any such changes shall be carried out in accordance with the approved details.

Reason: To ensure a satisfactory external appearance and to prevent harm to the amenities of the occupiers of neighbouring residential properties, in accordance with Policies DC1, DC4, CC11, CC13 and HO11 of the Local Plan (2018), and Key Principles of the Planning Guidance SPD (2018).

18) No advertisements

Notwithstanding the details shown on the plans hereby approved, no advertisements shall be installed on the building hereby permitted without the prior written approval of the Council.

Reason: To ensure a satisfactory external appearance of the development in accordance with Policies DC1, DC4 and DC9 of the Local Plan (2018) and Key Principles of the Planning Guidance SPD (2018).

19) No aerials

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

Reason: In order to ensure that the Council can fully consider the effect of telecommunications equipment upon the character and appearance of the building and its setting, in accordance with Policies DC1 and DC4 of the Local Plan (2018).

20) No rooftop enclosures

No water tanks, water tank enclosures or other structures, other than those set out on the approved drawings, shall be erected upon the roofs of the building hereby permitted.

Reason: It is considered that such structures would seriously detract from the appearance of the building, contrary to Policies DC1, DC4 and DC8 of the Local Plan (2018).

21) No plumbing

No plumbing, extract flues or pipes other than rainwater pipes shall be fixed on the front, rear or side elevations of the building hereby approved.

Reason: To ensure a satisfactory external appearance of the development, and to preserve the character and appearance of the area in accordance with Policies DC1 and DC4 of the Local Plan (2018).

22) Accessible rooms

No less than five of the hotel bedrooms within the extension hereby approved shall be accessible rooms. The hotel bedrooms shall thereafter be permanently retained in this arrangement.

Reason: To ensure the provision and retention of facilities for all, including disabled people, in accordance with Policies D5 and E10 of the London Plan (2021), and Policy E3 of the Local Plan (2018).

23) Cycle parking

No part of the development hereby approved shall be occupied or used until the cycle parking has been implemented in accordance with the details provided on the approved plans. Thereafter the provision for cycle storage shall be so maintained for the life of the development.

Reason: To ensure satisfactory provision for the bicycle and thereby promote sustainable and active modes of transport, in accordance with Policy T5 London Plan (2021), and Policy T3 of the Local Plan (2018).

24) Refuse and recycling storage

No part of the development hereby approved shall be occupied or used until the refuse storage, including provision for the storage of recyclable materials, have been implemented in accordance with the details provided on the approved plans. Thereafter the provision for cycle storage shall be so maintained for the life of the development.

Reason: To ensure satisfactory provision for the storage of refuse and recycling on site, and thereby prevent it being stored on the highway, in accordance with Policy CC7 of the Local Plan (2018).

25) Hotel size

The extension to the hotel hereby approved, shall contain a maximum of 20 bedrooms. The number of lettable rooms shall not increase without the written approval of the council.

Reason: In granting this permission, the Council has had regard to the particular circumstances of the case. An 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, DC4, CC10, CC11, CC11, CC12 and CC13 of the Local Plan (2018).

26) Secure by Design

Prior to occupation of the development, a statement of how 'Secured by Design' requirements are to be adequately achieved shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be carried out prior to occupation or use of the development hereby approved and permanently retained thereafter.

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 D11 of the London Plan (2021), and Policy DC1 of the Local Plan (2018).

Justification for approving application:

1. Land Use: The extension of this existing large hotel within the Fulham Town Centre is considered acceptable in land use terms. As well as increasing and enhancing London's visitor economy the site would continue to provide employment opportunities and would support the viability of the Fulham Town Centre. The proposal is judged to accord with the NPPF (2024), London Plan (2021) Policy E10, and Local Plan (2018) Policy E3.
2. Design and Heritage: The proposals are considered to be of a good quality of design having regard to the character and appearance of the existing site and surrounding area. As such, the proposals would not result in harm to the setting of any adjacent heritage assets. The proposal therefore accords with the NPPF (2024), London Plan (2021) Policy D3, and Local Plan (2018) Policies DC1 and DC4.
3. Impact on Neighbouring Residents: The development is considered to respect the principles of good neighbourliness in relation to the on-site characteristics. The impacts on outlook, overlooking and sunlight/daylight are considered to be acceptable. Measures would be secured by conditions to minimise noise/odours/light pollution generated by the use/operation of the premises. The proposed development therefore accords with the NPPF (2024), London Plan (2021) Policies D14, Local Plan (2018) Policies DC1, DC4, HO11, CC11, CC12 and CC13, and Key Principles of the Planning Guidance SPD (2018).
4. Safety and Access: The development would provide a safe and secure environment for all users in accordance with London Plan (2021) Policy D11, and Local Plan (2018) Policies DC1 and DC4. Inclusive access has been considered. The proposal would provide ease of access for all people, including disabled people, in accordance with London Plan (2021) Policy D5, and Local Plan (2018) Policies DC1 and DC4.
5. Highways and Transportation: It is considered that the scheme would not have a significant impact on the highway network or local parking conditions and is thus considered to be acceptable. The application is supported by highways/transport documents. More detailed documents would be secured by condition. Subject to a satisfactory legal agreement it is considered that the development would not contribute to on-street parking stress or significant disruption to traffic flows. Conditions will ensure satisfactory provision would be made for cycle parking, blue badge parking, and EV Charging points. External impacts of the development would be controlled by conditions related to servicing and deliveries, and car and coach parking will be secured by a s106

agreement. The proposed development therefore accords with the NPPF (2024), London Plan (2021) Policies T1-T7, Local Plan (2018) Policies T1, T2, T3, T4, T7 and CC7, and relevant Key Principles of the Planning Guidance SPD (2018).

6. Flood Risk and SUDS: A SUDs assessment has been submitted as required. In this respect the proposal is therefore in accordance with the NPPF (2024), London Plan (2021) Policies SI 12 and SI 13, and Local Plan (2018) Policies CC2, CC3 and CC4.

7. Energy and Sustainability: Information has been submitted outlining the energy efficiency and low/zero carbon measures to be implemented as part of the development with the aim of minimising energy use and associated CO2 emissions. The details will be secured by condition. The proposal therefore accords with the NPPF (2024), London Plan (2021) Policies SI 2 and SI 4, and Local Plan (2018) Policies CC1 and CC2.

8. Air Quality: With regards to air quality considerations, a number of conditions will ensure additional mitigation is included. The development would be acceptable and compliant with London Plan (2021) Policy SI 1, Local Plan (2018) Policy CC10 and the council's Air Quality Action Plan.

9. Planning Obligations: Planning obligations to mitigate the impact of the development and to make the development acceptable in planning terms are secured. This includes, highway improvements, on-street car parking permit free, travel plan, and a contribution towards community safety and place shaping. These measures for the proposed development would therefore mitigate external impacts and would accord with London Plan (2021) DF1 and Local Plan (2018).

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

All Background Papers held by case officer named above:

Application form received: 21st October 2024
Drawing Nos: see above

Policy Documents: National Planning Policy Framework (NPPF) 2024
The London Plan 2021
LBHF - Local Plan 2018
LBHF - Planning Guidance Supplementary Planning Document
2018

Consultation Comments:

Comments from:	Dated
Health and Safety Executive	4.11.2024
Transport for London	6.12.2024

Neighbour Comments:

Letters from:**Dated:**

3 Thaxton Road	3.11.2024
18 Turnville Road	6.11.2024
6 Lerry Close	12.11.2024
15 Thaxton Road	27.11.2024
3 Lerry Close	27.11.2024
3 Lerry Close	3.12.2024
3 Lerry Close	3.12.2024
3 Lerry Close	3.12.2024

1.0 SITE DESCRIPTION

- 1.1. The application site includes the existing 150-bedroom Holiday Inn Express hotel and is located on North End Road at its junction with Thaxton Road. The hotel has a 6-storey frontage along North End Road and a 4-storey building to the rear which fronts Thaxton Road. There are 15 parking to the rear.
- 1.2. The surrounding area is a mix of commercial and residential properties. To the north, on the opposite side of Thaxton Road are residential blocks including Desborough House (10 storeys) and 1-23 (consecutive) Marchbank Road (4 storeys) which form part of the West Kensington Estate. To the east, is an access road and beyond that is the rear of 1-6 (consecutively) Lerry Close, which comprise 2 storey residential properties, with additional accommodation at roof level.
- 1.3. To the south, is a doctors' surgery building, and a Telephone Exchange building (4 storeys) with an associated car park that is accessed from North End Road. In addition, there is a 3-storey terrace with mansard roofs fronting North End Road (Nos. 297-311) which are in commercial use at ground floor with residential use on the upper floors.
- 1.4. The main access to the hotel is from Thaxton Road; servicing area and on-site parking spaces are accessed from Thaxton Road. The front of the site has a public transport rating of PTAL 5 and the rear of the site is largely PTAL 4 area.
- 1.5. The site falls within the Fulham Town Centre and the Fulham Regeneration Area. The site is not located within a Conservation Area. The site is in the Environment Agency's Flood Risk Zone 2, and is located within controlled Parking Zone D.

Relevant planning history

- 1.6 In 2004 planning permission (Ref. 2003/01781/FUL) was granted for redevelopment of the site including the erection of a six storey (plus plant level) building for use as a hotel containing 96 bedrooms and associated facilities, together with the provision of 10 car parking spaces, 1 coach parking bay, 14 bicycle bays and servicing area, with vehicular access off Thaxton Road; retention of existing vehicular access from North End Road. The permission was subject to a S106 agreement with a £40,000 contribution towards environmental, highway and regeneration; plus, training and employment opportunities during construction and operational phases.

- 1.7 In 2011 planning permission (Ref. 2009/01541/FUL) was grant for the erection of a part 4-storey, part 3-storey building to the rear to provide a further 50 hotel bedrooms; together with 16 car parking spaces, a plant room (ground floor), a plant enclosure (roof level) and related landscaping. The permission was subject to a S106 agreement with a £40,000 contribution towards North End Road, Lillie Road to West Cromwell Road streetscape, accessibility and accident remedial measures; and the submission of a travel plan, to include a restriction on coach party bookings.
- 1.8 In 2012 planning permission (Ref. 2012/01608/FUL) was granted for the erection of a single storey rear extension to the side of the existing ground floor covered parking area, to accommodate a storage tank.

Current proposal

- 1.9 The current application seeks planning permission for the erection of six storey infill extensions fronting North End Road at ground floor (around the retained electricity substation) with extensions at first, second, third, fourth and fifth floor levels to provide an additional 20 bedrooms; erection of a single storey extension to the existing linen store to the rear of the main building following the removal of existing refuse store; installation of 4 air source heat pumps and 2 air conditioning units within the existing plant enclosure at main roof level; erection of a bin store within the hotel's car parking area and installation of 2 air source heat pumps adjacent to the hotel car park.

2.0 PUBLICITY AND CONSULTATIONS

Pre-Application Engagement

- 2.1 In accordance with the National Planning Policy Framework (NPPF), the Applicant undertook a detailed programme of pre-application engagement with the Council's Planning officers. Pre-application discussions were held between March 2024 and August 2024. Officers advised that the proposals were acceptable in principle, but further details are required regarding loss of onsite accessible parking, parking stress, and the impact on existing neighbouring residential amenities particularly outlook, sense of enclosure and daylight and sunlight.

Application Stage

- 2.2 In November 2024, the application was advertised by site and press notices and notification letters to 244 neighbouring properties. In 8 responses (including duplicates) which comprised 7 objections and 1 letter of support.
- 2.3 The grounds of objection can be summarised as follows:
- overbearing and over dominant extension
 - Residential amenities: privacy, outlook/ enclosure, daylight and sunlight/ overshadowing, noise and disturbance
 - Proposed scale would set a precedent for similar future development
 - Increased parking stress, traffic and congestion, including coaches
 - Safety concerns due to increased traffic and coaches

- Adverse impact on access to doctor's surgery to the rear
- Insufficient consideration of impact on Lerry Close
- anti-social behaviour due to reduced light levels to rear alleyway

2.4 The letter of support included the following points:

- The additional hotel provision would make good economic sense providing accommodation to the Olympia development and encourage more footfall on North End Road.

2.5 Health and Safety Executive confirmed that it there was no statutory requirement for them to be notified.

2.6 Transport for London sought clarification of the applicant's proposals to suspend the bus stop fronting North End Road, and the need for the existing on-site car parking.

3.0 Policy Context

3.1 The Town and Country Planning Act 1990, the Planning and Compulsory Purchase Act 2004 and the Localism Act 2011 are the principal statutory considerations for town planning in England.

3.2 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).

3.3 In this instance, the statutory development plan comprises the London Plan (2021), the Local Plan (2018) and the Planning Guidance Supplementary Planning Document - 2018 (hereafter referred to as Planning Guidance SPD). Several strategic and local supplementary planning guidance and other documents are also material to the determination of the application.

National Planning Policy Framework (2024)

3.4 The National Planning Policy Framework - NPPF (as updated 2024) 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.

3.5 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.

The London Plan

3.6 The London Plan (2021) was published in March 2021 and is the Spatial Development Strategy for Greater London. The Plan provides the strategic planning policies for London, setting out an integrated economic, environmental, transport and social framework for growth over the next 20-25 years. The proposal

has been assessed in line with the policies set out in the Plan. The London Plan is supported by guidance, which provides further information about how the London Plan should be implemented in the form of Supplementary Planning Guidance ('SPG') documents which have also been considered in determining this application.

The Local Plan

- 3.7 The Council Local Plan was adopted on 28 February 2018. The policies in the Local Plan together with the London Plan make up the statutory development plan for the borough. The Planning Guidance Supplementary Planning Document (SPD) (February 2018) is also a material consideration. This provides supplementary detail to the policies and is organised around key principles.
- 3.8 With regard to this application, all planning policies in the National Planning Policy Framework (NPPF), London Plan (2021), Local Plan (2018), and Supplementary Planning Guidance (SPG) / Planning Guidance Supplementary Planning Guidance (SPD) have been referenced where relevant.
- 3.9 The main planning considerations in light of the London Plan 2021, and the Local Plan 2018 (hereafter referred to as Local Plan 2018) and the Planning Guidance Supplementary Planning Document 2018 (hereafter referred to as Planning Guidance SPD), include:
- Land Use - The acceptability of the increase in hotel rooms and associated ancillary accommodation, and the intensification of the use.
 - Accessibility; Secure by Design; and Fire Safety
 - Design and Heritage
 - Residential Amenity (light/outlook/privacy/environmental nuisance)
 - Highways and Transportation
 - Flood Risk and SUDS
 - Energy and Sustainability
 - Air Quality

4.0 LAND USE

- 4.1 Paragraphs 85 and 86 of the revised NPPF outlines a commitment to securing economic growth and productivity, considering both local business needs and wider opportunities for development. The NPPF emphasises that significant weight be placed on the need to support economic growth and productivity.
- 4.2 London Plan Policy E10 states that London's visitor economy and associated employment should be strengthened by enhancing and extending its attractions, inclusive access, legibility, visitor experience and management and supporting infrastructure, particularly to parts of outer London well-connected by public transport. Notably, Policy E10 seeks to achieve 58,000 net additional hotel bedrooms across London by 2041. Part C of this policy seeks to ensure a sufficient supply and range of serviced accommodation. Part G aims to locate visitor infrastructure within the Central Activity Zone (the vibrant heart and globally iconic core of London). or where they are well connected by Public Transport, particularly to central London. Part H requires sufficient choice and at least 10% of bedrooms to be wheelchair accessible.

