

Planning and Development Control Committee

Agenda

Tuesday 20 January 2026 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
E-mail: charles.francis@lbhf.gov.uk

Public Notice

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

Should exempt information need to be discussed the committee will pass a resolution requiring members of the press and public to leave.

For details on how to register to speak at the meeting, please see overleaf.
Deadline to register to speak is 4pm on Thursday 15th January 2026.

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@lbfh.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

20 January 2026

<u>Item</u>	<u>Pages</u>
1. APOLOGIES FOR ABSENCE	
2. DECLARATION OF INTERESTS	
	<p>If a Councillor has a disclosable pecuniary interest in a particular item, whether or not it is entered in the Authority's register of interests, or any other significant interest which they consider should be declared in the public interest, they should declare the existence and, unless it is a sensitive interest as defined in the Member Code of Conduct, the nature of the interest at the commencement of the consideration of that item or as soon as it becomes apparent.</p> <p>At meetings where members of the public are allowed to be in attendance and speak, any Councillor with a disclosable pecuniary interest or other significant interest may also make representations, give evidence or answer questions about the matter. The Councillor must then withdraw immediately from the meeting before the matter is discussed and any vote taken.</p> <p>Where Members of the public are not allowed to be in attendance and speak, then the Councillor with a disclosable pecuniary interest should withdraw from the meeting whilst the matter is under consideration. Councillors who have declared other significant interests should also withdraw from the meeting if they consider their continued participation in the matter would not be reasonable in the circumstances and may give rise to a perception of a conflict of interest.</p> <p>Councillors are not obliged to withdraw from the meeting where a dispensation to that effect has been obtained from the Standards Committee.</p>
3. MINUTES	5 - 7
	<p>To approve as an accurate record, and the Chair to sign, the minutes of the meeting of the Committee held on 26 November 2025.</p>
4. LAND BETWEEN SANDILANDS ROAD AND PEARSCROFT ROAD, TO THE EAST OF PARSONS GREEN FULHAM, LONDON, SANDS END, 2025/02143/FR3	8 - 67
5. BARCLAY CLOSE, LONDON SW6 5QG, WALHAM GREEN, 2025/02125/FR3	68 - 107

- 6. **495-497 FULHAM ROAD, LONDON SW6 1HH, WALHAM GREEN, 2025/01097/FUL** 108 - 132
- 7. **FULHAM GAS WORKS, IMPERIAL ROAD LONDON, PARSONS GREEN AND SANDFORD, 2025/00651/FUL** 133 - 158
- 8. **FULHAM GAS WORKS, IMPERIAL ROAD LONDON, PARSONS GREEN AND SANDFORD, 2025/00568/LBC** 159 - 164

London Borough of Hammersmith & Fulham

Planning and Development Control Committee

Minutes



Wednesday 26 November 2025

PRESENT

Committee members: Councillors Nikos Souslous (Chair), Nicole Trehy (Vice-Chair), Patrick Walsh, Callum Nimmo, Lydia Paynter and Alex Karmel.

Other Councillors:

Councillors Florian Chevoppe Verdier, Daryl Brown and Stephen Cowan.

Officers:

Joanne Woodward (Director of Planning and Property)
Matt Butler (Assistant Director of Development Management)
Ieuan Bellis (Team Leader)
Allan Jones (Team Leader Urban Design and Heritage)
John Sanchez (Deputy Team Leader)
Catherine Slade (Deputy Team Leader)
Catherine Paterson (Principal Transport Planner)
Grant Deg (Director Legal Services)
Mrinalini Rajaratnam (Chief Solicitor Planning and Property)
Charles Francis (Clerk)

Gwion Lewis, King's Counsel

1. APOLOGIES FOR ABSENCE

Apologies for absence were provided by Councillors Ross Melton and Adrian Pascu-Tulbure.

2. DECLARATION OF INTERESTS

In relation to Item 4, the Chair, Councillor Nikos Souslous declared that he worked for a local charity in 2021 and applied for and received a grant from the Earl's Court Development Company on behalf of the organisation. He confirmed he would consider the application with an open mind and on its merits. He participated in the meeting and voted on the item.

3. MINUTES

The minutes of the previous meeting held on 11 November 2025 were agreed as an accurate record.

