

Planning and Development Control Committee

Agenda

Tuesday 11 November 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 Ross Melton Councillor Patrick Walsh Councillor Callum Nimmo Councillor Lydia Paynter	Councillor Alex Karmel Councillor Adrian Pascu-Tulbure

CONTACT OFFICER: Charles Francis
Governance and Scrutiny
Tel: 07776 672945
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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 6th November 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

11 November 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 - 11
<p>To approve as an accurate record, and the Chair to sign, the minutes of the meeting of the Committee held on 14th October 2025.</p>	
4. 50 BROOK GREEN, LONDON W6 7BJ, BROOK GREEN, 2025/00492/VAR	12 - 64
5. CHIVAS HOUSE, 72 CHANCELLORS ROAD, LONDON W6 9RS, HAMMERSMITH BROADWAY, 2024/03249/FUL	65 - 121

6. **316 WANDSWORTH BRIDGE ROAD, LONDON SW6 2TZ, PALACE
AND HURLINGHAM, 2025/00023/FUL**

122 - 173

London Borough of Hammersmith & Fulham

Planning and Development Control Committee Minutes



Tuesday 14 October 2025

PRESENT

Committee members: Councillors Nikos Souslous (Chair), Nicole Trehy (Vice-Chair), Patrick Walsh, Adrian Pascu-Tulbure, Jackie Borland and Lydia Paynter

Other Councillors:

Councillor Florian Chevoppe Verdier and Councillor Rebecca Harvey

Officers:

Matt Butler (Assistant Director of Development Management)

Allan Jones (Team Leader Urban Design and Heritage)

Neil Egerton (Team Leader)

Anisa Aboud (Principal Planning Officer)

Roy Asagba-Power (Team Leader)

Ronny Ferley (Principal Planning Officer)

Gareth Doherty (Senior Transport Planner)

Mrinalini Rajaratnam (Chief Solicitor Planning and Property)

Charles Francis (Clerk)

At the start of the meeting, the Chair confirmed that ITEM 10, 1 Caverswall Street had been withdrawn by the Applicant in writing so would no longer be determined by the Committee.

In view of the number of registered speakers, the Chair proposed that the running order of the agenda be changed to consider these items first (Items 4, 8 and 9). This was agreed by the Committee.

1. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillor Ross Melton and Councillor Callum Nimmo.

2. DECLARATION OF INTERESTS

There were no declarations of interest.

3. MINUTES

The minutes of the previous meeting held on 16 September 2025 were agreed as an accurate record.

4. 230-236 NORTH END ROAD W14 9NU & 88-90 LILLIE ROAD, SW6 7SR, LONDON, WEST KENSINGTON, 2025/00803/FUL

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

Roy Asagba-Power provided a presentation. The Agent spoke in support of the application. Councillor Florian Chevoppe-Verdier spoke as a ward councillor in support of the application.

The Committee voted on the officer recommendations for approval as amended by the Addendum as follows:

Recommendation 1:

FOR	Unanimous
AGAINST:	0
NOT VOTING:	0

Recommendation 2:

FOR:	Unanimous
AGAINST:	0
NOT VOTING:	0

RESOLVED

1. 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 in the report as amended by the Addendum.
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 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.

5. 87 GAYFORD ROAD, LONDON W12 9BY, WENDELL PARK, 2025/01583/FUL

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

Anisa Aboud provided a presentation. The Architect spoke in support of the application. Councillor Rebecca Harvey spoke as a ward councillor in objection to the application.

The Committee voted on the officer recommendations for approval as amended by the Addendum as follows:

Recommendation 1:

FOR	Unanimous
AGAINST:	0
NOT VOTING:	0

Recommendation 2:

FOR:	Unanimous
AGAINST:	0
NOT VOTING:	0

RESOLVED

1. 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 in the report as amended by the Addendum.
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 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.

6. 10 OXFORD GATE, BROOK GREEN, LONDON W6 7DA, BROOK GREEN, 2024/03286/FUL

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

Neil Egerton provided a presentation. The Agent and spouse of the Applicant spoke in support of the application.

The Committee voted on the officer recommendations for approval as amended by the Addendum as follows:

Recommendation 1:

FOR	Unanimous
AGAINST:	0
NOT VOTING:	0

Recommendation 2:

FOR:	Unanimous
AGAINST:	0
NOT VOTING:	0

RESOLVED

1. That the Director of Planning and Property be authorised to grant planning permission subject to the conditions listed in the report as amended by the Addendum.
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 minor changes to the proposed conditions, which may include the variation, addition or deletion of conditions, any such changes shall be within their discretion.

7. THE GOOSE, 248 NORTH END ROAD, LONDON SW6 1NL, LILLIE, 2023/03266/FUL

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

Roy Asagba-Power provided a presentation. There were no registered speakers.

The Committee voted on the officer recommendations for approval as amended by the Addendum as follows:

Recommendation 1:

FOR	Unanimous
AGAINST:	0
NOT VOTING:	0

Recommendation 2:

FOR:	Unanimous
AGAINST:	0
NOT VOTING:	0

RESOLVED

1. 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 in the 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 minor changes to the proposed conditions, which may include the variation, addition or deletion of conditions, any such changes shall be within their discretion.

8. 1A DURRELL ROAD AND REAR OF 720 FULHAM ROAD SW6, MUNSTER, 2025/00352/FUL

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

Roy Asagba-Power provided a presentation. There were no registered speakers.

The Committee voted on the officer recommendations for approval as amended by the Addendum as follows:

Recommendation 1:

FOR	Unanimous
AGAINST:	0
NOT VOTING:	0

Recommendation 2:

FOR:	Unanimous
AGAINST:	0
NOT VOTING:	0

RESOLVED

1. 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 in the 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 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.

9. FIRST FLOOR FLAT, 38 WATERFORD ROAD, LONDON SW6 2DR, PARSONS GREEN AND SANDFORD, 2025/01209/FUL

An addendum was circulated prior to the meeting that modified the report. A verbal correction was also made to the Addendum as follows:

Page 180 Para. 6.10

- 1) Delete first sentence which states: 'The Council's Highways team have been consulted on the proposals and confirmed that the scale of the development would not necessitate a Construction Logistics Plan.'
- 2) Delete third sentence 'Given this and the relatively small scale of the development, highways officers concluded that a condition for a Construction Logistics Plan is not necessary in this case' and replace with 'To address construction impact concerns raised in the objections received, a Construction Logistic Plan is to be secured via condition. This would provide some mitigations against potential construction impacts on highway safety and residential amenity.'

Ronny Ferley provided a presentation. There were no registered speakers.

The Committee voted on the officer recommendations for approval as amended by the Addendum as follows:

Recommendation 1:

FOR	Unanimous
AGAINST:	0
NOT VOTING:	0

Recommendation 2:

FOR:	Unanimous
AGAINST:	0
NOT VOTING:	0

RESOLVED

1. That the Director of Planning and Property be authorised to grant permission subject to the conditions listed in the report as amended by the Addendum.
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 minor changes to the proposed conditions, which may include the variation, addition or deletion of conditions, any such changes shall be within their discretion.

10. **1 CAVERSWALL STREET, LONDON W12 0HG, COLLEGE PARK AND OLD OAK, 2025/01569/FUL**

This item was withdrawn by the Applicant ahead of the meeting.

Addendum

Meeting started: 7.00 pm
Meeting ended: 9.29 pm

Chair

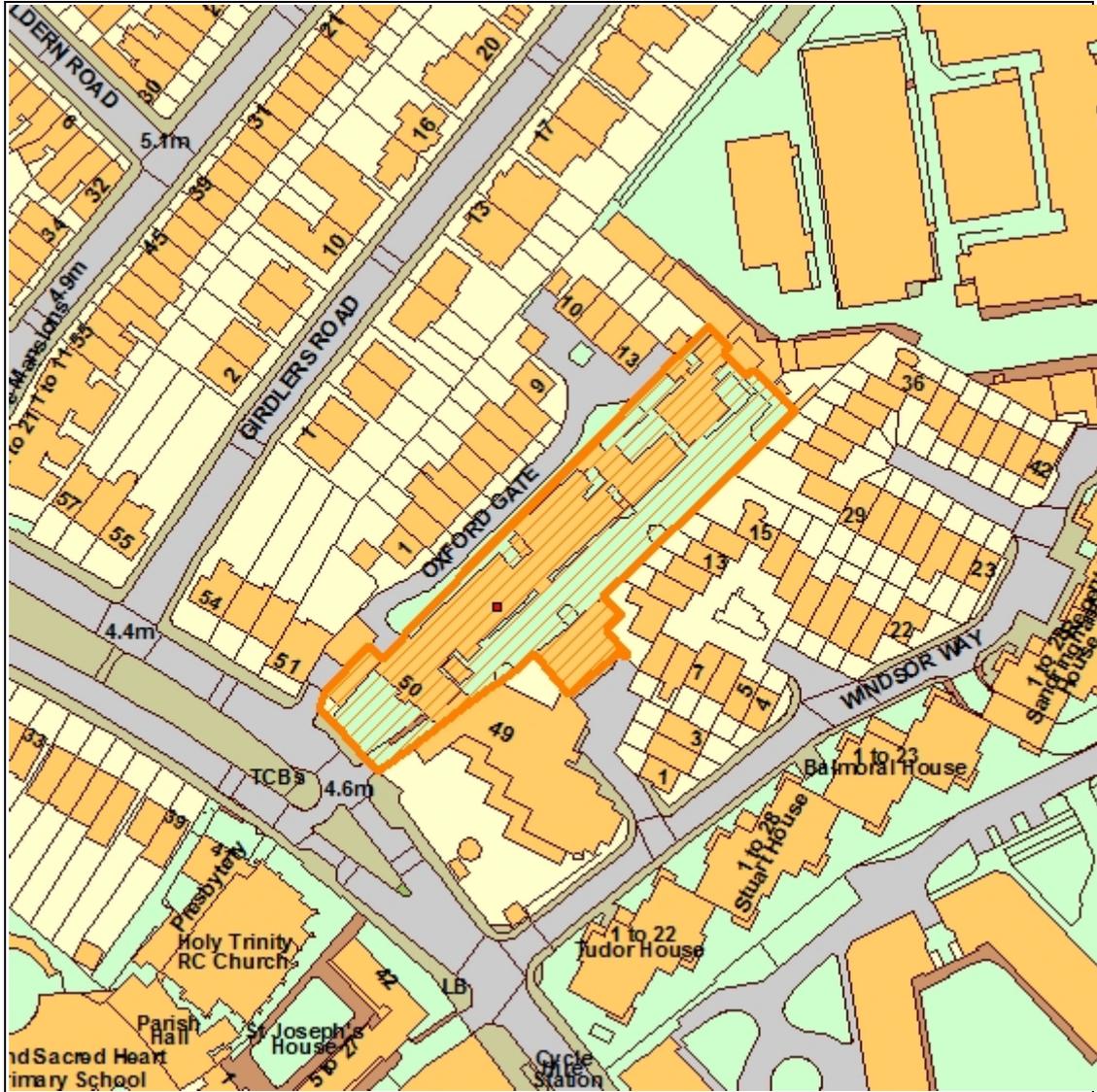
Contact officer: Charles Francis
Committee Co-ordinator
Governance and Scrutiny
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E-mail: charles.francis@lbhf.gov.uk

Agenda Item 4

Ward: Brook Green

Site Address:

50 Brook Green London W6 7BJ



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For identification purposes only - do not scale.

Reg. No:
2025/00492/VAR

Case Officer:
Sian Brown

Date Valid:
14.03.2025

Conservation Area:
Brook Green Conservation Area - Number 3

Committee Date:
11.11.2025

Applicant:

Mr Alex Spooner
C/O Agent

Description:

Variation of condition 2 (plans) of planning permission ref: 2020/01849/FUL granted 16th September 2021, as amended under s96a application (ref. 2025/00439/NMAT) dated 16th May 2025, for the 'Change of use from office to residential across Blocks 1-5; including partial demolition and extensions at ground/first floor to blocks 2/3, and at first floor in block 4. Partial demolition and alterations to block 5 and redevelopment of a 3-storey block; with associated bike storage, refuse storage, parking and landscaping and work to trees; single storey gatehouse building in front garden; alterations to existing fenestration.'

Amendments to allow amendments to the approved drawings to include: reduction in number of residential units from 33 to 32, including alteration to size and mix of units; increase to width of existing lightwells to the front of Building 1; relocation of gym to Building 5; formation of new entrances along ground floor comprising of doors to duplex units from the main courtyard; removal of lean to and rear block of Buildings 2 and 3 and replace with new part 1, part 2 storey flat roof extensions; provision of ground floor amenity space adjacent to Oxford Gate with new doors to the rear of Buildings 2 and 3 to allow access to private amenity space; alterations to landscaping including provision of new front gardens to courtyard units; relocation of bike and bin stores; relocation existing ramp to Building 1 and addition of soft landscaping; removal of consented glazed lift and replaced with a solid infill in between Buildings 2 and 3 to match existing facade; omission of sub-station from Building 6; changes to fenestration to match designs of the existing buildings; and replacement of obscured glazing at first floor level of Building 4 with clear glazing.

Drg Nos: Refer to condition 2.

Application Type:

Vary or Delete Conditions Full/Outline

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 the original decision dated 16th September 2021.

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:

+ Demolition plans:

Site Plan
(PL)02100 P1

Building 1
(PL)B102100 P1
(PL)B102101 P1
(PL)B102102 P1
(PL)B102201 P1

Buildings 2 and 3
(PL)B2302100 P1
(PL)B2302101 P1
(PL)B2302102 P1
(PL)B2302201 P1
(PL)B2302202 P1

Building 4
(PL)B402100 P1
(PL)B402101 P1
(PL)B402201 P1

Building 5
(PL)B502100 P1
(PL)B502101 P1
(PL)B502201 P1

+ Proposed plans:

Site Plan
(PL)03100 P03

Building 1

(PL)B103100 P05
(PL)B103101 P05
(PL)B103102 P05
(PL)B103201 P04
(PL)B103301 P03

Buildings 2 and 3

(PL)B2303100 P05
(PL)B2303101 P05
(PL)B2303102 P03
(PL)B2303201 P04
(PL)B2303202 P04
(PL)B2303202 P05 (including boundary treatment - received 27/10/2025)
(PL)B2303301 P03
(PL)B2303302 P03

Building 4

(PL)B403100 P04
(PL)B403101 P03
(PL)B403201 P05
(PL)B403301 P03

Building 5

(PL)B503100 P06
(PL)B503101 P04
(PL)B503201 P04
(PL)B503301 P03

Building 6

(PL)B603100 P02
(PL)B603201 P04

+ Approved documents:

- o Energy and Sustainability Statement V5, dated 06/02/2025, by Blue Sky U4JD Consulting
- o Flood Risk Assessment and Drainage Strategy Addendum, Revision P01, prepared by Heyne Tillett Steel, dated 13.03.2025
- o Demolition and Construction Management Plan dated 5.11.24, prepared by F3 Group

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

- 3) Any alterations to the elevations of the existing buildings, including works of making good, shall be carried out in the same materials as the existing elevation to which the alterations relate.

To ensure a satisfactory external appearance of the development, to preserve the special architectural and historic interest of the buildings of merit and their setting, and to preserve the character and appearance of the Conservation Area in accordance with Policies D3 and HC1 of the London Plan (2021), and Policies DC1, DC4 and DC8 of the Local Plan (2018).

- 4) Prior to commencement of the development hereby permitted, a detailed Demolition Logistics Plan in accordance with the Transport for London Guidance on Construction Logistics Plans shall be submitted to, and approved in writing by the Council.

To ensure that appropriate steps are taken to limit the impact of the proposed demolition works on the operation of the public highway in accordance with Policy T7 of the London Plan (2021), and Policies T1, T6 and T7 of the Local Plan (2018).

- 5) Prior to commencement of the development hereby permitted, a detailed Construction Logistics Plan in accordance with the Transport for London Guidance on Construction Logistics Plans shall be submitted to, and approved in writing by the Council.

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 Policies T1, T6, T7 of the Local Plan (2018).

- 6) Notwithstanding the requirements of conditions 4 and 5, the development hereby approved shall be implemented in full accordance with the approved Demolition and Construction Management Plan dated 5.11.24, prepared by F3 Group.

To ensure that occupiers of surrounding premises are not adversely affected by noise, vibration, dust, lighting, or other emissions from the building site in accordance with Policy D14 of the London Plan (2021), Policies DC1, CC6, CC7, CC10, CC11 and CC12 of the Local Plan (2018) and Key Principles of the Planning Guidance SPD (2018).

- 7) All new works and finishes and works of making good to the retained fabric shall match existing adjacent, original work with regard to the methods used and to materials, colour, texture and profile, unless shown otherwise on the drawings or other documentation hereby approved or required by any condition(s) attached to this consent.

In order to safeguard the special architectural or historic interest of the Buildings of Merit, in accordance with Policies D3 and HC1 of the London Plan (2021), and Policies DC1, DC4 and DC8 of the Local Plan (2018).

- 8) All areas of new brickwork shall match the existing brickwork on the relevant existing part of the buildings in terms of brick colour, bond pattern and mortar colour. Thereafter the development shall be carried out and completed in accordance with the agreed details and thereafter permanently retained as such.

To ensure a satisfactory external appearance of the development, to preserve the special architectural and historic interest of the buildings of merit and their setting, and to preserve the character and appearance of the Conservation Area in accordance with Policies D3 and HC1 of the London Plan (2021), and Policies DC1, DC4 and DC8 of the Local Plan (2018).

- 9) Prior to commencement of the relevant part of the development, details and samples of all materials to be used on the external faces of the buildings shall be submitted to and approved in writing by the Council. No part of the development shall be used or occupied prior to the completion of the development in accordance with the approved details.

To ensure a satisfactory external appearance of the development, to preserve the special architectural and historic interest of the buildings of merit and their setting, and to preserve the character and appearance of the Conservation Area in accordance with Policies D3 and HC1 of the London Plan (2021), and Policies DC1, DC4 and DC8 of the Local Plan (2018).

- 10) The relevant part of the development hereby permitted shall not commence until detailed drawings, at a scale of no less than 1:20, of a typical bay in plan, section and elevation of:

- a) The rear elevation of the proposed extension at ground and first floor level to the rear of Buildings 2 and 3;
- b) The rear elevation of Building 4;
- c) The front and rear elevation of the proposed extension/pavilion at ground, first and second floor level to Building 5

have been submitted to and approved in writing by the Council. No part of the development shall be used or occupied prior to the completion of the development in accordance with the approved details.

To ensure a satisfactory external appearance of the development, to preserve the special architectural and historic interest of the buildings of merit and their setting, and to preserve the character and appearance of the Conservation Area in accordance with Policies D3 and HC1 of the London Plan (2021), and Policies DC1, DC4 and DC8 of the Local Plan (2018).

- 11) The relevant part of the development hereby permitted shall not commence until detailed drawings, at a scale of no less than 1:20 in plan, section and elevation, of all new external doors and entrances have been submitted to and approved in writing by the Council. No part of the development shall be used or occupied prior to the completion of the development in accordance with the approved details.

To ensure a satisfactory external appearance of the development, to preserve the special architectural and historic interest of the buildings of merit and their setting, and to preserve the character and appearance of the Conservation Area in accordance with Policies D3 and HC1 of the London Plan (2021), and Policies DC1, DC4 and DC8 of the Local Plan (2018).

- 12) The relevant part of the development hereby permitted shall not commence until detailed drawings, at a scale of no less than 1:10 in plan, section and elevation, of each new or replacement window type have been submitted to and approved in writing by the Council. No part of the development shall be used or occupied prior to the completion of the development in accordance with the approved details.

To ensure a satisfactory external appearance of the development, to preserve the special architectural and historic interest of the buildings of merit and their setting, and to preserve the character and appearance of the Conservation Area in accordance with Policies D3 and HC1 of the London Plan (2021), and Policies DC1, DC4 and DC8 of the Local Plan (2018).

- 13) The roof terrace at second floor level at Building 2 shall not be used or occupied until a sample of the obscure glazed screening for the north-west elevation, to be a height of at least 1.7m above finished floor level, has been submitted to, and approved in writing by the council. The screening shall be installed prior to occupation in accordance with the approved details and permanently retained in this form thereafter.

In order to ensure the erection of adequate screening to prevent overlooking and any subsequent loss of privacy, in accordance with Policy HO11 of the Local Plan (2018) and Key Principle HS8 of the Planning Guidance Supplementary Planning Document (2018).

- 14) Buildings 2 and 3 hereby permitted shall not be occupied prior to the submission and approval in writing by the Council of the detailed design including a sample of the obscure glazing to be used in the first floor windows within the rear extensions hereby approved. The windows shall also be designed to be fixed shut up to a height of 1.7m above the finished floor level. No part of the development shall be used or occupied until these windows have been designed and installed so that they prevent overlooking, in accordance with the approved details. The windows shall thereafter be retained in this form.

To protect the existing amenities of the occupiers of neighbouring residential properties as a result of overlooking and loss of privacy, in accordance with Policies DC4 and HO11 of the Local Plan (2018) and Key Principle HS7 (ii) of the Planning Guidance Supplementary Planning (2018).

- 15) Prior to commencement of the relevant part of the development hereby permitted, details of the proposed hard and soft landscape works and details of the integrated children's playspace features shall be submitted to and approved in writing by the Local Planning Authority. Details of soft landscaping, including vertical and horizontal greening, shall demonstrate the achievement of an Urban Greening Factor (UGF) of a minimum of 0.4, and details shall include the height and maturity of any trees, and confirmation that all tree planting will consist of UK native/native cultivar species; all green roof planting will consist of 100% native seed mixes; together with confirmation of the provision of 50% native species associated with all other planting. A planting maintenance plan shall be submitted as part of the details submitted for approval. The soft landscaping shall be implemented within the first planting season following first occupation and shall be permanently retained in this form. Any trees, shrubs or planting associated with the soft landscape details that is removed, or seriously damaged, dying, or diseased within five years of the date of planting shall be replaced in the next planting season with a similar size and species to that originally required to be planted.

To ensure a satisfactory external appearance of the development, and in the interests of urban greening and biodiversity net gain, in accordance with Policies D3, G5 and G7 of the London Plan (2021), and Policies DC1, DC2, OS1 and OS5 of the Local Plan (2018).

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

To ensure a satisfactory external appearance of the development, to preserve the special architectural and historic interest of the buildings of merit and their setting, and to preserve the character and appearance of the Conservation Area in accordance with Policies D3, G5, G7 and HC1 of the London Plan (2021), and Policies DC1, DC4, DC8, OS4 and OS5 of the Local Plan (2018).

- 17) Prior to commencement of the development hereby approved, an updated Arboricultural Impact Assessment and Tree Protection Plan, which shall include a schedule and specification of tree works required in order to implement the approved development, shall be submitted to, and approved in writing by, the council. This shall include an assessment of all trees on site, and any trees in neighbouring gardens whose theoretical Root Protection Areas extend into the site. Under no circumstances are trees to be removed from outside of the site. Works shall not commence to any trees until the details have been approved. All work shall be carried out only in accordance with the tree protection measures set out in the approved Arboricultural Impact Assessment and Tree Protection Plan and in accordance with BS3998:2010 Recommendations for Tree Work.

To ensure that trees within and around the site to be retained are protected during the building works, and to ensure a satisfactory external appearance of the development, to preserve the special architectural and historic interest of the buildings of merit and their setting, and to preserve the character and appearance of the Conservation Area, in accordance with Policies D3, G5, G7 and HC1 of the London Plan (2021), and Policies DC1, DC4, DC8, OS1 and OS5 of the Local Plan (2018).

- 18) No plumbing, extract flues or pipes other than rainwater pipes shall be fixed on the front elevations of the buildings hereby approved.

To ensure a satisfactory external appearance of the development, to preserve the special architectural and historic interest of the buildings of merit and their setting, and to preserve the character and appearance of the Conservation Area in accordance with Policies D3 and HC1 of the London Plan (2021), and Policies DC1, DC4 and DC8 of the Local Plan (2018).

- 19) With the exception of the installation of PV panels, no alterations shall be carried out to the external appearance of the buildings hereby permitted, including the installation of air-conditioning units, ventilation fans or extraction equipment not shown on the approved drawings, without planning permission first being obtained. Any such changes shall be carried out in accordance with the approved details.

To ensure a satisfactory external appearance and to prevent harm to the amenities of the occupiers of neighbouring residential properties, in accordance with Policies D3, D14 and HC1 of the London Plan (2021), and Policies DC1, DC4, DC8, CC11, CC13 and H011 of the Local Plan (2018).

- 20) Other than the areas explicitly identified on the plans as a roof terrace on Buildings 2 and 5, no other part of any roof of any extension/building shall be used as a roof terrace or other form of open amenity space. No alterations shall be carried out; nor planters or other chattels placed on the roofs. No railings or other means of enclosure shall be erected on the roofs, and no alterations shall be carried out to any elevation of the application property to form access onto the roofs.

The use of the roofs as a terrace 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).

- 21) No plant, water tanks, water tank enclosures or other structures, that are not shown on the approved plans, shall be erected upon the roofs of the buildings/extension(s) hereby permitted.

It is considered that such structures would seriously detract from the historic interest of the buildings of merit and their setting, in accordance with Policies D3 and HC1 of the London Plan (2021), and Policies DC1, DC4 and DC8 of the Local Plan (2018).

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

In order to ensure that the Council can fully consider the effect of telecommunications equipment upon the appearance of the buildings of merit and their setting, in accordance with Policies D3 and HC1 of the London Plan (2021), and Policies DC1, DC4 and DC8 of the Local Plan (2018).

- 23) Prior to commencement of the development hereby permitted (excluding Demolition, Ground and Enabling Works), details showing the feasibility of 90% of dwellings will be built to building regulations standard M4 (2) 'Accessible and adaptable buildings' Building Regulations requirement, and the remaining 10% will be built to the M4(3) 'Wheelchair accessible dwellings' requirement, have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details, and shall thereafter be permanently retained.

To ensure a satisfactory provision for dwellings, meeting the needs of people with disabilities, in accordance with the Policy D7 of the London Plan (2021) and Policy HO6 of the Local Plan (2018).

- 24) Prior to commencement of the development hereby permitted (excluding Demolition, Ground and Enabling Works), a statement of how 'Secure by Design' requirements are to be adequately achieved has been submitted to and approved in writing by the Local Planning Authority. Such details shall include, but not be limited to: site wide public realm CCTV and feasibility study relating to linking CCTV with the Council's borough wide CCTV system, access controls, basement security measures and means to secure the site throughout construction in accordance with BS8300:2009. No part of the development shall be used or occupied until these measures have been implemented in accordance with the approved details, and the measures shall thereafter be permanently retained in this form.

To ensure that the development incorporates suitable design measures to minimise opportunities for, and the perception of crime and provide a safe and secure environment, in accordance with Policy D11 of the London Plan (2021), and Policy DC1 of the Local Plan (2018).

- 25) Prior to commencement of the development hereby permitted (excluding Demolition, Ground and Enabling Works), a noise assessment shall be submitted to the Council for approval of external noise levels incl. reflected and re-radiated noise and details of the sound insulation of the building envelope, orientation of habitable rooms away from major noise sources and of acoustically attenuated mechanical ventilation as necessary to achieve internal room- and (if provided) external amenity noise standards in accordance with the criteria of BS8233:2014. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

To ensure that the amenity of occupiers of the development site is not adversely affected by noise from transport [industrial/ commercial noise sources], in accordance with Policy D14 of the London Plan (2021), and Policies CC11 and CC13 of the Development Management Local Plan (2018).

- 26) Prior to commencement of the development hereby permitted (excluding Demolition, Ground and Enabling Works), details shall be submitted to and approved in writing by the Council, of an enhanced sound insulation value $D_{nT,w}$ and $L'_{nT,w}$ of at least 5dB above the Building Regulations value, for the floor/ceiling/wall structures separating different types of rooms/ uses in adjoining dwellings. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

To ensure that the amenity of occupiers of the development site is not adversely affected by household/neighbour noise transmission to adjoining dwellings at unreasonable levels due to unsuitable layout and arrangement of rooms and communal areas, in accordance with Policy D14 of the London Plan (2021), and Policies CC11 and CC13 of the Development Management Local Plan (2018).

- 27) Prior to commencement of the development hereby permitted (excluding Demolition, Ground and Enabling Works), details shall be submitted to and approved in writing by the Council, of the sound insulation of the walls/ceiling separating the gym within Building 5 Pavilion from dwellings. Details shall demonstrate that the sound insulation value $D_{nT,w}$ is enhanced by at least 20dB above the Building Regulations value and, where necessary, additional mitigation measures implemented to contain noise within the gym to achieve the criteria $L_{Amax,F}$ of BS8233:2014 within the dwellings/ noise sensitive premises. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

To ensure that the amenity of occupiers of the development site/ adjacent dwellings/ noise sensitive premises is not adversely affected by noise, in accordance with Policy D14 of the London Plan (2021), and Policies CC11 and CC13 of the Development Management Local Plan (2018).

- 28) Prior to commencement of the relevant part of the development hereby permitted, details of external artificial lighting shall be submitted to and approved in writing by the Council. Lighting contours shall be submitted to demonstrate that the vertical illumination of neighbouring premises is in accordance with the recommendations of the Institution of Lighting Professionals in the 'Guidance Notes For The Reduction Of Obtrusive Light 2020' (or other relevant guidance). Details should also be submitted for approval of measures to minimise use of lighting and prevent glare and sky glow by correctly using, locating, aiming and shielding luminaires. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

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

- 29) The development hereby approved shall not be occupied until the measures set out in the approved Energy and Sustainability Statement V5, dated 06/02/2025, by Blue Sky U4JD Consulting, have been implemented on site and they shall be permanently retained thereafter.

In the interests of energy conservation and reduction of CO2 emissions, in accordance with Policies SI2 and S14 of the London Plan (2021), and Policies CC1 and CC2 of the Local Plan (2018).

- 30) The development shall only be carried out in accordance with the flood mitigation and SUDS measures set out in the approved Flood Risk Assessment and Drainage Strategy Addendum, Revision P01, prepared by Heyne Tillett Steel, dated 13.03.2025. The measures shall be implemented in accordance with the approved details, and permanently retained and maintained in accordance with the approved details.

To reduce the impact of flooding for future occupants and the development and to make the development more resilient in the event of flooding in accordance with Policy SI12 of the London Plan (2021), and Policy CC3 of the Local Plan (2018), and to prevent any increased risk of flooding and to ensure the satisfactory storage of/disposal of surface water from the site in accordance with Policy SI13 of the London Plan (2021), and Policies CC2 and CC4 of the Local Plan (2018).

- 31) Prior to commencement of above ground works in the development hereby permitted, a Ventilation Strategy Report to mitigate the impact of existing poor air quality for the thirty-two self-contained dwellinghouses (Use Class C3) and gym area shall be submitted to and approved in writing by the Local Planning Authority. This is applicable to all residential floors 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 (PM2.5) - 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 intakes at rear roof level or on the rear elevations of each residential 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 on all residential floors, 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) 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.
- d. Details and locations of restricted opening windows (maximum 200mm for emergency purge ventilation only) for all habitable rooms (Bedrooms, Living Rooms, Study) on all residential floors.

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.

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

- 32) 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 31 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.

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

- 33) Prior to occupation of the development hereby permitted, details (including manufacturer specification, installation/commissioning certificates, gas supply/meter site clear certificate and photographic confirmation) of the installed Air Source Heat Pump (ASHP), Heat Battery Boiler, electric Boilers or alternative electrical only heating/cooling systems to be provided for space heating, hot water and cooling for the thirty-two self-contained dwellinghouses (Class C3) use 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).

- 34) Prior to occupation of the development hereby permitted, details (including manufacturer specification, location and type, installation/commissioning certificates and photographic confirmation) of the installed active electric vehicle charging points (minimum 22 kW) for all on-site car parking spaces and loading 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 air quality, in accordance with Policy SI1 of the London Plan (2021), and Policy CC10 of the Local Plan (2018).

- 35) Prior to the commencement of the demolition phase (excluding installation of hoarding 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 hoarding (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 demolition 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 demolition phases of the development.

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

36) Prior to the commencement of the construction phase (excluding installation of hoarding around the perimeter of the site) of the development hereby permitted, details of Air Quality Emissions Control including Nitrogen Oxides (NOx), Particulates (PM10, PM2.5) 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 hoarding (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 NOx 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 NOx and PM. An inventory of all NRMM for the first phase of demolition 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, PM2.5) and NOx 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.

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

37) Prior to commencement of each demolition phase of the development hereby permitted, a scheme for temporary solid timber hoarded fencing (minimum height 2.5 metres) around the perimeter of the site on all site boundaries and/or enclosure of the site 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. 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.

To ensure a satisfactory external appearance, to ensure that appropriate steps are taken to limit the impact of the proposed construction works on the operation of the public highway, and to ensure the development's air pollution impacts are mitigated in accordance with Policies SI 1, D1 and D8 of the London Plan (2021), Policies DC1, DC4, DC8, CC10, CC12, T1, T6 and T7 of the Local Plan (2018)

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

- 38) The development hereby permitted shall be occupied until the approved remediation method statement (Phase II Site Investigation Report, Ref:GWPR5602/SIR/April 2024, Issue V.1.04, dated April 2024, prepared by Ground and Water) approved under ref. 2024/00360/DET, has been carried out in full and a verification report confirming these works has been submitted to, and approved in writing, by the Council. This report shall include: details of the remediation works carried out; results of any verification sampling, testing or monitoring including the analysis of any imported soil; all waste management documentation showing the classification of waste, its treatment, movement and disposal; and the validation of gas membrane placement. If, during development, contamination not previously identified is found to be present at the site, the Council is to be informed immediately and no further development (unless otherwise agreed in writing by the Council) shall be carried out until a report indicating the nature of the contamination and how it is to be dealt with is submitted to, and agreed in writing by, the Council. Any required remediation shall be detailed in an amendment to the remediation statement and verification of these works included in the verification report. All works must be carried out in compliance with and by a competent person who conforms to LCRM: Land Contamination Risk Management (Environment Agency 2023) or the current UK requirements for sampling and testing.

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

- 39) The development hereby permitted shall be occupied until an onward long-term monitoring methodology report is submitted to and approved in writing by the Council where further monitoring is required past the completion of development works to verify the success of the remediation undertaken. A verification report of these monitoring works shall then be submitted to and approved in writing by the Council when it may be demonstrated that no residual adverse risks exist. All works must be carried out in compliance with and by a competent person who conforms to LCRM: Land Contamination Risk Management (Environment Agency 2023) or the current UK requirements for sampling and testing.

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

- 40) Prior to occupation of the development hereby permitted details of safe, secure and accessible bicycle storage, 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 shall comprise a mix of cycle parking including the provision of single tier sheffield stands and facilities for cargo bikes. Details of the stands should comprise design/manufacturers specifications/materials. The details shall also include the relationship between the bicycle storage and the neighbouring boundary walls. The bicycle storage facilities shall be implemented as approved prior to the occupation of the development, and shall thereafter be permanently maintained for the life of the development.

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), and to ensure that the storage does not result in an unacceptable sense of enclosure to the adjoining residential properties, in accordance with Policies DC1, DC2 and HO11 of the Local Plan (2018) and Key Principle HS6 of the Planning Guidance Supplementary Planning Document (2018).