- 4.3 Local Plan Policy E3 states that permission will be granted for new visitor accommodation and facilities or the extension of existing facilities within the three town centres, the Earl's Court and West Kensington and White City Opportunity Areas subject to:
- being well located in relation to public transport;
 - any associated uses not having a detrimental impact on the local area;
 - having no loss of priority uses such as permanent housing;
 - adequate off-street servicing and pick up points for the proposal;
 - at least 10% of hotel bedrooms being wheelchair accessible;
 - the facility being of a high standard of design; and
 - adding to the variety and quality of visitor accommodation available locally.
- 4.4 The existing hotel includes 150 bedrooms, and the extension would provide an additional 20 rooms which results in a 170-bed hotel. The proposed development is located within the Fulham Town Centre and is therefore considered to be well located in terms of public transport accessibility. As well as enhancing London's visitor economy the proposal would also provide additional employment opportunities and would support the vitality of the Fulham Town Centre and the Fulham Regeneration Area.
- 4.5 Subject to an assessment against all other material planning considerations, including design and heritage, accessibility, residential amenity and impact on the highways network, the principle of increasing the number of hotel rooms and the intensification of the existing use is considered to be acceptable and would accord with the NPPF, London Plan Policy E10 and Local Plan Policy E3.

5.0 ACCESSIBILITY; SECURE BY DESIGN; AND FIRE SAFETY

Accessibility

- 5.1 London Plan Policy D5 and Local Plan Policy DC4 requires all new development to achieve the highest standards of accessible and inclusive design. Specifically, London Plan Policy E10 requires 10% of new bedrooms to be wheelchair accessible. Local Plan Policy E10 also requires at least 10% of new hotel rooms to be accessible. Access requirements have now been incorporated into Building Regulations.
- 5.2 The proposed development would include 20 new rooms and 5 (25%) these would be fully wheelchair accessible which excess the minimum requirement of 10%. This will be secured by a condition.
- 5.3 In addition, all entrances in the development from the street and forecourt will be level, accessible lifts will remain serving all floors, and all guests facilities including the bar/restaurant, meeting the relevant standards. Also, 4 accessible parking spaces will be provided. Detailed access matters would be covered under Building Regulations.
- 5.4 Overall, in terms of accessibility the proposal accords with London Plan Policies D5 and E10, Policies E3 and DC4 of the Local Plan.

Secure by Design

- 5.3 London Plan Policy D11 and Local Plan Policy DC1 require new developments to respect the principles of Secured by Design and to ensure that proposals create a safe, secure, and appropriately accessible environment where crime and disorder and the fear of crime do not undermine quality of life or community cohesion.
- 5.4 The existing access road along North End Road would include a new undercroft area at its ground floor entrance. However, the existing gates for this access would be retained to and additional CCTV cameras would be provided by the hotel to safeguard security and use of that space. Subject to a condition to regarding secure by Design arrangements that include the provision of CCTV cameras it is considered that the development is satisfactory.
- 5.5 Overall, in terms of secure by design the proposals would accord with Policies London Plan Policy D11 and Local Plan Policy DC1.

Fire Safety

- 5.6 Fire safety compliance is covered by Part B of the Building Regulations. However, London Plan Policy D12 recommends that the fire safety of developments should be considered from the outset and 'all development proposals must achieve the highest standards of fire safety' and the requirements are set out in Section A (criteria 1-6).
- 5.7 A Fire Safety Statement, prepared by an independent and suitably qualified third party has been submitted in support of the proposal. The building does not fall under the category of a 'relevant building' as defined in Building Regulation 7(4) and consultation with HSE is not required. The Fire Strategy evaluates the proposal alongside British Standards, demonstrating the fire safety measures to be implemented as part of this development in respect to life safety of the occupants and facilitating adequate fire service access. Officers are satisfied that the submitted Fire Safety Statement provides sufficient information for the planning stage.

6.0 DESIGN AND HERITAGE

- 6.1 The NPPF states 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.
- 6.2 London Plan Policy D3 specifies that development must take a design led approach that optimises the capacity of sites, with specific regard to form and layout, experience, quality and character. London Plan Policy HC1 states that development proposals affecting heritage assets, and their setting should conserve their significance and avoid harm and identify enhancement by integrating heritage considerations early on the design process.
- 6.3 Local Plan Policy DC1 states that 'Development should create a high-quality urban environment that respects and enhances its townscape context and heritage assets. There should be an approach to accessible and inclusive urban design that considers how good design, quality public realm, landscaping and land use can be

integrated to help regenerate places. In particular, development throughout the borough should be of the highest standard of design that respects local context and character and should protect and enhance the character, appearance and setting of the borough's conservation areas and its historic environment'.

- 6.4 Local Plan Policy DC4 states that 'The council will require a high standard of design in all alterations and extensions to existing buildings. These should be compatible with the scale and character of existing development, their neighbours and their setting. In most cases, they should be subservient to the original building. Alterations and extensions should be successfully integrated into the architectural design of the existing building. In considering applications for alterations and extensions the council will consider the impact on the existing building and its surroundings and take into account the following:
- a) Scale, form, height and mass;
 - b) Proportion;
 - c) Vertical and horizontal emphasis;
 - d) Relationship of solid to void;
 - e) Materials;
 - f) Relationship to existing building, spaces between buildings and gardens;
 - g) Good neighbourliness; and
 - h) The principles of accessible and inclusive design.'
- 6.5 The proposal relates to the existing six storey hotel building on the southeast corner of North End Road and Thaxton Road. The first element of the proposals includes the erection of an extension from 1st to 5th floors to the North End Road elevation above the retained access road to the Telephone Exchange to the rear, to provide 20 additional hotel bedrooms. The extension would retain an approximately 2m gap from the side elevation of the adjoining site at 297 North End Road. The extension would also be set back 7m from the front building line of the neighbouring parade of buildings fronting North End Road, ensuring a significant proportion of the flank elevation of No. 297 North End Road would be retained. In this form and position, it is considered that the extension would remain suitably recessive within the streetscene, and although 6 storeys in height, not dominate the neighbouring parade.
- 6.6 The proposals would essentially replicate the design and appearance of the existing North End Road elevation in terms of architecture, materials and detailing on all floors, which would include the continuation of use of coloured render to the ground floor, light-coloured render to first floor, with stock brick to the upper floors and windows and curtain walling frames to match existing. It is considered that the proposal's design would integrate comfortably with the existing hotel building, and be acceptable in terms of scale and massing, remaining in keeping with the established character and appearance of the application site and surroundings. Conditions regarding materials and finishes to match the existing building would be secured by condition.
- 6.7 At roof level it is proposed to install 4no air source heat pumps and 2no air conditioning units. These would be within the existing plant enclosure at main roof level, and as such would not result in any additional impact to the existing appearance of the application building.

- 6.8 At ground floor level it is proposed to extend an existing external linen area to the rear of the original hotel building by 20m². The construction will be single storey London stock brick laid in Flemish bond, with a flat roof covered in single ply membrane to match existing, which due to its location, will not be visible from either North End Road or Thaxton Road. It is considered that the proposal's design would integrate comfortably with the existing hotel building, and be acceptable in terms of scale and massing, remaining in keeping with the established character and appearance of the application site and surroundings. The proposals would also seek to introduce a new controlled vehicular access gate to the frontage of the site, this would ensure that the new undercroft created by the scheme, is designed to limit any potential of antisocial behaviour. A condition would be attached to obtain secure by design details.
- 6.9 Overall, the proposed extensions and alterations are considered to be sympathetically designed to match the existing building's fabric, and would not harm the existing character and appearance of surrounding area. As such, the proposals are considered to represent a good quality of design. To secure the quality of the proposed works to match the external fabric of the building, details and samples of all external materials and finishes to facades will be secured by conditions.

Impact upon adjacent heritage assets

- 6.10 The application site is not located in a conservation area and does not include any designated/non-designated heritage assets. The site is however in close proximity of the former Methodist Church, (now known as Lourdes Apartments), a locally listed, (building of merit).
- 6.11 Whilst the proposal scheme would have a degree of intervisibility from views of this non-designated asset, along North End Road, officers consider given the scale and setback of the proposed extension, and the massing of the current hotel building, there would be no harmful impact to the setting of locally listed building. Its character and significance would remain clearly legible and appreciable post construction of the development. As such, the proposals would preserve the setting of surrounding heritage assets.

Design and heritage conclusion

- 6.12 Overall, the proposed development is considered to represent a good quality of design and would not result in any harm to the setting of adjacent heritage assets. As such, the proposals are considered acceptable, having regard to the NPPF, Policies D3 and HC1 of the London Plan (2021) and Policies DC1 and DC4 of the Local Plan (2018).

7.0 RESIDENTIAL AMENITY

- 7.1 The existing hotel is within in a mix of commercial and residential uses. The nearest residential neighbouring properties are to the south: the upper floors of 297 North End Road and opposite at 222 and 224 North End Road and to the east at Lerry Close. The key considerations for these properties are outlook, privacy, daylight and sunlight and noise.

- 7.2 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. Policy DC4 advises that good neighbourliness in particular the amenities of the neighbouring properties, and other properties most directly affected by the proposal will be a key consideration when assessing proposals.
- 7.3 Key Principles HS6 and HS7 of the Planning Guidance SPD seek to protect the existing amenities of neighbouring residential properties, in terms of outlook, light, and privacy.

Outlook

- 7.4 No. 297 North End Road, which is immediately to the south of the application site, is the nearest neighbouring residential accommodation. That property has 4 windows in its main rear elevation at first and second floor levels. Although, the proposed five storey extension would be visible from those windows, the two nearest windows serve non-habitable staircase areas, and the remaining 2 windows are some 7m away and are at an oblique angle. In these circumstances, it is considered that the proposals would not result in any undue increased sense of enclosure or loss of outlook. Also, none of the proposed works at ground floor, due to their siting and location would have any impact on the residential amenity of neighbouring properties.
- 7.5 To the east, the three-storey residential properties in Lerry Close are some 70m away from the 6-storey infill extension. Officers consider that the siting and location of the proposed development would not result in any undue loss of outlook or increased sense of enclosure to the properties in Lerry Close.

Overall, the proposals are considered acceptable in terms of outlook and sense of enclosure and accord with Policies HO11 and DC1 and DC4 of the Local Plan, and SPD Housing Key Principle HS7.

Privacy

- 7.6 Policy HS7 within the Council's Supplementary Planning Document states that any new windows should be positioned at least 18 metres from existing habitable room windows. This will be measured by an arc of 60 degrees taken from the centre of the proposed new window to ensure there is no loss of privacy. If this standard cannot be met then windows should be designed to ensure that no loss of privacy will occur. In this case, there are no opposing habitable room windows within 18m of the proposed elevations.
- 7.7 The proposed development complies with Policies HO11 and DC1 and DC4 of the Local Plan, and SPD Housing Key Principle HS7.

Daylight, Sunlight, and Overshadowing

- 7.8 There are no specific policies about daylight, sunlight or overshadowing in the Local Plan Policy HO11 of the Local Plan includes requirements for residential developments to avoid detrimental impacts on the amenities of residents in the

surrounding area. The policy states the protection of existing residential amenities, including such issues such as loss of daylight, sunlight, privacy, and outlook.

- 7.8 Policy DC1 (Built Environment) require development to be well designed and respect of the principles of good neighbourliness. Policy DC4 requires development to be designed to respect residential amenity and to demonstrate good neighbourliness. This is expanded on within the 'Planning Guidance' SPD. Key Principles HS6 and HS7 of the SPD seek to protect the existing amenities of neighbouring residential properties, in terms of outlook, light, and privacy.
- 7.9 The application is supported by a Daylight, Sunlight & Overshadowing Report. The assessment is undertaken in accordance with British Research Establishment (BRE) Site Layout Planning for Daylight and Sunlight (Second Edition 2011)'.
- 7.10 The BRE sets 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 considers the potential impacts of the proposed development on daylight, sunlight and overshadowing on existing neighbouring residential buildings. In total 26 windows relating to the adjoining properties to the south at 297, 299, 301 and 303 North End Road, and to the west at 222, 224 and 226 North End Road for external levels of daylight have been assessed. Officers are satisfied that this provides a robust assessment and have considered the applicant's report in terms of impact on habitable rooms.

Daylight

- 7.11 The BRE Guidance sets out two different methods of assessing daylight to or within a room, the Vertical Sky Component (VSC) method, and the plotting of the no-sky-line (NSL) method (also known as daylight distribution)

Vertical Sky Component

- 7.12 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.'
- 7.13 In terms of VSC, only one window at 299 North Road, would not achieve the target VSC levels of either above 27% or more than 0.8 times their former values. However, the affected window at No. 299 North End Road does not serve a habitable room being kitchen, and the infringement to the window is very minor.

- 7.14 Overall, virtual all the windows comply with the VSC daylight target, and the single minor shortfall to a non-habitable room is considered acceptable.

No Skyline

- 7.15 The NSL method 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.
- 7.16 In terms of NSL, the first floor window to 299 North Road serving a kitchen would experience a small noticeable NSL reduction (as a result of this room being poorly lit in the existing situation), which exacerbates the relative alteration. It is important to consider that this room is a kitchen which due to its size (in accordance with the London Plan), is not a habitable room.

Only one habitable room to the west, a second-floor bedroom within 222 North End Road, experiences a reduction of NSL which is 77% and marginally below the 80% target value. This is a very minor impact and the shortfall of 3% is likely to be imperceptible to the occupants. Overall, it is not considered that this shortfall is sufficient to withhold planning permission.

Sunlight

- 7.17 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.
- 7.18 In this case, the above test is not applicable as there are no windows orientated within 90° due south.

Overshadowing

- 7.19 The BRE Guidelines recommend that for it to achieve adequate sun light throughout the year at least half of a garden or amenity space should receive a least 2 hours of sunlight on 21 March. If, because of new development, an existing garden or amenity area does not meet the above, and the area which can receive 2 hours of sunlight on the 21 March is less than 0.8 times its former value, then the loss of sunlight is likely to be noticeable.
- 7.20 The proposed 6-storey infill extension would be approximately 70m away from Lerry Close, officers consider that there would be no impact to the properties in Lerry Close in terms of overshadowing.

- 7.21 Overall, in terms of daylight, sunlight and overshadowing officers accept that there is a single technical infringement to one habitable room which is virtually imperceptible, it is considered that the proposals would have an acceptable impact within this urban setting. On balance, considering the site constraints within this urban location, the proposal is considered satisfactory in terms of its impact on daylight, sunlight and overshadowing to neighbouring residential properties.
- 7.22 In terms of daylight sunlight and overshadowing, the proposals accord with Local Plan Policies DC1, DC4, HO11, and Key Principles HS6 and HS7 of the Planning Guidance SPD.