4. LAND BOUNDED BY NORTH END ROAD, BEAUMONT AVENUE, WEST CROMWELL ROAD, WEST LONDON RAILWAY LINE, LILLIE ROAD, LAND COMPRISING THE EMPRESS STATE BUILDING, AISGILL AVENUE, THE FORMER GIBBS GREEN SCHOOL AND PROPERTIES FRONTING DIEPPE CLOSE, LONDON, SW6 / W14, WEST KENSINGTON, 2024/01942/COMB

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

A verbal update to the Addendum was also provided, adding two further Heads of Terms as follows:

- The retention of architect and landscape architect as part of the detailed design stages, to safeguard the design intent.
- The provision and retention of a free to enter publicly accessible roof terrace (including the submission of a Publicly Accessible Roof Terrace Management Plan).

John Sanchez, Catherine Slade and Allan Jones provided a presentation.

Before the registered speakers addressed the Committee, the Chair confirmed that due to the complexity of the application, he would use his discretion and permit an extended speaking time of 10 minutes at the meeting. This was agreed by the Committee.

No objectors had registered to speak. The Chief Executive Officer, Head of Design and Head of Planning of The Earl's Court Development Company, and a local resident addressed the Committee in support.

Councillor Florian Chevoppe-Verdier and Councillor Daryl Brown, ward Councillors for West Kensington addressed the Committee.

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

Recommendation 1:

FOR	Unanimous
AGAINST:	0
NOT VOTING:	0

Recommendation 2:

FOR:	Unanimous
AGAINST:	0
NOT VOTING:	0

RESOLVED

1. That, subject to there being no contrary direction from the Mayor for London, 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 and verbal 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, and any such changes shall be within their discretion.

Addendum

Meeting started: 7.00 pm
Meeting ended: 10.52 pm

Chair
.....

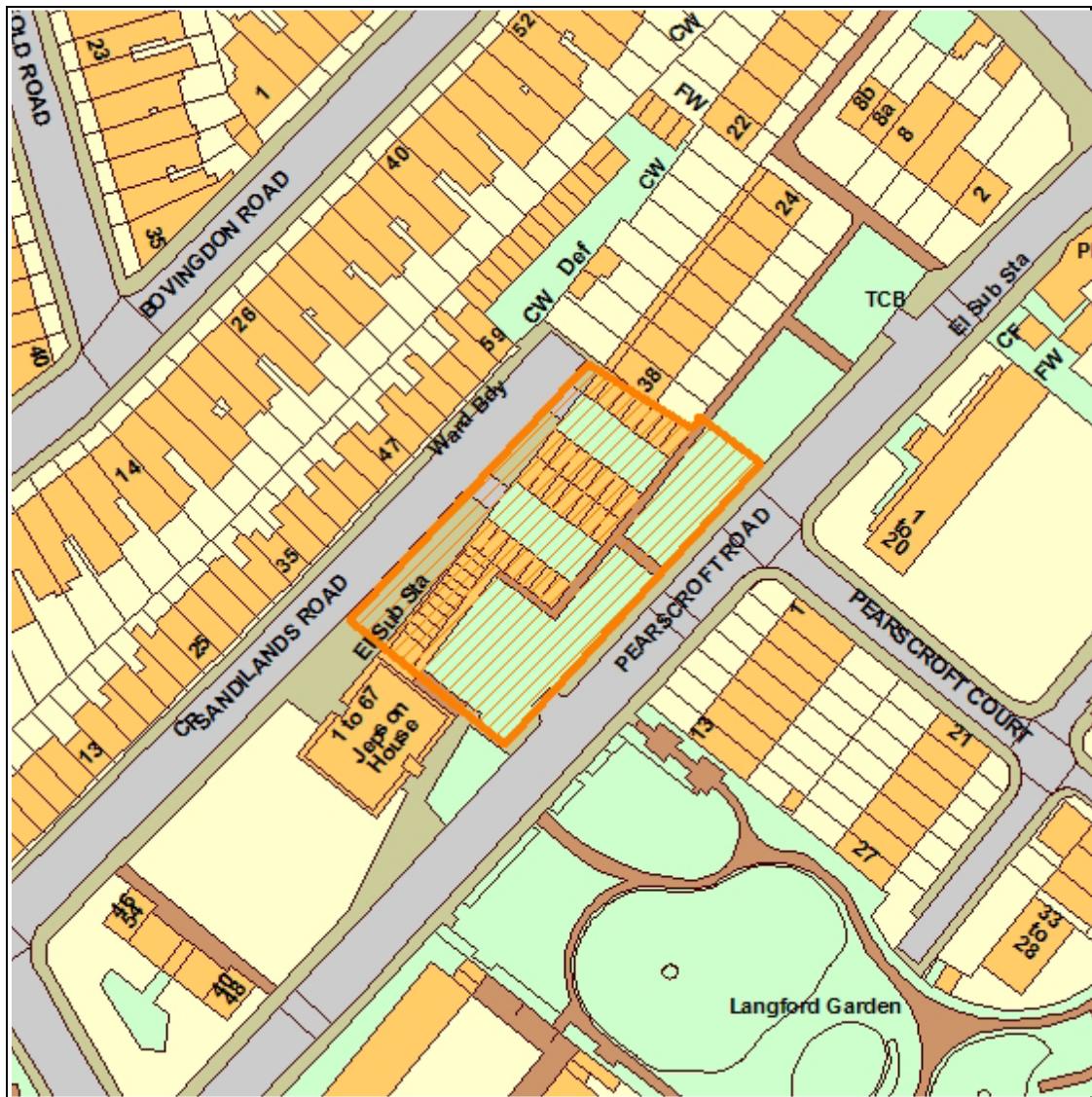
Contact officer: Charles Francis
Committee Co-ordinator
Governance and Scrutiny
Tel 07776 672945
E-mail: charles.francis@lbfh.gov.uk