- 41) No part of the development hereby approved shall be occupied until provision has been made for the storage of domestic refuse and recycling, in the form of the dedicated storage areas at ground floor level as indicated on the approved drawings. Thereafter the provision for refuse and recycling storage shall be so maintained for the life of the development.

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 SI8 of the London Plan (2021), and Policy CC7 of the Local Plan (2018).

- 42) No part of the development hereby approved shall be used/occupied until provision has been made for car parking for disabled users in the form of 3no. Blue Badge-holder space as indicated on the approved drawings. Thereafter the provision for Blue Badge parking shall be permanently maintained in this form for the lifetime of the development.

To ensure satisfactory provision for car parking for disabled users of the development, in accordance with Policy T6 of the London Plan (2021), and Policies T4 and T5 of the Local Plan (2018).

- 43) The development hereby approved shall not be used or occupied until a Blue Badge Parking Management Plan has been submitted to and approved in writing by the Council. The details shall include the management and allocation of the approved 3 blue badge spaces; and controls and method of access. The development shall proceed in accordance with the details as approved and the details shall be maintained as such thereafter.

To ensure satisfactory provision for car parking for disabled users of the development, in accordance with Policy T6 of the London Plan (2021), and Policies T4 and T5 of the Local Plan (2018).

- 44) Prior to occupation of the of the development hereby permitted, a Delivery and Servicing Plan (DSP) shall be submitted to and approved in writing by the Local Planning Authority. Details shall include the management and times of deliveries to avoid peak times, emergency access, collection of waste and recyclables, times and frequencies of deliveries and collections, silent reversing methods, quiet loading/unloading measures, location of loading bays and vehicle movements. 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).

- 45) Prior to occupation of the of the development hereby permitted, a Waste Management Strategy (WMS) shall be submitted to and approved in writing by the Local Planning Authority. Details shall include the management and times of refuse/recycling collection; details of the waste collection pick up area (within 10m drag distance of the public highway); and location of loading bays and vehicle movements. The approved details shall be implemented prior to occupation and the WMS hereby permitted shall thereafter operate in accordance with the approved details. The WMS shall be regularly monitored and reviewed and any subsequent modifications or alterations to the WMP 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 associated vehicle servicing activities do not adversely impact on the highway, in accordance with Policy T7 of the London Plan (2021), and Policies CC7 and T2 of the Local Plan (2018).

- 46) Prior to the commencement of relevant works, details of the new/relocated vehicular access gates leading from Brook Green shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented as approved prior to the occupation of the development, and shall thereafter be permanently maintained for the life of the development.

To ensure that satisfactory provision is made for refuse storage and collection and that associated vehicle servicing activities do not adversely impact on the highway, in accordance with Policy T7 of the London Plan (2021), and Policies CC7 and T2 of the Local Plan (2018).

- 47) The residential units hereby approved shall only be used as residential units falling within Class C3 of the Town & Country Planning (Use Classes) Order 1987 (as amended). The residential units shall not be used as housing in multiple occupation falling within Class C4 of the Town and Country Planning (Use Classes) (Amendment) (England) Order 2015 (as amended).

The use of the property as a house in multiple occupation rather than as single residential units would raise materially different planning considerations that the council would wish to consider under a full planning application, in accordance with Policies DC1, HO1, HO2, HO4, HO5, HO8, HO11, T1, T3 and T4 of the Local Plan (2018).

- 48) The new pavilion extension to Building 5 shall not be used or occupied for purposes other than as a gym ancillary to the residential use hereby approved, and shall not be used by the members of the public outside of the approved development, or as an independent dwelling or for any business purposes.

The use of the gym outside of these parameters would raise materially different planning considerations that the council would wish to consider under a full planning application, in accordance with Policies DC1, HO1, HO2, HO3, HO4, HO5, HO8, HO11, CC13, T1, T3 and T4 of the Local Plan (2018).

- 49) The existing boundary wall facing Oxford Gate shall not be lowered, thereby maintaining a minimum height of 1.7m when taken from the adjacent ground level of the subject site.

To protect the existing amenities of the occupiers of neighbouring residential properties as a result of overlooking and loss of privacy, in accordance with Policies DC4 and HO11 of the Local Plan (2018) and Key Principle HS7 (ii) of the Planning Guidance Supplementary Planning (2018).

- 50) The total number of residential units (Class C3) hereby approved shall not exceed 32 units.

In granting this permission, the Council has had regard to the particular circumstances of the case. A change to the number of dwellings 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 DC1, HO1, HO3, HO4, HO5, HO6, HO11, T1, T2, T3, T4, T6, CC11 and CC13 of the Local Plan (2018).

Justification for Approving the Application:

- 1) 1) Land Use: The loss of the employment use on the site has been justified in accordance with London Plan (2021) Policies E1 and E2 and Local Plan (2018) Policies E1 and E2. The proposed development would make a positive contribution towards the quantity of the borough's housing stock, including the provision of affordable housing, in line with the objectives of London Plan (2021) Policies H1, H4 and H5, and Local Plan (2018) Policies HO1 and HO3.

2) Quality of Accommodation: The proposed development provides a good mix of residential accommodation of which would be of an acceptable standard of living, in accordance with London Plan (2021) Policies H10, D6 and S4, the DCLG's Nationally Described Space Standards (2015), Local Plan (2018) Policies HO4, HO5, OS3 and HO11, and Key Principles of the Planning Guidance SPD (2018) which all require new housing to be of a high-quality design and be designed to have adequate internal and external space.

3) Design and Heritage: The proposed extension and alterations are judged to be acceptable in visual terms. The proposals are considered to be of a high quality of design having regard to the special architectural and historic interest of the group of host buildings, themselves identified as locally listed, (buildings of merit). Furthermore, the proposals would not cause harm to the character and appearance of the Brook Green conservation area. The settings of nearby designated and non-designated heritage assets would be preserved. The proposal is considered acceptable having due regards to the provisions of sections 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990, and would accord with the NPPF (2024), London Plan (2021) Policies D3 and HC1, Local Plan (2018) Policies DC1, DC4, DC8 and DC11, and Section 66 and Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

4) Landscaping, Ecology and Biodiversity: Landscaping would be provided by the development, enhancing biodiversity and UGF, which would be of benefit to the area and which complies with London Plan (2021) Policies G5 and G7, and Local Plan (2018) Policies OS1 and OS5.

5) Impact on Neighbouring Residents: The development would respect the principles of good neighbourliness. There would be no significant worsening of outlook, overlooking, and noise/disturbance, and no unacceptable loss of sunlight or daylight to cause undue detriment to the amenities of neighbours. Measures would be secured by condition to minimise noise transmission, light pollution and loss of privacy, as well as disturbance during the building works. The proposed development therefore accords with London Plan (2021) Policy D14, Local Plan (2018) Policies DC1, DC4, HO11, TLC5, CC11, CC12 and CC13, and Key Principles of the Planning Guidance SPD (2018).

6) Safety and Access: Subject to conditions, the development would provide a safe and secure environment for all users, and ease of access for all people, including disabled people in accordance with London Plan (2021) Policies D5, D7 and D11, and Local Plan (2018) Policies DC1, DC4 and HO6.

7) Highways and Transportation: The application is supported by several documents including; a Transport Statement, framework Travel Plan, and Demolition and Construction Logistics Plan which provide a comprehensive review of all the potential transport impacts of the proposed development. 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. Subject to a satisfactory legal agreement restricting the right of occupiers to hold parking permits the development would not contribute to on-street parking stress. Subject to conditions satisfactory provision would be made for blue badge car parking, cycle parking and refuse storage. External impacts of the development would be controlled by conditions and a legal agreement related to construction logistics, servicing and deliveries, refuse collection, s278 highways works, and a travel plan. 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).

8) Flood Risk and SUDS: An acceptable Flood Risk Assessment and SuDS Report has been submitted and is secured by a condition. The development would therefore not have a significant effect on flood risk or surface water run-off. In this respect the proposal is therefore in accordance with the NPPF (2024), London Plan (2021) Policies SI 12 and S1 13, and Local Plan (2018) Policies CC2, CC3 and CC4.

9) Energy and Sustainability: An Energy and Sustainability Statement has been submitted outlining the energy efficiency and low/zero carbon measures to be implemented as part of the development with the aim of minimising energy use and associated CO2 emissions. The details will be secured by condition, together with a carbon dioxide emission offset contribution secured by a legal agreement. 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.

10) Air Quality: With regards to air quality considerations, subject to additional mitigation, secured by conditions and a legal agreement, the development would be acceptable and compliant with London Plan (2021) Policy SI 1, and Local Plan (2018) Policy CC10.

11) Land Contamination: Conditions would ensure that the site would be remediated to an appropriate level for the proposed uses. The proposed development therefore accords with the London Plan (2021), and Local Plan (2018) Policy CC9.

12) Planning Obligations: Planning obligations to offset the impact of the development and to make the development acceptable in planning terms are secured. This includes, financial contributions towards off-site affordable housing, and Community Safety and Public Realm Improvements; Local Employment, Training and Skills Development Initiatives; a carbon dioxide emission offset financial contribution; monitoring fees in connection with Air Quality Dust Management Plans; Demolition and Construction Logistics Plans, a Residential Travel Plan, and a Delivery and Servicing Plan; car permit free restrictions; and s278 highways works. The proposed development would therefore mitigate external impacts and would accord with London Plan (2021) Policy DF1 and Local Plan (2018) Policy CF1.

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

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

Application form received: 19th February 2025
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:
Transport For London - Land Use Planning Team	22.04.25
Transport For London - Road Network Development	03.06.25
Historic England London Region	08.04.25
Active Travel England	09.04.25
National Amenity Societies And Theatre Trusts	06.04.25
Health And Safety Executive Fire Safety	09.04.25

Neighbour Comments:

Letters from:	Dated:
23 Fitzgeorge Avenue London W14 0SY	19.04.25
6 Oxford Gate Brook Green London W6 7DA	20.04.25
9 Oxford Gate Brook Green London W6 7DA	02.05.25
33 Windsor Way London W14 0UA	13.04.25

1.0 SITE LOCATION AND DESCRIPTION, AND RELEVANT PLANNING HISTORY

SITE DESCRIPTION

- 1.1 The application site comprises a group of 5 locally listed Buildings of Merit (known as Buildings 1, 2, 3, 4 and 5) located off the northern side of Brook Green. The buildings, which range in height from 2 to 3 storeys, were originally a Victorian school but since the 1980's have been in office use (Class E) and are arranged in a linear fashion around a private parking courtyard, which is accessed via an archway underneath Building 1. All 5 buildings are currently vacant.
- 1.2 The surrounding area is predominantly residential. Immediately to the north of the site is Oxford Gate, a gated residential mews. To the east is Blythe House, the former Post Office Savings Bank Headquarters (1899-1903), now in use as a store for London museums (British Museum, Science Museum and V&A). To the south of Building 4 is Brook Green Family Centre and nursery on Brook Green, with residential properties on Windsor Way behind.
- 1.3 The site lies within the Brook Green Conservation Area, and a number of listed buildings are located within the immediate vicinity. There are four trees (2 x London Planes and 2 x Alder trees) within the site that are subject to a Tree Preservation Order (TPO).
- 1.4 The majority of the site is in the Environment Agency's Flood Zone 1 with part of the site in Flood Zone 2.
- 1.5 The site has a Public Transport Accessibility Level (PTAL) of 6a (Excellent).

RELEVANT PLANNING HISTORY

2019/03699/FUL: Extension to Block 5 at first and second floor level, creation of two single storey pavilions at Blocks 3 and 5, addition of louvered dormer roof projections to Blocks 2, 3 and 5, erection of external plant rooms, formation of a refuse enclosure, erection of a single storey security guard house/substation, formation of a roof terrace at second floor of Block 2; associated external alterations to Blocks 2, 3, 4 and 5, landscaping and car parking layout. Not implemented.

2019/00822/FUL: Erection of rear extensions to Blocks 2 and 3 at ground and first floor level, replacement of existing connection at ground floor between Blocks 2 and 3, and erection of rear extension to Block 4 at first floor level including the installation of a plant; associated external alterations. Not implemented.

2020/01849/FUL: Change of use from office to 33 residential units across Blocks 1-5; including partial demolition and extensions at ground/first floor to blocks 2/3, and at first floor in block 4. Partial demolition and alterations to block 5 and redevelopment of a 3-storey block; with associated bike storage, refuse storage, parking and landscaping and work to trees. Permission granted 16th September 2021 subject to conditions and a legal agreement.

The pre-commencement conditions in relation to this application have been discharged and the permission has been implemented on site. This planning application will be referred to as the "extant permission".

2023/03120/FUL - Change of use from office to 34 residential units across Blocks 1-5; including increased depth of front lightwells, mansard roof extension with roof terrace and extension to core, and rear extensions at first and second floor level to Block 1; partial demolition and side and rear extensions at ground and first floor level, formation of a roof terrace at second floor level, and alterations to existing fenestration including installation of new entrances at ground floor level to Block 2/3 and Block 3 Pavilion; extensions at first floor and roof level, and alterations to existing fenestration including installation of new entrances at ground floor level to Block 4; basement excavation within courtyard to provide a residents gym; partial demolition and alterations to Block 5 and redevelopment of a part single part 3-storey extension; single storey gatehouse building in front garden; external alterations; associated bike storage, refuse storage, parking, amenity space and landscaping. This application has not been determined.

2025/00439/NMAT - Non-material amendment granted 16th May 2025, to planning permission reference: 2020/01849/FUL dated 16th September 2021 to allow an amendment to the description to include: the omission of reference to the quantum of residential units; and the inclusion of works which were approved but not included in the description, namely the addition of a single storey gatehouse building in front garden, and alterations to existing fenestration.

The amended description reads:

"Change of use from office to residential across Blocks 1-5; including partial demolition and extensions at ground/first floor to blocks 2/3, and at first floor in block 4. Partial demolition and alterations to block 5 and redevelopment of a 3-storey block; with associated bike storage, refuse storage, parking and landscaping and work to trees; single storey gatehouse building in front garden; alterations to existing fenestration."

2.0 PROPOSAL

The current application seeks permission for a variation of condition 2 (approved plans) of planning permission ref: 2020/01849/FUL granted 16th September 2021, as amended under s96a application (ref. 2025/00439/NMAT) dated 16th May 2025, to allow for the following works:

- o reduction in number of residential units from 33 to 32, including alteration to size and mix of units
- o increase to width of existing lightwells to the front of Building 1
- o relocation of gym to Building 5
- o formation of new entrances along ground floor comprising of doors to duplex units from the main courtyard
- o removal of lean to and rear buildings of Buildings 2 and 3 and replace with new part 1, part 2 storey flat roof extensions
- o provision of ground floor amenity space adjacent to Oxford Gate with new doors to the rear of Buildings 2 and 3 to allow access to private amenity space,
- o alterations to landscaping including provision of new front gardens to courtyard units
- o relocation of bike and bin stores
- o relocation existing ramp to Building 1 and addition of soft landscaping
- o removal of consented glazed lift and replaced with a solid infill in between Buildings 2 and 3 to match existing facade

- o omission of sub-station from Building 6
- o changes to fenestration to match designs of the existing buildings
- o replacement of obscured glazing at first floor level of Building 4 with clear glazing.

3.0 PUBLICITY AND CONSULTATION RESPONSES

+ Statutory Consultation

- 3.1 A site and press notice were published to advertise this application and notification letters were sent to the occupants of 140 surrounding properties.
- 3.2 To date a total 4 representations have been received comprising 1 in support and 3 in objection. A summary of the comments is provided below:

Objection:

- o Existing problem with pests/vermin
- o Impact to trees
- o Hours of construction should be controlled
- o Loss of privacy/overbearing impact to Windsor Way
- o The new extensions/alterations should be kept in line with other buildings in the area
- o New flat roofs should not be used as terraces (noise and disturbance and privacy concerns)
- o Noise and disturbance and light pollution from use of gym in building 5
- o Noise from use of new gardens facing Oxford Gate
- o Highway safety and amenity impacts caused by provision of on-street loading bay during construction phase.

Support:

- o Support the residential adaptation and re-use of this pleasant group of buildings that have stood empty for too long
- o Increase to available housing stock
- o The proposals make a positive contribution to the character of this part of the Brook Green Conservation Area.

- 3.3 The Hammersmith and Fulham Historical Society; Hammersmith Society; Hammersmith and Fulham Historic Buildings Group; National Amenity Societies and Theatre Trust; and Brook Green South Residents Association were also consulted on the planning application and have not made any comments.

+ Technical Consultations

- 3.4 Historic England (Development Management section) have responded to state as they did not impose conditions on the original consultation they do not consider that it is necessary to be notified under the relevant statutory provisions.
- 3.5 Historic England Greater London Archaeological Advisory Service (GLAAS) have responded to state they do not consider it is necessary to be notified of this application.

- 3.6 Metropolitan Police Crime Prevention Design Officer (DOCO) has responded to state as this is small amendments to the original planning application, at this stage their office do not have any further comments to make. Their original Police Security and Safety Statement from the original application still applies to any changes to this development.
- 3.7 The HSE have responded to state this planning application does not fall under the remit of planning gateway one, because it does not meet the height condition of a relevant building.
- 3.8 Active Travel England (ATE) have responded to state they have no comment to make as it does not meet the statutory thresholds for its consideration.
- 3.9 TfL have responded to state they have no objections.
- 3.10 The London Fire and Emergency Planning Authority; Thames Water; London Heliport; Thames Water; Environment Agency; London Parks and Gardens; and Civil Aviation Authority were consulted on the planning application and have not made any comments.

4.0 POLICY FRAMEWORK

- 4.1 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.
- 4.2 Collectively the three Acts create a plan led system which requires local planning authorities to determine planning applications in accordance with an adopted statutory development plan unless there are material considerations which indicate otherwise (section 38(6) of the 2004 Act as amended by the Localism Act).
- 4.3 In this instance the statutory development plan comprises the London Plan (2021) and the Local Plan (2018). A number of strategic and local supplementary planning guidance and other documents are also material to the determination of the application.

+ National Planning Policy Framework (2024)

- 4.4 The National Planning Policy Framework (NPPF) came into effect on 27 March 2012 and was subsequently revised in 2019, 2021, 2023 and more recently in 2024 and is a material consideration in planning decisions. The NPPF, as supported by the Planning Practice Guidance (PPG), sets out national planning policies and how these are expected to be applied.
- 4.5 The NPPF does not change the statutory status of the development plan as the starting point for decision making. Proposed development that accords with an up to date Local Plan should be approved and proposed development that conflicts should be refused unless other material considerations indicate otherwise.

+ London Plan

4.6 The London Plan was published in March 2021. It forms the Spatial Development Strategy for Greater London and sets out a framework for how London will develop over the next 20-25 years and the Mayor's vision for Good Growth. It forms part of the development plan for Hammersmith and Fulham.

+ Local Plan

4.7 The Council adopted the new 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.

5.0 PLANNING ASSESSMENT

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

- 5.1 Principle of Land Use (loss of employment floorspace; provision of residential units)
- 5.2 Housing Supply (density/housing mix/affordable Housing provision)
- 5.3 Quality of the Residential Accommodation
- 5.4 Accessibility; Secure by Design; and Fire Safety
- 5.5 Design and Heritage
- 5.6 Residential Amenity (daylight and sunlight/outlook/privacy/noise)
- 5.7 Highways and Transportation
- 5.8 Flood Risk and SUDS
- 5.9 Energy and Sustainability
- 5.10 Air Quality
- 5.11 Land Contamination
- 5.12 Arboriculture, Ecology and Biodiversity
- 5.13 Economic Development and Skills Training

5.1 LAND USE

+ Loss of the Employment Floorspace/Provision of Residential Units

5.1.1 London Plan Policy H1 requires an annual average of 66,000 net additional homes to be delivered with Table 4.1 setting an annual target of 1,609 net additional dwellings for Hammersmith and Fulham. Policy HO1 of the Local Plan, seeks to exceed an annual target of 1031 until 2025 and continue to seek a minimum of 1,031 net additional dwellings per year up until 2035.

5.1.2 The proposal would provide 32 residential flats (net reduction of 1 in comparison to the extant permission) and as such would still contribute to the delivery of additional residential accommodation as set out in the above policies.

- 5.1.3 London Plan Policies E1 and E2, and Local Plan Policies E1 and E2 seek to retain existing viable office floorspace, unless it can be demonstrated that there is no reasonable prospect of the site being used for business purposes.
- 5.1.4 While the loss of employment floorspace would typically require evidence of unsuccessful marketing, in this instance the principle of its replacement with residential use has already been established through the extant planning permission, which constitutes a material consideration. At the time of that approval, the loss was justified on the basis that the buildings were vacant and marketing efforts had demonstrated that the site was no longer viable for employment use, owing to both a lack of demand for office accommodation and the poor condition of the buildings. The site has remained vacant since.
- 5.1.5 Given that the extant permission has been implemented and there has been no change to the relevant policy framework since its determination that would warrant a different conclusion, it is considered that no objection should be raised to the proposed loss of employment use in the current application.

5.2 HOUSING SUPPLY

+ Density

- 5.2.1 In order to optimise the use of land London Plan Policy D3 and GG2 state development should proactively explore the potential to intensify the use of land to support additional homes and workspaces, promoting higher density development, particularly in locations that are well-connected to jobs, services, infrastructure and amenities by public transport, walking and cycling. Para. 3.3.21 states comparing density between schemes using a single measure can be misleading as it is heavily dependent on the area included in the planning application site boundary as well as the size of residential units.
- 5.2.2 Local Plan Policy HO4 expects housing in existing residential areas to be predominantly low to medium density and to consist of low to medium rise developments. It recognises that high density development may be appropriate in highly accessible areas, subject to design, compatibility with local contexts and transport impacts and highway capacity.
- 5.2.3 The proposed development (0.31 hectares) would result in a residential density of approximately 450 units per hectare. This reasonably low level of density is compatible with the lower density character of the immediate Brook Green area.

+ Housing Mix

- 5.2.4 London Plan Policy H10, together with the Mayor's Housing SPG seek to promote housing choice and a balanced mix of unit sizes within new developments. Local Plan Policy HO5 requires a mix of housing types and sizes in development schemes, especially increasing the proportion of family accommodation (3 bed or more). The justification to Policy HO5 makes clear that 'there is a particular need in this borough for more family sized housing (3 or more bedrooms)'.

5.2.5 The extant permission comprises the following mix:

Studio x 1 (3%)
1 bed x 6 (18%)
2 bed x 15 (46%)
3 bed x 9 (27%)
4 bed x 2 (6%)

5.2.6 The current proposal comprises the following mix:

1 bed x 2 (6%)
2 bed x 16 (50%)
3 bed x 13 (41%)
4 bed x 1 (3%)

5.2.7 The proposal would provide a good mix of units, including 44% being family sized accommodation. The proposal would see an uplift of 3 family units compared to the extant permission. This approach is welcomed and supported under London Plan Policy H10 and Local Plan Policy HO5.

+ Affordable Housing

5.2.8 Policy HO1 of the Local Plan sets out the Council's objective of delivering housing from a range of sources. All development should contribute to boosting overall supply, including market and affordable housing, by optimising land opportunities.

5.2.9 Both Local Plan Policy HO3 and London Plan Policy H4 identify the demand for affordable housing as a key issue, and the explanatory text to Policy HO3 identifies that within Hammersmith and Fulham there are nearly 2,000 applicants on the housing register and nearly 1,400 households in temporary accommodation.

5.2.10 London Plan Policy H4 requires 50 per cent of all new housing delivered to be genuinely affordable. London Plan Policy H5 identifies a 35% threshold for all sites above ten units except (only) for land in public ownership or public use, to which a 50% threshold applies. Where applications do not meet the requirements set out in Part C of the policy, a Viability Tested Route must be followed.

5.2.11 Local Plan Policy HO3 sets a borough-wide target of at least 50% of all dwellings built to be affordable. Of this, 60% should be for social or affordable renting, especially for families, and 40% should be for a range of intermediate housing. Planning applications will not be required to provide viability information where they deliver 50% or more affordable housing on site which is consistent with the relevant tenure split outlined under Local Plan Policy HO5 above and meet all of the other relevant Local Plan policy requirements and obligations.

- 5.2.12 Policy HO3 also states that in negotiating for affordable housing in a proposed development, the Council should still seek the maximum reasonable amount of affordable housing and take into account:
- site size and site constraints;
 - financial viability, applying the principles set out in the Viability Protocol;
 - individual circumstances and characteristics of the site.
- 5.2.13 Both the London Plan and Local Plan states a financial contribution to off-site provision will only be considered in exceptional circumstances.
- 5.2.14 The Extant Permission secured a payment in lieu of on-site affordable housing totalling £1,350,000 (excluding VAT), despite the viability exercise at the time concluding that no affordable housing could viably be provided. The payment in lieu has been received.
- 5.2.15 In line London Plan Policy H5 and Local Plan Policy HO3 a Financial Viability Assessment (FVA) Note has been submitted to address the changes proposed to the extant permission, in the context of up-to-date development values and costs, and to determine whether the proposals would result in an uplift to the payment in lieu.
- 5.2.16 The applicant's FVA demonstrates that the proposals would create a deficit against the site value benchmark and additional payment in lieu would therefore not be viable. The FVA has been rigorously reviewed by officers in collaboration with the Council's independent viability consultants, BPS. Following detailed negotiations—during which the extent of the deficit was challenged—the applicant has agreed to provide an additional financial contribution (£297,249) towards off-site affordable housing provision. This contribution will be secured through a legal agreement.
- 5.2.17 In this regard, the proposals would secure the delivery of off-site additional affordable housing, representing a significant public benefit. This is particularly valuable to the Council where, like most of London, there is a considerable ongoing need for new housing, especially affordable homes. On this basis, the proposal is judged to comply with the objectives of London Plan Policies H4, H5 and H6 and Local Plan Policies HO3 and HO5.

5.3 QUALITY OF RESIDENTIAL ACCOMMODATION

- 5.3.1 London Plan Policy D6 places a significant focus on internal space standards for dwellings. The purpose of the policy is to ensure that all new homes are fit for purpose and offer the potential to be occupied over time by households of all tenures. Together with the DCLG's Nationally Described Space Standards it provides detailed standards which set out the minimum level of quality and design that new homes should meet.
- 5.3.2 Local Plan Policies HO4 and HO11 requires all housing to provide a high-quality residential environment and be well designed internally and externally. Planning Guidance SPD Key Principles HS1 and HS2 are also relevant with regards to internal space and amenity space provision for new dwellings, and reflects the requirements set out in the abovementioned London and National standards.

- 5.3.3 The proposal builds upon the consented extant permission, however, as a result of a reduced overall unit count, a revised housing mix, and reconfigured internal layouts, the scheme delivers a marked enhancement in residential quality. In more detail, all proposed units continue to exceed the minimum internal space standards set out in the London Plan, however the number of dual-aspect units would increase by 8, resulting in a total of 31. In addition, internal daylight and sunlight provision has improved, with 69% of habitable rooms meeting or exceeding BRE daylight illuminance guidelines, compared to 63% previously, and while the BRE no longer recommends the APSH methodology for assessing sunlight in new dwellings, 97% of tested units would nonetheless meet the criteria under the current sunlight guidelines. Finally, the number of units benefiting from private amenity space would increase significantly through the provision of ground floor amenity space to the rear of Buildings 2 and 3.
- 5.3.4 As per the extant permission some units would continue to marginally fail to meet the minimum 2.5m standard floor to ceiling heights prescribed in the London Plan Policy D6 and SPD Key Principle HS2. However, given the generous size of the units, and the abovementioned improvements to outlook, internal sunlight/daylight levels and amenity space, together with the proposals relating to the conversion of existing buildings of merit, which are further limited in terms of their adaptability due to their heritage nature the modest shortfall is acceptable.
- 5.3.5 As per the extant permission, in order to prevent undue overlooking of the residential properties of Oxford Gate the new first floor windows within the rear extensions to Buildings 2 and 3 will be obscure glazed up to an internal height of 1.7m height. Although this will restrict the outlook of some of the bedrooms at first floor level (B2.02, B2.05; B2.06, B2.08, B2.09, B2.10 and B2.11), it is accepted that bedrooms have a lower expectation of outlook, and in this case the main habitable accommodation of these flats, as well as some of the secondary bedrooms, would have unobstructed views over the newly landscaped central courtyard.
- 5.3.6 Although not all units will benefit from private amenity space, as per the extant permission all of the residential units would have access to the newly landscaped communal central courtyard approximately 858sqm. The space would comprise a mix of hard and soft landscaping which would provide outdoor seating, as well as integrated children's playspace (in line with London Plan Policy S4 and Local Plan Policy OS3). While the courtyard is not exclusively designated as playspace, the focus is on providing doorstep play for under 5's which would be sensitively integrated into the courtyard in a multifunctional manner. The open space would be in the centre of the development, overlooked by the new units so that it would be a safe, welcoming space for everyone to use. Furthermore, Brook Green is within a short walking distance away which provides an alternative multi-functional area of amenity space. Given the constraints of the site plus and the availability of both on-site and off-site amenity space provisions, it is considered the proposal would provide a suitable residential environment for future occupiers. Final details of the landscaping and playspace, together with a maintenance plan, are to be secured by a condition.

- 5.3.7 In order to ensure suitable internal noise levels for future occupiers conditions are to be attached in respect to sound proofing between different room types/uses and from plant equipment. Subject to these conditions, the proposal would provide an acceptable living environment for occupiers in accordance with Local Plan Policies CC11 and CC13 and Key Principle NN3 of the Planning Guidance SPD.
- 5.3.8 For the reasons set out above, Officers are satisfied that the development would provide a suitable standard of accommodation in accordance with London Plan Policy D6, Local Plan Policies HO4, HO11, CC11 and CC13, and the DCLG's Nationally Described Space Standards.

5.4 ACCESSIBILITY; SECURE BY DESIGN; AND FIRE SAEFTY

+ Accessibility

- 5.4.1 London Plan Policy D7 and Local Plan Policy HO6 require 90% of new units to be built to building regulations standard M4(2) 'Accessible and adaptable buildings', with the remaining 10% built to standard M4(3) 'Wheelchair accessible dwellings'.
- 5.4.2 In this instance (9.4%) of the units would be built to M4(3) wheelchair accessible standard. The three fully accessible wheelchair units will all be 2b3p flats and will be located in Building 5 (B5.01; B5.03 and B5.05) at ground, first and second floor level. In terms of the remaining 90% accessible and adaptable units, the Design and Access Statement highlights there is currently a lack of Part M compliant level access and corridor widths internally and externally throughout due to the age of buildings. At present the plans show 24 (75%) units as achieving M4(2) compliance. It is stated the design team will use best endeavours to achieve M4(2) compliance, however further interrogation of the existing buildings is required after a strip-out of the interiors has been undertaken. Given the proposals relate to the conversion of existing buildings, which are further limited in terms of their adaptability due to their heritage nature, it is acknowledged these factors could impact upon the scheme achieving 90% of the remaining units meeting M4(2) status. However, a full accessibility strategy, to demonstrate the feasibility of the units being be capable of complying with Building Regulations M4(2) and M4(3) will be secured by a condition. Separately, the site also allows for 3 x blue badge parking spaces, which will be secured by a condition, together with the submission of a management plan including details of the allocation and enforcement of the blue badge parking spaces, and the provision of electric vehicle charging points for each space in the interests of air quality.

+ Secure by Design

- 5.4.3 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. Full details of how the revised proposal will incorporate measures for crime prevention will be secured by a condition.

+ Fire Safety

- 5.4.4 The matter of fire safety compliance is covered by Part B of the Building Regulations. However, London Plan Policy D12 recommends the fire safety of developments to be considered from the outset. London Plan Policy D12 states that 'all development proposals must achieve the highest standards of fire safety' and the requirements are set out in Section A (criteria 1-6).
- 5.4.5 As required a Fire Safety Statement, prepared by an independent and suitably qualified third party, has been submitted in support of the proposal. The buildings do not fall under the category of a 'relevant building' as defined in Building Regulation 7(4) and the HSE have confirmed their consultation 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, however fire safety compliance will be subject to final approval under Building Regulations.

5.5 DESIGN AND HERITAGE

+ Policy Framework

- 5.5.1 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 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.
- 5.3.2 Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states in relation to Conservation Areas that: 'In the exercise, with respect to any buildings or other land in a conservation area, of any functions under or by virtue of any of the provisions mentioned in subsection (2), special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.'
- 5.5.3 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.
- 5.5.4 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'.

5.5.5 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 consider 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.'

5.5.6 Local Plan Policy DC8 states that the council will '..aim to protect, restore or and enhance the quality, and character, appearance and setting of the borough's conservation areas and its historic environment, including listed buildings, historic parks and gardens, buildings and artefacts of local importance and interest, archaeological priority areas and the scheduled ancient monument'. Local Plan Policy DC11 relates to basement excavation.

5.5.7 SPD Key Principles AH1 and AH2 relate to the protection of heritage assets, and CAG3 relates to development in Conservation Areas.

+ Site context

5.5.8 The site is occupied by a group of Victorian buildings that were built to house a school but were more recently used as offices. The buildings are locally listed as Buildings of Merit and lie within the Brook Green Conservation Area. The conservation area is centred on Brook Green, a linear green space that was created by covering over a former brook. The market gardens either side were extensively built up from the 1850s, and the buildings along the Green are, until today, a mixture of historic residential terraces and public buildings of various scales and styles that reflect the importance of the location to the wider community. Despite their variety, the buildings facing the Green create a strong and cohesive urban edge to the Green and form the visually most prominent and characteristic part of the historic townscape within the conservation area.

5.5.9 The Brook Green facing elevation of the westernmost building on the site (Building 1) is set back behind a front garden and driveway into the site. However, due to its form and scale, the building is a prominent feature in the views from and along the green that is further emphasised by the church tower of Holy Trinity Church directly opposite in Brook Green.

5.5.10 The existing buildings have undergone many external and internal changes to enable their conversion into offices, but overall, the external appearance is consistent with the original character of the development. The internal appearance of the spaces is much altered and mostly modern. Common architectural features are the use of yellow stock brick with red brick window surrounds, string courses, arches, lintels and quoins. The hierarchy of the openings in the elevations emphasises the first floor as the grandest with the largest and most embellished window surrounds while the second floor windows are narrower and extend into roof level with prominent gables.

+ Design of proposal

5.5.11 The proposed external alterations would predominantly replicate the works already approved under the extant permission. The visual impact of these components has previously been assessed and deemed acceptable. As these elements remain unchanged in the present application, their acceptability continues to stand. This section will instead focus on the new elements only, i.e. the increased width of the existing front lightwells to Building 1; the additional massing to rear of Buildings 2 and 3; the provision of ground floor amenity space adjacent to Oxford Gate with new doors to the rear of Buildings 2 and 3 to allow access to private amenity space; the formation of new entrances and private front gardens to the courtyard facing units; and the replacement of the approved glazed lift with a solid infill in between Buildings 2 and 3 to match existing façade.

5.5.12 As before Building 1 will be converted to 6 residential units. The previously approved gym at basement level is to be relocated to Building 5 Pavilion, allowing the approved ground floor flats to become duplex flats with bedroom accommodation at basement level. In order to allow for additional light to the bedrooms, there will be a modest increase to the depth of the existing front lightwells.