Noise

- 7.23 London Plan Policy D14 states in order to reduce, manage and mitigate noise to improve health and quality of life, development proposals should manage noise by avoiding significant adverse noise impacts on health and quality of life.
- 7.24 Local Plan Policy CC11 states that noise-generating development will not be permitted if it would be liable to materially increase the noise experienced by the occupants of existing noise-sensitive uses in the vicinity. Policy CC13 states that the Council will, where appropriate require mitigation measures if a nuisance (such as smoke, smell, or noise) would be likely to occur. Local Plan Policy CC12 seeks to control the adverse impacts of lighting arrangements.
- 7.25 For developments that have the potential to increase noise or vibration levels Planning Guidance SPD Key Principle NN1 requires the submission of a noise and/or vibration survey and report. SPD Key Principle NN4 requires all noise generating uses, including plant, machinery and equipment, will be subject to requirements to minimise noise to relevant criteria in order to protect residential and other noise sensitive amenity.
- 7.26 In this case, the key concerns relate to the impact of additional noise from the use of the hotel, new plant, and the construction phase in terms of environmental nuisance.

Use

- 7.27 Although, the proposed development will increase the number of users at the hotel in terms of comings and goings, officers consider that the overall increase in the number of rooms (13%) will not generate a significant number of users. Condition 6 of the 2004 permission restricted the use of the bar and restaurant for hotel guests only, which will remain in force.
- 7.28 There will be no change to the operation of the site as a result of the extension. As expected for a hotel, there are no hours of use restrictions. There will be no change to the servicing arrangements. The same arrangements will apply for linen and food deliveries. Refuse vehicles will continue to collect waste on-site within the gap between the front and the rear building.

- 7.29 Officers are satisfied the proposals to include 20 additional guest bedrooms and enhanced front of house accommodation would not substantially alter the existing operational arrangement on site, and in turn would not result in a noticeable change to the amenity of neighbouring residential properties.
- 7.30 In summary, subject to conditions, the operational use of the hotel itself would not result in an inappropriate and unneighbourly form of development, in accordance with London Plan Policy D14, Local Plan Policies DC1, DC4, CC11, CC13 and HO11, and Key Principle HS8 of the Planning Guidance SPD.

Plant

- 7.31 The proposals include the installation of 4 air source heat pumps and 2 air conditioning units within the existing plant enclosure at main roof level and installation of 2 air source heat pumps adjacent to the car park.
- 7.32 The submissions have been reviewed by the Council's Environmental Protection Officer who has confirmed that the operation of the proposed plant would have a negligible impact on the amenities of residents surrounding the site. They raise no objections to the proposals subject to conditions to ensure that plant noise limits and anti-vibration measures remain acceptable and a post installation noise assessment is carried out to mitigate any undue noise impact.
- 7.33 Subject to conditions, the proposals comply with London Plan Policy D14 and Local Plan Policies CC11 and CC13.

Lighting

- 7.34 Details and levels of illumination of external lighting, including floodlights, security lights and decorative external lighting will be secured by a condition.

Construction phases

- 7.35 An informative will advise the applicant on permitted hours for building works; notification requirements to neighbours; and dust, smoke and noise mitigation measures associated with the building works.

8.0 HIGHWAYS AND TRANSPORTATION

- 8.1 London Plan Policy T6 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 in relation to hotel uses as well as blue badge parking at Policies T6.4 and T6.5. London Plan Policy T5 sets out the requirements for cycle parking in accordance with the proposed use.
- 8.2 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".

- 8.3 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".
- 8.4 Local Plan Policies T3, T4, T5 and T7 relate to opportunities for cycling and walking, vehicle parking standards, blue badge holders parking and construction logistics. Local Plan Policy CC7 sets out the requirements for all new developments to provide suitable facilities for the management of waste.
- 8.5 A Transport Statement supports the application.

Accessibility

- 8.6 The site has a Public Transport accessibility Level (PTAL) of 6a - suggesting that it has excellent access to public transport. West Brompton station entrance which serve London Overground (LO) lines is 600m to the east and West Kensington station for the London Underground (LU) Central and District line 550m to the north of the site. The nearest bus stops are located directly in front of the site on North End Road Road.

Trip Generation

- 8.7 The proposed increase in the number of rooms by 20 is not anticipated to generate a significant number of additional vehicle trips given its highly accessible town centre location, as the vast majority of trips would be carried out using sustainable modes, primarily by public transport and on foot.

Parking

- 8.8 There is existing vehicular access to the site from Thaxton Road located alongside the north side of the site. This provides access to internal car parking and for service vehicles.
- 8.9 The site is located in Controlled Parking Zone D, which has restriction for resident parking only Monday to Friday between 9am to 5pm.
- 8.10 The existing parking provision for 15 cars will reduced to 11 car parking spaces, including four disabled parking spaces and two spaces for electric vehicle charging. Taxis will continue to use the private forecourt for pickups/drop-offs.
- 8.11 It is noted, if considered in isolation, the proposed off-street parking provision exceeds the London Plan parking Standards which requires any on-site provision to be limited to operational needs, disabled persons parking and parking required for taxis, coaches and deliveries or servicing. However, the additional 20 guest bedrooms will not generate an increase to the off-street parking provision. It will utilise the existing longstanding off-street parking arrangement, which in any event will be reduced by 4 spaces. The provision of 4 disabled parking spaces to serve the additional 20 rooms accords with the London Plan. Prohibition of the hotel and its staff/guests to obtain parking permits will be secured by the s106 agreement.

- 8.12 Nonetheless, in recognition that the level of off-street car parking at the site would encourage vehicle trips, rather than trips by sustainable modes, a legal agreement will include mitigation measures to help encourage sustainable travel / mode shift at the site. As outlined in more detail in this section of the report, this will include a travel plan, car parking permit free obligation. Separately, securing the provision of EV charging points and further details for the proposed mobility hub will be secured by conditions.

Cycle Parking

- 8.13 At present the site provides 14 cycle parking spaces. Parking for 18 cycles will be provided at the site which will serve long stay and short stay users. Provision has also been made for a mobility hub for 18 cycle spaces. Whilst this is in line with the London Plan minimum quantitative standard, details of the access arrangement to the proposed cycle facility and details of how its functionality considers and responds to all users will be secured by a condition to ensure the final provision meets the quality standards set out in the London Plan and London Cycle Design Standards (LCDS).

Travel Plan

- 8.14 To promote sustainable travel to and from the site, a Travel Plan is secured under the s106 agreement, together with associated monitoring fees.

Servicing

- 8.15 The Transport Statement includes details of the servicing arrangements of the hotel. The majority of deliveries and servicing is undertaken off street by small vans on a daily basis via the access off of Thaxton Road. The bin store will be located next to the access road. A dedicated refuse and recycling store is located towards the rear of the property on the southern edge of the car park area. Access to the location of the waste facilities by refuse vehicles will have no change to the existing procedures.

Construction

- 8.16 A Construction Logistics Plan (CLP) is provided with the application. Transport for London have noted that the proposals include suspending the bus stop adjacent to the site on North End Road. For further details on how this is to be managed, a final CLP will be secured by a condition to ensure it is produced in accordance with TfL guidance, and also provides a clear description of how the site will discourage the use of private transport by personnel employed in its construction. The CLP will remain live a document with ongoing consultation with the Council's Highways Officers.
- 8.17 In summary, there are no objections to the proposal based on highways, traffic or parking. Subject to the outlined conditions and legal obligations the proposal accords with the above policies.

9.0 FLOOD RISK AND SUDS

- 9.1 London Plan Policy SI 12 states that development proposals should ensure that flood risk is minimised and mitigated, and that residual risk is addressed. Policy SI 13 sets out the same requirement and additionally states that proposals for impermeable paving should be refused and that drainage should be designed and implemented to address water efficiency, water quality, biodiversity and recreation.
- 9.2 Local Plan Policy CC2 requires major developments to implement sustainable design and construction measures, including making the most efficient use of water. Local Plan Policy CC3 requires that new development is required to reduce the use of water and to minimise current and future flood risk. This is supported by Policy CC4 which seeks that developments manage surface water run-off and requires all major developments to implement SuDS and to provide a sustainable drainage strategy.
- 9.3 This site is in the Environment Agency's Flood Zone 2. The site is well protected from flood risk from the River Thames due to the presence of flood defences such as the Thames Barrier and local river walls. If these were breached or over-topped, flood water would not reach the site. The site is also low risk in terms of surface water flood risks and risks from groundwater and sewer flooding.
- 9.4 As the main part of the proposals is an extension to the existing hotel, the ground floor element will match the existing finished floor levels. No additional hotel accommodation is proposed at this level. Flood resilience measures will be included at ground floor level where appropriate for the works.
- 9.5 A SuDS Statement however has been provided with the application. During the course of the application further details were submitted regarding the integration of SuDS - e.g. on the new flat roof and details provided on how the discharge of surface water will be managed down to as close to greenfield rate as possible. The submitted technical note explains that a blue roof is proposed and some design information is provided. 100mm depth of storage is to be provided over the 102m² of roof. This is sufficient to provide enough attenuation for the 1 in 100 year storm event (Including Climate Change). Surface water from the site will be reduced to 0.72 l/s. This is above the greenfield rate which is very low at 0.1 l/s but it represents a 50% reduction compared to the current rate of 1.4 l/s. The implementation of the measure including the blue roof and its maintenance in line with the supplier's specifications is to be secured by a condition. The proposals are therefore considered acceptable in terms of the requirements of Policy CC4.
- 9.6 Subject to the conditions recommended above, no objection would be raised under London Plan Policies SI 12 and SI 13 or Local Plan Policies CC3 and CC4 on sustainable drainage and flooding grounds.

10.0 ENERGY AND SUSTAINABILITY

- 10.1 London Plan Policy SI 2 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.

- 10.2 London Plan Policy SI 4 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.
- 10.3 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. Policy CC2 seeks to ensure the implementation of sustainable design and construction measures by implementing the London Plan sustainable design and construction policies. These are supported by Key Principles set out in the Energy and Sustainable Design Construction Chapters of the Planning Guidance SPD.
- 10.4 The application submissions note that the proposed development has considered the inclusion of sustainability measures such as energy (including an air source heat pump) and water efficiency improvements where feasible. It is acknowledged that the additional floorspace being created does not trigger the major scheme criteria, and therefore technically there is no requirement to submit a Sustainability Statement or Energy Assessment, although the inclusion of such measures are welcomed.
- 10.5 The inclusion of 6 new Air Source Heat Pumps, which are to serve the main building as well as the extension, will help to reduce CO2 emissions for the site.
- 10.6 The implementation of the measures such as the ASHPs and water efficiency measures are to be secured by a condition.
- 10.7 On this basis the proposals are considered acceptable with regards to London Plan Policies SI 2 and SI 4, and Local Plan Policies CC1 and CC2.

11.0 AIR QUALITY

- 11.1 NPPF (2024) Paragraph 199 relates to air quality, and states planning decisions should ensure that any new development in Air Quality Management Areas (AQMA) is consistent with the local air quality action plan. The council's Air Quality Action Plan 2025-2030 was approved and adopted by the council on the 16th of December 2024.
- 11.2 London Plan Policy SI 1 states that development proposals should not lead to deterioration of existing poor air quality, create any new areas that exceed air quality limits or create unacceptable risk of high levels of exposure to poor air quality.

- 11.3 Local Plan Policies CC1 and CC10 seek to reduce levels of local air pollution and improve air quality in line with the national air quality objectives by reducing the potential adverse air quality impacts of new developments, requiring the submission of an air quality assessment and mitigation measures where appropriate. These are supported by Planning Guidance SPD Key Principles AQ1 to AQ5.
- 11.4 The development site is located within the councils Air Quality Management Area (AQMA) for the air pollutants - Nitrogen Dioxide (NO₂) and Particulate Matter (PM₁₀, PM_{2.5}), and an area of existing poor air quality due to the road traffic emissions from North End Road (B317). North End Road is also a main vehicle route between GLA Air Quality Focus Area 65- West Cromwell Road (A4) and GLA Air Quality Focus Area 66 -Fulham Town Centre. The development proposal will introduce new sensitive receptors into an area of very poor air quality.
- 11.5 The application submissions have been reviewed by the Council's Air Quality Officer. Further details are required which can be secured by conditions, including the submission of a Air Quality Emissions Control and Dust Management (Construction), Ventilation Strategy and post installation compliance report, Zero Emission Heating Systems compliance, and Ultra Low Emission Strategy (ULES).
- 11.6 Subject to the conditions recommended above, no objection would be raised under London Plan Policy SI 1, Local Plan Policies CC1 and CC10 and the Council's Air Quality Action Plan and Climate and Ecology Strategy on air quality grounds.

12.0 COMMUNITY INFRASTRUCTURE LEVY (CIL)/PLANNING OBLIGATIONS

Mayoral and Local CIL

- 12.1 The Mayor's CIL (Community Infrastructure Levy) came into effect in April 2012 and new fee rates came into effect in April 2019. 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 DF1. This development would not be subject to a London wide community infrastructure levy.
- 12.2 The Council's Community Infrastructure Levy (CIL) is also a charge levied on the net increase in floorspace arising from development in order to fund infrastructure that is needed to support development in the area. The CIL Charging Schedule was presented to Council and approved 20 May and has formally taken effect since the 1st September 2015. Given the site falls within the West Kensington Opportunity Area this development is not liable for any local CIL. Financial contributions from developments in these areas are still however sought as part of any S106s agreement.

S106 Heads of Terms

- 12.3 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'.
- 12.4 London Plan Policy DF1 (Delivery of the Plan and Planning Obligations) states that: "Development proposals should provide the infrastructure and meet the other relevant policy requirements necessary to ensure that they are sustainable and to support delivery of the Plan."
- 12.5 Local Plan Policy INFRA1 (Planning Contributions and Infrastructure Planning) advises that the council will seek planning contributions to ensure the necessary infrastructure to support the Local Plan is delivered using two main mechanisms 'Community Infrastructure Levy (CIL) and Section 106 Agreements (s106).
- 12.6 The planning obligations set out in the heads of terms below are considered necessary to make the development acceptable in planning terms, they are related to the development and fairly and reasonable in scale and kind to the development. A Section 106 agreement is therefore required to ensure the proposal is in accordance with the statutory development plan and to secure the necessary infrastructure to mitigate the needs of the Proposed Development.
- 12.7 In view of the fact the Section 106 agreement will be the subject of extended negotiations, officers consider that circumstances may arise which may result in the need to make minor modifications to the conditions and obligations (which may include the variation, addition, or deletion). Accordingly, the second recommendation has been drafted to authorise the Director of Planning and Property, after consultation with the Assistant Director Legal Services and the Chair of the Planning and Development Control Committee, to authorise the changes they consider necessary and appropriate, within the scope of such delegated authority.
- 12.8 The Applicant is expected to agree to enter into a legal agreement with the Council to which would include the following site-specific items (i.e. items which are not on the CIL r123 list):
- 1) Financial Contribution of £65,000 towards local employment, training and local businesses, community safety and place shaping
 - 2) Submission and implementation of an approved Hotel Travel Plan. A contribution of £3,000 at yr 1, 3 and 5 towards Travel Plan monitoring
 - 3) On-street car parking permit-free and coach-free development
 - 4) Construction Logistics Plan to be conditioned, include £3000 p/a monitoring fee.
 - 5) Support delivery of Upstream London, the Council's Industrial Strategy for inclusive economic growth (or any successor to it), including to support employment, skills and local procurement activities, including:
 - at least 10% of the total number of people employed on the construction of the development would be local residents,

- 3 apprenticeships, 3 paid work and 3 unpaid placements
 - at least 20% of the total number of people employed in the end use of the development would be local residents.
 - 10% of the build cost to be spent on businesses based in H&F in the supply chain of the development
 - 10% local labour during construction phase, including an employment and skills plan
- 6) A commitment to sign up to the Council's Upstream Pathway Bond H&F Upstream Pathway Bond | London Borough of Hammersmith & Fulham, a broad menu of opportunities to help businesses play a meaningful role in supporting the local community in which they operate – and to encouraging end-users of the development to do so.