Agenda Item 4

Ward: Sands End

Site Address:

Land Between Sandilands Road And Pearscroft Road To The East Of Parsons Green Fulham London



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For identification purposes only - do not scale.

Req. No:
2025/02143/FR3

Case Officer:
Tom Scriven

Date Valid:

Conservation Area:

Committee Date:
20.01.2026

Applicant:

London Borough Of Hammersmith And Fulham
C/O Agent 21 Soho Square London W1D 3QP

Description:

Demolition of the existing garages and sheds, redevelopment of the site comprising the erection of part four, part five storey building to provide 38no self-contained residential flats (Class C3); installation of solar panels, green roofing and air source heat pumps with acoustic enclosure at roof level; removal of existing dropped kerb on Pearscroft Road, erection of cycle stores and associated external landscaping.

Drg Nos:

Application Type:

Full Regulation 3 - LBHF is Developer

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, 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:

Time Limit

- 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).

Approved Plans

2) The development hereby permitted shall be carried out in complete accordance with the following approved drawing numbers, other than where those details are altered pursuant to the conditions of this planning permission:

Landscape Ground Floor General Arrangement - PEA-PRP-ZZ-00-DG-L-02000
Rev P01

Landscape Roof Level General Arrangement PEA-PRP-ZZ-04-DG-L-02001 Rev
P01

Landscape Level 04 General Arrangement PEA-PRP-ZZ-04-DG-L-02011 Rev P01

Proposed Site Plan PEA-PRP-ZZ-ZZ-SK-A-08302 Rev P03

Proposed Ground Floor PEA-PRP-ZZ-00-DG-A-08000 Rev P03

Proposed First Floor PEA-PRP-ZZ-01-DG-A-08001 Rev P02

Proposed Second Floor PEA-PRP-ZZ-02-DG-A-08002 Rev P02

Proposed Third Floor PEA-PRP-ZZ-03-DG-A-08003 Rev P02

Proposed Fourth Floor PEA-PRP-ZZ-04-DG-A-08004 Rev P02

Proposed Roof Plan PEA-PRP-ZZ-RF-SK-A-08005 Rev P03

Proposed Elevations - SW and SE PEA-PRP-ZZ-ZZ-DG-A-08100 Rev P02

Proposed Elevations - NE and NW PEA-PRP-ZZ-ZZ-DG-A-08101 Rev P02

Proposed Sections PEA-PRP-ZZ-ZZ-DG-A-08220 Rev P03

Arboricultural Impact Assessment Ref:SHA 1710

Energy Strategy Ref:PEA-WP3-XX-XX-RP-J-6000

Fire Statement AF4249 Rev 02

To ensure full compliance with the planning application hereby approved and to prevent harm arising through deviations from the approved plans.

Materials

3) Prior to commencement of the relevant part of the works, details of the external facing materials (including manufacturer's specifications, photographs and/ or a physical sample) shall be submitted to, and approved in writing by the Council.