5.5.13 Behind Building 1, Buildings 2 and 3 will be converted to 17 residential units across ground to second floor level. As before an existing single storey, non-original extension to the rear of Building 2 would be replaced by a part single storey part two storey extension. Under the current application, it is proposed to extend the approved extension along the rear of Building 3 to replace another non-original extension. The proposed addition would match the scale and detailed design of the approved extension creating a seamless facade. To the front the previously approved glazed lift extension between Buildings 2 and 3 will be replaced by a solid brick infill to match the existing façade. Finally, there would be modest changes to the fenestration to the front and rear elevations to provide private front entrances and access to the new rear garden areas.

5.5.14 The smallest building, Building 4 will be converted to 3 residential units across ground and first floor level. Similar to the opposing Buildings 2 and 3, there would be modest changes to the fenestration to the front elevations to provide private front entrances.

5.5.15 Finally, Buildings 5 will be converted to 6 residential units across ground, first and second floor level. The approved pavilion extension, previously a residential unit, will now accommodate the gym relocated from the basement of building 1.

+ Heritage

5.5.16 Local Planning Authorities are required to identify and assess the significance of any heritage asset affected by a proposal, including by development affecting the setting of a heritage asset (para 208 of the NPPF). This assessment shall be taken 'into account when considering the impact of a proposal on a heritage asset, to avoid or minimise conflict between the heritage asset's conservation and any aspect of the proposal' (para 208 of the NPPF).

5.5.17 The heritage assets directly affected by the proposals are the Buildings of Merit on the site and the Brook Green Conservation Area. The following heritage assets within the wider setting of the site are also potentially affected:

- The grade II listed Blythe House and its ancillary buildings that are partially listed at Grade II and partially Buildings of Merit
- The Church of Holy Trinity on the south side of Brook Green, listed at Grade II*
- Two K2 telephone kiosks in Brook Green, listed at Grade II
- The historic terraces in Brook Green that are designated as Buildings of Merit.

5.5.18 The Conservation Area, in particular the Brook Green area itself, has been correctly identified by the applicant's heritage assessment as of high aesthetic, historic and group values and with some evidential and communal values. The listed and locally listed buildings facing the green play an important role in this significance. With the exception of the Brook Green facing elevation of Building 1, none of the other buildings are readily visible from the public realm and therefore the developments would not result in any harm to the fundamental character, appearance and significance of the Conservation Area. However, the composition of Buildings 1-5, consisting of Building 1 addressing Brook Green, and Buildings 2-5 enclosing a courtyard at the rear accessed through an underpass in Building 1 is of high group value and therefore considered to be of high significance with regard to the special interest of the Buildings of Merit and the character and appearance of the conservation area.

5.5.19 The significance of the site buildings is derived from their historic Victorian features that convey the original public character of the buildings which is characteristic for the historic townscape character of Brook Green. However, the modern interior and some modern external alterations do not reflect the original character of the buildings and therefore the aesthetic and historic values can overall be assessed as medium, with the frontage and Brook Green facing elevations being of high aesthetic value.

+ Assessment of harm

5.5.20 The Council is required to undertake an assessment of the impact of the submitted proposals on the significance of the heritage assets.

- 5.5.21 Section 66(1) of the Listed Buildings Act applies to the determination of planning applications. Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires that:
'In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.'
- 5.5.22 Section 72 of the above Act states in relation to Conservation Area that:
'In the exercise, with respect to any buildings or other land in a conservation area, of any functions under or by virtue of any of the provisions mentioned in subsection (2), special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.'
- 5.5.23 Most of the proposed external and internal alterations would replicate works already approved under the earlier, extant planning permission. The new elements of the proposals would have limited impacts when considered against the extant consent, and would allow for the character and appearance of the group of locally listed buildings to be retained and sympathetically modified. As such proposals would not result in any harmful townscape impacts.
- 5.5.24 In view of the above, it is not considered the proposal would detract from the special architectural interest and character of the group of host buildings, neither would the proposals result in any harm to the character, significance or setting of the Brook Green Conservation Area, or upon the setting of other nearby heritage assets. As such, the proposals are considered acceptable from a heritage perspective.

+ Conclusion

- 5.5.25 Overall, subject to conditions, the proposed works, due to their design, scale and situation, would not have any harmful impacts upon the setting of the above identified heritage assets. The development would preserve the character and appearance of the Conservation area and the special architectural or historic interest of the Buildings of Merit, and the setting of adjacent designated/non-designated heritage assets.
- 5.5.26 Officers have assessed the impact of the proposal on the heritage assets and consider that it is compliant with s.66 and s.72 of the Planning (Listed Buildings and Conservation Areas) Act 1990. The proposal is also in line with national guidance in the NPPF and strategic local policies on the historic environment and urban design.
- 5.5.27 The proposed development is also considered acceptable in accordance with the NPPF, Policies DC3 and HC1 of the London Plan and Policies DC1, DC4, DC8 and DC11 of the Local Plan and Key Principles AH1, AH2 and CAG3 of the Planning Guidance SPD.

Landscaping:

5.5.28 It is proposed to completely re-landscape the internal courtyard of the site to create a more attractive environment for future residents, as well as improve the appearance of the site and the setting of the buildings of merit. This will involve the removal of the majority of the car parking spaces and hard landscaping that currently exists. As per the extant permission, the improved new landscaped courtyard will include 3 accessible parking spaces (in accordance with the London Plan requirements), cycle parking and refuse storage facilities as well as large areas of green space and new planting with the aim of creating a tranquil and enjoyable space. The submitted design and access statement includes some imagery and an indicative layout of how this central courtyard area will look. Final details will be secured by a condition to maximise the level of planting, and to ensure the landscaping provides more meaningful spaces for residents to enjoy and engage with. On this basis the proposal is also judged to comply with the above policies.

5.6 RESIDENTIAL AMENITY

5.6.1 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.

5.6.2 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, 7 and 8 support Local Plan Policy HO11 and set out a more detailed means of assessment.

5.6.3 The site is bounded by residential properties to the north and south. Oxford Gate, to the north, is a gated mews development off Brook Green. It comprises a row of terrace houses which front onto a road which separates the houses from the northern boundary wall with the application site. Windsor Way, to the south, is also a gated development, with staggered residential properties which have gardens that adjoin the site to the south.

5.6.4 The proposed external alterations would predominantly replicate the works already approved under the extant permission. The impact of these components on residential amenity has previously been assessed and deemed acceptable. As these elements remain unchanged in the present application, their acceptability continues to stand. This section will focus on the new elements only.

5.6.5 In terms of residential amenity this includes: the impact to Oxford Gate properties as a result of the additional massing and the provision of private amenity space to the rear of Buildings 2 and 3; and the impact to Windsor Way properties as a result of the replacement of obscured glazing with clear glazing at first floor level to Building 4.

5.6.6 The increased width of the existing front lightwells to Building 1, the formation of new ground floor entrances from the main courtyard to Buildings 2, 3, and 4, and the replacement of the glazed lift with a solid infill between Buildings 2 and 3, by virtue of their location, scale and design, are not considered to result in any adverse impact on the amenity of neighbouring properties.

+ Outlook:

5.6.7 The proposal seeks to extend the approved rear extension to Building 2 eastwards along the rear elevation of Building 3, replacing the previously consented single-storey element with a part single-storey, part two-storey extension. Concerns have been raised by residents of Oxford Gate regarding the increased bulk and its potential impact on outlook and sense of enclosure.

5.6.8 It is acknowledged the properties in Oxford Gate would have views of the new extension. However, consistent with the extant permission the extension would align with the massing and rear building line of the existing two-storey addition to the western part of Building 2. The new extension to the rear of Building 3 would also continue the building line of the approved extension to Building 2, and would be located towards the eastern end of the buildings where the separation distance between the subject site and Oxford Gate is at its widest. It would also be viewed in the context of the remaining second floor and roofscape of the existing building. In this regard, it is not considered the proposal would reduce the outlook or sense of openness to the opposing residential properties in Oxford Gate to an unacceptable level.

5.6.9 Separately, although detailed plans have not been provided it is indicated some of the refuse and cycle stores will be located towards the rear of the site, adjacent to the rear gardens of the properties in Windsor Way. It is suggested the cycle storage would comprise of a 2 tier system within covered cycle stores. Although the boundary walls in this location would provide an element of screening, final details will be secured by a condition.

+ Privacy:

5.6.10 As per the extant permission, the windows of the new two storey rear extension to Building 3 would infringe the minimum separation distance of 18 metres (SPD Key Principle HS8) from the opposing windows of properties in Oxford Mews. The proposed windows at first floor level would be positioned closer than the existing windows and, in line with the extant permission, it is necessary to ensure that appropriate measures are in place to safeguard privacy. Accordingly, a condition is recommended requiring these windows to be fitted with obscure glazing and fixed shut up to a height of 1.7 metres above finished floor level. The new windows at ground floor level would be no closer than the existing windows at this level and, as such, are not considered to require additional mitigation.

- 5.6.11 In contrast to the extant permission, it proposed to utilise the area between the rear elevations of Buildings 2 and 3 and the boundary wall with Oxford Gate to create small private gardens for the new residential properties. Residents of Oxford Gate have expressed concern that the use of these areas will create the opportunity for overlooking. It is not considered the use of the spaces, due to the modest size, would exacerbate levels existing levels of overlooking at ground floor level to such a degree that would be deemed to be harmful. Nonetheless, plans demonstrate that the existing wall would form an adequate privacy screen of at least 1.7m high as measured from the ground level of the subject site. A condition will ensure the existing boundary wall is not lowered in height.
- 5.6.12 In contrast to the extant permission it is proposed to replace the obscured glazing to the windows within the already approved first floor extension to Building 4 with clear glazing. Plans have been provided to demonstrate the windows at this level would ensure compliance with the 18-metre minimum separation distance, as measured by an arc of 60 degrees taken from the centre of the proposed new window, (SPD Key Principle HS8) from the properties in Windsor Way. In this regard the use of clear glazing would not result in undue loss of privacy.
- 5.6.13 The roof terraces to Buildings 2 and 5 were approved under the extant permission. Details of the 1.7 metre high obscure glazed privacy screen to the north elevation of the terrace to Building 2 will remain secured by condition. There will be no additional amenity space provided to the upper floors of any of the Buildings as a result of this application.

+ Daylight/Sunlight

- 5.6.14 The applicant's Daylight and Sunlight Report, prepared in accordance with BRE guidelines, assesses the potential impacts arising from the additional massing proposed under the current application—specifically the part single-storey, part two-storey rear extension to Building 3
- 5.6.15 The assessment results show there would be no noticeable change to the daylight and sunlight levels to neighbouring properties beyond what has already been considered under the extant permission.
- 5.6.16 Overall, it is considered that the development would not have an unacceptable effect on the daylight and sunlight amenity to the neighbouring properties in accordance with London Plan Policies DC1, DC4 and HO11.

+ Environmental Nuisance

- 5.6.17 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.

- 5.6.18 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 including that from signage and other sources of illumination.
- 5.6.19 As per the extant permission, conditions relating to enhanced sound insulation, plant noise levels and plant anti-vibration measures, as well as details of external lighting will be attached.
- 5.6.20 The proposed introduction of private amenity space to the rear of Buildings 2 and 3 is considered acceptable, given the modest scale of these areas, which would naturally restrict the number of users at any one time. This limitation is deemed sufficient to mitigate the risk of neighbouring occupiers being exposed to undue noise disturbance arising from their use. As mentioned earlier, the roof terraces to Buildings 2 and 5 were approved under the extant permission.

+ Building Works

- 5.6.21 In accordance with Key Principle NN7, the application is supported by a Demolition Management Plan and Construction Management Plan. This has been reviewed by Environmental Protection Officers and is deemed to be acceptable, and is accordingly secured by a condition.

5.7 HIGHWAYS AND TRANSPORTATION

- 5.7.1 The NPPF requires that developments should ensure that appropriate opportunities to promote sustainable transport modes are taken and that safe and suitable access to sites can be achieved; and development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual impacts on the road network would be severe. All developments that will generate significant amounts of movement should be required to provide a travel plan, and should also be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.
- 5.7.2 London Plan Policies T1, T2, T3, T4, T5, T6.4 and T7 set out the intention to encourage consideration of transport implications as a fundamental element of sustainable transport, supporting development patterns that reduce the need to travel or that locate development with high trip generation in proximity of public transport services. The policies also provide guidance for the establishment of maximum car parking standards.
- 5.7.3 Local Plan Policy T1 sets out the Council's intention to 'work with strategic partners to improve transport provision, accessibility and air quality in the borough, by improving and increasing the opportunities for cycling and walking, and by improving connections for bus services, underground, national and regional rail'.

- 5.7.4 Local Plan Policy T2 relates to transport assessments and travel plans and states "All development proposals would be assessed for their contribution to traffic generation and their impact on congestion, particularly on bus routes and on the primary route network".
- 5.7.5 Local Plan Policies T3, T4, T5 and T7 relate to opportunities for cycling and walking, vehicle parking standards, blue badge holders parking and construction logistics. These are supported by Key Principles TR1-TR4, TR6-TR7, TR17 and TR21 and TR27 of the Planning Guidance SPD.
- 5.7.6 Local Plan Policy CC7 sets out the requirements for all new developments to provide suitable facilities for the management of waste. Planning Guidance SPD Key Principles WM1, WM2, WM7 and WM11 are also applicable which seek off-street servicing for all new developments.
- 5.7.7 In accordance with the above policies a Transport Statement (TS), Draft Travel Plan and outline Demolition and Construction Logistics Plan have been prepared to support the planning application.
- 5.7.8 The site has a PTAL of 6a - suggesting that it has excellent access to public transport. The site is situated within walking distance of three stations (Barons Court Underground station, Kensington Olympia station and Hammersmith stations) and a number of bus stops, the closest being located on the Brook Green / Hammersmith Road junction approximately 200m from the site.

+ Trip generation

- 5.7.9 Given the reduction in unit numbers there would be no additional impact in terms of trip generation. As per the extant permission, the proposed development is likely to result in a significant reduction in vehicular movement compared to the pre-existing office use as a result of the reduced off-street car parking within the site (25 spaces to 3). Vehicle movements in terms of servicing and deliveries, refuse collection, and construction traffic is considered below.

+ Car Parking

- 5.7.10 The application site has a Public Transport Accessibility Level (PTAL) of 6a. Local Plan Policy T4 and Key Principle TR3 of the Planning Guidance SPD sets out vehicle parking standards and states that the council will require car parking permit free measures on all new developments, particularly those in Public Transport Accessibility Level (PTAL) areas of 3 and above, unless evidence is provided to show that there is a significant lack of public transport available. London Plan Policy T6 specifies that car-free development should be the starting point for all development proposals in places that are well connected by public transport. London Plan Policy T6.1 requires the provision of blue badge parking for 3% of the total number of dwellings and also requires proposals to demonstrate as part of a Parking Design and Management Plan, how an additional 7% of dwellings could be provided if required.

- 5.7.11 As per the extant permission, it is proposed to completely re-landscape the internal courtyard thereby removing the majority of the 25 car parking spaces and hard landscaping that currently exists. The proposed development would remain car-free, except for the provision of 3 off-street blue badge parking spaces, which is in accordance with the London Plan parking standards.
- 5.7.12 A condition will secure the implementation of the 3 blue badge spaces, and their retention for the lifetime of the development. In line with London Plan Policy T6.1 a Car Parking Management Plan including details of how the 3 off-street blue badge spaces are allocated, how access to the off-street spaces is controlled, and the provision of electric vehicle charging points for each space will be secured by conditions. Prohibition of future residents to obtain parking permits will remain to be secured through section 16 of the Greater London (General Powers) Act 1974.

+ Cycle parking

- 5.7.13 London Borough of Hammersmith and Fulham is a borough where higher minimum cycle parking standards apply. London Plan Policy T5 and Local Plan Policy T3 seek to increase and promote opportunities for cycling and walking, including by requiring new developments to include the provision of convenient, accessible and safe cycle parking. Cycle parking spaces are required to be in a safe, easily accessible and convenient location, must be built for the life of the development and should comply with the West London Cycle Parking Guidance (2017) and London Cycling Design Standards (Chapter 8).
- 5.7.14 London Plan Policy T5 requires 1.5 cycle parking spaces for all 2-person 1 bedroom dwellings and 2 cycle parking spaces for all other dwellings. Separately, a minimum of 2 short term spaces are required for all residential developments providing between 5-40 dwellings. These are required to be safe, accessible and conditioned for the life of the development.
- 5.7.15 The proposals include provision for up to 68 cycle parking spaces for the new dwellings, including 2 short terms spaces. Although detailed plans have not been provided it is indicated the cycle stores would comprise of a 2 tier system within covered cycle stores to the front and rear of the site. The cycle parking should include a mix of cycle parking spaces, including provision for single tier Sheffield stands and larger or adaptive cycles. Whilst the quantum is in line with the London Plan minimum quantitative standard, final details of the proposed cycle parking facilities and details of how the 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).

+ Servicing and Deliveries

- 5.7.16 The TS includes a draft Delivery and Servicing Plan (DSP) which states delivery and servicing activity will continue to take place in line with existing arrangements at the site. It is estimated the development is likely to generate approximately 5 deliveries. Designated refuse storage areas will be provided to the front and rear of the site and will be collected as per the existing arrangements from Brook Green. A final DSP will be secured by a condition,

together with associated monitoring fees (secured by a legal agreement). Further details of the Waste Management Strategy at the site, including details of the waste collection pick up area (within 10m drag distance of the public highway) will also be secured by a condition.

+ Travel Plan

5.7.17 A framework travel plan supports the application which includes mode share targets, and initiatives and measures to encourage sustainable travel at the site. To promote sustainable travel to and from the site, a full Residential Travel Plan is secured under a legal agreement, together with associated monitoring fees. The Residential Travel Plan should include measures such as car club membership.

+ Highway works

5.7.18 The applicant is required to set back the existing gate to prevent waiting vehicles from overhanging the path of pedestrians crossing the footways. Further details of the new gates will be secured by planning condition. The applicant will also be required to enter into a S278 highways agreement to secure improvements to the highway along the site frontage on Brook Green including: setting back of the existing gate; improvements to the footway on the site frontage, and vehicular access to the site including the installation of tactile paving; the provision of a E/W crossing facilities (including dropped kerbs and tactile paving) to improve pedestrian connectivity between the east and west side of Brook Green; and upgrading the existing waiting restrictions on the site frontage.

+ Building Works

5.7.19 To manage the construction phase of the development and the associated impacts of construction traffic accessing the site, an outline Demolition and Construction Logistics Plan (DLP/CLP) was submitted with the application. A final DLP/CLP, including restrictions on vehicle movements during school arrival /departure times, will be secured by a condition, including associated monitoring fees (secured by a legal agreement), and will remain live a document with ongoing consultation with the Council's Highways Officers.

5.7.20 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.

5.8 FLOOD RISK AND SUDS

5.8.1 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.

- 5.8.2 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.
- 5.8.3 Most of the site is in Flood Zone 1 which is low risk to flooding from the River Thames, although the front part of the site is in Flood Zone 2. The application is supported by an addendum Flood Risk Assessment and SuDS Report (combined).
- 5.8.5 Management of surface water has again been considered in the FRA. SuDS included for the site include permeable surfaces such as landscaping areas, permeable paving, as well as green roofs. The agreed discharge rate from the site for surface water remains unchanged as a result of the proposed alterations. The implementation of the flood risk mitigation measures and sustainable drainage measures will be secured by a condition. On this basis, officers consider that the proposed development would not detrimentally impact on flood risk or surface water run-off and would be in accordance with the policies cited above.

5.9 ENERGY AND SUSTAINABILITY

- 5.7.1 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.
- 5.7.2 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.
- 5.7.3 Local Plan Policy CC1 requires major development applications to include an Energy Assessment which demonstrates how the scheme will 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. The Policy requires all major development applications to provide this information in a Sustainability Statement (or equivalent assessment such as BREEAM). These are supported by Key Principles set out in the Energy and Sustainable Design Construction Chapters of the Planning Guidance SPD.

- 5.9.4 As required, a revised Energy and Sustainability Statement supports the application to take into account the proposed alterations to the scheme. The alterations do not impact the achievement of the London Plan CO2 reduction target which is still met by the proposals - providing just under 37% improvement in CO2 emissions compared to the target of 35%. The Statement confirms a range of energy efficiency measures have been included in the design to help reduce energy demand and associated CO2 emissions. For example, higher levels of insulation will be included than the minimum Building Regulation requirements, low energy use lighting will be installed, energy efficient mechanical systems such as ventilation with heat recovery will be used and a communal Heat Pump system will be used to provide heating. Where possible, existing windows are to be replaced with double glazing or supplemented with secondary glazing. Under details submitted in respect to condition 30 of the extant permission (ref.2024/00954/DET), it was demonstrated the feasibility of PV panels was discounted due to increased structural loads on the existing roofs, orientation and overshadowing, visual impact on neighbours and residents, impact on the host heritage asset, and impact on the green roof areas.
- 5.9.5 In order to achieve the required net zero carbon target, a payment in lieu will be required, which will be secured via a legal agreement. The implementation of the carbon reduction measures as outlined in the Energy Strategy will be secured by a condition.
- 5.9.6 In terms of sustainability, in addition to the abovementioned carbon reduction measures, water efficiency measures are proposed to limit water use to 105 litres per day per person for the residential units is planned, waste minimisation measures and recycling facilities will be incorporated to reduce waste generation, the use of sustainable construction materials has been considered, and, as discussed in the ecology and biodiversity section, landscaping areas will be included to provide higher levels of urban greening and biodiversity improvements. The Statement also includes information on promoting sustainable transport, noise and air quality issues etc which are supplemented by stand-alone assessments, and which have been considered by other specialist officers and commented on under the relevant sections of this report.
- 5.9.7 Subject to a condition securing the implementation of the measures outlined in the Energy and Sustainability Statement and payment in lieu recommended above, no objection would be raised under London Plan Policies SI 2 and SI 4 or Local Plan Policies CC1 and CC2 on energy and sustainability grounds.

5.10 AIR QUALITY

- 5.10.1 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 councils Air Quality Action Plan 2025-2030 was approved and adopted by the council on the 16th of December 2024.
- 5.10.2 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.
- 5.10.3 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.
- 5.10.3 The whole borough is designated as an Air Quality Management Area (AQMA) and the site is within an area of existing poor air quality due to the road traffic emissions Brook Green and Hammersmith Road (A315). This location is in the 97th national percentile of the most polluted UK addresses. The development proposal will introduce new residential receptors into an area of existing poor air quality.
- 5.10.4 The construction and operation of the development also has the potential to contribute to a worsening of local air quality, unless appropriate steps are taken to prevent it. Accordingly, the Council's air quality officer has requested several conditions to capture further mitigation measures, including the submission of an Air Quality Dust Management Plan (AQDMP) and associated monitoring fee (captured by a legal agreement).
- 5.10.5 Subject to the recommended conditions and obligations no objection would be raised under the NPPF, London Plan Policy SI 1 and Local Plan Policies CC1 and CC10 and the councils Air Quality Action Plan on air quality grounds.

5.11 LAND CONTAMINATION

- 5.11.1 Local Plan Policy CC9 states that the Council will support the remediation of contaminated land and that it will take measures to minimise the potential harm of contaminated sites and ensure that mitigation measures are put in place. The Policy requires applicants to carry out site assessment and submit a report of findings on sites where contamination is known to be present, to establish the nature and extent of contamination.
- 5.11.2 Potentially contaminative land uses (past or present) have been identified at, and or, near to this site, and the proposal would introduce uses that are vulnerable to potential contamination. Conditions 30-42 (preliminary risk assessment report; site investigation scheme; quantitative risk assessment

report; and remediation method statement) of the parent application have been discharged (ref. 2023/02421/DET and 2024/00360/DET) in respect to land contamination. On this basis conditions relating to verification report and onward long-term monitoring will remain secured by a conditions.

- 5.11.3 Subject to the conditions recommended above, no objection would be raised under Local Plan Policy CC9 on land contamination grounds.

5.12 ARBORICULTURE, ECOLOGY AND BIODIVERSITY

- 5.12.1 London Plan Policy G5 states that major development proposals should 'contribute to the greening of London by including urban greening as a fundamental element of site and building design, and by incorporating measures such as high-quality landscaping (including trees), green roofs, green walls and nature-based sustainable drainage'. Boroughs should develop an Urban Greening Factor (UGF) to identify the appropriate amount of urban greening required in new developments, based on Urban Greening Factors set out in Table 8.2 of the London Plan. Where Local Plans do not have UGF scores, the London Plan UGF identifies scores of 0.4 for predominately residential developments and 0.3 for predominately commercial developments should be applied.

- 5.12.2 London Policy G7 states that existing trees of quality should be retained wherever possible or replaced where necessary. New trees are generally expected in new development, particularly large-canopied species.

- 5.12.3 Local Plan Policies OS1 and OS5 seek to enhance biodiversity and green infrastructure in LBHF by (inter alia) maximising the provision of gardens, garden space and soft landscaping, and seeking green and brown roofs and planting as part of new development; seeking retention of existing trees and provision of new trees on development sites; and adding to the greening of streets and the public realm.

- 5.12.4 As stated earlier, it is proposed to completely re-landscape the internal courtyard of the site to create a more attractive environment for future residents, as well as improve the appearance of the site and the setting of the buildings of merit. This will involve the removal of the majority of the car parking spaces and hard landscaping that currently exists.

- 5.12.5 The submitted Design and Access Statement includes a section on landscape design which advises that an Urban Greening Factor (UGF) score of 0.351 can be achieved, via a combination of green roofs, tree planting, green walls and planting. This falls slightly short of the 0.4 target set by the London Plan. The applicant has agreed to a condition to secure final details with the aim of achieving a UGF score of 0.4. Overall, the proposals will provide a significant contribution to the overall greening of the site, in contrast to the predominantly hardscaping of the existing site.

- 5.12.6 There are a number of trees within the site, 4 of which are protected by a Tree Preservation Order (TPO) (2 x London Planes and 2 x Alder trees). An Arboricultural Assessment, Method Statement and Tree Protection Plan prepared by Barrell Tree Consultancy has been submitted with the application.

- 5.12.7 The Council's Arboricultural Officer has considered the supporting information and advises additional information is required relating to the specification of works to the remaining trees within and adjacent to the site which are required in order to implement the proposed development. Accordingly, an updated Arboricultural Impact Assessment and Tree Protection Plan will be secured by a condition. The condition will also ensure tree protection measures are applied to any neighbouring trees whose theoretical Root Protection Areas extend into the site, and that under no circumstances are trees to be removed from outside of the site.
- 5.12.8 Biodiversity Net Gain (BNG) became mandatory for major development proposals from 12th February 2024 and for minor development proposals from 2nd April 2024. The subject planning application to which this s73 application relates predates current legislation, and is therefore exempt from BNG.
- 5.12.9 In summary, subject to the inclusion of conditions officers consider that the proposed development accords with Policies G5 and G7 of the London Plan and Policies OS1 and OS5 of the Local Plan in terms of arboriculture, ecological and urban greening.

5.13 ECONOMIC DEVELOPMENT AND SKILLS TRAINING

- 5.13.1 Policy E11 of the London Plan 'Skills and opportunities for all' requires development proposals to support employment, skills development, apprenticeships, and other education and training opportunities in both the construction and end-use phases. Local Plan Policy E4 'Local Employment, Training, and Skills Development' echoes this requirement compelling provision for appropriate employment and training initiatives for local people of all abilities in the construction of major developments.
- 5.13.2 In accordance with the above policies, contributions would be required towards the provision of appropriate employment and training initiatives for local people of all abilities during the construction phase of the development (i.e. apprenticeships and paid and unpaid work placements) as well as contributions to support the procurement of local labour. The applicant has agreed to enter into a legal agreement to secure support for employment, training and local business, as well as a financial contribution to support delivery of Upstream London, the Council's Industrial Strategy for inclusive economic growth.

6.0 PLANNING OBLIGATIONS / COMMUNITY INFRASTRUCTURE LEVY (CIL)

+ Mayoral and Local CIL

- 6.1 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 be subject to a London wide community infrastructure levy. The Mayor's CIL of £48,158.14 has been paid under the extant permission.

6.2 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. The Council's CIL of £155,587.85 has been paid under the extant permission.

+ S106 Heads of Terms

6.3 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'.

6.4 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."

6.5 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).

6.6 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.

6.7 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.

6.8 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) Affordable Housing - financial contribution of £297,249 towards affordable housing off-site (excluding the financial contribution already paid under the extant permission)

- 2) Community Safety and Public Realm Improvements - financial contribution of £433,000
- 3) Employment and Skills/ Local Procurement comprising:
 - a) A financial contribution of £64,125 (£57,750 E&S + £6,375 LP) to support delivery of the Council's Industrial Strategy "Upstream London", including to support employment, skills and local procurement activities.
 - b) At least 10% of the total number of people employed during the development are local (H&F) residents, including:
 - a. 8.5 apprenticeships lasting at least 12 months
 - b. 4 paid work experience placements lasting at least 6 months
 - c. 4 unpaid work experience placements for local (H&F) residents and students of local (H&F) schools lasting at least 4 weeks
 - c) Local (H&F) businesses are procured in the supply chain of the construction of the development to a value of at least 10% of the build cost
 - d) 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 to encouraging end-users of the development to do so.
 - e) None of these contributions are double counted with any social value contributions committed by a procured developer as part of the procurement process
 - f) The developer reports evidence to the Council of any of these outputs delivered on a quarterly basis.
- 4) Energy and Sustainability - Payment of the Carbon Offset Payment in Lieu (£55,626) to offset CO2 emissions (calculated in accordance with the Council's Local Carbon Pricing Mechanism) - subject to review dependent upon the provision of an updated energy statement (secured by condition).
- 5) Air Quality - contribution of £5,000 per year until completion of construction towards monitoring of Air Quality Dust Management Plan (secured by condition).
- 6) Demolition and Construction Logistics Plans - contribution of £3,000 per year until completion of construction towards monitoring of DLP/CLP (secured by condition).
- 7) Car Permit Free - To prohibit any occupiers of the 34 residential units, other than Blue Badge Holders, from obtaining a parking permit, under Section 16 of the Greater London Council (General Powers) Act 1974.
- 8) Residents Travel Plan - submission and implementation; and a contribution of £3,000 on first submission and then on the anniversary of submission at yr 1, 3 and 5 towards Travel Plan monitoring.
- 9) Delivery and Servicing Plan (DSP) - contribution of £3,000 on first submission and then on the anniversary of submission at yr 1, 3 and 5 towards monitoring of the DSP and associated delivery/servicing activities at the site (secured by condition).

- 10) S278 works include the following indicative works along the site frontage on Brook Green:
 - o set back of existing gate;
 - o improvements to the footway on the site frontage, and vehicular access to the site including the installation of tactile paving;
 - o the provision of a E/W crossing facilities (including dropped kerbs and tactile paving) to improve pedestrian connectivity between the east and west side of Brook Green;
 - o and upgrading the existing waiting restrictions on the site frontage
- 11) Prior to Occupation, to have entered into a Section 278 agreement to deliver the agreed Highway Works necessitated by this Development, at the Developer's cost.
- 12) Not to Occupy the Development until the agreed Highways Works, forming the S278 Agreement have been implemented and all Council costs have been met.
- 13) A commitment to meet the costs of the Council's associated legal fees.

7.0 CONCLUSION

- 7.1 In considering planning applications, the Local Planning Authority needs to consider the development plan as a whole and planning applications that accord with the development plan should be approved without delay, unless material considerations indicate otherwise and any adverse impacts of doing so would significantly and demonstrably outweigh the benefits.
- 7.2 In the assessment of the application regard has been given to the NPPF, London Plan, and Local Plan policies as well as guidance.
- 7.3 In summary, the loss of the employment floorspace has been justified. The proposed development would continue to contribute towards the quantity of the borough's housing stock, including the provision of affordable housing. The proposed extensions and alterations are acceptable in visual terms. The proposals are considered to be of a high quality of design having regard to the special architectural and historic interest of the Buildings of Merit and to the character and appearance of the conservation area. The settings of nearby designated/non-designated heritage assets would be preserved. Subject to conditions the proposal would not result in unacceptable impacts upon the amenities of neighbouring residential properties. The new dwellings meet the minimum standards and provide a good standard of accommodation for the new occupants. Highways, transportation and environmental matters including energy and sustainability, flood risk, air quality, land contamination, and ecology and biodiversity have also been satisfactorily addressed and will be subject to conditions and a legal agreement. 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).

7.4 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.

7.5 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.

8.0 RECOMMENDATION

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

Agenda Item 5

Ward: Hammersmith Broadway

Site Address:

Chivas House 72 Chancellors Road London W6 9RS



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For identification purposes only - do not scale.

Reg. No:
2024/03249/FUL

Case Officer:
Sian Brown

Date Valid:
03.03.2025

Conservation Area:
Constraint Name: Fulham Reach Conservation
Area - Number 39

Committee Date:
11.11.2025

Applicant:

KYN Devco Ltd And PPR Estates Ltd
c/o Nexus Planning Holmes House 4 Pear Place SE1 8BT
London

Description:

Change of use and refurbishment of existing office building (Class E) to create a 45no. bedroom care home for older people (Class C2); alterations to the facades including removal of ducts on south and east elevations, alterations to openings at ground floor level, alterations to size of windows at first, second and third floor levels, replacement of sections of curtain walling, and provision of replacement roof plant and PV panels; and associated cycle parking, car parking and landscaping.
Drg Nos: Refer to 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:

+ Fabric Removal Plans:

KYR-PDP-XX-B1-DR-A-01000 Rev P06
KYR-PDP-XX-00-DR-A-01000 Rev P06
KYR-PDP-XX-01-DR-A-01000 Rev P06
KYR-PDP-XX-02-DR-A-01000 Rev P06
KYR-PDP-XX-03-DR-A-01000 Rev P06
KYR-PDP-XX-04-DR-A-01000 Rev P06

KYR-PDP-XX-ZZ-DR-A-01101 Rev P06
KYR-PDP-XX-ZZ-DR-A-01102 Rev P06
KYR-PDP-XX-ZZ-DR-A-01201 Rev P07
KYR-PDP-XX-ZZ-DR-A-01202 Rev P07

+ Proposed Plans:

KYR-PDP-XX-XX-DR-A-02000 Rev P02
KYR-PDP-XX-ZZ-DR-A-02700 Rev P03

KYR-PDP-XX-B1-DR-A-02000 Rev P10
KYR-PDP-XX-00-DR-A-02000 Rev P16
KYR-PDP-XX-01-DR-A-02000 Rev P10
KYR-PDP-XX-02-DR-A-02000 Rev P09
KYR-PDP-XX-03-DR-A-02000 Rev P09
KYR-PDP-XX-04-DR-A-02000 Rev P10

KYR-PDP-XX-ZZ-DR-A-02150 Rev P06
KYR-PDP-XX-ZZ-DR-A-02101 Rev P09
KYR-PDP-XX-ZZ-DR-A-02102 Rev P08
KYR-PDP-XX-ZZ-DR-A-02201 Rev P10
KYR-PDP-XX-ZZ-DR-A-02202 Rev P10

2668 HCO ZZ 04 DR M 9050 Rev P02
2668 HCO ZZ 04 DR M 9051 Rev P02
2668 HCO ZZ 04 SK ME 0001 Rev P02
2668 HCO ZZ 04 SK ME 0002 Rev P02

+ Approved documents:

- o Sustainability Statement, Rev A, dated 04/04/25, prepared by Harniss Consulting Ltd.
- o BREEAM Assessment, Rev A, dated 23/05/2025, prepared by Harniss Consulting Ltd.
- o Flood Risk Assessment, Version 4, dated 1/5/2025, prepared by CSP Consulting Engineers
- o Drainage Strategy, Issue 1, dated January 2025, prepared by Clark Smith Partnership, and supporting drawing - KYN-CSP-XX-01-DR-S-3071 Rev p1.
- o Arboricultural Impact Assessment Arboricultural, Ref. KYN/CHV/AIA/01, dated 5th December 2024.