13.0 CONCLUSION

- 13.1 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.
- 13.2 In the assessment of the application regard has been given to the NPPF, London Plan, Publication London Plan, and Local Plan policies as well as guidance.
- 13.3 In summary, the proposals to refurbish and extend an existing large hotel within the Fulham Town Centre would enhance London's visitor economy and is supported in principle. The proposal is acceptable in visual terms and is considered to be of a good quality of design which would not adversely impact upon the setting of the surroundings. Subject to conditions the proposal would not result in unacceptable impacts upon the amenities of neighbouring residential properties. Highways, transportation and environmental matters including energy and sustainability, flood risk and air quality, have also been satisfactorily addressed and will be subject to conditions/planning obligations. In these respects, the proposals comply with the relevant policies of the NPPF (2024), the London Plan (2021), the Local Plan (2018) and the relevant Key Principles within the Planning Guidance Supplementary Planning Document (2018).
- 13.4 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 subject to the conditions listed, and the completion of a s106 agreement.
- 13.5 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.

14.0 RECOMMENDATION

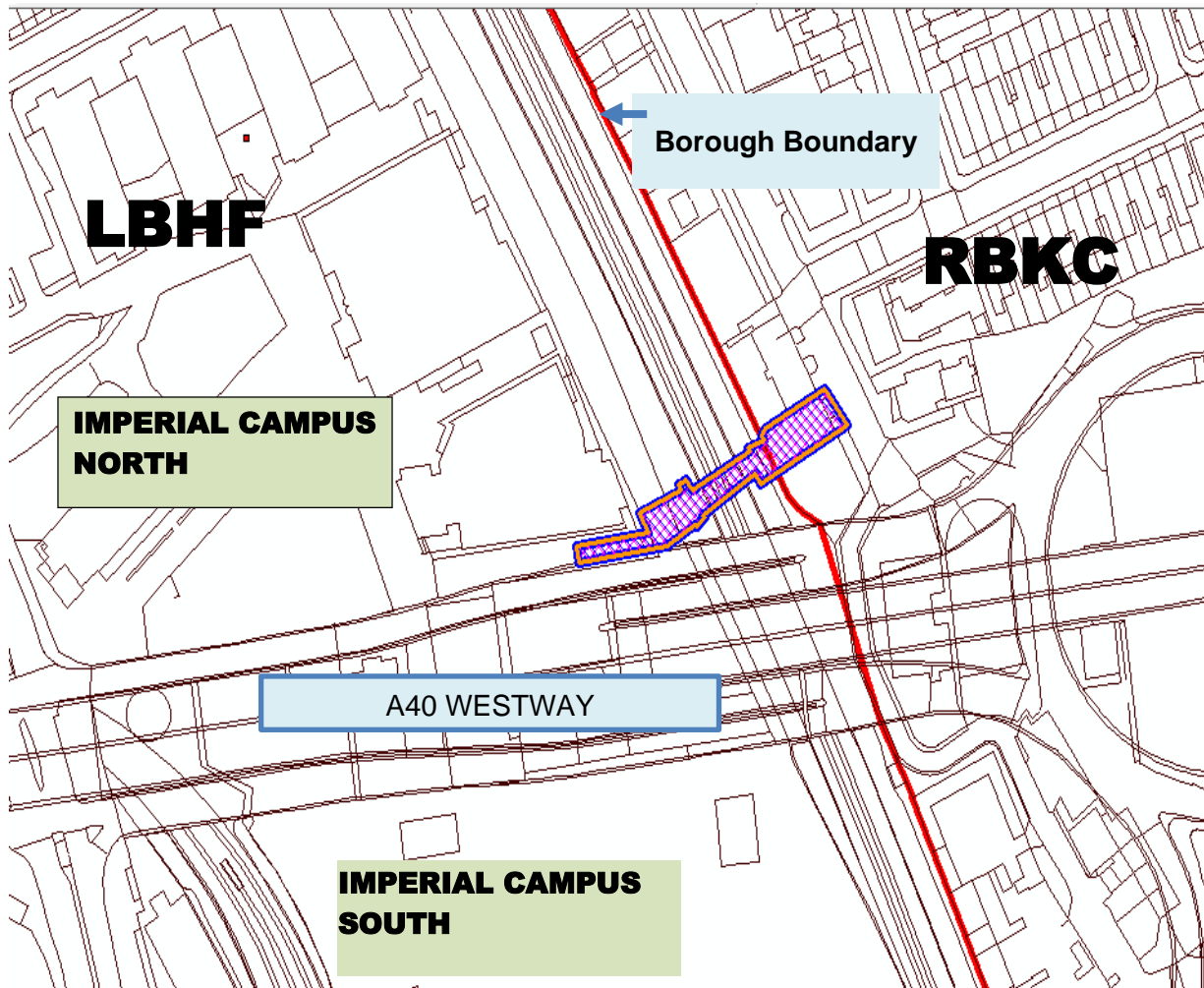
- 14.1 The application is therefore recommended for approval, subject to conditions and the completion of a legal agreement.

Ward:

College Park and Old Oak

Site Address:

Land to the north of the A40 (the Westway) adjacent to the Translation and Innovation Hub (I-Hub), 84 Wood Lane, London W12 0BZ.



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Reg. No:

2025/00389/FUL

Case Officer:

Jesenska Oezdalga

Date Valid:

05.02.2025

Conservation Area:

N/A

Committee:

10.06.2025

Applicant:

Imperial College Thinkspace Ltd
(c/o Agent)

Description:

Construction of a new publicly accessible underpass for pedestrians and cyclists between Imperial White City Campus and Latimer Road.

Drg. Nos: See Condition 2

Application Type:

Full Planning Permission

OFFICER RECOMMENDATION:

- (1) That the Committee resolve that the Director of Planning and Property be authorised to grant planning permission upon the completion of a satisfactory legal agreement and subject to the conditions listed below.
- (2) That the Committee resolve that the Director of Planning and Property, after consultation with the Assistant Director of Legal Services and the Chair of the Planning and Development Control Committee be authorised to make any minor changes to the proposed Heads of Terms of the legal agreement or proposed conditions, which may include the variation, addition or deletion of conditions, 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 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. Approved Drawings

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

WCEX1901 STA ZZ ZZ DR H 0001 P01
WCEX1901 WT8 LA ZZ DR L 0001A P03
WCEX1901 WT8 LA ZZ DR L 00002 P04
WCEX1901 WT8 LA ZZ DR L 00003 P03
WCEX1901 WT8 LA ZZ DR L 00004 P04
WCEX1901 WT8 LA ZZ DR L 00005 P04

Reason: To ensure full compliance with the planning application hereby approved and to prevent harm arising through deviations from the approved plans arising through deviations from the approved plans, in accordance with Policies DC1 and DC2 of the Local Plan (2018).

3. TFL Asset Protection Agreement (APA)

Prior to commencement of the development hereby permitted, an Asset Protection Agreement (APA) shall be entered into with Transport for London (TfL), as required by TfL. The Asset Protection Agreement is required to ensure the development is constructed in such a manner that the safety and/or operation and/or structural integrity of the relevant TfL Assets shall not be threatened or prejudiced in anyway. A copy of the completed Asset Protection Agreement for the development shall be submitted to the Local Planning Authority and shall be fully maintained during the construction works of the development.

Reason: To ensure that the development does not impact on existing Transport for London infrastructure, in accordance with Policy T3 of the London Plan (2021).

4. Hoardings

Prior to commencement of the development hereby permitted, a scheme for the erection of a temporary fencing (minimum height 2.5 metres), around the perimeter of the site with the railway embankment, shall be submitted to and approved in writing by the Local Planning Authority. The temporary fencing shall be installed in accordance with BS 5975-2:2024 prior to the start of any construction works and thereafter be retained for the duration of the works in accordance with the approved details. No part of the temporary fencing of the site shall be used for the display of commercial advertisement hoardings unless the relevant advertisement consent is sought from the Local Planning Authority. Approved details shall be fully implemented and permanently retained and maintained during the demolition and construction phases of the development.

Reason: To ensure a satisfactory external appearance and to prevent harm to the street scene and public realm, and to ensure the development's air pollution impacts are mitigated in accordance with the requirements of Policies DC1, DC2, DC8, CC10 and CC12 of the Local Plan (2018) and Key Principles of the Planning Guidance SPD (2018).

5. Construction Management Plan

Prior to the commencement of the development hereby approved, a Construction Management Plan (CMP) 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, waste classification and disposal procedures/locations; location of site offices, ancillary buildings etc.; hours of working including advance notice of exceptional hours of work where appropriated; advance notification to neighbours, and other interested parties of the proposed works and public display of contact details including accessible phone contact to persons responsible for the site works, 24 hours daily for the duration of the works. The development shall be carried out in accordance with

the Construction Management Plan. Additionally, the site or Contractor must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the Local Planning Authority prior to any works being undertaken.

Reason: To ensure that the amenity of occupiers of surrounding premises is not adversely affected by noise, vibration, dust, lighting or other emissions from the building site, in accordance with Policies CC11, CC12 and CC13 of Local Plan (2018).

6. Construction Logistics Plan

Prior to the commencement of the development hereby permitted, a Construction Logistics Plan (CLP) prepared in accordance with TfL CLP Guidance, shall be submitted to and approved in writing by the Local Planning Authority. The CLP shall cover the following minimum requirements:

- a) Community engagement and liaison to be carried out prior to submission of the CLP to inform development of the CLP approach. Details of engagement to be submitted as appendix to the CLP to identify concerns raised by residents and how these are addressed
- b) Site logistics and operations
- c) Construction vehicle routing
- d) Details of the estimated number, size and routes of construction vehicles per day/week details of the use of Ultra Low Emission Zone (ULEZ) compliant Vehicles e.g. Euro 6 and Euro VI, including vehicles compliant with Direct Vision Standard star rating 3
- e) Details of the access and egress arrangements
- f) Delivery locations on the site
- g) Details of any vehicle holding areas; and other matters relating to traffic management to be agreed as required
- h) Efficiency and sustainability measures to be undertaken for the works
- i) Membership of the and details on CLOCS compliant site operations
- j) Details of any vehicle holding areas, and restriction of vehicle numbers to no more than 4 vehicles maximum in any one hour; and other matters relating to traffic management to be agreed as required.

The works shall be carried out in accordance with the approved CLP. Approved details shall be fully implemented, retained and maintained throughout the construction of the development.

Reason: To minimise the impacts of construction-related vehicle movements and facilitate sustainable construction travel to the site in accordance with Policy T7 of the London Plan (2021) and Policies T1 and T6 of the Local Plan (2018).

7. Air Quality Emissions Control and Dust Management Plan (Construction)

Prior to the commencement of the of the development hereby permitted, details of Air Quality Emissions Control including Nitrogen Oxides (Nox), Particulates (PM₁₀, PM_{2.5}) emission control of Non-Road Mobile Machinery (NRMM), On Road Vehicles and fugitive dust emissions to mitigate air pollution shall be submitted to and approved in writing by the Local Planning Authority. The submitted details shall include:

- a) Details of the Non-Road Mobile Machinery (NRMM) used on the site with CESAR Emissions Compliance Verification (ECV) identification that shall comply with the minimum Stage V NO_x and PM₁₀ emission criteria of The Non-Road Mobile Machinery (Type-Approval and Emission of Gaseous and Particulate Pollutants) Regulations 2018 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 for the first phase of construction shall be registered on the London City Hall NRMM register [GLA-NRMM-Register](#) prior to commencement of construction works and thereafter retained and maintained until occupation of the development.
- b) Details of the use of on-road London Ultra Low Emission Zone (ULEZ) compliant vehicles from on-site contractors and suppliers of services and materials to the site e.g., minimum Petrol/Diesel Euro 6 and Euro VI.
- c) Details of installation of solid timber hoarding (minimum height of 2.5m) in accordance with BS5975-2:2024 including photographic confirmation of installed solid timber hoarding around the perimeter of the site on all site boundaries.

Developers must ensure that on-site contractors follow best practicable means to minimise dust, particulates (PM₁₀, PM_{2.5}) and NO_x emissions at all times in compliance with Mayor of London 'The Control of Dust and Emissions during Construction and Demolition', SPG, July 2014. Approved details shall be fully implemented and permanently retained and maintained during the construction of the development.

Reason: To comply with the requirements of the NPPF, Policy SI 1 of the London Plan (2021) and Policy CC10 of the Local Plan (2018).

8. Materials and Public Art

Prior to the commencement of the relevant works of the development hereby approved, particulars and samples (where appropriate) of all the materials to be used including details of the ceramic tiles and retaining walls within the underpass and externally, including details of boundary treatments and street furniture, alongside provision of details of any public art to be installed within the structure, shall be submitted to, and approved in writing by the Local Planning Authority, in consultation with Transport for London (TfL). The development shall be completed in full accordance with the approved details and shall thereafter be retained permanently in that form.

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

9. Wayfinding

Prior to practical completion of the development hereby approved, a Wayfinding Signage Strategy shall be submitted to and approved in writing by the Local Planning Authority. The strategy shall set out measures to improve cycling and

walking wayfinding via the White City Imperial Campus; to improve connectivity to White City Underground Station, Wood Lane Underground Station and White City Bus Station; and clarify how the wayfinding signage will be delivered. Part of the strategy shall include provision of additional signage to assist in ensuring of inclusive access. The approved wayfinding signage shall be provided prior to the first use of the development in accordance with the approved details permitted and shall be permanently retained thereafter.

Reason: To ensure that the proposal provides an inclusive and accessible environment and provided cycle infrastructure within and around the development in accordance with the Policy D5, D8 and T5 of the London Plan (2021) and Policies E3 and T3 of the Local Plan (2018).

10. Soft and Hard Landscaping Details (Design)

Prior to commencement of the development hereby approved, details of the proposed soft and hard landscaping of all external and internal to the underpass shall be submitted to and approved in writing by the Local Planning Authority. The details shall include, where relevant: 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 the underpass, pedestrian surfaces, materials, kerb details, external seating, street furniture, bins and lighting columns that ensure a safe and convenient environment for blind and partially sighted people. The landscaping works shall be carried out in accordance with the approved details and shall thereafter be permanently retained in this form.

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) and Policies DC1, DC8, OS2 and OS5 of the Local Plan (2018).

11. Planting – Replacement

Any trees, shrubs or 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 that the development provides an attractive natural and visual environment in accordance with Policies DC1, DC8, OS2, OS4 and OS5 of the Local Plan (2018).