The development shall be carried out and completed in accordance with the approved details. The development shall be permanently retained in accordance with the approved details.

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

Trees

4) The development hereby approved shall be carried out in accordance with the approved Arboricultural Impact Assessment (Ref: SHA 1710) and in particular the Tree Protection Plan set out in Appendix 3 of the document. The tree protection measures shall be carried out in full for the duration of the construction works.

To ensure that retained trees are suitably protected and to prevent harm during the course of construction, in accordance with Policies DC1, DC8, OS2 and OS5 of the Local Plan 2018.

Air Quality Dust Management Plan (Demolition)

- 5) Prior to the commencement of the demolition 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 'B' 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 demolition phases of the development.

The development site is within the borough wide Air Quality Management Area (AQMA). Mitigation measures are required to make the development acceptable in accordance with Policies CC1 and CC10 of the Local Plan (2018).

Air Quality Dust Management Plan (Construction)

- 6) 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.

The development site is within the borough wide Air Quality Management Area (AQMA). Mitigation measures are required to make the development acceptable in accordance with Policies CC1 and CC10 of the Local Plan (2018).

Ventilation Strategy

- 7) 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 38 self-contained units (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 (PM2.5) - 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.
 - 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.

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.

The development site is within the borough wide Air Quality Management Area (AQMA). Mitigation measures are required to make the development acceptable in accordance with Policies CC1 and CC10 of the Local Plan (2018).

Ventilation Compliance

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

The development site is within the borough wide Air Quality Management Area (AQMA). Mitigation measures are required to make the development acceptable in accordance with Policies CC1 and CC10 of the Local Plan (2018).

Zero-emission heat pumps

- 9) Prior to occupation of the Residential (Use Class C3) development hereby permitted, details of the Zero Emission MCS certified Air Source Heat Pumps to be provided for space heating and hot water for the 38 self-contained residential units shall be submitted to and approved in writing by the Local Planning Authority. Approved details shall be fully implemented prior to the occupation of the development and thereafter permanently retained and maintained.

The development site is within the borough wide Air Quality Management Area (AQMA). Mitigation measures are required to make the development acceptable in accordance with Policies CC1 and CC10 of the Local Plan (2018).

Solar Panels

10) Prior to the occupation of the development hereby approved, full details of the PV panels to be installed on the roof of the building shall be submitted to and approved by the Local Planning Authority. The PV panels shall be installed in accordance with the approved details prior to occupation and permanently retained thereafter.

In order to maximise the use of PV panels on the roof and reduce reliance on carbon based energy sources in accordance with policy CC1 of the Local Plan (2018).

Delivery and Servicing Plan

11) Prior to occupation of the development hereby permitted, a Delivery and Servicing Plan (DSP) 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 for the lifetime of the development.

To ensure that satisfactory provision is made for delivery and servicing and to ensure that the amenity of occupiers of the development site and surrounding premises is not adversely affected by noise, in accordance with Policies T2 and T7 of the London Plan 2021 and Policies T2, CC11 and CC13 of the Local Plan 2018 and SPD Key Principle TR28 2018.

Piling

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

The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to significantly impact / cause failure of local underground sewerage utility infrastructure.

Sound Insulation – Flats

13) The sound insulation value DnT,w and L'nT,w shall be enhanced by at least 5dB above the Building Regulations value, for the floor/ceiling structures separating different types of rooms/ uses in adjoining dwellings. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

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

Plant Sound Insulation

14) The sound insulation value DnT,w for walls and floor/ceilings separating communal facilities/plant from dwellings shall be enhanced by at least 10dB above the Building Regulations value and, where necessary, additional mitigation measures implemented to contain noise within communal facilities/plant 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.

Plant Noise

15) The external sound level emitted from plant, machinery or equipment at the development hereby approved shall be lower than the lowest existing background sound level by at least 10dBA in order to prevent any adverse impact. The assessment shall be made in accordance with BS4142:2014 at the nearest and/or most affected noise sensitive premises, with all machinery operating together at maximum capacity.

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

Anti-vibration Mounts

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

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

Emergency Plant Noise

17) The external sound level emitted from standby or emergency plant at the development during power outages or testing shall not exceed the lowest daytime ambient noise level LAeq(15min) by more than 10dB in order to prevent any adverse impact. The assessment shall be made in accordance with BS4142:2014 at the nearest and/or most affected noise sensitive premises, with all machinery operating together at maximum capacity.