- o Biodiversity Net Gain Assessment ref. 240788-ED-02b, dated August 2025, prepared by TMA
- o BNG Metric Spreadsheet '240788-ED-02' dated August 2025, prepared by TMA;
- o Letter from KYN, dated 24th September 2025 (committing to purchase of watercourse units)
- o UGF Plan (240788-EC-07)
- o Structural Inspection Report, Chivas House - River Wall Inspection, prepared by CSP, reference KYN005, dated July 2025, Issue 3
- o Operational Management Statement, dated December 2024

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

- 3) Any alterations to the elevations of the existing building, including works of making good, shall be carried out in the same materials as the existing elevation to which the alterations relate.

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

- 4) Prior to commencement of the construction phase of the development hereby permitted, a scheme for temporary solid timber hoarded fencing around the perimeter of the site on all site boundaries and/or enclosure of the site 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 construction works. 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 construction phases of the development.

To ensure a satisfactory external appearance, to ensure that appropriate steps are taken to limit the impact of the proposed construction works on the operation of the public highway, and to ensure the development's air pollution impacts are mitigated in accordance with Policies SI 1, D1 and D8 of the London Plan (2021), Policies DC1, DC4, DC8, CC10, CC12, T1, T6 and T7 of the Local Plan (2018) and Key Principles of the Planning Guidance SPD (2018).

- 5) Prior to commencement of the development hereby approved, a Construction Management Plan shall be submitted to and approved in writing by the Council. Details shall include control measures for dust, noise, vibration, lighting, delivery locations, restriction of hours of work and all associated activities audible beyond the site boundary to 0800-1800hrs Mondays to Fridays and 0800 -1300 hrs on Saturdays with no works permitted on Sundays and Bank Holidays, advance notification to neighbours and other interested parties of proposed works and public display of contact details including accessible phone contact to persons

responsible for the site works for the duration of the works. Approved details shall be implemented throughout the project period.

To ensure that occupiers of surrounding premises are not adversely affected by noise, vibration, dust, lighting, or other emissions from the building site in accordance with Policy D14 of the London Plan (2021), Policies DC1, CC6, CC7, CC10, CC11 and CC12 of the Local Plan (2018) and Key Principles of the Planning Guidance SPD (2018).

- 6) Prior to commencement of the development hereby approved, a 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; 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; and details of mitigation to secure no left hand turn along Hammersmith Grove together with associated temporary camera enforcement/monitoring. The approved details shall be undertaken in accordance with the terms and throughout the period set out in the CLP.

To ensure that appropriate steps are taken to limit the impact of the proposed construction works on the operation of the public highway, in accordance with Policy T7 of the London Plan (2021) and Policies T1, T6 and T7 of the Local Plan (2018).

- 7) Prior to commencement of the development hereby permitted (excluding Ground and Enabling Works, and soft strip), 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.

To ensure a satisfactory external appearance of the development, in accordance with Policies D3 and HC1 of the London Plan (2021) and Policies RTC3, DC1, DC4, DC6, DC7 and DC8 of the Local Plan (2018).

- 8) Prior to commencement of the development hereby permitted (excluding Ground and Enabling Works, and soft strip), details in plan, section and elevation (at a scale of not less than 1:20) of the following matters have been 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.

- a) typical bay of all elevations including entrances, fenestration and roofs
- b) rooftop plant associated enclosures
- c) PV panels

To ensure a satisfactory external appearance of the development, in accordance with Policies D3 and HC1 of the London Plan (2021), and Policies RTC3, DC1, DC4, DC6, DC7 and DC8 of the Local Plan (2018).

- 9) Prior to commencement of the relevant part of the development (excluding Ground and Enabling Works, and soft strip) hereby permitted, details of the proposed soft landscape works and Maintenance Plan of all landscaped areas shall be submitted to and approved in writing by the Local Planning Authority. Details of soft landscaping shall demonstrate the achievement of an Urban Greening Factor (UGF) of a minimum of 0.336 as per the approved UGF Plan (240788-EC-07), and details shall include all species within the planting schedule, additional ecological initiatives such as but not limited to native species planting, bird boxes and log piles, and management responsibilities and maintenance schedules for all landscape areas including green roofs. The planting schedule must not include any invasives, such as those included on the London Invasive Species Initiative. Regarding maintenance, the use of herbicides and pesticides should be entirely avoided with exception to tackling invasive species. The landscaping shall be implemented in accordance with the approved details and within the first planting season following the completion of the works and shall be permanently retained in this form, in accordance with the approved Maintenance Plan. Any shrubs or planting associated with the soft landscape details that is removed, or seriously damaged, dying, or diseased within five years of the date of planting shall be replaced in the next planting season with a similar size and species to that originally required to be planted.

To ensure a satisfactory external appearance of the development, and in the interests of urban greening and biodiversity net gain, in accordance with Policies D3, G5 and G7 of the London Plan (2021), and Policies DC1, DC2, OS1 and OS5 of the Local Plan (2018).

- 10) Prior to the commencement of the development hereby approved, a Biodiversity Gain Plan shall be submitted to and approved in writing by the Local Planning Authority. The biodiversity gain plan shall be prepared in accordance with the Biodiversity Net Gain Assessment ref. 240788-ED-02b, dated August 2025, prepared by TMA; BNG Metric Spreadsheet '240788-ED-02' dated August 2025, prepared by TMA; and Letter from KYN, dated 24th September 2025 (committing to purchase of watercourse units). The applicant should use the template supplied by DEFRA: Biodiversity gain plan - GOV.UK. The biodiversity gain plan shall include the following details:
- a. information about the steps taken or to be taken to minimise the adverse effect of the development on the biodiversity of the onsite habitat and any other habitat;
 - b. the pre and post development biodiversity value of the onsite habitat;
 - c. any registered offsite biodiversity gain allocated to the development and the biodiversity and the biodiversity value of that gain in relation to the development;
 - d. any biodiversity credits purchased for the development;
 - e. plans of the existing and proposed habitats;
 - f. a valid metric calculation attached in excel form, which demonstrates that the minimum 10% objective has been achieved; and
 - g. any such other matters as the Secretary of State may by regulations specify.

The biodiversity gain plan shall further demonstrate that the habitat creation or enhancements to be delivered shall be maintained for a period of at least 30 years post completion of the development.

The development shall be completed in accordance with the approved details and shall be retained thereafter.

To ensure the development delivers a biodiversity net gain on site in accordance with Policies G1 and G6 of the London Plan (2021), Policy OS5 of the Local Plan (2018) and Schedule 7A of the Town and Country Planning Act (1990) (as amended)

11) Prior to the commencement of the development hereby approved, a Habitat Management and Monitoring Plan (the HMMP), prepared in accordance with the approved Biodiversity Gain Plan, shall be submitted to and approved in writing by the Local Planning Authority. The HMMP shall include:

- a. a non-technical summary;
- b. the roles and responsibilities of the people or organisation(s) delivering the HMMP;
- c. the planned habitat creation and enhancement works to create or improve habitat to achieve the biodiversity net gain in accordance with the approved Biodiversity Gain Plan;
- d. proposed habitat details including species composition, requirements to reach the condition detailed in the metric, distinctiveness and any additional features such as log piles;
- e. accompanying plans of the site boundary, baseline and proposed habitats, provided in GIS format;
- f. the management measures to maintain habitat in accordance with the approved Biodiversity Gain Plan for a period of 30 years from the completion of development; and
- g. the monitoring methodology and frequency in respect of the created or enhanced habitat to be submitted to the local planning authority,

Prior to the first occupation of any use within the development hereby approved, the habitat creation and enhancement works set out in the approved HMMP shall be completed in full. A completion report shall then be submitted to and approved in writing by the Local Planning Authority, evidencing the completed habitat enhancements prior to first occupation of the development.

The created and/or enhanced habitat specified in the approved HMMP shall be managed and maintained in accordance with the approved HMMP. Monitoring reports shall be submitted to the Local Planning Authority in writing in accordance with the methodology and frequency specified in the approved HMMP.

To ensure the development delivers a biodiversity net gain on site in accordance with Policies G1 and G6 of the London Plan (2021), Policy OS5 of the Local Plan (2018) and Schedule 7A of the Town and Country Planning Act (1990) (as amended).

- 12) Prior to commencement of the relevant part of the development (excluding Ground and Enabling Works, and soft strip) hereby permitted, a Lighting Strategy shall be submitted to and approved in writing by the Council for all external areas. This shall include how any unnecessary light pollution has been avoided and /or reduced, using guidance and policies from the Institution of Lighting Professionals (ILP) Guidance note N08/23. The lighting strategy shall be implemented in accordance with the approved details and shall thereafter be permanently retained in this form.

To avoid creating unnecessary light pollution and negative impacts on wildlife, particularly commuting and foraging bats, in line with Policies CC12, OS4 and OS5 of the Local Plan (2018).

- 13) The development hereby approved shall be implemented only in accordance with the approved Arboricultural Impact Assessment Arboricultural, Ref. KYN/CHV/AIA/01, dated 5th December 2024.

To ensure that trees within and around the site to be retained are protected during the building works, and to ensure a satisfactory external appearance of the development and to preserve the character and appearance of the Conservation Area, in accordance with Policies G5 and G7 of the London Plan (2021) and Policies DC8, OS1 and OS5 of the Local Plan (2018).

- 14) Details of the replacement trees, including species and height, shall be submitted and approved in writing by the Council before the existing trees are removed. The replacement trees shall be planted during the next planting season following the completion of the works. If any of the trees are removed, or seriously damaged, dying, or diseased within five years of the date of planting shall be replaced in the next planting season with a similar size and species to that originally required to be planted.

To ensure a satisfactory external appearance of the development and to preserve the character and appearance of the Conservation Area, in accordance with Policies G5 and G7 of the London Plan (2021) and Policies DC8, OS1 and OS5 of the Local Plan (2018).

- 15) The building shall be used solely for the purposes of a care home only and for no other purpose, including any other purpose in Class C2 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, HO7, DC1, DC4, DC8, CC10, CC11, CC11, CC12 and CC13 of the Local Plan (2018), and relevant Key Principles of the Planning Guidance SPD (2018).

- 16) The care home hereby approved, shall contain a maximum of 45 bedrooms. The number of bedrooms 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, HO7, DC1, DC4, CC10, CC11, CC11, CC12 and CC13 of the Local Plan (2018).

- 17) Notwithstanding the roof terrace fronting the river at third floor level, no other part of any roof of the building hereby approved shall be used as a roof terrace or other form of open amenity space. No railings or other means of enclosure shall be erected on the roofs.

To ensure that the use does not give rise to conditions which would be detrimental to the amenities of surrounding occupiers by reason of noise and disturbance and loss of privacy occasioned by the use of these areas, in accordance with Policies HO11, CC11 and CC13 of the Local Plan (2018) and SPD Policy HS8 of the Planning Guidance Supplementary Planning Document (2018).

- 18) With the exception of the installation of PV panels, 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.

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, DC8, CC11, CC13 and HO11 of the Local Plan (2018), and Key Principles of the Planning Guidance SPD (2018).

- 19) 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.

To ensure a satisfactory external appearance of the development in accordance with Policies DC1, DC4, DC8 and DC9 of the Local Plan (2018) and Key Principles of the Planning Guidance SPD (2018).

- 20) 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.

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, DC4 and DC8 of the Local Plan (2018).

- 21) 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.

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).

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

In order to ensure that the Council can fully consider the effect of such works upon the character and appearance of the building and its setting, in accordance with Policies DC1, DC4 and DC8 of the Local Plan (2018).

- 23) Prior to commencement of the development hereby permitted (excluding Ground and Enabling Works, and soft strip), 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).

- 24) The development hereby approved shall not be occupied until the measures set out in the approved Sustainability Statement, Rev A, dated 04/04/25, prepared by Harniss Consulting Ltd, have been fully implemented on site and they shall be permanently retained thereafter.

In the interests of energy conservation, reduction of CO2 emissions and wider sustainability, in accordance with Policies SI2, SI3 and SI4 of the London Plan (2021) and Policies CC1, CC2 and CC7 of the Local Plan (2018).

- 25) Within 6 months of occupation or any use of the building, a BREEAM RFO 2014 certificate confirming that the buildings achieve an 'Excellent' BREEAM rating shall be submitted to and approved in writing by the Local Planning Authority.

In the interests of energy conservation, reduction of CO2 emissions and wider sustainability, in accordance with Policies SI2, SI3 and SI4 of the London Plan (2021) and Policies CC1, CC2 and CC7 of the Local Plan (2018).

- 26) Prior to commencement of the development hereby permitted (excluding Ground and Enabling Works, and soft strip) a revised Energy Assessment shall be submitted to and approved in writing by the Local Planning Authority. The Assessment shall include details of energy efficiency and low/zero carbon technologies and confirm that CO₂ emissions would be reduced in line with the London Plan targets. No part of the development shall be used or occupied until it has been carried out in accordance with the approved details and shall thereafter be permanently retained in this form.

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

- 27) The development hereby approved shall not be occupied until the measures set out in the approved Flood Risk Assessment, Version 4, dated 1/5/2025, prepared by CSP Consulting Engineers; and Drainage Strategy, Issue 1, dated January 2025, prepared by Clark Smith Partnership, and supporting drawing - KYN-CSP-XX-01-DR-S-3071 Rev p1, have been fully implemented on site and they shall be permanently retained thereafter.

To reduce the impact of flooding for future occupants and the development and to make the development more resilient in the event of flooding in accordance with Policy SI12 of the London Plan (2021), and Policy CC3 of the Local Plan (2018), and to prevent any increased risk of flooding and to ensure the satisfactory storage of/disposal of surface water from the site in accordance with Policy SI13 of the London Plan (2021), and Policies CC2 and CC4 of the Local Plan (2018).

- 28) Prior to commencement of the development (excluding Ground and Enabling Works, and soft strip), 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.

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).

- 29) Prior to installation of plant/ machinery/ equipment, details of anti-vibration measures shall be submitted to and approved in writing by the Council. The measures shall ensure that machinery, plant/ equipment, extract/ ventilation system and ducting are mounted with proprietary anti-vibration isolators and fan motors are vibration isolated from the casing and adequately silenced. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

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

- 30) Prior to occupation of the development, details shall be submitted to and approved in writing by the Council, of the installation, operation, and maintenance of the odour abatement equipment and extract system, including the height of the extract duct and vertical discharge outlet, in accordance with Appendix 4G of the LBHF Planning Guidance Supplementary Planning Document - February 2018. Approved details shall be implemented prior to the commencement of the use and thereafter be permanently retained.

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

- 31) Prior to occupation of the development, details of external artificial lighting shall be submitted to and approved in writing by the Council. Lighting contours shall be submitted to demonstrate that the vertical illumination of neighbouring premises is in accordance with the recommendations of the Institution of Lighting Professionals in the 'Guidance Note 01/20: Guidance Notes for the Reduction of Obtrusive Light'. Details should also be submitted for approval of measures to minimise use of lighting and prevent glare and sky glow by correctly using, locating, aiming and shielding luminaires. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

To ensure a satisfactory external appearance of the development, in accordance with Policies D3 and HC1 of the London Plan (2021), and Policies RTC3, DC1, DC4, DC6, DC7 and DC8 of the Local Plan (2018), and to ensure that the amenity of occupiers of surrounding premises is not adversely affected by lighting, in accordance with Policies CC12 and CC13 of the Local Plan (2018).

- 32) No deliveries waste collections shall occur at the development hereby approved other than between the hours of 07:00 to 19:00 hours on Monday to Saturday, 09:00 to 19.00 hours. 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).

- 33) Prior to occupation of the development hereby permitted, a final Delivery and Servicing Plan (DSP) shall be submitted to and approved in writing by the Local Planning Authority. Details shall include the management (booking system) and times of deliveries to avoid peak times, emergency access, collection of waste and recyclables, times and frequencies of deliveries and collections, silent reversing methods, quiet loading/unloading measures, measures to promote sustainable freight (including the use of electric vehicles and cargo bikes), location of loading bays and vehicle movements. 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).

- 34) No part of the development hereby approved shall be used/occupied until provision has been made for car parking for disabled users in the form of 1 no. Blue Badge-holder space as indicated on the approved drawings. Thereafter the provision for Blue Badge parking shall be permanently maintained in this form for the lifetime of the development.

To ensure that the development is accessible, in accordance with Policy T6 of the London Plan (2021), and Policies T4 and T5 of the Local Plan (2018).

- 35) The development hereby approved shall not be used or occupied until a Car Parking Management Plan has been submitted to and approved in writing by the Council. The details shall include the management and allocation of the approved 1 no. blue badge space; and controls and method of access (ie.booking system), including details of enforcement and management of the site and its frontage of general car parking connected to the development hereby approved. The development shall proceed in accordance with the details as approved and the details shall be maintained as such thereafter. The total number of car parking spaces shall not exceed 5 spaces.

To ensure satisfactory provision for car parking for disabled users of the development, and to ensure that car parking, dropping off/picking up of users of the development hereby approved can occur without compromising highway safety or the safety of pedestrians on the footway, in accordance with Policies T7, T6 and D5 of the London Plan (2021), and Policies T1, T4 and T5 of the Local Plan (2018).

- 36) Prior to occupation of the development hereby permitted details of safe, secure and accessible bicycle storage for all users of the care home including guests, 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. Details of the stands should comprise design/manufacturers specifications/materials. The bicycle storage facilities shall be implemented as approved prior to the occupation of the care home, 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).

- 37) 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 refuse/recycling storage shall be so maintained for the life of the development.

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).

- 38) Prior to occupation of the development hereby permitted a Waste Management and Collection Strategy shall be submitted to and approved in writing by the Council. The Waste Management Strategy shall be implemented in full accordance with the approved details, and thereafter permanently retained in accordance with the approved details.

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 Policies T6, T7 and CC7 of the Local Plan (2018).

- 39) Prior to the commencement of the construction phase (excluding installation of hoarding and Dust Deposition Monitors around the perimeter of the site) of the development hereby permitted, details of an Air Quality Dust Management Plan (AQDMP) in accordance with the Councils AQDMP Template 'D' shall be submitted to and approved in writing by the Local Planning Authority. Approved details shall be fully implemented and permanently retained and maintained during the construction phases of the development.

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

- 40) Within a minimum of seven days prior to the commencement of the enabling works, site clearance or construction works of the development hereby permitted, details of the Non-Road Mobile Machinery (NRMM) to be used shall be submitted to and approved in writing by the Local Planning Authority. The NRMM shall have CESAR Emissions Compliance Verification (ECV) identification and shall comply with the minimum Stage V NOx 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 NOx and PM. An inventory of all NRMM shall be registered on the London GLA NRMM register GLA-NRMM-Register. Approved details shall be fully implemented and thereafter permanently retained and maintained until occupation of the complete development.

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

- 41) Prior to occupation of the development hereby permitted, details (including manufacturer specification, installation/commissioning certificates and photographic confirmation) of Zero Emission Uninterruptable Power Supply (UPS) in accordance with BS9999, BS 9991, and BS 7671 for fire and life safety equipment 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), Policy CC10 of the Local Plan (2018), and the councils Air Quality Action Plan.

- 42) 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, Variable Refrigerant Flow (VRF), and on-site Photovoltaic battery storage for the supply of space heating and hot water for the Care home for older people (Use Class C2) 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), Policy CC10 of the Local Plan (2018), and the councils Air Quality Action Plan.

- 43) 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 Care home for older people (Use Class C2) 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 Policies T6 and SI1 of the London Plan (2021), Policy CC10 of the Local Plan (2018), and the councils Air Quality Action Plan.

- 44) 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 of the restaurant for the Care home for older people (Use Class C2) 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), Policy CC10 of the Local Plan (2018), and the councils Air Quality Action Plan.

- 45) Prior to occupation of the development hereby permitted, details (including manufacturer specification, installation/commissioning certificates and photographic confirmation) of the installed electric induction cooking appliances in the commercial kitchen for the Care home for older people (Use Class C2) 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), Policy CC10 of the Local Plan (2018), and the councils Air Quality Action Plan.

- 46) 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 the Care home for older people (Use Class C2) with the extracted air discharged a minimum of 1.5 metre above the finished roof level of the building 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 interests of air quality, in accordance with Policy SI1 of the London Plan (2021), Policy CC10 of the Local Plan (2018), and the councils Air Quality Action Plan.

- 47) Prior to occupation of the development hereby permitted, details (including manufacturer specification, location and type, installation/commissioning certificates and photographic confirmation) of the installed minimum of two ground level cargo bicycle parking spaces 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), Policy CC10 of the Local Plan (2018), and the councils Air Quality Action Plan.

- 48) Prior to occupation of the development hereby permitted, details (including manufacturer specification, location and type, installation/commissioning certificates and photographic confirmation) of the installed active electric vehicle charging points (minimum 7 kW), including location and type, for all five car parking spaces 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 Policies T6 and SI1 of the London Plan (2021), Policy CC10 of the Local Plan (2018), and the councils Air Quality Action Plan.

- 49) 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) Facilities and measures that will minimise the impact of vehicle emissions from increasing personal deliveries e.g., carrier agnostic parcel locker, concierge, Cargo bike bays etc.
 - b) Procurement policy and processes for service 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.
 - c) Use of Zero Exhaust Emission Vehicles in accordance with the emissions hierarchy (1) Walking Freight Trolleys (2) Cargo bike (3) Electric Vehicle.
 - d) Reduction and consolidation of deliveries and collections e.g., Waste, laundry
 - e) 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), Policy CC10 of the Local Plan (2018) and the councils Air Quality Action Plan.

- 50) 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 commercial kitchen for the Care home for older people (Use Class C2) 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), Policy CC10 of the Local Plan (2018), and the councils Air Quality Action Plan.

- 51) Prior to occupation of the development hereby permitted, details (including manufacturer specification, installation/commissioning certificates and photographic confirmation) of the installed Battery Solar Energy Storage Systems (BSESS) for the Care Home for older people (Use Class C2) 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), Policy CC10 of the Local Plan (2018), and the councils Air Quality Action Plan.

- 52) No development shall commence until a preliminary risk assessment report is submitted to and approved in writing by the Council. This report shall comprise: a desktop study which identifies all current and previous uses at the site and surrounding area as well as the potential contaminants associated with those uses; a site reconnaissance; and a conceptual model indicating potential pollutant linkages between sources, pathways and receptors, including those in the surrounding area and those planned at the site; and a qualitative risk assessment of any potentially unacceptable risks arising from the identified pollutant linkages to human health, controlled waters and the wider environment including ecological receptors and building materials. All works must be carried out in compliance with and by a competent person who conforms to LCRM: Land Contamination Risk Management (Environment Agency 2023) or the current UK requirements for sampling and testing.

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

- 53) No development shall commence until a site investigation scheme is submitted to and approved in writing by the Council. This scheme shall be based upon and target the risks identified in the approved preliminary risk assessment and shall provide provisions for, where relevant, the sampling of soil, soil vapour, ground gas, surface and groundwater . All works must be carried out in compliance with and by a competent person who conforms to LCRM: Land Contamination Risk Management (Environment Agency 2023) or the current UK requirements for sampling and testing.

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

are caused to humans, controlled waters or the wider environment during and following the development works, in accordance with policy CC9 the Local Plan (2018) and key principles LC1 to LC7 of the Planning Guidance Supplementary Planning Document (2018).

- 54) Unless the Council agree in writing that a set extent of development must commence to enable compliance with this condition, no development shall commence until, following a site investigation undertaken in compliance with the approved site investigation scheme, a quantitative risk assessment report is submitted to and approved in writing by the Council. This report shall: assess the degree and nature of any contamination identified on the site through the site investigation; include a revised conceptual site model from the preliminary risk assessment based on the information gathered through the site investigation to confirm the existence of any remaining pollutant linkages and determine the risks posed by any contamination to human health, controlled waters and the wider environment. All works must be carried out in compliance with and by a competent person who conforms to LCRM: Land Contamination Risk Management (Environment Agency 2023) or the current UK requirements for sampling and testing.

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

- 55) Unless the Council agree in writing that a set extent of development must commence to enable compliance with this condition, no development shall commence until, a remediation method statement is submitted to and approved in writing by the Council. This statement shall detail any required remediation works and shall be designed to mitigate any remaining risks identified in the approved quantitative risk assessment. All works must be carried out in compliance with and by a competent person who conforms to LCRM: Land Contamination Risk Management (Environment Agency 2023) or the current UK requirements for sampling and testing.

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

- 56) Unless the Council agree in writing that a set extent of development must commence to enable compliance with this condition, no development shall commence until the approved remediation method statement has been carried out in full and a verification report confirming these works has been submitted to, and approved in writing, by the Council. This report shall include: details of the

remediation works carried out; results of any verification sampling, testing or monitoring including the analysis of any imported soil; all waste management documentation showing the classification of waste, its treatment, movement and disposal; and the validation of gas membrane placement. If, during development, contamination not previously identified is found to be present at the site, the Council is to be informed immediately and no further development (unless otherwise agreed in writing by the Council) shall be carried out until a report indicating the nature of the contamination and how it is to be dealt with is submitted to, and agreed in writing by, the Council. Any required remediation shall be detailed in an amendment to the remediation statement and verification of these works included in the verification report. All works must be carried out in compliance with and by a competent person who conforms to LCRM: Land Contamination Risk Management (Environment Agency 2023) or the current UK requirements for sampling and testing.

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

- 57) Unless the Council agree in writing that a set extent of development must commence to enable compliance with this condition, no development shall commence until an onward long-term monitoring methodology report is submitted to and approved in writing by the Council where further monitoring is required past the completion of development works to verify the success of the remediation undertaken. A verification report of these monitoring works shall then be submitted to and approved in writing by the Council when it may be demonstrated that no residual adverse risks exist. All works must be carried out in compliance with and by a competent person who conforms to LCRM: Land Contamination Risk Management (Environment Agency 2023) or the current UK requirements for sampling and testing.

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

- 58) The relandscaped external courtyard shall not be used or occupied until the privacy screening has been installed as shown on the approved drawings. The privacy screens shall have a minimum height of 1.8m above the finished ground level of the courtyard. The privacy screens shall thereafter be permanently retained as approved.

In order to ensure the erection of adequate screening to prevent overlooking and any subsequent loss of privacy, in accordance with Policy HO11 of the Local Plan (2018) and Key Principle HS8 of the Planning Guidance Supplementary Planning Document (2018).

- 59) The development hereby permitted shall operate in accordance with the approved Operational Management Statement, dated December 2024.

To ensure that occupiers of surrounding premises are not adversely affected by noise and disturbance from the operation of the building, activities or people at or leaving the site, in accordance with Policy D14 of the London Plan (2021) and Policies HO7, HO11, CC11 and CC13 of the Local Plan (2018).

- 60) Prior to the commencement of development, intrusive and non-intrusive surveys are required to understand the nature, extent, condition and residual life of the flood defence structure. To determine this the following shall be submitted to and approved in writing by the Local Planning Authority, in consultation with the Environment Agency:

A. A detailed survey scope of the intrusive and non-intrusive survey methods in line with the Structural Inspection Report on Chivas House - River Wall Inspection, prepared by CSP, referenced: KYN005, Dated: July 2025, Issue 3.

B. A report detailing the findings of the survey, including dimensioned drawings showing the geometry and extent of the flood defence structure.

C. An assessment of the residual life of the flood defence structure as outlined in Structural Inspection Report on Chivas House - River Wall Inspection, prepared by CSP, referenced: KYN005, Dated: July 2025, Issue 3. This should consider contemporary Eurocode design standards and stability analysis, future raising requirements and structural utilisation ratios for the worst-case design load combination.

Condition required by the Environment Agency to understand the condition of the flood defence structure and determine if the development will be safe for its lifetime and does not increase flood risk, in line with Paragraphs 178 and 181 of the NPPF and Policy CC3 of the LBHF Local Plan (2018).

- 61) Prior to occupation of the development and depending on the residual life assessment outcome in condition 1 the following shall be submitted to and approved in writing by the Local Planning Authority, in consultation with the Environment Agency.

A. If the residual life assessment determines that the structure can achieve a residual life of 100 years, a detailed scope of remedial works is required to improve the condition of the flood defence structure and demonstrate a 100-year residual life. A future raising plan will also be required, including detailed designs for the raising based upon the Structural Inspection Report on Chivas House - River Wall Inspection, prepared by CSP, referenced: KYN005, dated: July 2025, Issue 3, which are supported by structural and stability calculations to demonstrate the adequacy of the proposed works.

B. If the residual life assessment determines that structure cannot achieve a residual life of 100 years, a detailed design will need to be provided for a replacement flood defence structure. The replacement flood defence structure must have a lifetime no less than 100 years, meet the TE2100 2090 crest level requirements (currently 6.4m AOD), be an independent structure and be supported by full structural and stability calculations, including design checks, and ground investigation surveys.

As built drawings and associated construction information must be provided for options A and B detailing the works that have been completed.

Condition required by the Environment Agency to ensure the development is safe for its lifetime and does not increase flood risk in line with paragraphs 178 and 181 of the NPPF and Policy CC3 of the LBHF Local Plan (2018).

- 62) Prior to occupation of the development, a long-term monitoring and maintenance plan for the whole of the flood defence structure shall be submitted to and approved in writing by the Local Planning Authority, in consultation with the Environment Agency. The plan should include:
- Details of a visual inspection of the flood defence structure, to be carried out every 2 years.
 - Details of a structural condition inspection of the flood defence structure, to be carried out every 5 years.
 - Details of a Tier 2 inspection of the flood defence structure, to be carried out every 10 years.
 - A schedule of inspection deadlines for visual, structural and Tier 2 surveys.
 - Success criteria for the structural elements that form the flood defence structure.
 - Defined trigger criteria requiring the replacement of the different parts of the flood defence structure.

If the flood defence structures are not found to be meeting their success criteria or to have reach a defined trigger criteria at an inspection deadline an improvement plan to fully meet the success criteria shall be submitted within 9 months of the inspection deadline to, and approved in writing by, the Local Planning Authority, in consultation with the Environment Agency.

The improvement works may include minor repairs such as repointing, protective coatings through to full replacement of the flood defences structures. Any such approved improvement plan will then be implemented in full within 18 months of the date of approval by the Local Planning Authority, in consultation with the Environment Agency.

Condition required by the Environment Agency to ensure the development is safe for its lifetime and does not increase flood risk in line with paragraphs 178 and 181 of the NPPF and Policy CC3 of the LBHF Local Plan (2018).

Justification for Approving the Application:

- 1) 1. Land Use: The loss of the existing employment use has been justified. The proposed care home is acceptable in land use terms. Subject to a legal agreement, the proposal would contribute to meeting the borough's general unmet need for care home beds, as well as providing a high standard of accommodation for future occupiers within an area of good levels of public transport accessibility, and would have no undue adverse impact neighbouring amenities or local services. Subject to a legal agreement, the proposal would also provide economic and social regeneration benefits to LBHF. The proposal is judged to accord with the NPPF (2024), London Plan (2021) Policies E1, E2, E11, H13, D5 and H13, and Local Plan (2018) Policies E1, E2, E4 and HO7.
2. Design and Heritage: The proposals are considered to be of a high quality of design having regard to the character and appearance of the existing site and surrounding area. The proposals would also not result in any harm to the character or appearance of the Fulham Reach conservation area, or to the setting/views of the Thames Policy Area. The proposals would not result in any impact or harm to the setting of other nearby heritage assets. The proposal is considered acceptable having due regard to the provisions of sections 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 therefore accords with NPPF (2024), London Plan (2021) Policies D3 and HC1, and Local Plan (2018) Policies DC1, DC4, DC7, DC8 and RTC3.
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. The proposed development therefore accords with the NPPF (2024), London Plan (2021) Policy 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.
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. Subject to conditions and S106 obligations the development 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 FRA and SUDs assessment has been submitted as required. Subject to a condition, the proposal is 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: An Energy Statement has been submitted outlining the energy efficiency and low/zero carbon measures to be implemented as part of the development with the aim of minimising energy use and associated CO2 emissions. A final Energy Statement is secured by condition together with a carbon off-set payment secured by a legal agreement. A Sustainability Statement has also been submitted outlining the development outlining the sustainable design and construction measures to be implemented. 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, subject to additional mitigation, secured by conditions and a legal agreement, the development would be acceptable and compliant with London Plan (2021) Policy SI 1, Local Plan (2018) Policy CC10, and the councils Air Quality Action Plan.

9. Landscaping, Ecology and Biodiversity: Landscaping would be provided by the development, enhancing biodiversity and urban greening which would be of benefit to the area. Subject to conditions and a legal agreement the proposals comply with London Plan (2021) Policies G5 and G7, and Local Plan (2018) Policies OS1 and OS5.

10. Land Contamination: Conditions would ensure that the site would be remediated to an appropriate level for the proposed uses. The proposed development therefore accords with the London Plan (2021), and Local Plan (2018) Policy CC9.

11. Planning Obligations: Planning obligations to offset the impact of the development and to make the development acceptable in planning terms are secured. This includes, a financial contribution towards Adult Social Care and other Community Safety and Public Realm Improvements; Local Employment, Training and Skills Development Initiatives; a carbon dioxide emission offset financial contribution; monitoring fees in connection with BNG (HMMP) Monitoring reports; Air Quality Dust Management Plan, Construction Logistics Plan, Travel Plan and Delivery and Servicing Plan; car permit free restrictions; and s278 highways works. The proposed development would therefore mitigate external impacts and would accord with London Plan (2021) Policy DF1 and Local Plan (2018) Policy CF1.