12. Lighting

Prior to first use of the development hereby approved, details of any proposed external artificial lighting, including lighting within the underpass and security lights shall be submitted to and approved in writing by the Local Planning Authority and no use shall take place until the lighting has been installed in full accordance with the approved details. Such details shall include the number, exact location, height, design, and appearance of the lights, together with data

concerning the levels of illumination and light spillage and the specific measures, having regard to the recommendations of the Institution of Lighting Professionals in the 'Guidance Note 01/21: Guidance Notes for the Reduction of Obtrusive Light'. The relevant Structure shall not be used until any external lighting provided has been installed in accordance with the approved details and shall thereafter be permanently retained in this form.

Reason: To ensure that the amenity of occupiers of nearby residential properties and natural habitat is not adversely affected by lighting and to ensure a satisfactory external appearance, and to prevent harm to the street scene and public realm in accordance with Policies GG1, D3 and D11 of the London Plan (2021), Policies CC12, CC13, DC1, DC2 and DC8 of the Local Plan (2018) and the Council's Planning Guidance Supplementary Planning Document.

13. Flood Risk and Drainage

The development hereby permitted shall be carried out in accordance with the measures contained within the approved Flood Risk Assessment and Drainage Strategy (Rev P03) prepared by Curtins and dated 22 November 2024. No part of the development shall be used until all flood prevention and mitigation measures have been installed in accordance with the submitted details and the development shall be permanently retained in this form and maintained as necessary thereafter.

Reason: To reduce the impact of flooding to the proposed development and future users, in accordance with Policies SI 5 and SI 13 of the London Plan (2021) and Policy CC3 of the Local Plan (2018).

14. Inclusive Access

Prior to the first use of the development hereby approved, an Inclusive Access Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall include details of resting points for wheelchair users at intervals along the route and at the entry points to the underpass. The underpass shall not be used until measures have been installed in accordance with the approved details and shall thereafter be permanently retained in this form.

Reason: To ensure the proposal provides a fully inclusive and accessible environment in accordance with Policy D5 of the London Plan (2021) and Policies DC1 and DC2 of the Local Plan (2018).

RECOMMENDED REASONS FOR APPROVAL

- 1) Principle of development:** The principle of the construction of the East-West (EW) Link is secured by a S106 obligation attached to the original hybrid permission, granted December 2012 (ref. 2011/04016/COMB) and detailed permission for Buildings A and G (ref: 2018/01234/FUL). The proposed development would enable significant improvements to the east west pedestrian

and cycling connectivity/accessibility and permeability of the area, allowing access to a wide range of services, facilities, and transportation infrastructure. The underpass would reduce journey times and promote active travel. The proposal is therefore supported subject to the satisfaction of other development plan policies and is in accordance with Policies WCRA, WCRA1, DC1, DC2, and T3 of the Local Plan (2018).

- 2) Design and Heritage:** The proposed scheme represents an opportunity to complement the regeneration of White City through the provision of additional permeability and pedestrian links. As the proposal is also considered acceptable and considered to be in line with national guidance in the NPPF as a whole and with strategic local policies relating to urban design. Proposed Development is considered acceptable having regard to the NPPF, Policies D3, D4, D6, D8, D9 and HC1 of the London Plan (2021) and Policies DC1, DC2, and DC8 of the Local Plan (2018).
- 3) Inclusive access:** The development will provide additional permeability and accessibility between White City and the surrounding environment: including provision of a useable pedestrian and cycle route. A condition would ensure the development provide accessible access for all users. The proposed development therefore complies with Local Plan Policies DC1 and DC2 of the Local Plan (2018).
- 4) Transport and highways:** It is considered that the overall impact of the proposed development set out in the Transport Statement is acceptable. The development will allow for enhanced cycling and pedestrian connectivity between Latimer Road (RBKC) and Wood Lane (LBHF). A series of conditions and planning obligations will secure sufficient mitigation to ensure that the development is accessible and can operate without undue impacts upon the local highway network. The proposal therefore accords with Policies T1, T3, and T7 of the Local Plan (2018).
- 5) Impact on residential amenity:** The proposed development is not considered to have an unacceptable impact upon the amenities and living conditions within surrounding properties in respect of daylight, sunlight, overshadowing, overlooking/privacy, noise, and vibration impacts. The proposed development is therefore considered to be acceptable in accordance with Policies CC10, CC11, CC12, CC13, and DC2 of the Local Plan (2018).
- 6) Security:** No objections are received from the Designing Out Crime Officer. The overall security strategy and design intent is considered acceptable at this stage and the next stage of the process is to continue dialogue with the applicant. The proposals are considered to be well designed and in accordance with the Policy D5 of the London Plan (2021) and Policy DC1 of the Local Plan (2018).
- 7) Legal Agreement:** Planning obligations to offset the impact of the development and to make the development acceptable in planning terms are secured. The proposed development would therefore mitigate external impacts and would accord with Policy INFRA1 of the Local Plan (2018).

- 8) 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 had raised no objections.

LOCAL GOVERNMENT ACT 2000

LIST OF BACKGROUND PAPERS

All Background Papers held by case officer named above

Application received: 27 November 2024

Drawing Nos: As listed in Condition 2 above

Policy documents:

National Planning Policy Framework 2024

The London Plan 2021

LBHF - Local Plan 2018

LBHF - Planning Guidance Supplementary Planning Document 2018

Consultation Comments:

Comments from:

Transport For London

Crime Prevention Design Advisor – SW London office

EdCity Development Director, EdCity Walk, London W12

Queens Park Rangers Football Club

Transport For London – Spatial Planning

Transport For London – Spatial Planning

Date:

06.03.25

07.03.25

11.03.25

11.03.25

20.03.25

15.05.25

Neighbour Comments:

26 Shinfield Street W12

21.02.25

Gumball House, 303-315 Latimer Road W10

11.03.25

316-318 Latimer Road W10

11.03.25

64A Stroud Green Road N4

11.03.25

Flat 24 88 Wood Lane W12

13.03.25

3 Hereford Road W2

14.03.25

82 Wood Lane Molecular Sciences Research Hub W12

14.03.25

Flat 170 88 Wood Lane W12

16.03.25

No Address Given

17.03.25

82 Wood Lane W12

17.03.25

306 Latimer Road W10	19.03.25
6 Duke Street, St James' SW1Y	21.03.25
56A Eynham Road W12	23.03.25
22 Shinfield Street W12	07.04.25

OFFICER'S REPORT

1. BACKGROUND

- 1.1. This report relates to the submission of a full planning application for the construction of an East-West Link, also referred to as the 'underpass', beneath the West London Railway Line, between the London Borough of Hammersmith and Fulham ('LBHF') and the Royal Borough of Kensington and Chelsea ('RBKC'). The application concerns only the section of the East-West Link (including the underpass) to be provided on the LBHF side of the borough boundary. A separate application (ref: PP/24/08435) has been submitted for the access works associated with the RBKC side of the borough boundary.
- 1.2. The S106 legal agreement attached to the original hybrid permission, granted December 2012 (ref. 2011/04016/COMB) primarily related to the delivery of the Imperial White City Northern Campus. It required construction of an underpass from Imperial's White City Campus (LBHF) and Latimer Road (RBKC) before completing the remaining buildings on campus. The original permission has been varied multiple times during the building of the Northern Campus. More recently, the S106 requirement for the establishment of the underpass was secured in Section 73 with permission (ref. 2018/01256/VAR and detailed permission for Buildings A and G (ref: 2018/01234/FUL), also called the 'A and G Permission', approved 3 November 2022.
- 1.3. Schedule 1 of the Section 106 agreement to the 'A and G Permission' outlines the details of the underpass and requires the construction of the underpass prior to the practical completion of the last of the two remaining buildings on the Northern Campus. Building G was built in 2024 and is now the new School of Public Health. A resolution to grant planning permission for a student accommodation led scheme for Building A (ref. 2022/03492/FUL is pending a Stage 2 referral and final decision. The full planning history is outlined in section 3 of this report.
- 1.4. Full planning permission is sought for:

'Construction of a new publicly accessible underpass for pedestrians and cyclists between Imperial White City Campus and Latimer Road.'
- 1.5. The underpass would be constructed by Imperial Thinkspace Limited (ITL), a subsidiary owned by Imperial College. As the subway passes under a rail line, Network Rail requires a public body to take charge of the work if ITL fails to complete and maintain it.

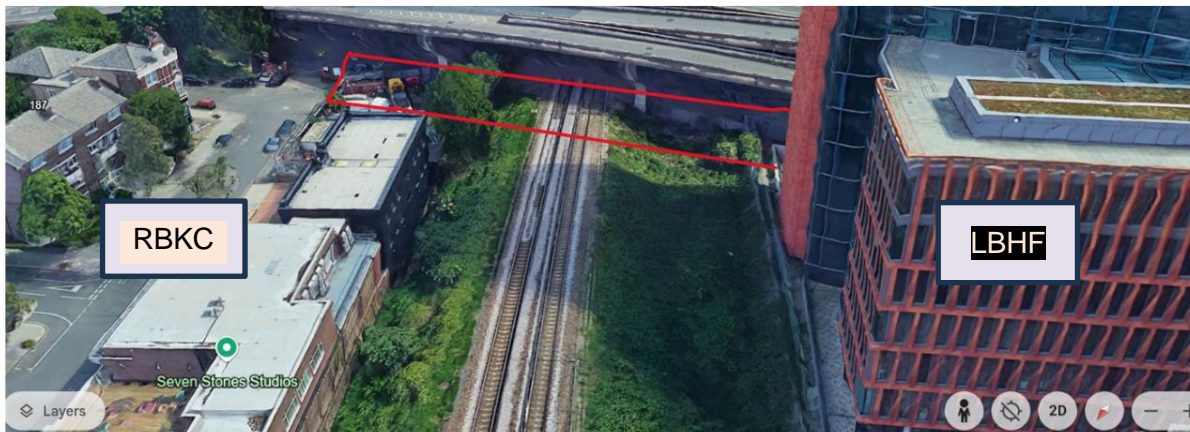
- 1.6. The East-West Link including the underpass is almost wholly in LBHF, and it is a longstanding Imperial College commitment that that is supported by the council and RBKC. The underpass is expected to be constructed and maintained at no cost to the Council and the agreements listed below (which are mainly in response to Network Rail requirements) are necessary in this context. These agreements sit outside the planning legislation but are required to be in place before construction commences on the underpass, and this will be reflected in the proposed s106 legal agreement.
- Tripartite agreement for the construction of the underpass (between Network Rail, Imperial Thinkspace Limited and the Council).
 - Permissive path agreement (between Network Rail, Imperial Thinkspace Limited and the Council), relating to the maintenance of the underpass.
 - Separate maintenance agreement (between Imperial Thinkspace Limited and the Council), so that the applicant can assume the maintenance obligations.

2. SITE AND SURROUNDINGS

- 2.1. The site is located on the Imperial College White City North Campus to the north of the A40 (the “Westway”), adjacent to the Translation and Innovation Hub (“I-Hub”). The proposed tunnel works beneath the West London Railway Line would connect the White City Campus North (LBHF) and the Latimer Road area (RBKC). The LBHF site measures 405 sqm in area. The RBKC site measures 332 sqm in area. The middle portion of the site comprises an existing railway (West London) line, with vegetated embankments on either side. The Central section located on the embankment is owned by Network Rail. The western portion, also located in LBHF, comprises a hardstanding area within the Imperial Campus.



IMPERIAL – UNDERPASS



Site and aerial view of proposed location of Underpass

- 2.2. The site is bound by Wood Lane to the west, the West London Railway line to the east, and the Imperial White City Campus developments to the north and south. The western corner of the site is located within the Imperial White City Campus North. The borough's boundary with RBKC extends along the eastern edge of the railway line embankment.
- 2.3. Land immediately to the north is formed by the development of Imperial's North Campus that has been substantially completed. The campus provides a wide range of research facilities, offices, post and undergraduate facilities, 192 residential units, retail/café/restaurant uses (ground level) and public realm. The campus is largely built out and occupied. Plot G (School of Public Health) was the last plot to be completed and is open and operational. Plot A is the final plot to be developed.
- 2.4. The elevated Westway (A40) bounds the site to the south. Existing pedestrian connections are available providing direct access to Campus North, under the A40 Westway into Campus South, or to continue through campus to connect to Wood Lane.
- 2.5. Further south, the former Dairy Crest currently accommodates temporary buildings as part of a new research and innovation district for Imperial College, known as Scale Space. This temporary development occupies part of this site until Imperial's White City Campus South masterplan is delivered. The southern masterplan was approved in 2021 (ref. 2018/00267/OUT). The campus will create a new research and innovation campus focused on science, medicine, engineering and business across c.200,000sqm of floorspace and include a hotel and residential uses, supported by new places to eat, drink and shop, including three acres of new public spaces. The first phase is being delivered via enabling/infrastructure works. A new bridge is being constructed across the Central Line to connect Wood Lane, and central public realm works. The new bridge will provide a new permanent access route for vehicles, cyclists, and pedestrians. The new bridge is set to open in the summer of 2025. Phase 1 works have also commenced for the delivery of Development Zone 1. This involves the erection of two small buildings under the Westway.

- 2.6. The RBKC side (nos. 18a, 299 and 301 Latimer Road) is located on the south-western side of Latimer Road. The land is boarded up and used for the temporary storage of vehicles secured by 2m tall metal fencing round the perimeter. The surrounding area comprises a mixture of 2 and 3 storey buildings including light industrial, office and residential uses. The Oxford Gardens Conservation Area and a sports centre are situated beyond.
- 2.7. The site is located within the White City Regeneration Area (WCRA) and designated in the White City Opportunity Area (WCOA) in the London Plan. The WCOA covers approximately 110 hectares at the eastern edge of the borough and along the boundary with the RBKC. The site is located within Strategic Site policy WCRA1 (White City East).
- 2.8. The site is not within a conservation area or accommodate any heritage assets. The site is within a Nature Conservation Area related to rail side habitats. Contains a designated green corridor which follows the West London Line along the eastern boundary. None of the existing trees on the Site are covered by a Tree Preservation Order (TPO). The site is located within Flood Zone 1 (low probability) and within a borough-wide designated Air Quality Management Area (AQMA).
- 2.9. The site currently has a Public Transport Accessibility Level (PTAL) of 6a, where 6b represents the highest level of public transport accessibility and 1 the lowest. The site is located within a short walking distance of two underground stations: White City (Central Line) and Wood Lane (Hammersmith and City Line). White City Underground Station is approximately 300m south of the site. There are several bus routes serving Wood Lane to the west. The site is within walking distance of Latimer Road Underground Station on the Circle and Hammersmith & City lines. Both sides of the proposal would be within a 20-minute walk of Shepherd's Bush Overground and Underground services.