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

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

Application form received: 20th 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:
Environment Agency - Planning Liaison	16.06.25
Historic England London Region	19.03.25
Historic England London Region	07.03.25
Environment Agency - Planning Liaison	21.03.25
Thames Water - Development Control	13.03.25
Crime Prevention Design Advisor - Hammersmith	20.03.25
Health And Safety Executive Fire Safety	11.06.25
Active Travel England	07.03.25
Environment Agency - Planning Liaison	03.10.25

Neighbour Comments:

Letters from:	Dated:
36 Chancellors Wharf London W6 9RT	17.03.25
London Vet Specialists Hospital 70 Chancellor's Road London W6 9RS	09.04.25
70 Chancellor's Road Hammersmith London W6 9RS	09.04.25
30 Distillery Wharf Regatta Lane London W6 9BF	26.03.25
22 Chancellors Wharf Crisp Road London W6 9RT	18.04.25
36 Chancellors Wharf London W6 9RT	20.03.25
18 Turneville Road London W14 9PS	06.03.25
27 Chancellors Wharf London W6 9RT	12.03.25
28 Distillery Wharf Regatta Lane London W6 9BF	18.03.25
60 Chancellor's Road Hammersmith London W6 9RS	09.04.25
14 Chancellors Wharf Crisp Road London W6 9RT	14.04.25
9 Crabtree Lane Fulham London SW6 6LP	15.04.25
22 Chancellors Wharf London W6 9RT	19.04.25
24 Faulkner House Tierney Lane London W6 9AE	10.03.25

1.0 SITE LOCATION AND DESCRIPTION, AND RELEVANT PLANNING HISTORY

+ Site Context:

- 1.1 Chivas House is a five storey 1980's purpose built office building (Use Class E) with a GIA of 3,683sqm located at the end of Chancellors Road, adjacent to the River Thames. The property contains two blocks at right angles to each other around a courtyard, linked by a glazed extension from first to third floor level. There are currently 18 car parking spaces on site, 12 in the underground car park and six in the external parking court, all accessed off Chancellors Road. The building has been vacant since 2019.
- 1.2 The site is bounded by the Thames Path to the west; Chancellors Wharf, a residential housing development to the north; and a 2-storey commercial building with a courtyard parking area facing the site to the east. Directly to the south, on the opposite side of Chancellors Road, is a 7-8 storey predominantly residential block (Distillery Wharf), part of the new Fulham Reach masterplan development.
- 1.3 The property is located in the Fulham Reach conservation area, the Thames Policy Area, and an Archaeological Priority Area. The Grade II*-listed Hammersmith Bridge lies to the north.
- 1.4 The site has a Public Transport accessibility Level (PTAL) of 5 - suggesting that it has very good access to public transport. It is located within walking distance of Hammersmith London Underground (LU) stations, with connections to the Hammersmith & City and Circle lines, and the Piccadilly and District lines, as well as a range of bus stops. There are also several bus connections on Fulham Palace Road to the east.
- 1.5 The site is situated within Environment Agency's Flood Risk Zone 3.
- 1.6 There are several trees on the site, which are not subject to any Tree Preservation Orders (TPOs), although these are protected by virtue of the location of the site in the Fulham Reach Conservation Area.

+ Relevant Planning History:

- 1.7 There is no relevant planning history, with the majority of applications relating to the display of adverts, the glazed infill extension, and minor alterations to the building's exterior. There have also been several applications to carry out works to trees at the site given these are protected by virtue of the location in the Conservation Area.

2.0 PROPOSALS

- 2.1 The current proposals relate to the internal and external refurbishment of the existing office building (Class E) in connection with its change of use to a 45no. bedroom care home for older people (Class C2). The care home will provide en-suite bedrooms for all residents, along with communal lounges and dining areas, and will offer 24hour care and nursing provision with specialist healthcare facilities and accommodation including for people living with dementia.

2.4 The existing building will be retained, with the proposal primarily focusing on adapting and reusing the existing building. There would be modest external works comprising:

- o Introduction of new main entrance/reception by infilling the existing undercroft at the southeast corner, between the two main buildings
- o Replacement of sections of curtain walling with back painted glass spandrel panels within the existing curtain walling
- o Removal of existing external concrete ductwork to south and east elevations,
- o Alterations to size of windows at first, second and third floor levels by lowering the window cills within the existing decorative brick surrounds and replacing with similar in appearance, better thermally performing windows
- o Replacement of windows with french doors at ground floor level to provide access to the new landscaped courtyard
- o Removal of existing plant to the roof level and replacement with new, including solar PV panels
- o Landscaping works to inner courtyard to replace the existing hardstanding and ramped access with a high quality landscaped, decked garden for residents
- o Replacement of existing garage gates with automatic garage doors and provision of new doors for secondary access, in connection with the reconfigured basement

+ Public Engagement

2.5 A Statement of Community Involvement (SOVI) supports the current planning application and summarises the pre-application engagement undertaken by the applicant.

2.6 In summary, no formal public exhibition or meeting was held, however letters were sent to properties in Distillery Wharf and Chancellor's Wharf informing residents of the proposals, and with the offer of a meeting if any residents so wished.

2.7 Responses were received from 3 residents and local businesses. Whilst no 'in principle' opposition was expressed in terms of bringing Chivas House back into use or to the specific plans for a care home, there was concerns regarding the loss of on-street parking.

3.0 PUBLICITY AND CONSULTATION RESPONSES

+ Statutory Consultation

3.1 A site and press notice were published to advertise this application and notification letters were sent to the occupants of 204 surrounding properties.

14 responses were received, 13 in support and 1 raising objection. A summary of the comments is provided below:

+ Objection:

- o Noise and disturbance during construction phase (construction projects ongoing in local area for 10-12 years)
- o Impact to residential amenity: overlooking/loss of privacy; overbearing impact; loss of light

- o Noise/traffic/air pollution
- o Noise from operational phase
- o Highways impacts during construction phase
- o Disruption to the operation of Chancellors Road during operational phase from visitors, servicing and delivery arrangements
- o Increase to parking stress levels
- o Further encroachment onto River Thames - more lighting, signage, people, street furniture
- o Obstruction to users of the rowing club
- o Impact to conservation area

+ Support:

- o The proposals will bring a vacant building back into use
- o Care home will meet local need
- o Will provide much needed employment
- o There is an oversupply of office buildings in Hammersmith
- o Riverside setting is perfect for residents of the care home
- o The KYN team have been helpful in their consultation with residents
- o Refurbishment is a welcomed sustainable and low carbon solution
- o Plans are in-keeping with the surrounding area
- o No enlargement of existing building is welcomed

+ Other matters:

- o BNG 10% target should be met on site, off-site provision should be avoided
- o Further landscaping details are required
- o Construction Management Plan not detailed enough
- o Noise survey should be secured by condition

3.2 The Hammersmith Society, Fulham Society, Hammersmith and Fulham Historic Buildings Group, Hammersmith and Fulham Historical Society were also consulted on the planning application and have not made any comments.

+ Technical Consultations

3.3 Active Travel England have responded to confirm they do not wish to comment.

3.4 Thames Water recommend an informative relating water pressure.

3.5 Metropolitan Police Designing Out Crime Officer (DOCO) recommends the applicant completes the SBD accreditation process to achieve a SBD certificate.

3.6 Environment Agency - Objection raised initially, due to a failure to provide information on the condition of the flood defence (Thames River Wall) to demonstrate it has adequate protection for the lifetime of the development; and failure to provide information on how the flood defence could be raised accordingly as part of the development. Following subsequent pre-application advice with the EA directly, and further assessment and submission of additional information, the EA have now withdrawn their objection subject to conditions relating to the submission of Flood Defence Surveys and a Residual Life Assessment; Flood Defence Remedial Works and/or Replacement Assessment; and a Long Term Flood Defence Management and Maintenance Plan; as well as an informative requiring a flood risk activity permit (FRAP).

- 3.7 Historic England (Greater London Archaeological Advisory Service (GLAAS) have responded to confirm do not wish to comment.
- 3.8 Historic England (Historic Assets) have responded to confirm do not wish to comment.
- 3.9 HSE have responded to confirm do not wish to comment. The proposals do not fall under the remit of planning gateway one as the proposals do not relate to a "relevant building".
- 3.10 The London Fire and Emergency Planning Authority, the Civil Aviation Authority, and London Heliport were consulted on the planning application and have not made any comments.

4.0 POLICY FRAMEWORK

- 4.1 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.
- 4.2 Collectively the three Acts create a plan led system which requires local planning authorities to determine planning applications in accordance with an adopted statutory development plan unless there are material considerations which indicate otherwise (section 38(6) of the 2004 Act as amended by the Localism Act).
- 4.3 In this instance the statutory development plan comprises the London Plan (2021) and the Local Plan (2018). A number of strategic and local supplementary planning guidance and other documents are also material to the determination of the application.

+ National Planning Policy Framework (2024)

- 4.4 The National Planning Policy Framework (NPPF) came into effect on 27 March 2012 and was subsequently revised in 2019 and 2021, 2023 and more recently in 2024 and is a material consideration in planning decisions. The NPPF, as supported by the Planning Practice Guidance (PPG), sets out national planning policies and how these are expected to be applied.
- 4.5 The NPPF does not change the statutory status of the development plan as the starting point for decision making. Proposed development that accords with an up to date Local Plan should be approved and proposed development that conflicts should be refused unless other material considerations indicate otherwise.

+ London Plan

- 4.6 The London Plan was published in March 2021. It forms the Spatial Development Strategy for Greater London and sets out a framework for how London will develop over the next 20-25 years and the Mayor's vision for Good Growth. It forms part of the development plan for Hammersmith and Fulham.

+ Local Plan

4.7 The Council adopted the new 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.

5.0 PLANNING ASSESSMENT

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

- 5.1 Land Use - Loss of employment use; Proposed care home
- 5.2 Secure by Design; and Fire Safety
- 5.3 Design and Heritage
- 5.4 Residential Amenity (light/outlook/privacy/environmental nuisance)
- 5.5 Highways and Transportation
- 5.6 Flood Risk and SUDS
- 5.7 Energy and Sustainability
- 5.8 Air Quality
- 5.9 Arboriculture, Ecology and Biodiversity
- 5.10 Land Contamination

5.1 LAND USE

+ Loss of employment use

- 5.1.1 London Plan Policies E1 and E2 seek to retain existing viable office floorspace. Policy E2, however does allow for the loss of existing employment floorspace if it can be demonstrated that there is no reasonable prospect of the site being used for business purposes.
- 5.1.2 Proposals involving a loss of employment floor space are also to be assessed in accordance with Local Plan Policies E1 and E2, which require applications to adequately justify the loss, for example in terms of the suitability of the site for continued employment use and evidence of unsuccessful marketing of the site.
- 5.1.3 Policy E2 states 'Permission will only be granted for a change where:
 - 1. continued use would adversely impact on residential areas; or
 - 2. an alternative use would give a demonstrably greater benefit that could not be provided on another site; or
 - 3. it can be evidenced that the property is no longer required for employment purposes.
- 5.1.4 The building has remained vacant since June 2019 following the relocation of the previous occupiers, Chivas Brothers, to Chiswick Park. In accordance with Local Plan Policy E2, criterion 3, the application is accompanied by evidence demonstrating that the property has been actively marketed for a period exceeding 12 months by two separate agents. CBRE commenced marketing in 2019, concluding their campaign in July 2024, while Frost Meadowcroft has been marketing the property since September 2024, with efforts ongoing. The

submitted marketing reports have been scrutinised by officers.

- 5.1.5 Both CBRE and Frost Meadowcroft confirm that the property has been advertised through a range of channels, including various property marketing websites, their own corporate websites, and direct approaches to local businesses. A 'to-let' board has also been displayed at the front of the building. The site has been widely marketed for sale or let as Commercial Class E business space, targeting large occupiers, as well as SMEs, who might be interested in part of the floorspace. Despite this extensive and flexible marketing campaign, there has been limited interest from potential occupiers, and no formal offers have been received for all or part of the building. A breakdown of enquiries and feedback received during the marketing period has been provided. The reports also assess the current condition of the property, concluding that the building is not viable for refurbishment.
- 5.1.6 In summary, while some interest was expressed, no formal offers were received. This is attributed to the site's location—predominantly surrounded by residential properties and situated away from established employment centres such as Hammersmith Town Centre, where higher quality employment floorspace is available—as well as the building's need for refurbishment.
- 5.1.7 Officers have carefully scrutinised the marketing evidence and are satisfied that appropriate and comprehensive marketing has been undertaken. The evidence demonstrates that the property has been marketed at prices comparable to similar premises in the area and with reasonable and flexible lease terms. The viability of an alternative fit-out scenario to a Cat A standard has also been considered, which demonstrates the refurbishment of the building would be unviable.
- 5.1.8 In view of the above, on balance, officers consider satisfactory evidence has been provided to justify the loss of the existing employment use against London Plan Policies E1 and E2, and Local Plan Policies E1 and E2.

+ Economic Development And Skills Training

- 5.1.9 Policy E11 of the London Plan 'Skills and opportunities for all' requires development proposals to support employment, skills development, apprenticeships, and other education and training opportunities in both the construction and end-use phases. Local Plan Policy E4 'Local Employment, Training, and Skills Development' echoes this requirement compelling provision for appropriate employment and training initiatives for local people of all abilities in the construction of major developments.
- 5.1.10 The development would create new employment on site. Nonetheless, in accordance with the above policies, contributions would be required towards the provision of appropriate employment and training initiatives for local people of all abilities during the construction phase of the development (i.e. apprenticeships and paid and unpaid work placements) as well as contributions to support the procurement of local labour. The applicant has agreed to enter into a legal agreement to secure support for employment, training and local business, as well as a financial contribution to support delivery of Upstream London, the Council's Industrial Strategy for inclusive economic growth.

+ Proposed Care Home

5.1.11 London Plan Policy H13 encourages Boroughs to work positively and collaboratively with providers to identify sites which may be suitable for specialist older persons housing, taking account of:

- Local housing needs information (local type and tenure of demand);
- Well-connected sites contributing to an inclusive neighbourhood, having access to relevant facilities, social infrastructure and healthcare, and being well served by public transport;
- increasing need for accommodation suitable for people with dementia

5.1.12 The supporting paragraphs for Policy H13 (para 4.13.1) make clear that London is expected to experience substantial growth in its older population and that appropriate accommodation is needed to meet the needs of older Londoners. By 2029 the number of older person households (aged 65 and over) will have increased by 37 per cent, with households aged 75 and over (who are most likely to move into specialist older persons housing) increasing by 42 per cent. Appropriate accommodation is needed to meet the needs of older Londoners.

5.1.13 Local Plan Policy HO7 states that the council will encourage and support applications for new special needs and supported housing, including specialist housing for older people, subject to the following criteria:

- a. Established local need;
- b. Standard of the facilities;
- c. Good level of accessibility to public transport and other facilities; and
- d. No detrimental impact to the amenity of the local area or to local services.

+ Established local need (HO7a)

5.1.14 The proposed care home is intended to accommodate residents with high levels of dependency, offering 24-hour medical care delivered by registered nurses, along with specialist dementia care.

5.1.15 London Plan Policy H13, para 4.13.14 acknowledges that Care home accommodation (C2) is an important element of the suite of accommodation options for older Londoners and this should be recognised by boroughs and applicants. To meet the predicted increase in demand for care home beds to 2029, London needs to provide an average of 867 care home beds a year. The provision of Care Quality Commission rated Good or Outstanding care home beds is growing at around 3,525 bed-spaces a year in London and provision of dementia-capable bed spaces at a rate of 2,430 places a year. If the rates of supply and demand remain constant it should be possible to meet potential demand for both care home beds and dementia care home beds.

- 5.1.16 At a borough wide level, Local Plan Policy HO7(a) states that the council will support applications for care homes where they meet an established local need. The supporting justification for Policy HO7 clarifies that "local need" refers to existing residents within the borough. Paragraph 60 further reinforces this by stating: "The Council considers that elderly residents should have the opportunity to access special needs housing located in the borough," and "aims to create more sustainable communities to enable residents to remain in their communities through different stages of their life." It also notes: "To ensure that new specialist housing can meet local needs, applications for new provision will be assessed in relation to the identified local need for the facility."
- 5.1.17 In this case the applicant has submitted a Care Home Needs Assessment, prepared by Carterwood, which provides an analysis of elderly care provision. The report examines demographic trends, existing and planned supply, and projected demand for care home beds. The assessment considers both a 3-mile market catchment area and the specific needs of the borough.
- 5.1.18 The report distinguishes between two categories of need: Local Authority (LA) funded provision and market-led provision. It identifies a shortfall in LA-funded care, with a particular emphasis on residential dementia care, driven by the projected growth in the population aged 80 and over. The assessment concludes that there is a significant unmet need for both LA-funded and market-standard care home beds in the Borough. In relation to LA-funded provision, the report notes that out-of-borough placements are common for Hammersmith and Fulham residents. It further suggests that, even following the delivery of the proposed scheme, a residual need is likely to persist within the borough.
- 5.1.19 The Council's Adult Social Care Team (ASCT) has reviewed the submitted assessment and acknowledges the need for additional care provision for older residents and others requiring support in the borough. The Council's adult social care strategy prioritises enabling residents to live independently in their own homes for as long as possible. However, beyond this model, the ASCT recognises a specific need for residential care homes within the borough, with a particular need for LA-funded (affordable) bed spaces. While the ASCT aims to retain residents within the borough, the current shortage of funded care home capacity makes this challenging. Data provided by the LA showed that between June 2023 and May 2024 there were 494 individuals in care home placements, with 45% of nursing placements occurring outside the borough due to limited local provision. The cost of placing residents in LA-funded accommodation is predominantly borne by the Council.
- 5.1.20 The proposed care home in this case will deliver market-standard accommodation. However, in recognition of the identified local need, and in accordance with Policy HO7(a), the applicant has committed to a financial contribution to support the Council's Adult Social Care Team (ASCT) in securing Local Authority-funded placements. This contribution will assist in facilitating placements as close as possible to Hammersmith and Fulham, or where appropriate, near residents' family members—thereby helping to address the borough's established care provision shortfall.

5.1.21 In conclusion, the proposed facility would contribute to meeting the borough's general unmet need for care home beds, while also supporting the provision of affordable placements through a secured planning obligation. As such, the proposal is considered to be in accordance with Local Plan Policy HO7(a).

+ Quality of accommodation (HO7b)

5.1.22 The proposed care home will provide 45 care bedrooms, offering both nursing and dementia care. Bedroom sizes range from 19 sqm to 36 sqm, each equipped with a bespoke medical bed and a private ensuite wet room, and seating area in the larger rooms. All rooms are adaptable to individual accessibility needs. Bedroom accommodation is arranged across the first to third floors, with each floor also featuring communal lounges and dining rooms. The western section of the ground floor will also include a spacious lounge and bar overlooking the River Thames, complemented by a range of ancillary facilities such as a gym, screening and music room, library, art room, and hair salon/nail bar. In addition, residents will also have access to the newly landscaped garden area, enhancing the overall quality of the care environment.

5.1.23 In accordance with London Plan Policy D5 and Local Plan Policy DC4, the development has been designed to achieve the highest standards of accessible and inclusive design. The scheme provides step-free access throughout, and the building will be served by three lifts. Each bedroom offers sufficient space for specialised equipment and allows for wheelchair access and hoist manoeuvring. As part of the external works, window sills will be lowered to provide unobstructed views. All three resident floors include separate dedicated assisted bathrooms and additional auxiliary spaces for hoist and wheelchair storage.

5.1.24 A Daylight and Sunlight Report has been submitted with the application. The results confirm that 50 out of 52 (96%) habitable rooms tested exceed the BRE minimum illuminance recommendations (100 lux for bedrooms and 150 lux for living rooms). Where shortfalls occur (bedroom 07, and the first-floor dining room, with scores of 45% and 46% respectively), the deficits are marginal. Furthermore, alternative dining rooms and two lounges with good daylight provision are available on the same floor.

5.1.25 In terms of sunlight, the BRE guide states that, in general, a dwelling will appear reasonably sunlit provided:

- at least one main window wall faces within 90 degrees of due south, and
- a habitable room, preferably a main living room, can receive a total of at least 1.5 hours of sunlight on 21 March.

5.1.26 In this case 37 of the 52 rooms have at least one habitable room window which faces within 90 degrees of due south. 4 of the 7 communal living rooms have a window which faces within 90 degrees of due south. 5 of the 7 communal living rooms receive a total of at least 1.5 hours of sunlight on 21 March. Occupants will therefore have access to well sunlit communal living rooms on every floor.

- 5.1.27 In summary, the results demonstrate a high level of compliance, particularly in view of the urban context, and fixed orientation (the proposal involves the conversion of an existing building rather than new-build development where there is typically greater flexibility in designing layouts). Noting the high standard of facilities on offer, together with scope for flexibility within the policy framework to ensure efficient use of land and to avoid unnecessarily restricting development density, on balance, the overall level of daylight and sunlight provision within the care home is considered acceptable.
- 5.1.28 In conclusion, the proposed care home will provide a high standard of accommodation, relevant to the needs of the intended occupiers, making provision for private and communal amenity space, offering a variety of services and facilities, and incorporating accessible and inclusive design facilities, in accordance with Local Plan Policy HO7(b).
- 5.1.29 As set out in subsequent paragraphs, in respect to Local Plan Policy (HO7 c and d) the proposals are acceptable in terms of accessibility to public transport (PTAL5 rating/very good) and impacts on existing neighbouring residential amenities.
- 5.1.30 Overall, subject to a planning obligation, the proposed development would meet an identified local need, provide a high standard of accommodation for future occupiers within an area of good levels of public transport accessibility and would not adversely impact neighbouring amenities or local services. In this respect the proposal complies with London Plan Policy H13 and Local Plan Policy HO7.

5.2 SECURE BY DESIGN; AND FIRE SAEFTY

+ Secure by Design

- 5.2.1 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. Full details of how the proposal will incorporate measures for crime prevention will be secured by a condition.

+ Fire Safety

- 5.2.2 The matter of fire safety compliance is covered by Part B of the Building Regulations. However, London Plan Policy D12 recommends the fire safety of developments to be considered from the outset. 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.

5.2.3 A Fire 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 as such the HSE have confirmed they do not wish to comment. The submitted 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, however fire safety compliance will be subject to final approval under Building Regulations.

5.3 DESIGN AND HERITAGE

5.3.1 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 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.

5.3.2 Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 makes it a statutory duty for Local Planning Authorities to have special regard to the desirability of preserving listed buildings or their settings when determining Listed Building Consent applications and planning applications respectively.

5.3.3 Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states in relation to Conservation Areas that: 'In the exercise, with respect to any buildings or other land in a conservation area, of any functions under or by virtue of any of the provisions mentioned in subsection (2), special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.'

5.3.4 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.

5.3.5 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'.

5.3.6 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.'

5.3.7 Local Plan DC7 relates to views and landmarks. Subsection 1.a states that, Applications will not be permitted if it would cause unacceptable harm to the view fromHammersmith Bridge, the view along the river, foreshore, and riverside development and landscape between Hammersmith Terrace to the west and Fulham Football Ground to the south. Subsection 2.d states that: Applications will also not be permitted if it would cause unacceptable harm to the view from within the Thames Policy Area of, or to the setting of Hammersmith Bridge, noting "this fine example of a suspension bridge is particularly dominant, and is an important landmark along this stretch of the river". The policy further states that the council will refuse permission where applications in these views will lead to harm to the significance of a designated heritage asset and townscape generally, unless it can be demonstrated that public benefits outweigh the harm caused.

5.3.8 Local Plan Policy DC8 states that the council will '....aim to protect, restore or and enhance the quality, and character, appearance and setting of the borough's conservation areas and its historic environment, including listed buildings, historic parks and gardens, buildings and artefacts of local importance and interest, archaeological priority areas and the scheduled ancient monument'.

5.3.9 Local Plan Policy RTC3 states that:

Development will not be permitted within the Thames Policy Area, unless it:

- o respects the riverside, including the foreshore, context and heritage assets;
- o is of a high standard of accessible and inclusive design; and
- o maintains or enhances the quality of the built, natural and historic environment.

5.3.10 The property is located in the Fulham Reach conservation area, the Thames Policy Area, and is in an Archaeological Priority Area. Given the minor nature of the proposals, the development is not considered to require any assessment upon the setting of other adjacent heritage assets.

5.3.11 The proposed works to Chivas House primarily comprise internal alterations, with only limited changes to the external envelope of the building.

- 5.3.12 The overall scale and massing of the existing building would remain unchanged, except for the infilling of the undercroft between the two principal buildings at street level. This intervention would enhance the legibility of the building's use by introducing a clearly defined and visible reception area. Existing rooftop plant will be removed and replaced with new equipment, including photovoltaic panels. These installations are confined to areas currently occupied by plant and will be largely screened by the existing parapet walls surrounding the main roof, thereby minimising visual impact.
- 5.3.13 The existing hardstanding courtyard, currently underutilised and primarily serving as an overspill parking area, is proposed to be re-landscaped to create an attractive outdoor amenity space for residents. The raising of ground levels and the replacement of existing windows with French doors at ground floor level will facilitate level access to the garden, allowing for the removal of unsightly ramps. These changes would significantly enhance the visual quality of this part of the site. Final landscaping details will be secured by condition.
- 5.3.14 The proposal seeks to retain the majority of the existing building. External alterations to the façades are intended to support the building's transition to a more residential use, including the replacement of sections of curtain walling with back-painted glass spandrel panels, and the removal of external concrete ductwork from the south and east elevations to create more seamless façades. Window modifications at first, second, and third floor levels involve lowering the cills within the existing decorative brick surrounds and replacing the windows with thermally efficient units that match the original appearance. There is no objection to these alterations.
- 5.3.15 At lower ground floor level, the existing garage gates are proposed to be replaced with automatic garage doors, including the addition of a third opening. Further new doors are proposed to provide secondary access. These new openings are designed to align with those on the upper levels, maintaining the architectural rhythm of the façade. All new elements will be finished in a dark grey/black colour to match the existing fenestration.
- 5.3.16 Overall, the proposed works are considered to be sympathetically designed repairs and upgrades to the existing building's fabric. To secure the quality of the proposed works to the external fabric of the building details in plan, section and elevation of typical bays and rooftop plant /PV panels at a scale of 1:20; samples of all external materials and finishes to facades and roofs; details of external lighting; and details of proposed hard and soft landscaping will be secured by conditions.
- 5.3.17 Considering the impact of proposals upon the setting of the Fulham Reach conservation area and the Thames Policy Area, the application site consists of an existing office development, originally developed in the late 1980s, as part of the redevelopment of the former Chancellors Wharf development site. The current development occupies a key river frontage and consequently is situated in the designated boundary of the Fulham Reach conservation area. This section of the river frontage has been subject of recent development activity, not only through the redevelopment of Chancellors Wharf, but also the more modern redevelopment of Riverside Studios, and the Fulham Reach developments. As such, considering this context, alongside the modest scale

of changes proposed to the visual appearance of the host property, the proposals would not result in any harm to the Fulham Reach conservation area, or to the setting of any other heritage assets. Considering the Fulham Reach conservation area, its character and appearance would be preserved.

- 5.3.18 Separately, the application site falls within an area of archaeological interest, specifically the Winslow Road Archaeological Priority Area as designated in the Local Plan. The Greater London Archaeological Advisory Service (GLAAS) has reviewed the proposal and confirmed that, as the development is entirely contained within the footprint of the existing building, it is unlikely to disturb any significant archaeological remains. Consequently, the proposal is not expected to have a material impact on heritage assets of archaeological interest. On this basis, GLAAS has advised that no further archaeological assessment or planning conditions are required.
- 5.3.19 Consequently, the proposal is considered accepting having due regard to the provisions of Section 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act, 1990. The proposals would not result in any harm to the character, significance or setting of any heritage assets, including the significance of the Fulham Reach conservation area. As such, the proposals would be in accordance with the NPPF, Policies D3 and HC1 of the London Plan (2021), and Policies DC1, DC4, DC7, DC8 and RTC3 of the Local Plan (2018).

5.4 RESIDENTIAL AMENITY

- 5.4.1 Directly to the north and south are residential properties of Chancellors Wharf and Distillery Wharf respectively. The key issues in this respect relate to the impact of the external alterations; and the construction and operational phases of the development.

+ Outlook, light and privacy

- 5.4.2 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.
- 5.4.3 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.
- 5.4.4 The scale and the massing of the existing building would remain unchanged, with the exception of the infilling of the undercroft to provide a reception area, of which would not extend beyond the footprint of the existing building, and therefore will not impact upon neighbouring properties in terms of light, outlook or sense of enclosure. New roof mounted plant and associated enclosures will replace existing plant and will not exceed the height of the existing parapet running around the perimeter of the roofs. PV panels would project marginally above the parapet however would be set in from the edges of the roof to

minimise visibility. In view of the above, it is not considered the proposal in this respect would result in undue loss of light, outlook or increased sense of enclosure.

- 5.4.5 The newly landscaped courtyard will include a raised deck access to provide level access for residents. The new ground level will be 1.1m higher than the existing. While the existing courtyard already results in a degree of overlooking, the privacy of the neighbouring properties within Chancellors Wharf to the north will be respected via the addition of screens (1.8m high) that will be set back from the boundary edge with planting. The location of the screens would not impact upon the outlook of the neighbouring properties.
- 5.4.6 There will be no new windows, only the modification of the existing. As such the proposed alterations to the facades would not exacerbate existing overlooking levels.
- 5.4.7 The existing flat roof at third floor level, facing the River, would provide amenity space, accessed from the adjoining communal room. Due to the siting and orientation of the terrace it is not considered its use would cause undue loss of privacy or overlooking to neighbouring properties.
- 5.4.8 On this basis, there will be no reduction in the level of residential amenity experienced at surrounding properties in terms of undue loss of light, privacy, outlook or increased sense of enclosure, in accordance with Local Plan Policies DC1, DC4, HO11, and Key Principles HS6 and HS7 of the Planning Guidance SPD.

+ Environmental Nuisance

- 5.4.9 The key issue in this respect relates the operational activities of the care home, the new plant, and the construction phase in terms of environmental nuisance.
- 5.4.10 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.
- 5.4.11 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.
- 5.4.12 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.

+ Operational phase:

- 5.4.13 Local Plan Policy HO7(d) supports applications for new care homes, provided the impact of the proposed development will not be detrimental to the amenity of the local area.
- 5.4.14 In this case, the application is supported by an Operational Management Plan which confirms KYN will operate and manage the care home, communal spaces, garden, kitchen, delivery of care, activities and maintenance. While it is anticipated that some external companies will be engaged to undertake tasks such as refuse collection KYN will manage and oversee these interventions from outside companies.
- 5.4.15 A concierge service will operate seven days a week between the hours 8 a.m. to 8pm. It is expected c.65 full-time equivalent staff will cover the care home over a 24-hour period. The highest number of team members expected to be on shift at any one time is 35. This reduces to 8 during the night. The main shift changes will take place between 7am and 8:15am, and again between 5:30pm and 8:15pm with a few individual hospitality and ancillary staff arriving and departing outside of these times. Although KYN has no set 'visiting hours,' it is expected that relatives and friends of the residents will usually visit between 10am and 8pm. Health professional visits, except for emergency situations, are normally expected within the hours of 9am and 5pm.
- 5.4.16 A new landscaped garden is proposed at ground floor level adjacent to Chancellors Wharf, and a terrace is proposed at third floor level. Given the nature of the occupants, it is highly unlikely that the development would harm the existing residential amenities of adjoining occupiers in terms of noise and disturbance.
- 5.4.17 In summary, it is not considered the operational use of the building would not result in an inappropriate and unneighbourly form of development, in accordance with London Plan Policy D14 and Local Plan Policies DC1, DC4, CC11, CC13, HO7 and HO11.

Plant:

- 5.4.18 New plant is to be installed at roof level, and will replace existing plant. Environmental Protection Officers are satisfied that, subject to conditions relating to noise levels and anti-vibration measures, the operation of the proposed plant would have a negligible impact on the amenities of occupiers of the new care home and surrounding properties. As part of the conditions a post installation noise assessment will be required to be carried out to confirm compliance with the sound criteria and where necessary additional steps to mitigate noise shall be taken, as necessary. If complaints are received officers can assess the noise levels and determine any non-compliance, and appropriate action can be taken.

- 5.4.19 Separately, conditions will secure details of sound insulation, and odour abatement equipment and extract systems for the kitchens, to ensure that the amenity of occupiers of the care home as well as surrounding properties is not adversely affected by noise and cooking odour.
- 5.4.20 On this basis, the proposals are considered to comply with London Plan Policy D14 and Local Plan Policies HO7, CC11 and CC13.

Lighting:

- 5.4.21 Details and levels of illumination of external lighting, including floodlights, security lights and decorative external lighting will be secured by a condition, in accordance with Local Plan Policy CC12.

+ Building Works

- 5.4.22 In terms of disturbance during building works, Key Principle NN7 requires the submission of a Construction Management Plan for substantial developments close to other premises. In this case the application is supported by an outline Construction Management Plan. Final details of the construction phases will be secured by a condition to ensure that the amenity of neighbouring properties would not be adversely affected by the building works.

5.5 HIGHWAYS AND TRANSPORTATION

- 5.5.1 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.
- 5.5.2 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".
- 5.5.3 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".
- 5.5.4 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.

+ The Application Site

- 5.5.5 The site is within a PTAL 5 which has very good access to public transport.
- 5.5.6 Vehicular access to the site is provided off Chancellor's Road at two locations. A 3.7m wide gate off the south western end of Chancellor's Road leads into an external parking court with two garage doors serving an underground car park beneath the building. A second gated access 4.3m wide off Chancellor's Road near the eastern corner of the building leads into a forecourt area with an undercroft through link continuing into an internal courtyard. The second access also serves pedestrians with the building entrance provided off the internal courtyard.
- 5.5.7 Chancellor's Road is subject to a 20mph speed limit and is within H&F's Controlled Parking Zone A (CPZ) where parking is restricted in designated bays between 08:30- 22:00 Monday to Sunday to permit holders or pay and display users for a maximum of 2 hours with no return permitted within 2 hours. This restriction is in place only for the streets near the Riverside.
- 5.5.8 Crisp Road, St James Street, Chancellors Street and Queen Caroline Street are also within CPZ A and subject to the parking restrictions from 08:30- 18:30pm Monday- Saturday. CPZ T has restricted parking from Monday - Friday 09:00- 17:00, this covers the surrounding roads Distillery Road, Winslow Road and Manbre Road.
- 5.5.9 A segregated contra-flow bike lane is provided alongside the one-way section of Crisp Road from Chancellor's Road. A row of around 45 Santander Cycles, that allows users to rent bikes for short trips within London, is provided on Crisp Road.

+ Highway works

- 5.5.10 Highway works to the site's frontage will be secured through the S106 legal agreement, which would include resurfacing of c.45m of the Thames Path. An obligation to enter into a S278 agreement with the Council is secured within the legal agreement, and an indicative list of works is included within the Heads of Terms.

+ Car Parking

- 5.5.11 In line with Policy T6 of the London Plan, car-free development should be the starting point for all development proposals in areas that are well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite'). A car-free development also aligns with the council's ambitions to encourage sustainable modes of transport to meet net-zero targets. Hammersmith & Fulham Council is committed to reducing pollution and emissions and promoting walking, cycling, and public transport, especially given the site's excellent connectivity within a PTAL 5 area.

- 5.5.12 There are currently 18 car parking spaces on site, with 12 in the underground car park and six in the external parking court. It is proposed to provide on-site parking (5 spaces including 1 blue badge bay) for operational purposes. These are proposed to be provided with Electric Vehicle charging points. The provision of these operational parking spaces, in line with London Plan Policy T6, is seen as an overall reduction in on-site parking and would allow the proposed use to provide necessary parking spaces for essential staff/visitors such as physiotherapists, doctors, and others who require access to the site on a regular basis. In addition to this, an on-site 'Black Cab' would be provided in order to allow elderly residents to be taken to leisure and health related activities as necessary, similarly to the operation of the other KYN site (KYN Hurlingham) within the borough. Given the anticipated profile of elderly residents with limited mobility, this is considered to be acceptable. As residents are typically frail and living with cognitive impairments such as dementia, they are not expected to own vehicles and therefore no parking is to be provided.
- 5.5.13 Given the site's highly accessible location and in line with both Local and London Plan policies, there will be no on-site parking provision for visitors or general staff. A maximum of 35 staff are expected on site at any one time with around 65 total staff employed. Staff will be encouraged to travel to the site by sustainable and active modes, and will need to be supported in doing so via a staff travel plan which will be secured via the legal agreement alongside an appropriate monitoring fee. Additionally, visitors will be encouraged to do the same via the travel plan. Where necessary, visitors will be able to make use of on street pay and display parking within the CPZ, and those with blue badges are able to park in any CPZ bays without restriction. Given that care home visitors would be permitted to visit at any time of the day, parking surveys were undertaken to understand whether on street parking capacity could accommodate the potential demand.
- 5.5.14 A parking stress survey was undertaken in accordance with the Lambeth methodology, covering a 200m radius from the site. The survey, conducted over four consecutive days (Wednesday 16th to Saturday 19th July 2025) between 06:00 and 22:00, recorded parking occupancy at 30-minute intervals. The survey area included 33 marked on-street parking spaces along Chancellor's Road, with capacity calculated using a standard 5m bay length.
- 5.5.15 The results demonstrate that the maximum parking demand occurred on Wednesday 16th July at 11:30, when 21 vehicles were observed parked within the survey area. This equates to a parking stress level of 64%, leaving 12 spaces available at peak demand. Across the remainder of the survey period, occupancy levels were generally lower, indicating consistent spare capacity.
- 5.5.16 Furthermore, the site is located within a Controlled Parking Zone (CPZ), which operates during key hours to manage parking demand and discourage long-stay or commuter parking. These restrictions, combined with the site's excellent public transport accessibility, will further encourage sustainable travel choices.

- 5.5.17 In conclusion, the survey confirms that there is sufficient on-street parking capacity to accommodate a small number of visitor vehicles without adverse impact on local parking conditions. The development's operational model, supported by CPZ controls and strong public transport links, ensures that visitor parking demand will remain low and manageable.
- 5.5.18 Furthermore, a financial contribution of £15,000 is to be secured within the legal agreement towards future review of the CPZ in order to understand whether amendments to operational times are required once the care home is in operation.
- 5.5.19 An obligation is also included within the legal agreement to restrict permits from being issued to staff and residents. A Car Park Management Plan is secured via condition, in order to detail the proposed booking system for on-site parking. A condition is also secured to provide full detail including manufacturers specification of the proposed EV charging infrastructure for the parking spaces on site.

+ Cycle parking

- 5.5.20 In accordance with Policy T5 of the London Plan for Class C2 care homes, the minimum cycle spaces to be provided is 1 space per 5 FTE staff. The TS notes that there would be 65 staff in FT and PT roles, with 35 staff on site at any one time. The TS notes that 10 long stay spaces would be provided, which is considered to be an acceptable quantum in line with the London Plan standards. Submitted plans show that access would be from the external parking court via a route beside the disabled bay. Three short stay stands are also to be provided within the courtyard area, which would be available for visitors to use. There will be a separate store for two non-standard or cargo bikes, proposed in the northern part of the building at the lower ground floor. This is in compliance with the 5% requirement for all spaces to be provided for larger/accessible cycles. Whilst the quantum is in line with the London Plan minimum quantitative standard, final details of the proposed cycle parking facilities including dimensions/design/manufacturers specifications/materials 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).

+ Delivery and Servicing

- 5.5.21 A Delivery and Servicing Plan (DSP) has been submitted, indicating that servicing will be undertaken from the existing loading bay on Chancellor's Road. The care home, which already operates at KYN Hurlingham in the borough, uses one supplier for the majority of food and kitchen supplies. This approach is proposed to continue at the proposed care home. Core services such as refuse and recycling collection will occur twice weekly, using large or medium lorries. Food and kitchen supplies will be delivered 2-3 times per week via large rigid lorries, while food waste and waste oil collections are scheduled for once weekly and monthly, respectively, using medium lorries. Additional supplies will be delivered as required by medium vans, and postal deliveries will occur daily on weekdays via small vans. Fresh produce will typically occur three times per week using medium or small vans, with wine deliveries scheduled

monthly via large lorries.

- 5.5.22 The delivery schedule is designed to be spread across the week, avoiding peak traffic periods and aligning with the site's operational needs. It is proposed that the majority of these deliveries using larger vehicles will utilise the existing 'Loading Only' bay outside the site. Swept Path analysis has been provided to demonstrate the ability of a large refuse vehicle to access the loading bay and manoeuvre appropriately to within the site's curtilage so as to leave in a forward gear.
- 5.5.23 Given that the existing on street loading bay is also used by surrounding sites, it was requested that a survey of the existing capacity was undertaken to demonstrate the viability of the proposals. Based on the survey data collected over four days (Wednesday 16th to Saturday 19th July 2025), the existing loading bay on Chancellor's Road appears to be capable of accommodating the delivery demand for the proposed care home when compared against the actual delivery schedule of the sister facility at KYN Hurlingham.
- 5.5.24 Across the weekdays, the loading bay was available with two spaces for approximately 70% of the time and had at least one space available for around 93% of the time. This high level of availability suggests that the bay was rarely at full capacity, and even during peak delivery hours, there was typically sufficient space for vehicles to load or unload without obstruction.
- 5.5.25 The actual delivery schedule from the sister care home shows a modest number of deliveries spread throughout the day, with most vehicles staying for relatively short durations—averaging around 13 minutes. This aligns well with the observed usage patterns in the loading bay survey, where delivery vehicles were present intermittently and never caused sustained congestion. Even on the busiest weekday, the bay was never fully occupied for more than short periods. Saturday showed even lighter usage, with only five delivery vehicles recorded and no instances of the bay being fully occupied. This further supports the conclusion that the existing bay has sufficient capacity to handle typical weekend demand.
- 5.5.26 The survey data therefore demonstrates that the existing loading bay would be able to accommodate the delivery needs of the proposed care home. The frequency, duration, and timing of deliveries are compatible with the observed availability of the bay, indicating that no significant operational constraints would arise from using the current infrastructure. Furthermore, a portion of servicing and delivery trips would be accommodated within the site itself without the need for the loading bay, including smaller vehicles such as courier/post vans as demonstrated by swept path drawings. In addition to this, and as an additional mitigation measure, £15,000 is secured toward the review of the surrounding CPZ which could allow for the provision of an additional on street loading facility if considered to be necessary at a later date.

- 5.5.27 The waste collection will be completed by a private contractor appointed by KYN twice per week and usually early in the mornings. The largest vehicle that will travel to the site for waste collection will be a typical 3-axle refuse collector around 10m long. The refuse vehicle will normally arrive at the site and stop in the loading bay on Chancellor's Road. The bins will be moved from the internal bin store to the external parking court with assistance by maintenance or other staff and wheeled to the vehicle for emptying. The vehicle can then position itself forwards into the parking court and reverse into the forecourt access for turning around and leaving along Chancellor's Road in a forward gear.
- 5.5.28 A detailed Delivery and Servicing Plan is to be secured by condition, as well as a monitoring fee by a legal agreement. A separate Waste Management and Collection Strategy is also secured by condition.

+ Trip Generation

- 5.5.29 It has been stated within the Transport Assessment that trips to and from the care home would mainly be associated with staff, visitor and service vehicle movements as residents are typically frail and living with cognitive impairments such as dementia and therefore would not own cars, which would in practice result in low trip rates. The Transport Assessment provided a Trip Generation exercise using the TRICS database, which concluded that the proposed Care Home use could see a reduction in overall trips to the site comparing to the existing office use, showing that in the AM peak there would be a reduction of 9 two way trips, and 10 two way trips in the PM peak. While it is generally accepted that there would be an overall reduction in trips to the site, a more detailed breakdown of trips for both staff and visitors was requested to provide a more accurate projection of the proposed use.
- 5.5.30 Visitor data from the sister site (KYN Hurlingham) provides a useful benchmark for understanding the likely visitor profile at the proposed development. Over a two-day period (21st and 22nd June 2025), a total of 44 individual visits were recorded, comprising 26 visitors on 21st June and 18 visitors on 22nd June. Visits occurred throughout the day, typically between 07:00 and 20:00, with durations ranging from brief check-ins (under 30 minutes) to extended stays exceeding 6 hours, and in some cases overnight. The majority of visits were concentrated in the mid-morning to late afternoon period (10:00-17:00), consistent with standard care home visiting hours. This pattern suggests a steady but manageable flow of visitors, with peak activity during daylight hours and occasional longer stays. Contractor visits were also recorded, though less frequently, indicating routine maintenance and operational support. The proposed development can therefore expect a similar visitor profile with 20-30 visitors per day, primarily family members and care professionals, with minimal impact on local transport or amenity infrastructure.
- 5.5.31 The proposed care home is expected to employ approximately 65 staff across a mix of full-time and part-time roles, with a maximum of 35 staff on-site at any one time during peak operational periods. The nature of care home employment means that staff are typically drawn from the local area, with a catchment of approximately 5 miles, supporting sustainable travel

patterns and reducing reliance on private vehicles. The care home will operate a 24-hour service model, with staff working across three core shifts (morning; afternoon; and night)

- 5.5.32 The night shift will have the lowest staffing levels, typically involving 7-8 staff members. Ancillary staff (e.g. kitchen and housekeeping) will work flexible hours between 07:00 and 20:00, while administrative and management staff will follow standard office hours of 09:00-17:00. Staffing levels are responsive to resident needs, with the morning shift generally requiring the highest number of staff to support personal care routines. The afternoon shift typically sees reduced staffing due to resident activities and outings.
- 5.5.33 Based on the above information and in the context of the site being situated in a highly accessible location with appropriate parking controls as well as the Travel Plan which is secured by a legal agreement, the associated trip generation would not be considered to have an impact on the operation or capacity of the local highway network.

+ Construction Logistics Plan (CLP)

- 5.5.34 An outline CLP has been submitted alongside the application. Given that the scale of works is not yet fully known, the outline CLP is considered generally acceptable. The area has high footfall as it is near the river, with residential units and many businesses nearby. There is also ongoing construction work in the surrounding area which must be considered as part of a wider cumulative impact. A detailed CLP is therefore secured by a condition, together with monitoring fees secured by a legal agreement.

5.6 FLOOD RISK AND SUDS

- 5.6.1 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.
- 5.6.2 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.
- 5.6.3 This site is in the Environment Agency's Flood Zone 3. As required, a Flood Risk Assessment (FRA) has been provided with the application.
- 5.6.4 It is noted that the sleeping accommodation will be located at 1st flood level and above with mainly communal and ancillary uses at ground floor level. There is a lower ground floor which will remain in use for car parking, cycle parking, plant room and staff use.

- 5.6.5 It is noted that the FRA states that emergency evacuation procedures will be legally required in the event of a fire or other emergency (such as flood). The site manager can sign up for the Environment Agency's free Flood Warning Service, and specific evacuation procedures will be developed pre-occupation. Flood proofing measures are also recommended in the FRA to help reduce flooding impacts.
- 5.6.6 Separately, the Environment Agency (EA), following receipt of further information in respect to the condition of the adjacent flood defence (Thames River Wall), do not object to the proposals subject to the inclusion of conditions relating to the submission of Flood Defence Surveys and a Residual Life Assessment; Flood Defence Remedial Works and/or Replacement Assessment; and a Long Term Flood Defence Management and Maintenance Plan; as well as an informative requiring a flood risk activity permit (FRAP).
- 5.6.7 With regards to surface water drainage, a Drainage Strategy supports the application, which confirms the site's existing arrangements will be largely retained which directs stormwater to discharge into the Thames which is immediately adjacent to the site. This is an acceptable approach however it is noted that the existing hardstanding courtyard will be relandscaped which will help intercept some rainfall and provide some capacity to allow infiltration, through planting and permeable paving. An attenuation tank will also be provided. The implementation of the drainage measures will be secured by a condition.
- 5.6.8 Subject to conditions 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.

5.7 ENERGY AND SUSTAINABILITY

- 5.7.1 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.
- 5.7.2 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.

- 5.7.3 Local Plan Policy CC1 requires major development applications to include an Energy Assessment which demonstrates how the scheme will 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. The Policy requires all major development applications to provide this information in a Sustainability Statement (or equivalent assessment such as BREEAM). These are supported by Key Principles set out in the Energy and Sustainable Design Construction Chapters of the Planning Guidance SPD.
- 5.7.4 The application is supported by an Energy Statement. The Statement includes improvements in the energy efficiency levels of the building and inclusion of on-site renewable energy generation in the form of an Air Source Heat Pump/VRF based system to provide heating and hot water as well as solar PV panels generating electricity. These measures provide a 25% improvement in carbon emissions through energy efficiency measures and 12 % reductions from the renewable energy measures, providing a total CO2 saving of 37% compared to the Building Regulations baseline. These reductions also meet the London Plan targets of achieving at least a 15% CO2 saving via energy efficiency measures and a 35% CO2 reduction overall. A final Energy Statement will be captured by condition. In order to achieve net zero carbon an offset payment will be secured by a legal agreement.
- 5.7.5 A Sustainability Statement has been provided with the application and is supported by a BREEAM pre-assessment which confirms that the proposals will seek to achieve a BREEAM Refurbishment and Fit Out rating of Excellent. A post construction BREEAM assessment to demonstrate that the Excellent rating is secured by a condition.
- 5.7.6 As well as the sustainable energy and carbon reduction measures considered and commented on separately above, the supporting Sustainability Statement confirms other measures will be included to reduce water consumption, include sustainable construction materials, minimise waste generation and maximise recycling, promote sustainable transport use and incorporate biodiversity improvements. The implementation of the measures as outlined in the Sustainability Statement will be secured by a condition.
- 5.7.7 Subject to the conditions/obligations recommended above, the proposals comply with London Plan Policies SI 2 and SI 4, and Local Plan Policies CC1 and CC2.

5.8 AIR QUALITY

- 5.8.1 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.
- 5.8.2 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.
- 5.8.3 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, and the council's Air Quality Action Plan.
- 5.8.4 The whole borough is designated as an Air Quality Management Area (AQMA) and the development site is in an area of existing poor air quality that exceeds the annual mean council 2030 Air Quality targets for Nitrogen Dioxide (NO₂), and Particulate Matter (PM_{2.5} and PM₁₀). The development will introduce new residential receptors into an area of poor air quality. The construction and operational phases of the development also have the potential to contribute to a worsening of local air quality, unless appropriate steps are taken to prevent it. Accordingly, the Council's air quality officer has requested several conditions to capture further mitigation measures, including the submission of an Air Quality Dust Management Plan (AQDMP) and associated monitoring fee (captured by a legal agreement).
- 5.8.5 Subject to the conditions/obligations recommended above, no objection would be raised under London Plan Policy SI 1, and Local Plan Policies CC1 and CC10, and the council's Air Quality Action Plan on air quality grounds.

5.9 ARBORICULTURE, ECOLOGY AND BIODIVERSITY

- 5.9.1 London Plan Policy G5 states that major development proposals should 'contribute to the greening of London by including urban greening as a fundamental element of site and building design, and by incorporating measures such as high-quality landscaping (including trees), green roofs, green walls and nature-based sustainable drainage'. Boroughs should develop an Urban Greening Factor (UGF) to identify the appropriate amount of urban greening required in new developments, based on Urban Greening Factors set out in Table 8.2 of the London Plan. Where Local Plans do not have UGF scores, the London Plan UGF identifies scores of 0.4 for predominately residential developments and 0.3 for predominately commercial developments should be applied.

- 5.9.2 London Policy G7 states that existing trees of quality should be retained wherever possible or replaced where necessary. New trees are generally expected in new development, particularly large-canopied species.
- 5.9.3 Local Plan Policies OS1 and OS5 seek to enhance biodiversity and green infrastructure in LBHF by (inter alia) maximising the provision of gardens, garden space and soft landscaping, and seeking green and brown roofs and planting as part of new development; seeking retention of existing trees and provision of new trees on development sites; and adding to the greening of streets and the public realm.

+ Biodiversity Net Gain (BNG)

- 5.9.4 London Plan Policy GG2 Making the best use of land (G) requires developments to aim to secure net biodiversity gains where possible. Likewise, Local Plan Policy G6 Access to nature (D) states that development proposals should manage impacts on biodiversity and aim to secure net biodiversity gain.
- 5.9.5 The statutory requirement for biodiversity net gain comes from Schedule 7A of the Town and Country Planning Act 1990, inserted by Schedule 14 of the Environment Act 2021 and enacted by The Environment Act 2021 (Commencement No. 8 and Transitional Provisions) Regulations 2024. Through this, unless exempt through the Biodiversity Gain Requirements (Exemptions) Regulations 2024, all developments are required to deliver a minimum 10 % net gain for biodiversity as a condition of planning approval.
- 5.9.6 A Biodiversity Net Gain (BNG) Assessment supports the application which establishes the ecological value of the baseline habitats and then assigns a strategic significance to each habitat parcel. The scheme, as proposed within the BNG Appraisal and supporting plans, would result in a BNG of 10.05%, marginally exceeding the statutory minimum of 10%. This will be provided through by the retention of the majority of trees and addition of new areas of trees as well as additional soft landscaping. The application fails to result in a change in watercourse units (counted separately), and as such has agreed to buying credits from a habitat bank or statutory credits. This approach is accepted by the council's Ecology Officer.
- 5.9.7 A BNG Biodiversity Gain Plan and BNG Habitat Management and Monitoring Plan will be secured by way of condition to ensure the delivery of the identified habitats. Monitoring reports will be required to be submitted in years 2, 5, 10, 15, 20, 25, and 30 after the HMMP has been approved. Associated monitoring fees will be secured by a legal agreement.

+ Urban Greening Factor

- 5.9.8 A supporting Landscape Strategy, through the specification of suitable target plantings on the Site, seeks to improve biodiversity.
- 5.9.9 In accordance with London Plan Policy G5 the Urban Greening Factor of the Proposed Development has been calculated as 0.336, achieved through the addition of new areas of trees as well as additional soft landscaping. Final details of landscaping, including species (avoiding any invasive species) and

maintenance details will be secured by a condition. As part of the condition, additional ecological initiatives will also be encouraged, such as bird boxes, native species planting and log piles.

+Ecology

5.9.10 A Preliminary Ecological Appraisal supports the application. This assessment is valid for two years from the last survey date, therefore if external alterations and refurbishments are not complete by November 2026, these surveys must be repeated. A condition will be attached to avoid creating unnecessary light pollution and negative impacts on wildlife, particularly commuting and foraging bats. This is particularly important as a riverside development, as it may impact migrating species.

+ Arboriculture

5.9.11 There are 10 trees on the property and adjoining land outside of the application boundary that are within close proximity to the development. None of the trees are protected by a Tree Preservation Order. An Arboricultural Impact Assessment supports the application. The proposals aim to retain mature healthy trees and integrate them into new landscaping proposal. 5 trees within the site, which have been confirmed of poor health and value, are proposed to be removed and replaced with appropriate species (16 in total) in a new arrangement. The AIA also includes mitigation measures to protect the remaining trees during construction works. The works outlined in the supporting document will be secured by a condition, as well as final details of the replacement trees to ensure an acceptable replacement tree canopy is achieved.

5.9.12 Subject to the inclusion of conditions and s106 obligations officers consider that the proposed development accords with Policies G5 and G7 of the London Plan and Policies OS1 and OS5 of the Local Plan in terms of arboriculture, ecology and urban greening.

5.10 LAND CONTAMINATION

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

5.10.2 Potentially contaminative land uses (past or present) have been identified at, and or, near to this site, and the proposal would introduce uses that are vulnerable to potential contamination. To ensure that no unacceptable risks are caused to humans, controlled waters, or the wider environment during and following the development works conditions will be attached covering the assessment and remediation of contaminated land.

5.10.3 Subject to the conditions recommended above, no objection would be raised under Local Plan Policy CC9 on land contamination grounds.

6.0 PLANNING OBLIGATIONS / COMMUNITY INFRASTRUCTURE LEVY (CIL)

+ Mayoral and Local CIL

6.1 The proposal is not liable for CIL payments due to there being no additional floorspace.

+ S106 Heads of Terms

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

6.3 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."

6.4 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).

6.5 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.

6.6 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.

6.7 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):

HEADS OF TERMS

- 1) Adult Social Care and other Community Safety and Public Realm Improvements: financial contribution of £305,013
- 2) Energy and Sustainability - Payment of the Carbon Offset Payment in Lieu (£276,864) to offset CO2 emissions (calculated in accordance with the Council's Local Carbon Pricing Mechanism) - subject to review dependent upon the provision of an updated energy statement (secured by condition).
- 3) Employment and skills/ local procurement comprising:
 - a) A financial contribution of £52,375 (£49,000 E&S + £3,375 LP) to support delivery of the Council's Industrial Strategy "Upstream London", including to support employment, skills and local procurement activities
 - b) At least 10% of the total number of people employed during the development are local (H&F) residents, including:
 - a. 7 apprenticeships lasting at least 12 months
 - b. 3.5 paid work experience placements lasting at least 6 months
 - c. 3.5 unpaid work experience placements for local (H&F) residents and students of local (H&F) schools lasting at least 4 weeks
 - c) Local (H&F) businesses are procured in the supply chain of the construction of the development to a value of at least 10% of the build cost
 - d) At least 20% of the total number of people employed in the end use of the development are local (H&F) residents.
 - e) 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 to encouraging end-users of the development to do so.
 - f) None of these contributions are double counted with any social value contributions committed by a procured developer as part of the procurement process
- 4) Air Quality - contribution of £5,000 per year until completion of construction towards monitoring of Air Quality Dust Management Plan (secured by condition).
- 5) Construction Logistics Plan (CLP) - contribution of £3,000 per year until completion of construction towards monitoring of CLP (secured by condition).
- 6) Delivery and Servicing Plan (DSP) - contribution of £3,000 on first submission and then on the anniversary of submission at yr 1, 3 and 5 towards monitoring of the DSP and associated delivery/servicing activities at the site (secured by condition).
- 7) CPZ Review - contribution of £15,000 towards a review of the existing CPZ operational times and waiting/loading restrictions to understand whether future amendments could be made.
- 8) Travel Plan - submission and implementation; and a contribution of £3,000 on first submission and then on the anniversary of submission at yr 1, 3 and 5 towards Travel Plan monitoring.

- 9) Resident, Visitor and Business Car Parking Permit Free - To prohibit any occupiers, visitors or staff associated with the care home, other than Blue Badge Holders, from obtaining a parking permit, under Section 16 of the Greater London Council (General Powers) Act 1974.
- 10) S278 works include the following indicative works:
 - o Resurfacing c.45m of site frontage along the Thames Path
- 11) Prior to Occupation, to have entered into a Section 278 agreement to deliver the agreed Highway Works necessitated by this Development, at the Developer's cost.
- 12) Not to Occupy the Development until the agreed Highways Works, forming the S278 Agreement, have had the Final Payment required by the Section 106 Agreement paid in full.
- 13) BNG Habitat Management and Monitoring Plan (HMMP) and Monitoring Fee - Submission of monitoring report each monitoring year (years 2, 5, 10, 15, 20, 25, and 30 after the HMMP has been approved); and contribution of £3,500 payable per monitoring year towards monitoring of the reports.
- 14) A commitment to meet the costs of the Council's associated legal fees.

7.0 CONCLUSION

- 7.1 In considering planning applications, the Local Planning Authority needs to consider the development plan as a whole and planning applications that accord with the development plan should be approved without delay, unless material considerations indicate otherwise and any adverse impacts of doing so would significantly and demonstrably outweigh the benefits.
- 7.2 In the assessment of the application regard has been given to the NPPF, London Plan, Publication London Plan, and Local Plan policies as well as guidance.
- 7.3 In summary, the loss of the existing employment use has been justified. The proposed development would contribute towards the needs of the borough's specialist care home provision, as well as providing economic and social regeneration benefits to LBHF. 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 nearby heritage assets. The new care home complies with the relevant standards and provides a good quality of accommodation for the new occupants. 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, air quality, land contamination and ecology and biodiversity have also been satisfactorily addressed and will be subject to conditions/s106 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).

7.4 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.

7.5 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.

8.0 RECOMMENDATION

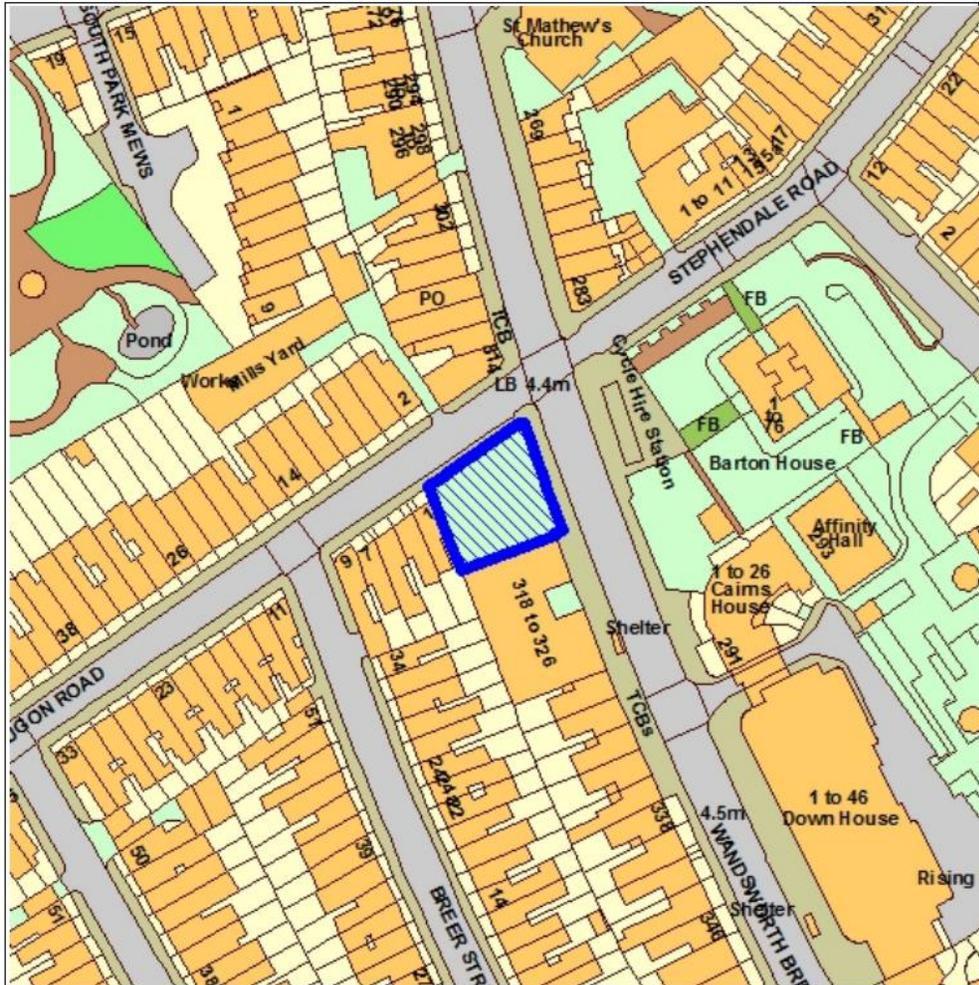
8.1 The application is therefore recommended for approval, subject to conditions and the completion of a legal agreement.

Agenda Item 6

Ward: Palace And Hurlingham

Site Address:

316 Wandsworth Bridge Road London SW6 2TZ



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For identification purposes only - do not scale.

Reg. No:

2025/00023/FUL

Case Officer:

Ronny Ferley

Date valid:

17.01.2025

Conservation Area:

N/A

Committee Date:

11.11. 2025

Applicant:

Hawkshead Limited

C/O Agent

Description:

Redevelopment of existing site to erect of a four-storey mixed use building comprising of commercial floorspace (Class E) at part ground floor level, with residential development (Class C3) at ground, first, second and third floor levels consisting of 9no. residential units, with associated cycle parking provision, refuse storage and amenity space.

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) Time Limit

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) Approved Drawings/Plans

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

302_PL_200;
302_PL_201;
302_PL_202;
302_PL_203, Rev A;
302_PL_204, Rev A;
302_PL_300, Rev A;
302_PL_301, Rev A;
302_PL_302, Rev A;
302_PL_303, Rev A;
302_PL_304, Rev A;
302_PL_305, Rev A.

To ensure full compliance with the planning permission hereby approved and to prevent harm arising through deviations from the approved plans, in accordance with Policies DC1, DC2 and DC8 of the Local Plan (2018).

3) Materials

No part of the structure above ground level shall be constructed until details and samples of all materials to be used on the external faces of the building, including walls, roof coverings, windows and doors, have been submitted to and approved in writing by the Council. No part of the development shall be used or occupied prior to the completion of the development in accordance with the approved details.

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

4) Sound Insulation

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.

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).

5) Separation of Commercial Noise

Prior to commencement of the development, details shall be submitted to and approved in writing by the Council, of the sound insulation of the floor/ ceiling/ walls separating the commercial part(s) of the premises from the flats. Details shall demonstrate that the sound insulation value $D_{nT,w}$ is enhanced by at least 10dB above the Building Regulations value and, where necessary, additional mitigation measures are implemented to contain commercial noise within the commercial premises and to achieve the criteria of BS8233:2014 within the dwellings/ noise sensitive premises.

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

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

6) Sound Insulation of Separating Dwellings

Prior to commencement of the development, details shall be submitted to and approved in writing by the Council, of an enhanced sound insulation value $D_{nT,w} + C_{tr} - L_{nT,w}$ of at least 5dB above the Building Regulations value, for the floor/ceiling /wall structures separating different types of rooms/ uses in adjoining dwellings, namely [e.g. living room and kitchen above bedroom of separate dwelling].

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

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

7) Absolute Internal and External Noise Criteria

The noise level in rooms at the development hereby approved shall meet the noise standard specified in BS8233:2014 for internal rooms and external amenity areas.

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

8) Plant and Machinery Noise

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.

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).

9) Noise Impact Assessment

Prior to commencement of the development, a revised Noise Impact Assessment (NIA) shall be submitted to and approved by the Local Planning Authority. The NIA shall consider all the construction materials, the proposed plant noise, possible daytime and nighttime noise that could potentially be experienced by residents of the development in terms of acoustic building performance, glazing configuration and overheating requirements of the site.

Once approved the development shall be constructed in strict accordance with the NIA and maintained in the approved form in perpetuity.

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).

10) No Aerials

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

To ensure that the visual impact of telecommunication equipment can be considered in accordance with Policies DC1, DC2 and DC8 of the Local Plan (2018).

11) Rooftop Structures

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.

It is considered that such structures would seriously detract from the appearance of the building, contrary to Policies DC1, DC2 and DC8 of the Local Plan (2018).

12) Roof Terraces

Other than the areas shown on the hereby approved drawings as a designated roof terrace, no part of any other roof at the premises shall be used as a roof terrace or other form of open amenity space. No alterations shall be carried out; nor planters or other chattels placed on the roofs. No railings or other means of enclosure shall be erected on the roofs, and no alterations shall be carried out to the property to form access onto the roofs.

The use of the roofs as terraces would increase the likelihood of harm to the existing residential amenities of the occupiers of neighbouring properties as a result of overlooking, noise and disturbance, contrary to Policies HO11 and CC11 of the Local Plan (2018).

13) Privacy Screen

Prior to the occupation of the development hereby permitted, the details for all the privacy screens, including those to be used on windows and balconies shall be submitted to and approved by the Local Planning Authority.

The enclosures shall thereafter be permanently retained as approved.

To ensure a satisfactory appearance and to protect the amenities of adjoining occupiers in terms of privacy and overlooking in accordance with Policies DC2 and HO11 of the Local Plan (2018).

14) Cycle Parking

Prior to the first occupation of the development hereby permitted, details of cycle parking facilities for the hereby approved residential use shall be submitted to and approved by the Local Planning Authority.

Such details must be in accordance with Table 10.2 (minimum cycle parking standards) of the London Plan (2021) and shall be secured, accessible and sheltered as a minimum.

Approved details shall thereafter be retained solely for the designated use.

To ensure adequate cycle parking is available on site and to promote sustainable modes of transport in accordance with Policy T3 of the Local Plan (2018) and Policy T5 of the London Plan (2021).

15) Refuse and Recycling

Prior to the first occupation of the development hereby permitted, details of refuse and recycling facilities for the hereby approved residential use shall be submitted to and approved by the Local Planning Authority.

Thereafter, the provision for refuse and recycling storage shall be permanently maintained in the form of the approved details for the lifetime of the development.

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).

16) Construction Management/Logistics Plan

Prior to commencement (excluding site clearance and demolition) 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 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, provisions to ensure that all vehicles associated with the construction works are properly washed and cleaned to prevent the passage of mud and dirt onto the highway, and other matters relating to traffic management to be agreed. The approved details shall be implemented throughout the project period.

To ensure that construction works do not adversely impact on the operation of the public highway, and that the amenity of occupiers of surrounding premises is not adversely affected by noise, vibration, 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).

17) Air Quality Dust Management Plan (Construction)

Prior to the commencement of the construction phase (excluding installation of temporary fencing/hoarding 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 council. 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 installation of solid timber hoarding (minimum height of 2.5 metres) in accordance with BS 5975-2:2024 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 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.

To comply with the requirements of the NPPF, Policy SI 1 of the London Plan, Policy CC10 of the Local Plan (2018) and the Council's Air Quality Action Plan.

18) Ventilation Strategy

Prior to commencement of above ground works in the development hereby permitted, a Ventilation Strategy Report to mitigate the impact of existing poor air quality for the nine self-contained dwellinghouses (Use Class C3) shall be submitted to and approved in writing by the Local Planning Authority. This is applicable to all residential floors where Council 2030 World Health Organisation aligned Annual Mean Air Quality Targets for Nitrogen Dioxide (NO₂) - 10ug/m³, Particulate (PM₁₀) -15 ug/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 residential 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 on all residential floors, 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) 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.

d.Details and locations of restricted opening windows (maximum 200mm for emergency purge ventilation only) for all habitable rooms (Bedrooms, Living Rooms, Study) on all residential floors.

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.

To comply with the requirements of the NPPF, Policy SI 1 of the London Plan, Policy CC10 of the Local Plan (2018) and the Council's Air Quality Action Plan.

19) 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 18 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 of the development and thereafter permanently retained and maintained.

To comply with the requirements of the NPPF, Policy SI 1 of the London Plan, Policy CC10 of the Local Plan (2018) and the Council's Air Quality Action Plan.

20) Low Emission Heating

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 Pump, and Electric Water Heaters to be provided for space heating and hot water for the nine self-contained dwellinghouses (Use Class C3) and commercial use (Class E) 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.

To comply with the requirements of the NPPF, Policy SI 1 of the London Plan, Policy CC10 of the Local Plan (2018) and the Council's Air Quality Action Plan.

21) 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 16:00-19:00 hrs

e. Facilities and measures for residential use (Class C3) that will minimise the impact of vehicle emissions from increasing personal deliveries e.g., parcel lockers, concierge, Cargo bike bays.