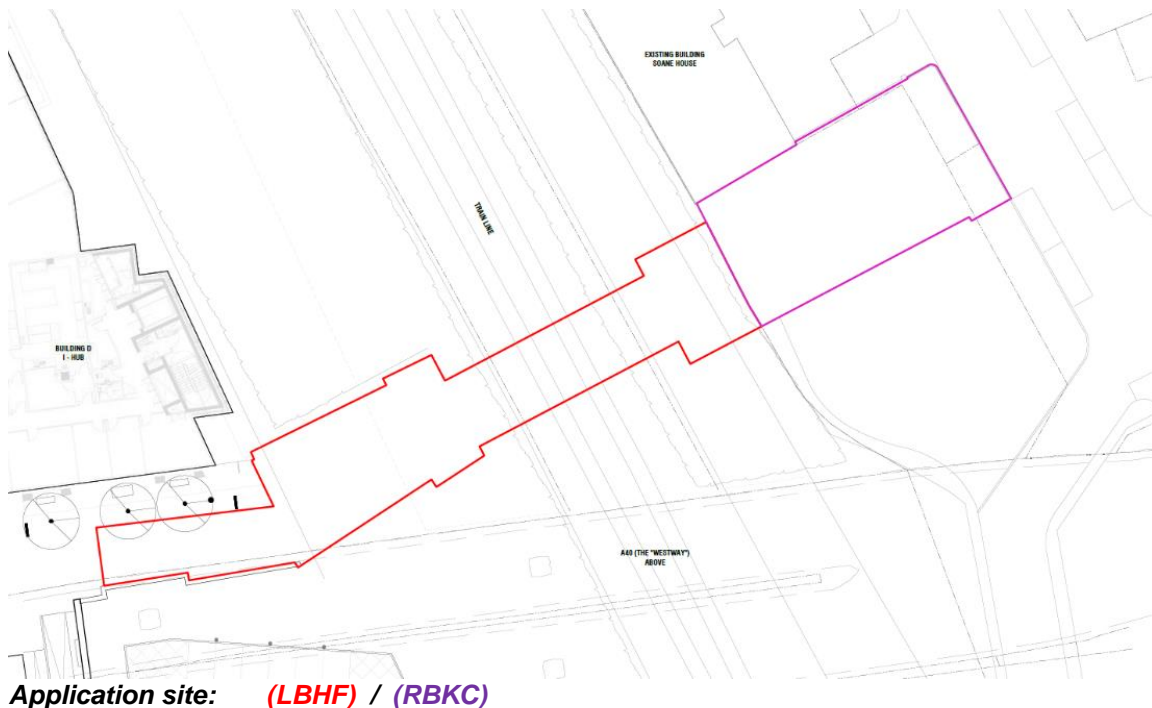
3. RELEVANT PLANNING HISTORY

- 3.1. The original outline planning permission for Imperial White City Campus North (ref: 2011/04016/COMB) was approved on 21 December 2012. The S106 agreement attached to this permission first established the principle of creating an East-West Link between Imperial and Latimer Road.
- 3.2. A subsequent Section 73 and a drop in planning applications associated with Plots A and G (ref: 2018/01234/FUL) was granted on the 3 November 2020 for two standalone buildings. The target date set to deliver the East-West Link in the Section 106 Agreement is based on practical completion of the last of Buildings A and G. Plot A is still to be delivered.
- 3.3. In 2014, and during the construction of the Northern Campus, two concurrent applications were submitted by Imperial to RBKC (ref: PP/14/06751) and LBHF (ref: 2014/04546/FUL) for the construction of an underpass beneath the West London Railway Line, linking Latimer Road with Imperial Campus on the opposite side of the railway. Neither application was determined, as it was considered the applications were submitted prematurely, with further information on the maintenance and security

of the East-West Link remaining outstanding. Since the 2014 submission, there have been ongoing discussions between Network Rail, Imperial College, RBKC and the Council about the design, construction and maintenance of the underpass. The design has been subject to a softer approach and includes current best practices for pedestrian and cyclist safety and closer alignment with the material and furnishings within the Imperial Campus.

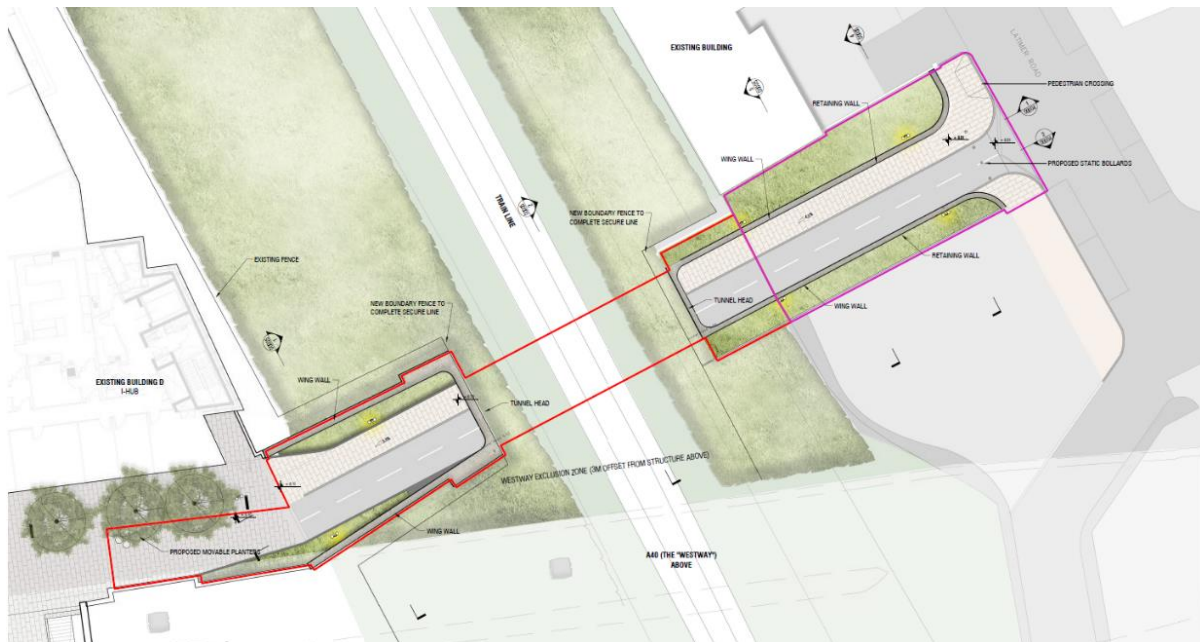
4. PROPOSAL

- 4.1. The application seeks planning permission for the part of the proposed underpass located within LBHF. This includes the western mouth of the underpass (entrance/exit) and the underpass itself. A parallel request was made to the RBKC for access and exit from Latimer Road (ref: PP/24/08435).



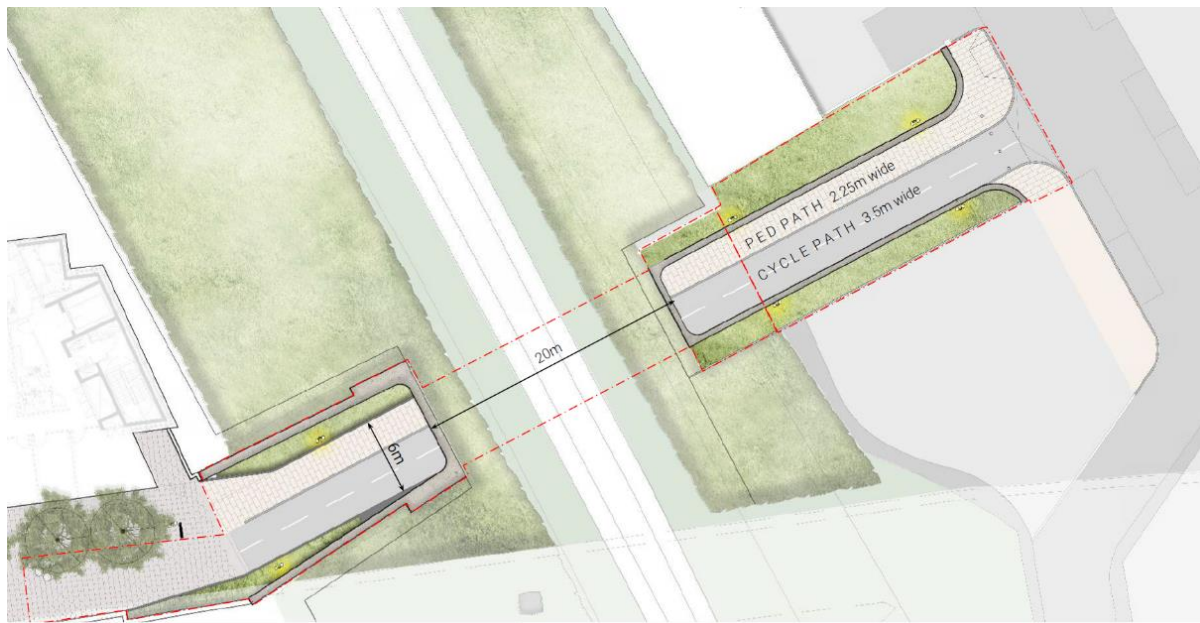
- 4.2. The original S106 agreement established the principle of creating an underpass between Imperial College and Latimer Road. The 2012 legal agreement was varied following amendments to the Northern Campus masterplan, but the commitment to deliver the underpass was kept.
- 4.3. The East-West Link is designed to enhance connectivity between Imperial's two White City campuses, surrounding amenities, and the wider community on both sides of the West London Line. The underpass is aimed at overcoming the existing barriers that currently impede pedestrian and cycle access in the area, and to serve residents and Imperial visitors. The underpass is intended to improve connectivity and safety, promote active travel and reduce neighbourhood segregation.
- 4.4. The proposed East-West Link would run perpendicular to the railway line (located north of the concrete columns supporting the A40 Westway) with the underpass extending beneath the railway lines. The underpass access would provide shared but divided space for pedestrians and cyclists. The underpass would be publicly

accessible and open to the public at all hours under normal circumstances. The underpass is expected to be closed only for maintenance and cleaning purposes and would not be gated.



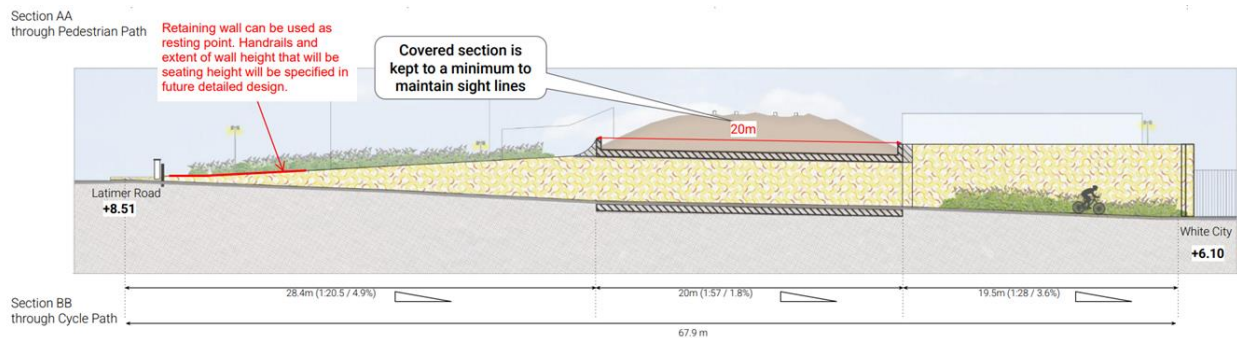
Aerial Plan – Underpass and approaches

- 4.5. The underpass would be 20m in length and 5.75m wide, providing a shared space for pedestrians and cyclists. The pedestrian path would be 2.25m wide. The cycle path is 3.5m wide. Both provide a width that will accommodate the anticipated volume of pedestrians and cyclists and enable separate travel in both directions. The underpass would have a consistent floor to ceiling height of 2.85m. This will provide pedestrians/cyclists with a clear, unobstructed path through the tunnel. Unobstructed splayed sight lines at the tunnel approach would provide visibility and safety.



Underpass: Length/width

- 4.6. As the West London Railway line is built on a raised embankment, the underpass will connect to the White City Campus and Latimer Road at ground level. Levels and gradients of the East-West link (68m long) are designed to be Disability Discrimination Act (1995) (DDA)-compliant. Gradients vary between 1:57 (within the underpass), 1:28 (access via LBHF), and 1:20.5 from Latimer Road.



Section: Underpass and approaches

- 4.7. Proposed excavation and construction works would involve the installation of temporary/permanent steel sheet piles, a reinforced concrete launch slab, a prefabricated reinforced concrete box culvert, reinforced concrete head walls and brick faced wingwalls on the east and west approaches together with services and landscaping works.
- 4.8. The East-West Link would utilise a material palette like the White City Campus and the existing public realm on Latimer Road. Yorkstone paving is designed for pedestrian path treatment on the RBKC side and underpass. Where the underpass meets the existing Imperial Campus, the Yorkstone paving would switch to match the existing Imperial paving treatment. The cycle path would be finished in standard tarmac, for textural contrast. The use of painted lines can be incorporated during the final design development. Tactile paving and stationary bollards, spaced 1.2m apart, are proposed at the intersection between the East-West Link and Latimer Road to slow down cyclists moving through the tunnel and prevent vehicles/mopeds from entering the underpass. Existing retractable bollards used for the existing delivery/servicing arrangements for the Imperial I-Hub building and movable planters would narrow the cycling path and encourage cyclists to slow down via the Imperial Campus.
- 4.9. Art, wayfinding and signage would be included to enhance the placemaking and contribute to the creation of a destination from either borough. Internally, the walls of the underpass would incorporate artwork, providing a pleasant visual experience for members of the public. The walls of the underpass would be tiled, ceramic mosaic design, and would reflect light. Final details will form part of Imperial's broader public art strategy, based upon 'Science for Humanity' and further details of this element would be sought through recommended conditions. The tiled surface would be easy to maintain. The underpass will be lit throughout and at all hours of the day to ensure a safe, safe, and inviting environment.
- 4.10. Landscaping will be integrated to match the White City North Campus and Development Zone 1 (White City South Campus), designed to slow down cyclists and

create a softer corridor between the North Campus and the upcoming DZ1 development under the Westway.

- 4.11. The proposed landscaping is designed to ensure a seamless environment with wider campus treatment. A green wall would frame the entrance and exit on the LBHF side and with the wider ecology/SINC rail corridor. A secure fence line would be maintained along the edge of the railway land. The proposed landscaping would be designed so not to impede the opportunity for natural surveillance and avoid the creation of hiding places. On the RBKC side, the proposal is for more colourful treatment. New mature trees would assist in reducing potential wind tunneling. Hedge planting and movable planters assist in softening the space and slowing cyclists.
- 4.12. The proposed underpass maximises natural light intake. Artificial lighting linked to the wider Imperial masterplan strategy is designed to enhance safety and reduce the risk of anti-social behaviour. Lighting fixtures outside the underpass would be installed in line with the existing Imperial White City Campus treatment. A lighting strategy for both applications would create uniformity, reducing the difference between light and dark patches and reducing light pollution or glare. Five CCTV cameras are proposed and would be positioned in the underpass, three of which will be vandal-resistant, surface-mounted cameras while two would be covert cameras fitted to the proposed light poles. The final details of the CCTV mounting fixtures and integration capabilities will be secured by the S106 agreement.
- 4.13. The application is supported by the following documents:
- Application Drawings, prepared by West 8
 - Planning Statement, prepared by DP9
 - Design Statement including outline lighting strategy, prepared by West 8
 - Transport Statement, prepared by Stantec
 - Flood Risk Assessment including drainage strategy, prepared by Curtins
 - Geo-Environmental Assessment, prepared by Curtins
 - Security Statement, prepared by Buro Happold
 - Consultation Logistics Plan, prepared by Sisk
 - Statement of Community Involvement, prepared by Concilio
 - Tree Survey, prepared by Canopy Consultant
 - Construction Traffic Management Plan Proforma, prepared by Meedhurst.

5. PUBLICITY & CONSULTATION

- 5.1. Notification letters sent to 360 properties. A site notice and a press advert were posted on 26 February 2025.
- 5.2. In total, sixteen representations were received from residents/businesses all in support of the proposal. The representations' content is summarised below.
- 5.3. Proposal is long overdue; will be hugely beneficial to the local neighbourhood; would benefit community facilities and amenities on both sides; enhance connectivity and provide communities with a new, more direct, safer, and more attractive pedestrian and cycle link; proposals will reduce commuting/travel times and provide a safer route for cyclists; a sustainable urban environment; opportunities to celebrate the

natural landscape; important link is well-lit, secure and maintained providing a safe and convenient route for both pedestrians and cyclists; welcome proposed planting and opportunity for new public art; proposals need to facility access for cargo bikes.

- 5.4 **Transport for London (TfL):** Commented on its capacity as the strategic transport authority and landowner of the A40 Westway. In terms of strategic transport, the proposal is supported, as it will enhance the linkage between the two boroughs and increase active travel opportunities. In landownership terms, this is subject to the Westway asset protection matters being resolved, and comments on underpass design and function being addressed. Subject to conditions or securing planning obligations through a s106 agreement, the application would be considered acceptable.
- 5.5. **Designing Out Crime:** Acknowledge pre-application consultation has taken place with the Applicant's design team prior to the submission. Satisfied with the Security measures outlined in the Security Statement of Intent and the Design Access Statement. Application reviewed by the Counter Terrorism Security Advisor (CTSA) and comments sent to RBKC about the entrance off Latimer Road. Hostile Vehicle Mitigation is sought to meet the existing curtilage and be based on agreed security Operational Requirements. PAS 68 bollards are proposed on the RBKC side installed to the London Cycling Scheme specification of 1.5m. CTSA preference is for PAS 69 standard HVM bollards to be installed at 1.2m.

Inclusive Design Review Panel

- 5.6. The proposal scheme was presented to the Inclusive Design Review Panel on 30 April 2025. The panel welcomed the design principles of the scheme, particularly there was support for how proposals would improve connectivity between White City and RBKC. The panel however noted a few issues which would warrant further consideration. Primarily concerns were raised regarding the distance / gradient of the ramped access either side of the underpass and how usable this would be for wheelchair users and people using walking aides. Additional concerns were raised as to how the shared spaces (between pedestrians and cyclists) would work in practice; alongside provision for signage to identify the gradients; use of appropriate material palettes for blind and visually impaired users; safety issues related to the scale and location of planters for wheelchair users; and ensuring appropriate luminance and lighting coverage and further engagement be undertaken to consider implications of Design for the Mind PAS particularly in relation to the public art strategy within the underpass.

Pre-application - Community Engagement

- 5.7. The Applicant has undertaken community and stakeholder engagement including discussion with community groups and residents surrounding the site. The applicant has provided a Statement of Community Involvement (SCI) that summarises the public consultation undertaken prior to the submission of the planning application. Concilio was appointed by the Applicant in March 2024 to perform the community consultation and manage pre-application consultation with neighbouring residents, occupiers, and interested stakeholders.

- 5.8. The following engagement was undertaken by the Applicant's project team:
- Dedicated consultation webpage (on Imperial website) – 3rd September 2024
 - Notification of the consultation event sent to key stakeholders' 4th–6th September 2024
 - 6,565 flyers delivered to residential and business properties around the site -9th September 2024
 - In-person drop-in public exhibition – 17/18 and 19 September 2024
 - Pop-up event at the I-Hub – 18 September 2024
- 5.9. The SCI states 198 people submitted comments for the East-West Link via the Imperial website and over 100 people attended the in-person consultation events and engaged with members of the project team. Key responses were safety and security, infrastructure and design, accessibility and connectivity, environmental considerations, timelines and delivery, public art and construction management. Overall, the feedback received was largely positive. The main concerns raised were safety and security, with queries about how pedestrian safety will be ensured and whether other safety measures will be implemented, including lighting and CCTV security.

6. POLICY CONTEXT

- 6.1. The Town and Country Planning Act 1990, the Planning and Compulsory Purchase Act 2004 and the Localism Act 2011 are the principal statutory considerations for town planning in England.
- 6.2. 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).
- 6.3. The statutory development plan comprises the London Plan (2021); the Local Plan (2018) and the Planning Guidance Supplementary Planning Document (2018) (hereafter referred to as Planning Guidance SPD). Several strategic and local supplementary planning guidance and other documents are also material to the application's determination.

NPPF (2024)

- 6.4. The National Planning Policy Framework (NPPF) (2024) 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.

The London Plan (2021)

- 6.5. The London Plan was published in March 2021 and is the Spatial Development Strategy for Greater London. The Plan provides strategic planning policies for London, setting out an integrated economic, environmental, transport and social framework for growth over the next 20-25 years. The proposal was assessed in line with the Plan's policies.

The Local Plan (2018)

- 6.6. The Council Local Plan was adopted on 28 February 2018. The policies in the Local Plan together with the London Plan make up the statutory development plan for the borough. The Planning Guidance Supplementary Planning Document (SPD) (February 2018) is a material consideration in determining planning applications.

7. PLANNING ASSESSMENT

- 7.1. The main considerations material for the assessment of this application have been summarised as follows:

- Principle of development
- Design
- Accessibility
- Highways and Transport
- Residential Amenity
- Fire Safety
- Security
- Other environmental considerations

8. Principle of Development

- 8.1. The principle of a pedestrian/cycle link between the two boroughs was established as an obligation in the original S106 agreement in 2012. The delivery of the underpass is a key aspiration for both boroughs and a long-term commitment to Imperial College London.
- 8.2. The proposed development would enable significant improvements to the East-West pedestrian and cycling connectivity/accessibility of the area, overcoming long-standing problems caused by the severance of the Westway and West London Railway Line. Provision of east-west (and north/south) pedestrian and cycling connections within the White City Regeneration Area is an important consideration to improve connections to existing communities.
- 8.3. Local Plan Strategic Policy WCRA outlines that development proposals within the WCRA should contribute to the creation of 6,000 new homes across a range of tenures and the creation of 10,000 jobs, primarily in White City East, but also through smaller-scale developments in White City West. Policy WCRA also refers to the provision of an east-west underpass to integrate and connect the White City Masterplan Area with its surrounding area, enhancing permeability. This is further supported by paragraph 5.21, which endorses the requirement of an underpass under the West London Line and secured as part of the Imperial College development, to improve pedestrian and cycling connectivity and support the Council's vision of ensuring a high proportion of trips undertaken on public transport, and by cycling and walking.
- 8.4. The proposed pedestrian/cycle link would improve permeability and significantly improve residents' access to a wide range of services, facilities, and transportation infrastructure. This underpass link would reduce journey times and promote active travel. The proposal would benefit the development of the remaining land within the

White City Regeneration Area and the wider regeneration experienced along Wood Lane. Providing a new cycle and pedestrian link that increases permeability and access across the boroughs is fully supported in policy terms.

- 8.5. The Applicant will be responsible for the construction of the underpass and will pay for the construction and maintenance costs. Network Rail will not accept Imperial College as the sole party responsible for the underpass structure under the West London Line and require the Council to take on this liability if the Applicant fails to complete the works or maintain the underpass, so to ensure safety of their railway. The tripartite agreement for the construction of the underpass will therefore require the Council to undertake the works if the Applicant fails to complete them. The Applicant will also take on the maintenance obligations, but the Council will be required to take over this responsibility, if necessary, as part of a maintenance agreement. Section 106 agreement also provides public access over the Imperial (North) site, which would allow access to the underpass. This access would not be dedicated as a public highway.
- 8.6. It is, therefore, clear that the proposals would accord Policies WCRA and WCRA1 of the Local Plan 2018. The proposal would also assist with achieving the regeneration aspirations for the Imperial campus and wider area and resulting significant public benefits in accordance with the Local Plan 2018

9. Design and Heritage

- 9.1. Strategic Policy WCRA (White City Regeneration Area) within the Local Plan requires development proposals to improve connections to existing communities, including between White City West, the town centre and east to RBKC to improve both north-south and east-west connectivity within the WCRA and connections to the wider area. Policies DC1 and DC2 are particularly relevant to the assessment of design. Policy DC1 (Built Environment) states that all development within the borough should create a high-quality urban environment that respects and enhances its townscape context and heritage assets. There should be an approach to accessible and inclusive urban design that considers how good design, quality public realm, landscaping and land use can be integrated to help regenerate places. Policy DC2 (Design of New Build) sets out to ensure that new build development will be of a high standard of design and compatible with the scale and character of existing development and its setting. Local Plan Policy DC8 focuses on protecting and enhancing the borough's heritage assets, including listed buildings and conservation areas.
- 9.2. The existing site layout has a negative impact on the function and appearance of the area. The dead end formed by the existing railway embankment and the current back-of-house delivery arrangements to Imperial's I-Hub Building create an unfriendly and unwelcoming part of the wider campus. This perception is exacerbated by the provision of the Westway flyover structures. The proposed approach of the underpass and its associated works including the provision of additional lighting would provide a welcome improvement to this route. The accessible pedestrian/cycle routes would complete approaches from the north, south and west, connecting the East-West Link with both the North and South Campus of Imperial and the wider White City area. This intersection will soon be activated with the completion of the South's Development Zone 1 (DZ1) as two small buildings and outdoor seating.

- 9.3. The underpass has a simple and effective design. Proposed paving and materials are similar to the palette of materials used elsewhere across the campus.. A dark grey tone path would represent a shared space area, while a lighter tone representing a 'comfort zone' would also be located around building perimeters and entrances. The underpass walls would be clad in ceramic mosaic tiles to provide a high finish standard, suitably robust, and easy to maintain. The lamp columns are identical to those granted on the Imperial West Campus. This would ensure consistency on both sides and serve to highlight the underpass as an integral component of the Imperial campuses.
- 9.4. Since 2014, the design of the underpass has progressed on the basis that the East-West link will be as open as possible (with the minimum covered section), and that users would have visibility through the full route. Visibility and sight lines would be provided through the underpass. The proposal would include an underpass with the inclusion of pedestrian paving, a clear bike lane, integrated lighting and the potential for wall art thus providing a strong sense of place whilst maintaining the character connection to the surrounding area. The design will improve the entrance to the Imperial White City North and South Campus, which will improve this unused area.
- 9.5. The proposed development's design will deliver high-quality architecture combined with a safe and welcoming public realm that ensures it positively impacts the appearance of the street scene and surrounding area.
- 9.6. Schedule Paragraph 1.1 states that 'the underpass shall be constructed in accordance with a specification to be agreed between the Owner, the Council and Network Rail'. It is therefore expected that final details will be agreed by condition, as part of the ongoing detailed design process.
- 9.7. The proposals would not result in any harmful impacts to surrounding heritage assets or their setting and complement the character of the Imperial campus. In compliance with Local Plan Policies DC1 and DC2, it is considered that for the reasons above, the proposal would create a high-quality development complementing the existing urban environment that respects and enhances its townscape context. The proposal is a high standard of design which respects the form and grain of surrounding development and the local design context and incorporates sustainability objectives and the principles of accessible and inclusive design, in compliance with Local Plan Policies, WCRA, DC1, DC2 and DC8. Officers conclude that the proposal complies with Local Plan policies WCRA, DC1 and DC8.

10. Accessibility

- 10.1. London Plan Policy D5 seeks to ensure developments achieve the highest standards of accessible inclusive design.
- 10.2. Policy DC2 of the Local Plan states that new build development must be designed to respect the principles of accessible and inclusive design. Policy T3 of the Local Plan focuses on increasing opportunities for cycling and walking and enabling all residents to make better travel choices. The development should be inclusive and safe for all pedestrians.

- 10.3. The proposal seeks to provide inclusive, step-free development and increase pedestrian and cycle accessibility where feasible. This will in turn improve the opportunity for sustainable modes of transport and provide access to a greater number of facilities such as leisure and retail, whilst also providing access to a greater number of public transport connections east and west of the railroad line. The Applicant has engaged an inclusive consultant to inform on the design of the proposal to ensure the East/West link can be entered, used and exited with ease by all.
- 10.4. Despite the underpass design being heavily constrained by the restrictions arising from the existing embankment and rail line, the internal height and all proposed gradients meet or exceed minimum requirements. There would be a 2.5m fall between Latimer Road and White City Imperial across a length of 68m. A gradient of 1:20.5 is acceptable and would be shallow enough to ensure ease of use, including for individuals with disabilities. Information regarding the gradient levels in the East-West link would be incorporated into the wider wayfinding strategy.
- 10.5. The 6m width would provide sufficient space to accommodate both pedestrians and cyclists and would be suitable for all users including wheelchair users, mobility scooter users and users with prams to pass each other in opposite directions. Conflict between cyclists and pedestrians would be reduced by the provision of a two-tone surface treatment and clear signage. In response to comments provided by the IDRP, the retaining walls at either end of the underpass would provide resting points for users. The covered section of the underpass has been designed to be as short as possible given the constraints of the site, therefore minimising the area without resting points. The final design of the East-West Link, including the incorporation of rest points, will be addressed as part of the detailed design as required by the Section 106 obligation (ref:2018/01234/FUL) and as per this obligation will be designed in conjunction with LBHF and Network Rail.
- 10.6. It is therefore considered that the proposal will provide a high-quality environment, increasing permeability and access for all members of the community, and the additional commitments within the Design and Access Statement are considered reasonable to be secured through the suggested conditions. The proposal will comply with Local Plan Policies DC1, DC2 and T3 and London Plan Policy D5.

11. Highways and Transport

- 11.1. London Plan Policy T2 as well as Transport for London's London Cycle Design Standards which seeks to create healthy streets, where walking and cycling are increased. As well as improving safety, Policy T5, which seeks to remove barriers to cycling routes across London and provide cycle infrastructure and Policy D8 looks to achieve a well design, safe, accessible and inclusive public realm that is well connected to the local and historic context. 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. Policies T3 and T7 deal with opportunities for cycling and walking and demolition/construction logistics.