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.

To comply with the requirements of the NPPF, Policy SI 1 of the London Plan, Policy CC10 of the Local Plan (2018) and the Council's Air Quality Action Plan.

22) Flood Risk Assessment

Prior to commencement of above-ground works, a revised Flood Risk Assessment (FRA) and Sustainable Drainage Strategy shall be submitted to and approved in writing by the Local Planning Authority. The revised details shall include:

a) A schedule and drawings identifying the flood resilience and resistance measures to be incorporated within the ground-floor uses, in accordance with DEFRA's guidance "Improving the Flood Performance of New Buildings" (2016) or any successor document;

b) Clarification of the extent of permeable paving across all external hard-surfaced areas, demonstrating that all practicable areas are designed to be permeable;

c) Details confirming whether green/blue roofs can be implemented and opportunities for rainwater harvesting or re-use; d) Confirmation of the final surface water discharge rate and system of attenuation, storage and outfall, designed to achieve an improvement on existing run-off rates; and

e) Details of any rain gardens or other landscape-based SuDS to be incorporated into the communal garden or other landscaped areas. The development shall thereafter be carried out in full accordance with the approved details prior to occupation and maintained for the lifetime of the development.

To reduce the risk of flooding to the proposed development and future occupants, and to ensure sustainable management of surface water, in accordance with London Plan Policy SI12, Local Plan Policy CC3, and the NPPF (2024).

23) Delivery and Servicing Management Plan

Prior to occupation of the development, a Delivery and Servicing Management Plan shall be submitted to and approved in writing by the Council, including sustainable freight measures, times (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) and frequency of deliveries and collections, number of vehicle movements over a typical day and weekly profile, management measures to be put in place relating to all servicing arrival and departures in accordance with kerb-side restrictions including alternative measures to be considered should kerb-side space not be available and quiet loading/unloading mitigation including silent reversing measures in accordance with Building Design Guidance for Quieter Deliveries, TFL, June 2018.

To ensure that satisfactory provision is made for refuse storage and collection and to ensure that the amenity of occupiers of the surrounding premises and the development are not adversely affected by noise and that servicing activities do not adversely impact on the highway, in accordance with Policies T4 and S11 of the London Plan 2021 and Policies T2, T4, T5, CC10, CC11 and CC13 of the Local Plan (2018) and the Council's Air Quality Action Plan.

24) Habitat Management and Monitoring Plan

No phase of the development shall commence until a Habitat Management and Monitoring Plan (HMMP) for that phase, prepared in accordance with the approved Biodiversity Gain Plan, has been submitted to and approved in writing by the Local Planning Authority. The HMMP shall include details of:

- the habitat creation and enhancement works;
- management and maintenance measures for a minimum period of 30 years;
- and
- the monitoring methodology, frequency and reporting arrangements.

The development shall be carried out, managed and monitored in full accordance with the approved HMMP.

No occupation shall occur until the approved habitat works are completed and a completion report has been submitted to and approved in writing by the Local Planning Authority.

To ensure the development delivers measurable biodiversity net gain in accordance with Policies G1 and G6 of the London Plan (2021), Policy OS5 of the H&F Local Plan (2018), and Schedule 7A of the Town and Country Planning Act 1990.

25) Biodiversity Gain Plan

No development shall commence until a Biodiversity Gain Plan (BGP) has been submitted to and approved in writing by the Local Planning Authority.

The BGP shall demonstrate how the development will achieve at least a 10% measurable biodiversity net gain in accordance with the Environment Act 2021 and shall include:

- details of the existing and proposed habitats, supported by metric calculations;
- measures to avoid, minimise and compensate for biodiversity losses, following the Biodiversity Gain Hierarchy;
- details of any off-site biodiversity gains or credits (if applicable); and
- management and monitoring arrangements for the long-term maintenance of habitats.

The development shall be implemented in full accordance with the approved BGP and maintained for a minimum period of 30 years.

To ensure the development delivers measurable biodiversity net gain in accordance with Policies G1 and G6 of the London Plan (2021), Policy OS5 of the H&F Local Plan (2018), and Schedule 7A of the Town and Country Planning Act 1990.

26) Landscaping and Ecological Enhancements

Prior to commencement of landscaping works, a Landscape and Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall include:

- a detailed planting schedule (species, sizes and densities);
- green/blue roof specifications;
- proposed ecological enhancements (such as native species planting, bird boxes and log piles), and long-term management and maintenance arrangements for all landscaped areas.

No invasive species listed under the London Invasive Species Initiative shall be planted. The use of herbicides and pesticides shall be avoided, except where necessary to control invasive species.

The approved landscaping and ecological measures shall be implemented prior to occupation and thereafter retained and maintained in accordance with the approved plan.

To ensure a high-quality landscape design and to enhance urban biodiversity in accordance with Policies OS5 and CC2 of the Local Plan (2018), Policies G5 and G6 of the London Plan (2021).

27) Green Roof

No part of the structure above ground level shall be constructed until full details of the green roofs and green wall system to be used have been submitted to, and approved in writing by, the Local Planning Authority.

Details shall include vertical sections through the green roof and green wall, as well as a maintenance plan. No part of the development shall be used or occupied prior to the completion of the development in accordance with the agreed details.

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

28) Solar PV Panels & Air Source Heat Pumps

Prior to first occupation of the development hereby approved, details of the siting, gradient and number of Solar PV Panels to be installed on the roofs and details of the Air Source Heat Pumps as stated within the Energy and Sustainability Statement prepared by EEABS (Issue 1, dated December 2024) shall be submitted to and approved in writing by the Local Planning Authority, implemented as approved and thereafter maintained.

In the interest of sustainability and to ensure that the proposed development does not prejudice the appearance of the area in accordance with Policies CC1, DC1 and DC2 of the Local Plan (2018).

29) Preliminary Risk Assessment

No development shall commence until a preliminary risk assessment report is submitted to and approved in writing by the Council. This report shall comprise: a desktop study which identifies all current and previous uses at the site and surrounding area as well as the potential contaminants associated with those uses; a site reconnaissance; and a conceptual model indicating potential pollutant linkages between sources, pathways and receptors, including those in the surrounding area and those planned at the site; and a qualitative risk assessment of any potentially unacceptable risks arising from the identified pollutant linkages to human health, controlled waters and the wider environment including ecological receptors and building materials. All works must be carried out in compliance with and by a competent person who conforms to LCRM: Land Contamination Risk Management (Environment Agency 2023) or the current UK requirements for sampling and testing.

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

30) Site Investigation Scheme

No development shall commence until a site investigation scheme is submitted to and approved in writing by the Council. This scheme shall be based upon and target the risks identified in the approved preliminary risk assessment and shall provide provisions for, where relevant, the sampling of soil, soil vapour, ground gas, surface and groundwater. All works must be carried out in compliance with and by a competent person who conforms to LCRM: Land Contamination Risk Management (Environment Agency 2023) or the current UK requirements for sampling and testing.

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

31) Quantitative Risk Assessment

Unless the Council agree in writing that a set extent of development must commence to enable compliance with this condition, no development shall commence until, following a site investigation undertaken in compliance with the approved site investigation scheme, a quantitative risk assessment report is submitted to and approved in writing by the Council. This report shall: assess the degree and nature of any contamination identified on the site through the site investigation; include a revised conceptual site model from the preliminary risk assessment based on the information gathered through the site investigation to confirm the existence of any remaining pollutant linkages and determine the risks posed by any contamination to human health, controlled waters and the wider environment. All works must be carried out in compliance with and by a competent person who conforms to LCRM: Land Contamination Risk Management (Environment Agency 2023) or the current UK requirements for sampling and testing.

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

32) Remediation Method Statement

Unless the Council agree in writing that a set extent of development must commence to enable compliance with this condition, no development shall commence until, a remediation method statement is submitted to and approved in writing by the Council. This statement shall detail any required remediation works and shall be designed to mitigate any remaining risks identified in the approved quantitative risk assessment. All works must be carried out in compliance with and by a competent person who conforms to LCRM: Land Contamination Risk Management (Environment Agency 2023) or the current UK requirements for sampling and testing.

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

33) Verification Report

Unless the Council agree in writing that a set extent of development must commence to enable compliance with this condition, no development shall commence until the approved remediation method statement has been carried out in full and a verification report confirming these works has been submitted to, and approved in writing, by the Council. This report shall include details of the remediation works carried out; results of any verification sampling, testing or monitoring including the analysis of any imported soil; all waste management documentation showing the classification of waste, its treatment, movement and disposal; and the validation of gas membrane placement. If, during development, contamination not previously identified is found to be present at the site, the Council is to be informed immediately and no further development (unless otherwise agreed in writing by the Council) shall be carried out until a report indicating the nature of the contamination and how it is to be dealt with is submitted to, and agreed in writing by, the Council. Any required remediation shall be detailed in an amendment to the remediation statement and verification of these works included in the verification report. All works must be carried out in compliance with and by a competent person who conforms to LCRM: Land Contamination Risk Management (Environment Agency 2023) or the current UK requirements for sampling and testing.

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

34) Onward Long-Term Monitoring Methodology

Unless the Council agree in writing that a set extent of development must commence to enable compliance with this condition, no development shall commence until an onward long-term monitoring methodology report is submitted to and approved in writing by the Council where further monitoring is required past the completion of development works to verify the success of the remediation undertaken. A verification report of these monitoring works shall then be submitted to and approved in writing by the Council when it may be demonstrated that no residual adverse risks exist. All works must be carried out in compliance with and by a competent person who conforms to LCRM: Land Contamination Risk Management (Environment Agency 2023) or the current UK requirements for sampling and testing.

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

35) Class E Hours of Use

No customers shall be on the commercial premises at basement and ground floor during the hours of 23:00 to 07:30 Mondays to Sundays and Public/Bank Holidays.

- If in Class E(b) - for the sale of food and drink for consumption (mostly) on the premises. No customers shall be on the commercial premises during the hours of 23:30 to 07:30 Mondays to Sundays and Public/Bank Holidays.

- If in Class E(d) no classes shall occur for indoor sport, recreation or fitness between the hours of 21:00 to 07:30. No customers shall be on the commercial premises during the hours of 23:30 to 07:30 Mondays to Sundays and Public/Bank Holidays.

- If in Class E(f) for creche, day nursery or day centre. No pupils or staff shall be on the premises during the hours of 18:30 to 07:30 Mondays to Sundays and Public/Bank Holidays.

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

36) Secured by Design

Prior to occupation of the development hereby approved details of how the development has included Secured by Design Standards in the fenestration and the external door-sets of the building, shall be submitted and approved in writing by the Local Planning Authority.

Any further works necessary to comply with Secured by Design Standards shall be carried out prior to the first occupation of the residential units. These measures shall be permanently retained and maintained.

To ensure that the development maintains and enhances community safety in accordance with Policy HO11 of the Local Plan (2018).

37) Piling Method Statement

No piling shall take place until a Piling Method Statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) and piling layout plan including all Thames Water wastewater assets, the local topography and clearance between the face of the pile to the face of a pipe has been submitted to and approved in writing by the local planning authority in consultation with Thames Water.

Any piling must be undertaken in accordance with the terms of the approved piling method statement and piling layout plan.

The proposed works will be in close proximity to underground sewerage utility infrastructure which need safeguarding in accordance with Policies CC5 and CC6 of the Local Plan (2018).

Justification for approving application:

1. Land Use: The proposals would optimise the use of this existing vacant brownfield site. The development would contribute toward the Borough's housing needs target and the proposed commercial unit would provide local employment and support the nearby Key Local Centre. The proposals therefore comply with London Plan Policies H1, H2 and GG2 and Local Plan Policies E1, E2, HO1, HO5, CF1, CF2, TLC4 and TLC5.

2. Housing Quality: The proposed development would provide 9 units of 1 to 3 bedrooms meeting and all meet or exceed the minimum floorspace targets. The location is appropriate for the proposed housing mix, given the surrounding residential typology. The units would provide dwellings with acceptable living conditions and good standards of accommodation to future occupiers in accordance with London Plan (2021) Policies D6, GG1, H1, H2, and H10, the Mayor's Housing 'Design Standards' LPG (2023), the DCLG's Nationally Described Space Standards (2015), Local Plan (2018) Policies HO1, HO4, HO5 and HO11 as well as relevant Housing Key Principles of the 'Planning Guidance' SPD (2018).

3. Design and Heritage: The proposed development is acceptable in terms of both visual and heritage impact. The proposed architectural design and form are an appropriate fit within the surrounding context. It would complement the streetscape and public realm with its sheer presence and add to the mix of diverse buildings in the immediate surrounding area, giving the space a sense of place and belonging to the general character of the area. Overall, the proposed scheme is in accordance with the NPPF (2024), London Plan Policies D1, D3 and D4, GG2 as well as Local Plan Policies DC1 and DC2.

4. Residential Amenity: The proposed development would respect the principles of good neighbourliness and maintain an acceptable relationship with the neighbouring residential properties. Subject to conditions, the proposed scheme would not have an unacceptably harmful impact on neighbouring residential amenity in terms of daylight/sunlight, outlook, privacy and noise and disturbance. In this regard, the proposals comply with Local Plan Policies DC1, DC2, HO11, CC11, CC12 and CC13, and relevant housing and amenity Key Principles of the 'Planning Guidance' SPD (2018).

5. Transport and Highways: It is considered that the scheme would not have a significant undue impact on the highway network, road safety and conditions or local on-street car parking demands due to restriction of car parking on and off street; hence it is deemed to be acceptable in transport terms. Satisfactory provision would be made for cycle parking, and a legal agreement is secured to ensure a car-free scheme in this area, which benefits from good public transport links. Highways works are also to be secured via a S.278 agreement. Adequate provision for the storage and collection of refuse and recyclables would be provided for the proposed commercial and residential use. 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 transport and waste management Key Principles of the 'Planning Guidance' SPD (2018).

6. Environmental Issues: The impact of the development with regards to flood risk, air quality, biodiversity, land contamination, sustainability and climate change are acceptable subject to conditions and S.106 agreement to secure further details of mitigations, offset contributions and other appropriate measures. This would be in accordance with London Plan (2021) Policies SI 12 and SI 13 Local Plan (2018) Policies CC1, CC2, CC3, CC4, CC5, CC9 and CC10, and relevant Key Principles of the 'Planning Guidance' SPD (2018).

7. Planning Obligations: Planning obligations to offset the impacts of the development and make it acceptable in planning terms are secured. This includes car permit free restrictions and a S.106 financial contribution for carbon offset funds, highways works and air quality monitoring. The proposed development would therefore mitigate unwanted impacts and cater to the needs

of the community affected by the proposed development. This would accord with London Plan (2021) Policy DF1 and Local Plan (2018) Policy INFRA1.

That the applicant be informed as follows:

1. Permitted hours for building work

Construction and demolition works and associated activities at the development, audible beyond the boundary of the site should not be carried out other than between the hours of 0800 - 1800hrs Mondays to Fridays and 0800 - 1300hrs on Saturdays and at no other times, including Sundays and Public/Bank Holidays, unless otherwise agreed with the Environmental Health Officer.

Notification to neighbours of demolition/building works

At least 21 days prior to the commencement of any site works, all occupiers surrounding the site should be notified in writing of the nature and duration of works to be undertaken. The name and contact details of a person responsible for the site works should be made available for enquiries and complaints for the entire duration of the works and updates of work should be provided regularly. Any complaints should be properly addressed as quickly as possible.

Dust

Best Practicable Means (BPM) should be used in controlling dust emissions, in accordance with the Supplementary Planning Guidance issued by the GLA 2014 for The Control of Dust and Emissions from Construction and Demolition.

Dark smoke and nuisance

No waste materials should be burnt on site of the development hereby approved.

Noise and Vibration from demolition, piling, concrete crushing, drilling, excavating, etc.

Best Practicable Means (BPM) should be used, including low vibration methods and silenced equipment and machinery, in accordance with the Approved Codes of Practice of BS5228:2009 for noise and vibration control on construction and open sites.

2. The Metropolitan Police have a preferred security standard for the manufacture of doors and windows which is known as Secured by Design (SBD). Numerous long-term studies have shown that by fitting SBD approved specification doors and windows you will reduce the chances of becoming a burglary victim.

Within the London Borough of Hammersmith & Fulham (LBHF) all larger scale new builds/developments and refurbishments are built to this standard and it is encouraged that you to adopt Secured by Design accredited products for your own build.

You can find a list of product and suppliers on the secured by design web site: www.securedbydesign.com

3. Best Practicable Means (BPM) should be used in controlling dust emissions, in accordance with the Supplementary Planning Guidance issued by the GLA 2014 for The Control of Dust and Emissions from Construction and Demolition and Practice Note – The Control of Dust and Emissions from Construction and Demolition, GLA, 2024 .
4. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx. 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

LOCAL GOVERNMENT ACT 2000 LIST OF BACKGROUND PAPERS

All Background Papers held by case officer named above:

Application received: 7th January 2025
Drawing Nos: see above

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

Supplementary Planning Documents:

LBHF - 'Planning Guidance' Supplementary Planning Document (2018)
LBHF - 'Climate Change' Supplementary Planning Document (2023)

Consultation Comments:

Comments from:
Active Travel England
HSE Planning Gateway One

Dated:
22.01.2025
22.01.2025

Thames Water	29.01.2025
London Heliport	04.02.2025
Environmental Agency	07.02.2025
Metropolitan Police Crime Prevention	11.02.2025
Transport for London	18.02.2025 [OBJ]

Neighbour Comments:

Letters from:

Dated:

Flat 1, 3 Bridge Studios	04.02.2025
28 Breer Street	13.02.2025
First Floor Flat, 1 Hugon Road	16.02.2025
32 Breer Street	18.02.2025
Unit 2 318-326 Wandsworth Bridge Road	18.02.2025

1. SITE DESCRIPTION AND HISTORY

- 1.1 The application site (approximately 0.518 ha) consists of a vacant plot located on the western side of Wandsworth Bridge Road at the junction with Hugon Road. The site was previously occupied by the Church of Christ church and the associated church hall.
- 1.2 The surrounding area is mixed-use in character and includes buildings of various heights. Immediately to the south is Bridge Studios, a two-storey commercial building that recently gained consent on appeal for two additional floors in connection with the provision of 6 news. Beyond Bridge Studios are three-storey buildings with predominantly commercial units at ground floor and residential above. Similarly, to the north on the opposite corner, Nos. 308 to 314 Wandsworth Bridge Road are three-storey properties with commercial uses at ground floor. Immediately to the west is a two-storey residential terrace fronting Hugon Road. To the east, on the opposite site of Wandsworth Bridge Road is Barton House a 20-storey residential block.
- 1.3 The ground floor properties to the north at Nos. 308 to 314 Wandsworth Bridge Road are within a Key Local Centre. The site is not within a Conservation Area although the Hurlingham Conservation Area lies directly across the road to the north. It falls within Flood Zone 3 area (High Residual Risk), Controlled Parking Zone (Q) and it has a Public Transport Accessibility Level (PTAL) of 2.

Planning History

- 1.4 In 1991, planning permission (ref: 1991/00921/FUL) was granted for the use of the Church Hall as a Day Nursery.

- 1.5 In April 2023, planning permission (ref: 2022/03523/FUL) was refused for a similar application involving the erection of a 4-storey mixed use development with flexible commercial (Class E (a) and (g)) floorspace at ground floor with 9 residential units above plus cycling, refuse and amenity space. The application was refused on the following summary grounds: -
- i. The proposed layout of residential units, including large, oversized family units would not optimise the delivery of housing on site and would represent an inefficient use of land in a high-density area.
 - ii. The failure to optimise the housing capacity of this site, means that the artificially low number of residential units would not trigger the threshold for affordable housing contributions on or off site. Hence, the site results in and fails to address an identified housing need.
 - iii. No signed car-permit free legal agreement which would increase vehicular movements, adversely impact on-street car parking demands, highway conditions and increase the risk of poor localised air quality generated by motor vehicle journeys in the area.
- 1.6 In March 2024, the subsequent appeal against the above refusals was dismissed solely on the grounds that it did not provide high-quality family housing due to poor private and communal amenity space. Balconies were fragmented, lacked usability, and were located close to the busy road, while the communal space was overshadowed and poorly overlooked. The Inspector did not agree with any of the Council's reasons for refusal.

Current Application

- 1.7 The current proposals also involve a redevelopment of existing site to erect a four-storey mixed use building comprising of commercial floorspace (Class E) at part ground floor level, with residential development (Class C3) at ground, first, second and third floor levels consisting of 9 residential units, with associated cycle parking provision, refuse storage and amenity space.
- 1.8 This current application seeks to address the Inspector's reasons for dismissing the appeal. The current scheme includes enhanced external amenity space with larger balcony areas for each unit; most units now have front and rear balconies. Notably, the proposed family units, include large roof terraces with step free access (including lifts). Overall, the scheme improves usability, privacy, and quality of space.

2. PUBLICITY AND CONSULTATION

- 2.1 The application was publicised by way of site and press notices. Individual notification letters were also sent to 213 neighbouring addresses. In response, objections were received from 5 addresses on the following summary grounds: -
- Dominant form/ height and scale
 - Impact on Conservation Area
 - Residential amenity: loss of light, outlook and privacy
 - Increase car parking demand
 - Traffic congestion from deliveries and collections
 - No traffic mitigation plan
 - Residents on Hugon Road should have access to proposed facilities
 - Drainage concerns
 - Impact on neighbouring fences/walls
 - Construction: traffic, noise, pollution and damage/ subsidence
 - Safety and security concerns
 - Party wall issues
 - Detrimental impact on elderly neighbours
 - Devaluation of property value
 - List of things the applicant should adhere to for good neighbourliness
 - Request for different applicant's details.

Officers Response:

- 2.2 Where the above concerns constitute material planning considerations, they are considered in the relevant section of this report.
- 2.3 Concerns about construction nuisance and activities, health and safety are normally covered by different regulations such as building control and environmental protection. However, where appropriate planning conditions and informatives can be used to provide some mitigation measures.
- 2.4 In terms of security, the Metropolitan Police Secure by Design Team advised that they have no objection subject to condition and informatives.
- 2.5 Regarding drainage, Thames Water and the Environment Agency have raised no objections subject to informatives.
- 2.6 Party wall matters fall outside of planning legislation and are a civil matter between the parties concerned which is covered by the provisions of the Party Wall Act.
- 2.7 The devaluation of property values is not a material planning issues. The applicant's details are available from the application form online through their agent.

3. 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 legislation 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' (2018) and the 'Climate Change' (2023) Supplementary Planning Documents (hereafter referred to as 'Planning Guidance' and Climate Change' SPDs). Other strategic and local supplementary planning guidance and other documents from the Council and the Greater London Authority/Mayor of London are also material to the determination of the application.

National Planning Policy Framework (2024)

- 3.4 The National Planning Policy Framework - NPPF (as updated December 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 (2021)

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

The Local Plan (2018)

- 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' (February 2018) and 'Climate Change' (October 2023) Supplementary Planning Documents (SPDs) are also material considerations. These provide supplementary detail to the policies and are organised around key principles.

- 3.8 With regard to this application, all planning policies in the National Planning Policy Framework (NPPF, 2023), London Plan (2021), Local Plan (2018), and Supplementary Planning Guidance (SPG)/Supplementary Planning Documents (SPDs) 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 the 'Planning Guidance' SPD) include:
- land use;
 - quality of accommodation;
 - design and heritage;
 - residential amenity;
 - transport and highways;
 - environmental considerations and;
 - planning obligations.

4. LAND USE

Loss of Community Use

- 4.1 Local Plan Policy CF2 seeks the retention and enhancement of local community facilities. The policy makes clear existing community uses should be retained, enhanced or replaced, unless there is clear evidence that there is no longer an identified short or long term need for a particular facility or service, or where the existing facility or service can be appropriately replaced or provided elsewhere in the locality.
- 4.2 In this case, the loss of community use is long established. The site was formerly occupied by a Church (Class F1) and associated Church Hall in use a nursery (Class E) which were demolished in 2009. Since that time the site has remained vacant, and officers are satisfied that there is no longer any demand for a replacement church or church hall in this location. However, the proposals include flexible Class E uses at ground floor which could result in the reprovision of community uses (nursery, or gym) which Local Plan Policy CF2 seeks to protect.
- 4.3 Overall, the proposals accord with Local Plan Policy CF2.

Proposed Ground Floor Class E Commercial Use

- 4.4 Use Class E (Commercial, Business and Service) was introduced on 1 September 2020. Class E includes shops, financial and professional services, restaurants and cafes, offices, light industrial, medical or health services, creches, day nursery, indoor sports. Class E is intended to allow more flexible changes to the High Street, which has been in decline. Changes of use within Class E do not require planning permission.
- 4.5 London Plan Policy E1(A) encourages the provision of flexible, high-quality office space for a range of business sizes. Local Plan Policies E1 and E2 support the intensification and retention of employment uses where development is appropriately scaled, supports local business needs, and generates suitable employment opportunities.
- 4.6 Local Plan Policy TLC4 relates to small non designated parades, clusters and corner shops, outside town centres, key local centres, neighbourhood parades and satellite parades. Local Plan Policy TLC5 relates to managing the impact of food, drink and entertainment uses. Under TLC4 and TLC5 the council will consider the type of Class E activities appropriate to the location.
- 4.7 The application site is just outside the Key Local Centre of Wandsworth Bridge Road which lies on the opposite corner of Hugon Road. The introduction of commercial floorspace (approx. 215 sqm) at ground level is welcomed as it would provide an active frontage and support the vitality of local shops and services.
- 4.8 The flexible Class E commercial uses represent a potential net gain in employment floorspace when compared to the previous use and is of a scale and configuration that would support a variety of uses. The applicant has submitted necessary marketing and viability evidence to show there is demand for this size of commercial space in the area; officers have considered this and have no reasons to disagree with its conclusions.

Residential (C3) Use

- 4.9 Section 5 of the NPPF (Delivering a sufficient supply of homes) requires local planning authorities to significantly boost the supply of housing. Table 4.1 under Policy H1 sets out a minimum target of 16,090 new residential dwellings by 2028/9 within the Borough. Local Plan Policy HO1 seeks to exceed the minimum target set out in London Plan Policy H1.
- 4.10 The proposed development results in a net gain of 9 housing units and would contribute to the Borough's housing target and demands.
- 4.11 In determining the 2024 appeal for a similar 9 unit scheme, the Inspector stated that

'As the development would increase housing supply there would not be conflict with LP Policies HO1 and HO3 which are concerned respectively with general housing supply targets, and the provision of affordable homes on sites with 11 or more dwellings respectively. London Plan H4 also seeks to secure affordable housing but this development does not appear to meet any of the specific triggers set out in that policy and as such it weighs neither for nor against the appeal.'

- 4.12 The proposals would accord with London Plan Policy H1 and Local Plan Policy HO1.

Housing Mix

- 4.13 Policy HO5 of the Local Plan requires a mix of housing types and sizes in development schemes, especially increasing the proportion of family accommodation.
- 4.14 The proposed development comprises a mix of 3 x 3-bed, 4 x 2 bed and 2 x 1 bed which is considered appropriate in this out of Town Centre, where a higher proportion of smaller non-family sized units is acceptable due to site constraints. The proposals would accord with Policy HO5 of the Local Plan.

Conclusion on Land Use

- 4.15 Overall, the proposed development would provide an acceptable mixed-use development which provides viable commercial space on at ground floor and an appropriate mix of housing units above which would meet an identified borough need for residential dwellings of different sizes. The proposals therefore comply with London Plan Policies H1, H2 and GG2 and Local Plan Policies CF2, E1, E2, TLC4, TLC5, HO1 and HO5.

5. QUALITY OF ACCOMMODATION

Floorspace Standards

- 5.1 London Plan Policy D6 states that housing development should be of high-quality design and provide adequately sized rooms with comfortable and functional layouts which are fit for purpose. Local Plan Policy HO4 seeks to ensure that all housing development is provided to a satisfactory quality, has an appropriate mix of types and sizes, with an emphasis on family accommodation. Local Plan Policy HO11 and Housing Standards Key Principles HS1, HS2, and HS3 of the Council's SPD also sets minimum floor areas and internal room sizes for new residential development. In either case, any development would still need to comply with the London Plan minimum standards which supersede those within the Local Plan.
- 5.2 Policy D6 of the London Plan also sets the minimum Gross Internal Area (GIA / floorspace) in line with the Technical Housing Standards - Nationally Described Space Standard (NDSS) for new dwellings. The proposals include the following unit sizes:
- Unit 1: 3 Bed / 6 Persons / 1 Storey - 102sqm (complies - 95sqm minimum)
 - Unit 2: 3 Bed / 6 Persons / 1 Storey - 96sqm (complies - 95sqm minimum)
 - Unit 3: 3 Bed / 5 Persons / 2 Storey - 134sqm (complies - 93sqm minimum)
 - Unit 4: 2 Bed / 4 Persons / 1 Storey - 72sqm (complies - 70sqm minimum)
 - Unit 5: 1 Bed / 2 Persons / 1 Storey - 50sqm (complies - 50sqm minimum)
 - Unit 6: 2 Bed / 4 Persons / 1 Storey - 71sqm (complies - 70sqm minimum)
 - Unit 7: 2 Bed / 3 Persons / 1 Storey - 72sqm (complies - 50sqm minimum)
 - Unit 8: 1 Bed / 2 Persons / 1 Storey - 50sqm (complies - 50sqm minimum)
 - Unit 9: 2 Bed / 4 Persons / 1 Storey - 71sqm (complies - 70sqm minimum).
- 5.3 All the proposed units would meet and, in some cases, exceed their minimum (GIA) floorspace requirement as set out in London Plan, the NDSS and Key Principle HS2 of the 'Planning Guidance' SPD. The development is also compliant in terms of minimum room sizes, storage space and floor-to-ceiling heights.
- Amenity Space
- 5.4 Policy D6 of the London Plan requires private amenity space of at least 5sqm per unit, plus 1sqm per additional occupant, with a minimum depth of 1.5m. All proposed units meet or exceed this standard through gardens, balconies, or terraces.
- 5.5 In dismissing the previous appeal the Inspector concluded (para 11-14, Inspector's report) that

'11. Overall, the private amenity space provided for family units would be fragmented, with a large part of it close to a very busy road and it would have poor usability. As such, I am unable to conclude that the development would provide high quality family accommodation with regard to private amenity space.

12. The communal area itself would not be particularly large, with dimensions of roughly 8 by 9 metres. It would be surrounded on two sides by the development, with one boundary at four storeys and the other two and three storeys. A third boundary would be the blank two-storey wall of the adjoining Studio premises and most of the fourth boundary would be the blank two-storey wall of the adjoining plot. At my visit, around lunchtime, there was some sunlight in this area but given the surrounding walls, it seems unlikely that the area would get regular sunlight throughout the day or seasons and the height of the built form on the boundaries would make the space somewhat oppressive. Although the daylight and sunlight report has assessed light access in nearby gardens on Hugon Road, it has not assessed light entry into the communal garden.

13. Moreover, this small communal area could in principle be used by occupiers of all nine units, three of which would be promoted as three bedroomed family units. London Plan Policy S4, referred to in the officer's report, sets out criteria for the design of play and informal recreation likely to be used by children and young people. These include opportunities for passive surveillance and spatial requirements per child. Although it is unclear how many children might live in the development at any one, given the mix of proposed three and two bedroomed units it seems likely that the spatial threshold relating to the numbers of children could be exceeded. Moreover, the communal space on the ground floor would not be overlooked at all by Unit 2, which would reduce its usefulness for occupiers of that unit to a significant degree.

14. Given the relationship of the space to the development, the amenity requirements of family and non-family based accommodation and likely numbers of users in this small space, I am unable to conclude that the communal space would provide a high-quality outdoor environment, particularly in relation to families.'

5.6 In response to the Inspectors comments the proposals have been amended. The private amenity space for family-sized units now includes:

- Unit 3 (3-bed maisonette) a 33sqm rear garden and a 28sqm front roof terrace (total 61sqm);
- Units 1 and 2 (3-bed flats) each have dedicated roof terraces with private internal stair access and shared lift access, providing 34sqm (Unit 2) and 28sqm (Unit 1).

- 5.7 All the two-bed units now have dual balconies, with at least one balcony exceeding 5sqm:
- Unit 4 - 15sqm,
 - Unit 6 - 11sqm,
 - Unit 7 - 15sqm,
 - Unit 9 - 11sqm.
- 5.8 The one-bed units (units 5 and 8) each include a 7sqm balcony.
- 5.9 Overall, the all the private amenity spaces now meet the London Plan standards in terms of useability, access and size. Notably, the development has been reconfigured to remove oppressive spaces and lift access has been introduced to ensure level access where appropriate.

Outlook and Daylight/Sunlight to Habitable Rooms

- 5.10 Local Plan Policy HO11 states that new housing is of a high standard and provide housing that will meet the needs of future occupants.
- 5.11 The application is submitted with a BRE Daylight/Sunlight Report based on the latest methodologies which assesses daylight/sunlight impacts on both the proposed units and surrounding residential properties. It states that all habitable rooms within the proposed scheme were tested for daylight provision using the Daylight Factor (DF) method. The report confirms that all rooms meet or exceed the BRE recommended minimum daylight factors for their room types (e.g., 2% for kitchens, 1.5% for living rooms, and 1% for bedrooms). No failures were identified in terms of daylight provision internally. The design includes dual aspect units and large areas of glazing, which positively contribute to daylight levels.
- 5.12 The report show that Annual Probable Sunlight Hours (APSH) was assessed for all main living rooms that face within 90° of due south. It states that all relevant rooms meet or exceed the BRE criteria for APSH and winter sunlight (WPSH). It also highlights that some units (particularly upper-level ones) benefit from roof terraces and open aspects, enhancing overall access to sunlight. It also confirms that all private external amenity space in the proposed development would benefit from adequate level of sunlight due to orientation.
- 5.13 In terms of outlook, save for the two 1 bed units, all the others would be dual aspects benefiting from large openings. The London Plan Policy D6 states that north facing single aspect small units may be acceptable where they carefully designed to ensure good daylight, ventilation, and outlook. In this case, neither single aspect unit is north facing; both units would be east facing and have an unfettered outlook with the nearest obstruction (Barton House) being at least 45m away across the road.

Noise and Disturbance

- 5.14 Local Plan Policies HO11 and CC11 are aimed at ensuring that residents of future housing are not unduly affected by noise and disturbance from adjoining sites or the wider setting. SPD Noise Key Principle NN3 concerning the sound insulation between dwellings states that "...careful consideration should be given to stacking and layout of rooms in relation to adjoining walls/floors/ceilings."
- 5.15 The application has been reviewed by the Council's Environmental (Noise) Protection Team who stated that the submitted design stage Noise Impact Assessment (NIA) is acceptable at this stage, but a revised NIA would be required once further details have been finalised. This NIA should also consider noise from any rooftop plants in the proposed development.
- 5.16 Subject to further conditions related to sound insulation of building envelope, separation of commercial and noise sensitive premises, sound insulation of separating dwellings and absolute internal and external noise criteria for noise sensitive premises, the proposals would ensure that the amenity of occupiers of the development site and surrounding premises is not adversely affected by noise including those from plant/mechanical installations.