- 11.2. The current pedestrian route connecting the southern end of Latimer Road to the entrance to White City North Campus is via Latimer Road, North Pole Road and Wood Lane, and is around 1 km in distance. The proposal will improve the connectivity for pedestrians and cyclist through the site to the east and west and onwards to the north or south, improving walk times to those who are looking to access areas to the east in Latimer Road or such as White City and Wood Lane Underground and Shepherd's Bush Bus and Rail Stations.
- 11.3. The proposed East-West Link would significantly reduce travel time between these two points. The link would provide an accessible route for both pedestrians and cyclists. The link is designed as part of the wider Imperial Campus and forms part of a wider piece of infrastructure works, designed to improve connectivity through the immediate and surrounding area. A wayfinding strategy, linked to the Masterplan development coming forward for the South campus, would capture connectivity with the East-West Link.
- 11.4. The access strategy for the development is to create a permeable, well-connected, easy to navigate route which allows residents, students and workers, regardless of mobility, to walk or easily use a wheelchair to / from their home. The new public realm will be paved with high-quality materials and will be level to ensure the site is accessible to people of all mobilities. Landscaping will be used to create an attractive space which feels welcoming and therefore promotes journeys on foot.
- 11.5. The underpass and associated routes would provide a safe and welcoming environment. The proposed development would be well lit, controlled by CCTV, and be of a high-quality robust design. The proposed underpass layout shows sufficient visibility at the entrance. Proposed planting would be kept to a low height. The interaction between the iHub and wider North Campus and proposed South Campus would be connected to the East-West Link. DZ1 will generate pedestrian activity and would see additional users in the public realm making use of the landscape design features proposed as part of this application.
- 11.6. It is expected that there will be light vehicular traffic within this area because of the existing iHub delivery and servicing. Existing controlled bollards in LBHF are designed to manage traffic entering the basement of the iHub building. This access arrangement operates as a one-way access point and is designed to control unauthorised motorists. The wider North Campus already incorporates substantial hostile vehicle mitigation measures. Vehicles approaching the South side of the iHub must pass through an existing security barrier at the Wood Lane entrance, which is equipped with security bollards demonstrating that the Campus already operates protection measures. The South Campus similarly will include bollards and security checks with vehicle access controlled via the new bridge link across the Central Line from Wood Lane.
- 11.7. The proposed barriers (planters and bollards) are designed to deter mopeds, e-scooters, and other unauthorised vehicles from using the East-West Link. Bollards would be spaced a minimum of 1200mm apart. The design approach is compatible with London Cycle Design Standards (LCDS) guidance on the prevention of unauthorised vehicle access. To reinforce this, the underpass will be managed and

monitored by Imperial's wider Security Team, with continuous CCTV surveillance to ensure the space remains safe and restricted to pedestrians and cyclists. The Applicant states that misuse will be actively discouraged and responded quickly to by on-site security personnel. Imperial is committed to creating and maintaining a safe and inclusive public space. The underpass will be treated as an extension of its campus, with constant checks and ongoing oversight to prevent unauthorised access and maintain a welcoming environment. The existing bollards on the iHub side will remain in place, effectively controlling access from that direction and further limiting the potential for misuse. Officers are satisfied that there will be sufficient space for cyclists and pedestrians.

- 11.8. The White City area is an integral part of the London Cycle Network, and there is significant potential for linking journeys to and from the site by bicycle. The site would connect onto onward cycle routes provided immediately to the site on Wood Lane. Cycleway CS34 on Wood Lane can be accessed from the west side of the site, by the Westway. CS34 can be used for connections to North Acton and towards the centre of London via other cycle routes
- 11.9. A comprehensive wayfinding strategy is in development that would link to the wider Imperial Campus North and South. A wayfinding strategy is conditioned (Condition 72) as part of the White City South Planning Permission (ref: 2018/00267/OUT). A condition shall be secured to ensure connectivity with the wider existing/proposed Imperial wayfinding strategies.

Construction Logistics

- 11.10. In accordance with Local Plan Policy T7, an Outline Construction Logistics Plan (CLP) has been submitted. It includes logistics and site set up, initial details of construction traffic routing and site access points, strategies on how construction of the development will take place with minimal disruption to the surrounding area, including management arrangements, site working hours, liaison and communication to reduce disruption to site neighbours. Final documents including works associated with the demolition/excavation phase would be required to include construction vehicle routing, construction vehicle numbers, and other matters relating to traffic management to be agreed. A final detailed DLP and CLP shall be secured through standard planning conditions.

Westway and interface with exclusion zone

- 11.11. The proposal is situated within the 3.0m 'exclusion zone' along the edge of the Westway. Due to the site's proximity to TfL infrastructure, infrastructure protection measures associated with the construction and maintenance of the proposed development would be required. TfL has exclusive rights in this area to maintain the Westway. In response to TfL comments, the applicant provided plans and specifications for the proposed works. The plans show the location of the 3m easement/offset with the underpass. This will allow TfL sufficient space to construct scaffolding to maintain the side (upstand) of the Westway structure. TfL has confirmed that the underpass will need to be closed whenever TfL needs to conduct maintenance activities within the 3.0m 'exclusion zone' to facilitate access, scaffolding, etc. TfL requests that an Asset Protection Agreement (APA) be secured as part of permission and is secured by condition.

S278 Agreement

- 11.12. Works on the RBKC side are anticipated to be incorporated into a S278 agreement and a Stage 1 safety audit condition. S278 works to the public highway on Wood Lane / A40 junction were previously secured under planning permission for Campus North, associated with Buildings works to A and G (ref: 2018/01234/FUL). The final highway works have not been completed on Wood Lane at this stage, as Plot A is still to be delivered. The Council seeks to improve cycle connectivity between the underpass, Imperial Campus North and Cycleway 34 under the existing S278 agreement, so to secure improvements to the existing cycle route and crossing facilities for cyclists at this point. Measures including surface treatment/repairs, lighting and wayfinding; replacement bollards, provision of tactile paving will also need to be completed within Imperial campus where necessary between the public highway and underpass.
- 11.13. In summary, subject to the above obligations and conditions, the Council's Highway officers consider that the proposal would not result in a severe impact on the highway network and is acceptable having regard to all relevant policies.

12. Residential Amenity

- 12.1. Local Plan Policy DC2 states that all new construction must be designed to comply with the principles of residential amenity.
- 12.2. A Security Statement has been provided in support of the application in accordance with Imperial's commitments to ensure safe operation. The use of stainless-steel bollards located on the RBKC side and planters on the H&F would have an acceptable impact on residential living conditions according to Local Plan policies DC2 and CC11.
- 12.3. The proposed development will likely increase activity in the area, generating additional noise. Noise levels would not be significant, particularly given the location of the site north of the Westway and between the two main Imperial campuses. The completion of the development on the DZ1 plot of the south masterplan would create a busy thoroughfare that will discourage anti-social behaviour. The proposed would not materially impact the living conditions of the nearest residential properties. The increase in footfall and activity combined with the proposed level of lighting and CCTV, is unlikely to encourage criminal activity or anti-social behaviour. Cameras will be monitored by Imperial College. The Imperial CCTV system is already connected with the LBHF CCTV control system. There will also be an interface for the Metropolitan Police via the network. The proposal would have an acceptable impact on residential living conditions according to Local Plan policies DC2 and CC11.
- 12.4. The underpass and the approach will be well-lit, ensuring a sense of safety and security at all times of day and night. Imperial will manage the East-West Link to ensure it is a safe and well-maintained connection with the public. The proposal would have an acceptable effect on amenities, in accordance with Local Plan policy CC12.

13. Fire Safety

- 13.1. With the introduction of Policy D12 in the London Plan and updates to Planning

Practice Guidance in relation to fire safety, the applicant has prepared a Fire Safety Statement prepared by a suitably qualified third-party assessor, to demonstrate that the Proposed Development has been designed to offer a safe environment for users. Policy D5 further ensures that developments incorporate safe and dignified emergency evacuation for all building users.

- 13.2. The application is accompanied by a fire safety plan prepared by Buro Happold. The proposal does not include any residential units and meets any threshold criteria for a referral to HSE Planning Gateway One. The Fire statement outlines that the underpass is not a building and is classified as an outdoor space. Therefore, no specific fire safety measures are required for this space. The covered section of the underpass is 20 metres in length and opened at both ends, so pedestrians/cyclists can leave at either end in the event of a fire. The strategy states the underpass will be constructed of non-combustible materials and non-combustible lining materials. In the event of a fire, the supporting statement states that services will be able to access Latimer Road and locate suitable parking locations near the underpass.
- 13.3. Accordingly, it is considered that the proposal accords with the London Plan and Policy D12 of the Local Plan in respect of safety and resilience to emergencies.

14. Security

- 14.1. London Plan Policy D11 seeks to design out crime, stating that developments maximise resilience and minimise potential risks to ensure the creation of a safe and secure environment. Local Plan Policy DC2 requires developments to be designed in line with the principles of Secured by Design.
- 14.2. The proposed development would be well lit and incorporate CCTV monitoring maintained by Imperial and connected to their Control Room. Hostile Vehicle Mitigation is sought to meet the existing curtilage both on the RBKC and LBHF side off Wood Lane. Officers consider that the Proposed Development accords with the London Plan and Policy DC2 of the Local Plan in respect of safety and resilience to emergencies.

15. Other Environmental Considerations

- 15.1. Local Plan Policy CC2 requires developments to implement sustainable design and construction measures, Policies CC3 (Minimising Flood Risk and Reducing Water Use) and CC4 (Minimising Surface Water Run-Off with Sustainable Drainage Systems) contain requirements designed to assess and mitigate against the risk of flooding and integrate surface water drainage measures into development proposals.
- 15.2. The site is located within Flood Zone 1 (less than 0.1% annual probability of flooding), so flood risks from the River Thames are low. The main source of flooding is from surface water during extreme rainfall and from sewer flooding. A Flood Risk Assessment (FRA) is provided by Curtins on behalf of the Applicant. Surface water flood mapping shows there are potential risks of flooding around the proposed site of the underpass, with the flooding hotspot areas identified on the RBKC side. The FRA notes that the drainage arrangements are split so that some surface water will be managed across the LBHF and RBKC sides.

- 15.3. The risk is considered medium to low (between 0.1% and 3.3% in any given year) and runoff will be reduced through the proposed drainage design in the wider Imperial White City Campus North and South Masterplans. It is proposed to use channel drainage at the entrances and along the underpass to collect surface water. Much of the site in LBHF would be absorbed into the existing drainage infrastructure serving Blocks C&D of the White City Campus North. The FRA also states that the system was built to accommodate run-off from the underpass, and there will be no increase in discharge rates. The FRA states there are no sewers within the site area due to the rail line passing through the centre. A surface water pump and attenuation tank connection were provided as part of Plot D construction.
- 15.4. Officers consider that subject to a condition requiring compliance with the Flood Risk Assessment, the proposed development accords with Policies CC3 and CC4 of the Local Plan 2018.
- 15.5. 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 taken as the first step of the development.
- 15.6. A Phase 1 Preliminary Risk Assessment Report has been prepared by Curtins on behalf of the Applicant. The development site (land within the North and South Campus) has previously conducted ground investigation and data from nearby developments has been utilised for consideration. Given the development and intrusive works comprising excavation works to form an underpass going beneath the railway, this would result in a large-scale removal of soils and sub-surface activity which increases the potential for encountering contaminated land. The risk assessment determines an overall low level of risk to environmental receptors associated with the proposed development and concludes no further requirements such as a generic quantitative risk assessment (GQRA) are required to determine the potential contamination risk on-site and therefore no further ground investigation works are required. Potentially contaminative land uses (past or present) have been identified at, and or near to this site. An informative will be included requiring the applicant to contact the Council if any unexpected materials or malodours are encountered during construction works.
- 15.7. Local Plan Policy CC10 (Air Quality) states that the Council will seek to reduce the potential adverse air quality impacts of new developments through a range of policy measures.
- 15.8. The site is located within the Council's borough wide Air Quality Management Area (AQMA) for two pollutants - Nitrogen Dioxide (NO₂) and Particulate Matter (PM₁₀, PM_{2.5}). The site is also in an area of existing poor air quality due to road traffic emissions from Westway (A40), Wood Lane (A219) and South Africa Road. During demolition and construction works, dust and PM₁₀ releases are anticipated, but these impacts can be minimized through good practice and mitigation measures, leading to negligible effects. Subject to the inclusion of conditions seeking to

minimize air quality effects during the demolition and construction works, officers consider that the proposed development can accord with Policy SI 1 of the London Plan 2021, Policy CC10 of the Local Plan 2018 and the Council's Air Quality Action Plan.

- 15.9. During construction works, the implementation of good industry standards, guidance and practice procedures (i.e. Considerate Contractors scheme) will be followed to minimise noise effects. General construction hours will be adhered to, Specific out of hours working may also be required for elements of sheet piling and box jacking works and will be dependent on possession working dates from Network Rail. Noise and vibration during these periods will be managed to reduce impacts, and mitigation measures will be set out within the final Construction Management Plan and Construction Logistics Plan secured by conditions. Officers consider subject to the inclusion of conditions requiring the implementation of the submitted documents and further information, the proposed development will accord with Policies CC11 and CC13 of the Local Plan.
- 15.10. The site is located within the Wormwood Scrubs Railway Embankment SINC (Site of Importance for Nature Conservation) covered by Local Plan Policy OS4. The proposal will only cover a small area of the SINC and result in minor tree loss to facilitate the construction of the underpass entrances. Most of the existing trees on the embankment will be retained and a continuous corridor of vegetation would remain in place ensuring that habitat connectivity through this part of the SINC is maintained. The SINC is also regularly subject to ongoing vegetation management from Network Rail as part of their maintenance programme, to maintain the safe operation of the rail network. Minor habitat loss during construction would be offset by Imperial's broader proposals for the wider White City Campus, increasing ecology value in the area. The proposed development would therefore not negatively impact this site (in terms of impacting biodiversity) and is acceptable in accordance with Policy OS4.

16. CONCLUSION AND RECOMMENDATION

- 16.1. The proposed development would improve connectivity and encourage activity that is likely to have positive impact on the character of the area. The development is a significant improvement from the existing appearance of the site.
- 16.2. The underpass is well design, ensuring the safety of pedestrian and cyclist. The design is simple and attractive and would improve the appearance of the area. The notable benefits provided by the scheme summarized in the report outweigh any issues. The proposed development therefore complies with policies outlined in the Local Plan.
- 16.3. The following Heads of Terms are proposed and are agreed with the applicant to further mitigate the impacts of the development.

General Obligations

- Secure Public Access via Imperial College land to the underpass.
- Delivery of the East-West Link (including underpass), prior to practical completion of 'Building A'.

- Completion of the agreements (tripartite agreement, permissive path agreement and maintenance agreement) as denoted in Paragraph 1.6 of the report, before commencement of the development hereby approved.

Highways Obligations

- Provision of a Construction Works Workforce Travel Plan & Monitoring Contribution prior to commencement of the development (**£3,000 per annum**)
- Provision of a Construction Logistics Plan monitoring fee in accordance with Condition 6 (**£5,000 per annum**).
- Completion of S278 Highways Works to the Wood Lane / A40 junction in accordance with the requirements of Schedule 4 of the S106 agreement (ref: 2018/01234/FUL) dated 3 November 2020, prior to the first operational use of the underpass.

Air Quality Obligation

- Air Quality Dust Compliance: Monitoring fee of **£5,000 per annum** from the commencement of the development, for the purpose of reviewing and monitoring the construction site AQDMP compliance plan (Condition 7) during the construction works of the development.

- 16.4. Subject to the obligations and conditions discussed in this section of the report, officers are satisfied that there would be no additional harm to the safe operation of the highway. Active travel routes would be improved to enhance pedestrian and cyclist safety, and adequate provision would be made on site for cycle parking. As such, the proposal complies with the relevant London Plan and Local Plan policies.
- 16.5. Accordingly, officers support the proposed development in line with the recommendations at the start of this report.