Conclusion on Quality of Accommodation

- 5.17 Overall, it is considered that subject to conditions the proposed scheme would provide suitable standards of accommodation as housing units within the borough. This would accord with Local Plan Policies HO4 and HO11, London Plan Policy D6, the Mayor's Housing Design Standards LPG and the Nationally Described Space Standards (Technical Housing Standard).

6. DESIGN AND HERITAGE

- 6.1 The NPPF recognises that creation of high-quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.
- 6.2 Local Plan Policy DC1 'Built Environment' states that all development within the borough, including in the regeneration areas should create a high-quality urban environment that respects and enhances its townscape context and heritage assets. 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.
- 6.3 Local Plan 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. All proposals must be

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

- 6.4 London Plan Policy D3 (Optimising site capacity through the design-led approach) states that, in terms of quality and character, development proposals should "respond to the existing character of a place by identifying the special and valued features and characteristics that are unique to the locality and respect, enhance and utilise the heritage assets and architectural features that contribute towards the local character; and be of high quality, with architecture that pays attention to detail, and gives thorough consideration to the practicality of use, flexibility, safety and building lifespan through appropriate construction methods and the use of attractive, robust materials which weather and mature well".
- 6.5 Policy DC8 states that the Council will conserve the significance of the borough's historic environment by protecting, restoring and enhancing its heritage assets. These assets include listed buildings, conservation areas historic parks and gardens, the scheduled monument of Fulham Palace Moated site, unscheduled archaeological remains and buildings and features of local interest. The site is not located in a Conservation Area and does not include any designated/non-designated heritage assets. However, the proposals require consideration of the setting of Hurlingham Conservation Area, directly to the north, given intervisibility of the development from this Conservation Area.
- 6.6 The site occupies a key junction at Wandsworth Bridge Road, Hugon Road and Stependale Road, at a transitional point between commercial and residential character. The varied townscape includes Victorian terraces, mid-rise commercial

frontages and taller buildings to the east. The proposed four-storey massing is therefore appropriate, helping to reframe the corner and define this part of the streetscape with a clearly legible building that bridges the scale between lower terraces and larger commercial buildings.

- 6.7 The submission explains how the design has evolved following the earlier refusal and appeal dismissal. A key change is the refined articulation of the Wandsworth Bridge Road and Hugon Road frontages, including massing modulation and enhanced active frontage. Recesses, angled bays and varying parapet heights reduce the overall bulk of the building in comparison to the appeal scheme and strikes a more sensitive response to marking the prominent corner junction at Wandsworth Bridge Road. The proposed massing also improves the relationship to the adjoining No.1 Hugon Road, with a clear approx. 9m separation between the taller element and the terrace.
- 6.8 The development offers dual frontage, and activation at ground-floor, with the commercial unit on Wandsworth Bridge Road maintaining the retail rhythm of the parade. The Hugon Road elevation responds to the rhythm of the existing terrace with a terraced house style typology that continues the urban grain and eaves line. The Design & Access Statement highlights how this enables a smoother transition from mixed-use scale to domestic scale, enhancing contextual sensitivity.
- 6.9 Architecturally, the building adopts a contemporary but contextual palette, combining light brickwork with dark metal cladding, glazed elements, and timber-tone detailing. Balconies and canted bays introduce vertical rhythm and visual interest, while also providing defensible space and private amenity. The scheme takes cues from established mixed-use precedents and contributes positively to the urban regeneration narrative for this stretch of Wandsworth Bridge Road. The four-storey height is acceptable given the presence of taller buildings in the context.
- 6.10 The roof profile is flat, with a parapet treatment and plant well set back to reduce visibility in the wider streetscene. This minimises any impact upon localised and mid-range views. Furthermore, the proposals are considered to enhance the setting of the south-eastern portion of the Hurlingham conservation area, replacing a currently vacant and hoarded site with a new high-quality development. As such, there would be no harm to the setting of this asset. Although the site has limited landscape capacity, threshold planting and greening are proposed to soften the street interface. The Urban Greening Factor score of 0.36 exceeds the minimum required standard of 0.4 when adjusted for small sites and further supports biodiversity and environmental performance objectives.

- 6.11 The scheme is designed to provide a contemporary addition that is clearly of its time but respectful of the key characteristics of neighbouring buildings providing a building which successfully responds to the prominent corner site.
- 6.12 The proposals are also considered to strike a successful balance in optimising the development of site, and reinforcing the existing urban grain, residential and architectural quality. It brings a long-term vacant site back into active use with active frontages and emphasis which tie in with the existing parade and townscape.
- 6.13 In summary, the proposals are considered to exhibit a high standard of design, responding to both the immediate and wider context, whilst fully addressing the issues identified through the earlier appeal decision. The proposals would not result in any harm to adjacent heritage assets and is considered to enhance the setting of the Hurlingham conservation area. As such, the development is considered to accord the NPPF (2024), London Plan Policies D3, D4 and HC1, and Local Plan Policies DC1, DC2, and DC8.

7. RESIDENTIAL AMENITY

- 7.1 Policies DC1, DC2, CC11, CC13 and HO11 of the Local Plan require all proposals to be formulated to respect the principles of good neighbourliness. The 'Planning Guidance' SPD Housing Key Principles HS6 and HS7 seek to protect the existing amenities of neighbouring residential properties in terms of outlook, light, privacy and noise and disturbance.
- 7.2 Policies CC11 (Noise) and CC13 (Control of Potentially Polluting Uses) also deal with environmental nuisance and requires all developments to ensure that there is no undue detriment to the general amenities at present enjoyed by existing surrounding occupiers of their properties. The nearest properties that could be impacted by the development are at Bridge Studios, Nos 1 and 2 Hugon Road and 314 Wandsworth Bridge Road.

Outlook and Sense of Enclosure

- 7.3 Key Principle HS6 of the Planning Guidance SPD requires that new development respects the outlook of neighbouring occupiers, with reference to a 45-degree line drawn from ground floor level at the rear boundary.
- 7.4 At 1 Hugon Road, there are 2 first floor windows in the eastern flank opposing the site; those windows do not serve habitable spaces, and the proposals would not have any adverse impact on those windows in terms of outlook.

- 7.5 Bridge Studio is a two-storey commercial building that lies immediately to the south and recently gained consent under prior approval to change the existing ground and first floors to residential use. Although, the existing first floor contains 2 windows in the northern flank, those windows would be approximately 8m from the southern elevation of the proposed building (only 2 storeys at this point) and would not breach a 45-degree notional line. Permission was recently gained on appeal for 2 additional floors to Bridge Studios (2024/00640/FUL and APP/H5390/W/24/3354742); notably, the additional floors do not include any windows in the flank elevation opposing the site.
- 7.6 The proposals would have no adverse effect on No.314 Wandsworth Bridge Road or the properties to the east on the opposite of Wandsworth Bridge Road.
- 7.7 Overall the proposals would have no adverse impact in terms of increased sense of enclosure or outlook in accordance with Key Principles HS6 and HS7.

Daylight and Sunlight

- 7.8 Policy D6 of the London Plan, supported by the Mayor's Housing SPG, seeks to ensure that high quality housing schemes are delivered, which includes providing sufficient daylight and sunlight to new and surrounding housing that is appropriate for its context, whilst avoiding overheating, minimising overshadowing, and maximising the useability of outside amenity space.
- 7.9 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.
- 7.10 The British Research Establishment (BRE) guide on 'Site layout planning for daylight and sunlight', set out good practice for assessing daylight and sunlight impacts for new development. In urban and city centre areas, BRE Guidelines advise that the guidance be applied flexibly. The applicant submitted a Daylight and Sunlight Report, which was carried out in line with the BRE, which assesses the potential impacts of the proposed development on daylight, sunlight and overshadowing on existing neighbouring residential buildings.

Daylight

- 7.11 The BRE Guidance sets out three different methods of assessing daylight to or within a room, the Vertical Sky Component (VSC) method, the plotting of the no-sky-line (NSL) method and the Average Daylight Factor (ADF) method.
- 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 paragraph 2.2.1 an area viewed against other site layout constraints.'
- 7.13 No Sky-Line NSL measures the distribution of daylight within a room. It indicates the point in a room from where the sky cannot be seen through the window due to the presence of an obstructing building. The NSL method is a measure of the distribution of daylight at the 'working plane' within a room. In houses, the 'working plane' means a horizontal 'desktop' plane 0.85 metres above floor level. This is approximately the height of a kitchen work surface. The NSL divides those areas of the working plane in a room which receive direct sky light through the windows from those areas of the working plane which do not. For houses, the rooms to be assessed should include living rooms, dining rooms and kitchens. Bedrooms should also be analysed, although in terms of NSL they are considered less significant in terms of receiving direct sky light. Development will affect daylight if the area within a room receiving direct daylight is less than 80% of its former value.
- 7.14 The Average Daylight Factor (ADF) involves values for the transparency of the glass, the net glazed area of the window, the total area of room surfaces, their colour reflectance and the angle of visible sky measured from the centre of the window. This is a method that measures the general illumination from skylight and considers the size and number of windows, room size, room qualities and room use. The BRE test recommends an ADF of 5% for a well day lit space or 2% for a partly day lit space. The minimum standards for ADF recommended by the BRE for individual rooms are 2% for kitchens, 1.5% for living rooms and 1% for bedrooms. However, the BRE guide (Appendix F) states that 'Use of the ADF for loss of light to existing buildings is not generally recommended' and, therefore, the report does not include an ADF assessment.

7.15 To assess loss of sunlight to an existing building, the BRE guidance suggests that all main living rooms of dwellings and conservatories should be checked if they have a window facing within 90 degrees of due south. The guidance states that kitchens and bedrooms are less important, although care should be taken not to block too much sun. The Annual Probable Sunlight Hours (APSH) predicts the sunlight availability during the summer and winter for the main windows of each habitable room that faces 90 degrees of due south. The summer analysis covers the period 21 March to 21 September, the winter analysis 21 September to 21 March. The BRE Guidance states a window may be adversely affected if the APSH received at a point on the window is less than 25% of the annual probable sunlight hours including at least 5% of the annual probable sunlight hours during the winter months and the percentage reduction of APSH is 20% or more.

7.16 The applicant submitted a Daylight and Sunlight Report which assesses the impacts on the closest existing habitable rooms in the adjacent surrounding properties including 1 Hugon Road, 2-4 Hugon Road, 314 Wandsworth Bridge Road, Bridge Studios and Barton House.

No.1 Hugon Road,

7.17 This property includes windows at ground and first floor in the rear elevation and first floor windows in its eastern flank facing the site. Only the rear elevation windows served a habitable room, whilst the side windows serve non-habitable rooms (bathrooms). In terms of BRE the proposals would be fully compliant with BRE targets.

Nos. 2-4 Hugon Road

7.18 The opposing windows assessed are mainly front bay windows. In terms of VSC, 3 ground floor bay windows would achieve 0.74 which is slightly below the 0.8 target. In terms of NSL one ground floor window at No. 2 falls marginally short, retaining 73% rather than the target 0.8. Notably, BRE guidance makes clear that in urban the guidance should be applied flexibly and in these circumstances the proposals are considered acceptable in respect of VSC.

7.19 For sunlight, all the tested windows exceed more than the 25% APSH annually and more than 5% in winter which is fully compliant.

314 Wandsworth Bridge Road

7.20 In terms of VSC, 1 first-floor bedroom window (W6) would experience a negligible shortfall at 0.76 and an NSL of 0.79 which would be imperceptible. For sunlight, all tested windows meet APSH targets.

Bridge Studios

- 7.21 Regarding VSC, 2 first floor windows would achieve 0.44 and 0.66; these windows would serve a LKD and a bedroom. Notably, the LKD would have several rooflights that would provide additional light to mitigate the reduced light from the windows. Overall, the retained levels of daylight and sunlight are considered acceptable for an urban context, and the proposal would not result in a material loss of amenity to the future occupiers of Bridge Studios.

Barton House

- 7.20 This property is some 45m east of site and due to this separation distance, the proposals would have no material impact in terms of daylight or sunlight.

Conclusion on Daylight and Sunlight

- 7.21 All neighbouring properties assessed have been tested in accordance with the latest BRE 2022 guidance. The submitted report confirms that all relevant windows and rooms either meet or comfortably exceed the BRE recommendations for both daylight and sunlight. Where minor deviations were recorded, these are marginal and limited to isolated windows. All tested windows meet the BRE criteria for Annual Probable Sunlight Hours (APSH), with no noticeable reductions in sunlight levels. The BRE standard for external amenity space is also met, with no significant overshadowing to neighbouring gardens. Officers have reviewed the submitted daylight/sunlight assessment and have no reason to disagree with its methodology or conclusions. Therefore, the proposal would not result in any undue harm to the daylight or sunlight enjoyed by neighbouring occupiers.

- 7.22 In view of the above, the proposals would accord with London Plan D6, Local Plan Policies HO11, DC1 and DC2.

Privacy

- 7.23 Key Principle HS7 of the Planning Guidance SPD requires a minimum separation distance of 18m between directly facing windows within a 60-degree arc, to safeguard privacy.
- 7.24 The proposed openings and balconies along Hugon Road and Wandsworth Bridge Road would broadly reflect the existing street-facing conditions and maintain similar relationships and separation distances to neighbouring buildings. As such, any privacy impacts would be mutual and typical of a dense urban setting.
- 7.25 In terms of No. 1 Hugon Road, the windows in its eastern elevation are either non-habitable rooms or obscure-glazed secondary openings; there would be loss privacy impacts to that property.

- 7.26 Unit 3 of the proposed development includes first floor windows that would be obscure glazed to prevent overlooking to the opposing first floor windows at Bridge Studios; this would be secured by conditions.
- 7.27 Along western/ rear boundary, all the proposed balconies above ground floor would include 1.7m high privacy screens and this is secured by condition. The roof terraces at roof level for units 1 and 2 do not include privacy screens as these are satisfactorily set back from the edge of the roof by approximately 4.5m and would thereby avoid loss of privacy.

Conclusion on Privacy

- 7.28 Overall, none of the opposing residential properties would experience a significant loss of privacy because of harmful actual and perceived overlooking from the proposed development. The proposals therefore accord with Policy HO11 and Key Principles HS7 and HS8 of the Planning Guidance SPD.

Noise

- 7.29 Key Principle HS8 of the 'Planning Guidance' SPD requires all residential roof terraces to be limited to no more than 15sqm to restrict the way it is used in terms of number of people who can use it and the activities it can be used for. All the proposed balconies would have an individual size below 15sqm which meets the SPD guidance.
- 7.30 While the proposed roof terraces at roof level exceed the 15sqm guidance set out in Key Principle HS8, the site context, design treatment and spatial relationships with neighbouring properties are such that no unacceptable impacts in terms of noise, overlooking or loss of privacy would occur. The terraces are located at upper level, are well separated from sensitive boundaries, and benefit from robust perimeter screening. Given the site's location near a Key Local centre and on a high street, the provision of larger private terraces is considered acceptable and would support the delivery of high-quality family-sized residential accommodation, in accordance with Local Plan Policies DC1, DC2, HO11 and CC11.
- 7.31 Regarding noise during the construction phase, conditions and informatives would be attached to secure the submission of details for plans to control and limit potential nuisance during this phase.

Conclusion on Noise

- 7.32 It is considered that the proposed development would not result in any undue noise impact on residential occupiers. As such, the scheme accords with Local Plan Policies CC11 and CC13, as well as Key Principle HS8 'Planning Guidance' SPD.

General Conclusion on Neighbouring Amenity

- 7.33 Overall, the proposed development would respect the principles of good neighbourliness and maintain an acceptable relationship with the neighbouring residential properties. Subject to conditions, the proposed scheme would not have an unacceptably harmful impact on neighbouring residential amenity in terms of daylight/sunlight, outlook, privacy, noise and disturbance. In this regard, the proposed development complies with Policies DC1, DC2, HO11, CC11 and CC13, and relevant housing and amenity Key Principles of the 'Planning Guidance' SPD (2018).

8. TRANSPORT AND HIGHWAYS

- 8.1 Paragraph 115 of the NPPF states that in assessing applications for development, it should be ensured that sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location and that safe and suitable access to the site can be achieved for all users.
- 8.2 Paragraph 116 states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, considering all reasonable future scenarios. Policies T1-T7 of the London Plan set out that all development should make the most effective use of land, reflecting connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated. These policies also provide cycle and parking standards.
- 8.3 Local Plan Policy T1 sets out the Council's intention to 'work with strategic partners to improve transport provision, accessibility and air quality in the borough, by improving and increasing the opportunities for cycling and walking, and by improving connections for bus services, underground, national and regional rail'.
- 8.4 Local Plan Policy T2 relates to transport assessments and travel plans and states "All development proposals would be assessed for their contribution to traffic generation and their impact on congestion, particularly on bus routes and on the primary route network". 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.
- 8.5 The above policies are supported by Key Principles TR1, TR4, TR7, TR21 and TR27 of the 'Planning Guidance' SPD. Local Plan Policy CC7 sets out the requirements for all new developments to provide suitable facilities for the management of waste.

Car Parking

- 8.6 Policy T4 of the Local Plan specifies that car parking permit free measures will be required on all new development unless evidence is provided to show that there is a significant lack of public transport available or in locations where the PTAL rating is 2 or lower (TfL's public transport accessibility level). Policy T6 of the London Plan states that car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport.
- 8.7 The site has a PTAL rating of 2 meaning it has below average access to frequent public transport options. However, to avoid exacerbating existing levels of parking stress and congestion, and to help with air quality improvement from vehicle emissions, officers consider that car parking permit restrictions for future occupants of all the 9 proposed residential units would be required. This will be secured by a legal agreement to prevent parking permits eligibility within all of the borough's Controlled Parking Zones, except for those in possession of a blue badge for disabled parking.

Cycle Parking

- 8.8 Policy T1 of the Local Plan seeks to encourage the provision and use of public transport and bicycles, to improve congestion and air quality within the Borough. Policy T5 of the London Plan specifies that cycle parking should be fit for purpose, secure and well-located, with the following standards for residential accommodation:
- 1 space per studio unit or 1-person, 1-bedroom dwelling
 - 1.5 spaces per 2-person, 1-bedroom dwelling
 - 2 spaces per all other dwellings.
- 8.9 The proposed development includes 24 long-stay cycle parking spaces. These will be provided within a secure, internal cycle store located on the ground floor of the building. The internal store layout is shown in the ground floor plan, with racks arranged to ensure accessibility and security. The Transport Statement confirms that access to the cycle store will be step-free, facilitating easy entry from the street or residential entrance. The proposed provision is considered appropriate for the size, location, and mixed-use nature of the scheme.
- 8.10 The Council's Transport and Highways Team have reviewed the application and stated that the proposed long stay cycle storage for both the residential and commercial elements of the development is in compliance with London Plan policy and LCDS guidance. Full details, including manufacturers specification, should be secured by condition. Short stay provision is proposed on the corner of the site (at the junction of Wandsworth Bridge Road with Hugon Road), as the building line is being set back, the Council wants to ensure that this is kept

obstruction free and should support a wider footway. Therefore, full details of short stay provision are also required by condition.

Refuse, Recycling and Servicing

- 8.11 The scheme proposes a shared refuse and recycling store for both the residential and commercial elements. The bin store is located internally at ground floor level, close to the main access points, enabling ease of collection. It will include separate containers for general waste, dry recyclables and food waste (if required by the Council's collection policy). The refuse store is designed to comply with the Council's guidance in terms of bin sizes and quantity, distance to collection point (kept within 10m), access, ventilation, and hygiene considerations.
- 8.12 Servicing for both the residential and commercial uses (including refuse collection, deliveries, etc.) will occur from Hugon Road, which is a side street off Wandsworth Bridge Road. This location allows for safe access without obstructing the main road, manoeuvring space for refuse trucks and delivery vehicles, step-free access to the refuse store. The Transport Statement confirms that servicing demand is expected to be low, due to the scale of development. No new vehicle access or loading bay is required in this case. Refuse and delivery vehicles can safely stop on-street, in line with existing local arrangements.
- 8.13 The Council's Transport Officer has stated there is a need to secure a Delivery and Servicing Management Plan by condition, as well as a monitoring fee of £3,000 per year (years 1,3 and 5). An additional contribution of £XXX towards future review of the CPZ is also requested. The contribution is required as a mitigation measure towards providing additional loading only facilities within the vicinity of the site, should it be determined necessary at a later stage by the Council. The detailed Delivery and Servicing Plan (and associated monitoring fee) will provide the required information on this.
- 8.14 Given that servicing activity for the development is proposed to take place on the Public Highway, concerns are raised surrounding capacity of existing on-street loading facilities. Although it is noted that the proposals include undertaking deliveries and waste collection from Hugon Road, potential changes in delivery patterns once the development is operational, or cumulative impacts from adjacent developments and other Highways schemes may arise, which may alter parking dynamics and loading capacity in the area. This is a forward-looking mitigation measure that intends to ensure that the development remains acceptable in planning terms over time, particularly as conditions evolve. It is a precautionary and proportionate response to mitigate future adverse impacts that cannot be fully quantified at this stage but are reasonably foreseeable. As such, it is considered that this contribution is both necessary and reasonable.

Construction Logistics/Management Plan

- 8.15 In order to assess and minimise the impact of the construction of the proposed development on the local highway network, the submission of a Construction Logistics Plan is required to include the numbers, size and routes of construction vehicles, provisions within the site to ensure that all vehicles associated with the construction works are properly managed, washed and cleaned to prevent the transfer of mud and dirt onto the highway/footway. It would also require the covering of other matters relating to traffic management to be agreed with the Network Management and the Permit Coordinators of the Council.
- 8.16 An outline CLP has been submitted but does not provide any indicative proposals in terms of where large vehicles would be able to load/unload/access for the purposes of construction. A detailed CLP is required pre-commencement, and given the sensitivity of the site's location, an associated monitoring fee of £3,000 per year until completion is also required. This accounts for officer time in ensuring that approved developments are being constructed in line with approved CLPs.
- 8.17 Subject to a condition securing a detailed CLP, officers consider that the proposals would not unduly impact the local highway network during the construction phase.

Trip Generation

- 8.18 The Transport Statement includes a trip generation assessment based on data from the TRICS database. The development proposes 9 residential units and a ground floor flexible Class E unit. The assessment estimates that the residential element would generate approximately 50 two-way person trips per day, with peak hour flows of 4–5 trips in both the morning (08:00–09:00) and evening (17:00–18:00) periods.
- 8.19 Trip distribution is expected to be heavily weighted towards walking, cycling and public transport, in line with the site's public transport accessibility and its location within a highly accessible area on a high street. The commercial unit is expected to generate approximately 60 two-way daily person trips, subject to the nature of end use. Servicing and customer trips are anticipated to be low in volume, with most users accessing the site on foot or by bike.
- 8.20 Given the car-free nature of the proposal and the availability of high-frequency public transport services, the level of trip generation is not considered to result in any material impact on the capacity or operation of the surrounding highway network. The proposals are therefore in accordance with London Plan Policy T1 and relevant Local Plan policies promoting sustainable travel.

S278 Agreement

- 8.21 The applicant is required to enter a s278 agreement to facilitate required works to the highway surrounding the site. The Transport Statement provides road safety data / Killed or Seriously Injured (KSI) data which shows 16 collisions total outside the site in 5 years leading up to 2022, 3 of which were serious. In line with London Plan policy T1, resurfacing of footways surrounding the site and improvements to crossing facilities in proximity of the site. A highway's agreement will be entered prior to occupation of the development to secure the payment for the agreed highway works necessitated by the development. The highway works will be carried out by the Council.

Conclusion on Transport and Highways

- 8.22 Overall, there are no objections to the proposed development from a transport and highways perspective. Therefore, subject to the outlined conditions, the scheme would accord with the relevant transport policies of the London Plan and the Local Plan.

9. ENVIRONMENTAL CONSIDERATIONS

Flood Risk / Sustainable Drainage (SuDS)

- 9.1 The NPPF states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere.
- 9.2 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 surfacing should normally be resisted unless they can be shown to be unavoidable and that drainage should be designed and implemented to address water efficiency, water quality, biodiversity and recreation.
- 9.3 Local Plan Policy CC3 requires that new development reduce the use of water and be designed to take account of increasing risks of flooding. Policy CC4 states that new development would be expected to manage surface water run off by implementing a range of measures, such as sustainable drainage systems (SuDs) where feasible and the use of water efficient fittings and appliances.
- 9.4 The site lies within a Flood Risk Zone 3 with high residual risk of flooding and the application is submitted with a Flood Risk Assessment report. The site is not in a surface water flooding hotspot. Although defended from flood risk from the Thames, in a breach event or if the defences were over-topped, the site could be impacted by flood water (2100 scenario). The FRA recommends inclusion of measures in the design of the ground floor uses to mitigate flooding, in line with the Governments guidance document on Improving the Flood Performance of New Buildings.

- 9.5 The Council would expect flood resilience measures to be integrated into the ground floor uses, but there would be no need for measures to be included in the flats above as their finished floor levels are well above the level that could be affected by flood water. With regards to the ground floor, there may be ways for this floor and its uses to be designed to mitigate the potential impacts of flooding and to enable higher levels of flood resilience. The inclusion of measures is a recommendation in the FRA, further details or examples of the measures to be integrated is required and can be conditioned for the submission of a revised FRA.
- 9.6 With regards to sustainable drainage measures, SuDS in the form of green roofs, permeable paving and below ground storage attenuation crates are proposed, with a discharge rate to the sewer of 1 l/s. This is slightly above greenfield rate, but it represents an improvement of around 95% for the current site in a major storm event. The permeable paving looks to be provided in the garden area. More details for the green/living roofs can also be conditioned, in particular to seek an opportunity to collect rainwater for re-use and ensure any discharge can be managed via rain gardens. Water efficiency issues have been covered in the Energy and Sustainability Statement.
- 9.7 The Environment Agency was also consulted on this application and raised no objection subject to informatives to the applicant on the decision notice.

Climate Change / Sustainability

- 9.8 London Plan Policy SI 2 states that major development should be net zero-carbon by reducing greenhouse gas emissions in operation and minimising both annual and peak energy demand.
- 9.9 Local Plan Policies CC1 and CC2 of the Local Plan (2018) require the implementation of energy conservation measures and the integration of sustainable design and construction measures in all major developments. In line with the Climate Change SPD, the Council also encourages the implementation of sustainability measures such as energy efficiency and carbon curbing measures to address the climate emergency declared by the Council in 2019.
- 9.10 The scheme is considered major development; therefore, the applicant has submitted an Energy and Sustainability Statement to show compliance with local and regional policies on these issues. In this instance, the proposed development incorporates measures to minimise greenhouse gas emissions, promote energy use from renewable sources and reduce energy consumption, as well as to promote water efficiency.
- 9.11 Whilst the Energy and Sustainability Statement notes that the scheme is not a major development, the proposed quantum of floorspace exceeds 1,000sqm, and as such, the scheme constitutes a major development under the Town and

Country Planning (Development Management Procedure) Order 2015. It is therefore subject to the net zero carbon requirements of the London Plan (Policy SI 2) and the relevant Local Plan policies. The submitted assessment outlines a number of energy efficiency measures, including enhanced fabric performance, high-efficiency lighting, and the use of Air Source Heat Pumps (ASHP) and roof-mounted solar PV panels.

- 9.12 Based on the current design, the residential element is expected to achieve a 71% reduction in CO₂ emissions against the Building Regulations baseline, while the non-residential component achieves a 49% reduction. These figures exceed the overall 35% minimum London Plan target. However, clarification is required on the proportion of carbon savings attributable specifically to energy efficiency measures (as distinct from renewables), to demonstrate that the 10% (residential) and 15% (non-residential) fabric-first thresholds have been met, as required for major schemes.
- 9.13 A carbon offset payment in lieu should also be calculated and presented to ensure that the development achieves net zero carbon, in accordance with Policy SI 2 of the London Plan. The Statement includes an overheating risk assessment, which concludes that overheating has been largely mitigated through passive measures. However, the report references both natural ventilation via openable windows and the potential for whole-house mechanical ventilation with heat recovery (MVHR), depending on final design.
- 9.14 Clarification over whether individual ASHP units are proposed for each residential unit or whether a communal system is intended can be conditioned for further details, particularly in relation to future maintenance and operational efficiency. Other sustainability measures include proposals for water efficiency (limiting internal water use to less than 105L per person per day), use of BRE Green Guide A-rated materials, and waste minimisation and recycling strategies during construction and occupation. Although not covered in detail in the report, separate supporting documents have been submitted to address air quality, noise, transport, and urban greening.
- 9.15 In light of the above, further information is required in relation to the energy strategy and carbon offsetting. As such, officers recommend that any approval is subject to conditions or legal obligations requiring clarification of energy efficiency contributions, confirmation of heating system specification and submission of a final carbon offset calculation and payment in lieu.

Contamination

- 9.16 Policy CC9 of the Local Plan states that the Council will support the remediation of contaminated land and that it will take measures to minimise the potential harm of contaminated sites and ensure that mitigation measures are put in place.

- 9.17 Potentially contaminative land uses (past or present) have been identified at, and or, near to this site. The Council's Land Contamination Team have been consulted and suggested a number of conditions to ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works, in accordance with policy CC9 the Local Plan (2018) and key principles LC1 to LC7 of the 'Planning Guidance' Supplementary Planning Document (2018).

Air Quality

- 9.18 NPPF 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.

- 9.19 The site is in an area of existing poor air quality as defined in para. 9.14 of the London Plan. Sensitive residential future on-site receptors for the development site would be impacted by vehicle emission from Wandsworth Bridge Road (A217). The Council's Air Quality Team have been consulted and recommended several conditions to provide mitigations for poor localised air quality for future residents at the development site. It is also requested that an air quality conditions compliance monitoring contribution of a minimum payment of £5000 per annum until completion of the development is included in a Section 106 Agreement.

Ecology and Urban Greening

- 9.20 Policy OS5 states that the Council will seek to enhance biodiversity and green infrastructure in the borough by:
- a. maximising the provision of gardens, garden space and soft landscaping, seeking green or brown roofs and other planting as part of new development;
 - b. protecting back, front and side gardens from new development and encouraging planting in both back and front gardens;
 - c. seeking to prevent removal or mutilation of protected trees;
 - d. seeking retention of existing trees and provision of new trees on development sites; and
 - e. adding to the greening of streets and the public realm;
 - f. making Tree Preservation Orders where justified in the interests of amenity.
- 9.21 The applicant has claimed exemption from Biodiversity Net Gain stating that the proposal would not impact on a priority habitat of more than 25sqm, where the definition of impact is "if the development decreases the biodiversity value of that area". The Council's Ecology Officer has reviewed the application and disagreed with this claim as there is evidence of plant life and vegetated urban land at the site.

- 9.22 As such conditions requesting an Overall Biodiversity Gain Plan, Phase Habitat Management and Monitoring Plan and Landscaping have been recommended. No concerns are raised on the Urban Greening Factor Calculator given the current status of the site (vacant and partially cleared).

Fire Safety

- 9.23 London Plan Policy D5 requires development proposals to be “designed to incorporate safe and dignified emergency evacuation for all building users. In all developments where lifts are installed, as a minimum at least one lift per core (or more subject to capacity assessments) should be a suitably sized fire evacuation lift suitable to be used to evacuate people who require level access from the building.”
- 9.24 London Plan Policy D12 (B) requires a Fire Statement for all major development. Accordingly, a Fire Safety Strategy (which incorporates requirements of the evacuation lift guidance where including a lift core) is required to be submitted with any future planning application.
- 9.25 The Health & Safety Executive (HSE) Planning Gateway One have been consulted but stated that the proposal does not meet the height condition of Planning Gateway One in terms of being a relevant building, which includes two or more dwellings or educational buildings meeting a height condition of 18m or more, or 7 or more storeys. As such, the proposed development falls beyond the remit of Planning Gateway One.

10. COMMUNITY INFRASTRUCTURE LEVY / PLANNING OBLIGATIONS

Mayoral and Local CIL

- 10.1 In this case, the proposed development would be liable to pay Community Infrastructure Levy (CIL) at both the mayoral and borough levels. The Mayoral CIL (MCIL2) rates are applicable to all planning permissions granted from 1 April 2019. The Mayor expects the Council, as the collecting authority, to secure the levy in accordance with London Plan Policy DF1. This development would be subject to a London wide community infrastructure levy. This development is liable for an estimated Mayoral CIL of approx. £92,080 (excluding indexation).
- 10.2 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 formally took effect from 1st September 2015. This development is liable for an estimated Borough CIL of approx. £391,600 (excluding indexation).

S106 Heads of Terms

- 10.3 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'.
- 10.4 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.
- 10.5 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 which are the Community Infrastructure Levy (CIL) and Section 106 Agreements.
- 10.6 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 reasonably commensurate with the scale and type of development proposed. A Section 106 agreement is therefore required to ensure the proposed development is in accordance with the statutory development plan and to secure the necessary infrastructure to mitigate the needs and impacts of the proposed development.
- 10.7 In view of the fact the Section 106 agreement will be the subject of extended negotiations, officers consider that circumstances may arise which can result in the need to make minor modifications to the conditions and obligations (which may include 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.
- 10.8 The applicant is expected to agree to enter into a legal agreement with the Council to which would include the following site-specific items:
- 1) Restriction of on-street car parking permit in borough CPZs save for blue badge holders (disabled parking);
 - 2) Enter into a S278 Agreement to fund any necessary highway works arising from the development to the footway on Hugon Road;
 - 3) Deliveries & servicing monitoring fee of £3,000 per year (years 1,3 and 5);
 - 4) A £15,000 contribution towards future review of the CPZ;
 - 5) AQDMP Compliance monitoring of £5000 per annum for the construction phase of the development;

- 6) CLP Monitoring of £3,000 per annum;
- 7) At least 10% of the total number of people employed during the construction of the development and 20% during end-use are local (H&F) residents, including:
 - Apprenticeships
 - 3 paid work experience placements lasting at least 6 months
 - 1 unpaid work experience placements for local (H&F) residents and students of local (H&F) schools lasting at least 4 weeks
 - Local (H&F) businesses are procured in the supply chain of the construction of the development to a value of at least 10% of the build cost
 - 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 to encouraging end-users of the development to do so.
 - None of these contributions are double counted with any social value contributions committed by a procured developer as part of the procurement process
- 8) Carbon offset payment: £25,861 for the residential element and £20,286 for the non-residential.
- 9) A commitment to meet the costs of the Council's associated legal fees.

11. CONCLUSION

- 11.1 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.
- 11.2 In the assessment of the application regard has been given to the NPPF, London Plan, and Local Plan policies as well as relevant guidance.
- 11.3 In summary, the proposals would contribute toward an identified housing need and local housing target by optimising an existing site capacity, that would include a commercial unit which provides local employment and support the high street and nearby Key Local Centre. This is supported in principle.
- 11.4 The proposed development 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 adjacent Conservation Area. Subject to conditions, the proposals would not result in unacceptable impacts upon the amenities of neighbouring residential properties. Highways, transportation and environmental matters have also been satisfactorily addressed and will be subject to conditions and legal agreements. 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' (2018) Supplementary Planning Document.

- 11.5 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.
- 11.6 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.

12. RECOMMENDATION

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