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

External Lighting

18) External artificial lighting at the development shall not exceed lux levels of vertical illumination at neighbouring premises that are recommended by the Institution of Lighting Professionals in the 'Guidance Note 01/20: Guidance Notes for the Reduction of Obtrusive Light'. Lighting should be minimized, and glare and sky glow should be prevented by correctly using, locating, aiming and shielding luminaires, in accordance with the Guidance Notes.

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

Contamination 19 to 24

19) 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).

20) 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).

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

22) Unless the Council agree in writing that a set extent of development must commence to enable compliance with this condition, no development shall commence until, a remediation method statement is submitted to and approved in writing by the Council. This statement shall detail any required remediation works and shall be designed to mitigate any remaining risks identified in the approved quantitative risk assessment. All works must be carried out in compliance with and by a competent person who conforms to 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).

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

24) Unless the Council agree in writing that a set extent of development must commence to enable compliance with this condition, no development shall commence until an onward long-term monitoring methodology report is submitted to and approved in writing by the Council where further monitoring is required past the completion of development works to verify the success of the remediation undertaken. A verification report of these monitoring works shall then be submitted to and approved in writing by the Council when it may be demonstrated that no residual adverse risks exist. All works must be carried out in compliance with and by a competent person who conforms to 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).

Energy Statement

25) The development shall be carried out in accordance with the measures set out in the approved Energy Strategy Ref:PEA-WP3-XX-XX-RP-J-6000.

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

Cycle Storage

26) Prior to first occupation of the development hereby permitted, the secure cycle storage facilities have been provided in accordance with the approved plans. The cycle parking facilities shall thereafter be retained for the development hereby permitted and not used for any other purpose.

To ensure the suitable provision of cycle parking within the development to meet the needs of future site occupiers, in accordance with Policy T5 of The London Plan 2021 and Policy T3 of the Local Plan 2018.

Refuse Store

27) No part of the development hereby approved shall be occupied until the approved refuse storage enclosures, as indicated on the approved drawings, have been provided for the storage of refuse and recyclable materials. All the refuse/recycling facilities shall be retained thereafter in accordance with the approved details.

To ensure the satisfactory provision of refuse storage and recycling and to prevent harm to the street scene arising from the appearance of accumulated rubbish, in accordance with Policies DC2, CC6 and CC7 of the Local Plan 2018 and SPD Key Principle WM1 2018.

Number of Units

28) The total number of residential units (Class C3) hereby approved shall not exceed 38 residential units.

To ensure the development carried out does not exceed the cumulative maximum approved and to ensure the quantum of floor space keeps within the parameters assessed in relation to the development in accordance with the National Planning Policy Framework 2021, Policies D4, D5, D6, D7, D8, D9, HC1, SI 1 and G5 of the London Plan 2021 and Policies DC1, DC2, DC3 and DC8 of the Local Plan 2018.

Hoarding

29) Prior to commencement of the development hereby permitted, a scheme for temporary fencing and/or enclosure of the site shall be submitted to and approved in writing by the Local Planning Authority. The temporary fencing and/or enclosure shall thereafter be retained for the duration of the building works in accordance with the approved details.

To ensure a satisfactory external appearance and to prevent harm to the street scene and public realm, in accordance with Policies D1 and D8 of the London Plan 2021, Policies DC1, DC2 and CC12 of the Local Plan 2018 and Key Principles of the Planning Guidance SPD 2018.

Construction Logistics Plan

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

- a) site logistics and operations;
- b) construction vehicle routing;
- c) Details of the estimated number, size and routes of construction vehicles per day/week details of the use of Ultra Low Emission Zone (ULEZ) compliant Vehicles e.g. Euro 6 and Euro VI;
- d) details of the access and egress arrangements
- e) delivery locations on the site;
- f) details of any vehicle holding areas; and other matters relating to traffic management to be agreed as required
- g) Efficiency and sustainability measures to be undertaken for the works
- h) membership of the Considerate Contractors Scheme.

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

To minimise the impacts of construction-related vehicle movements and facilitate sustainable construction travel to the site in accordance with Policies T1 and T6 of the Local Plan 2018.

Construction Management Plan

31) Prior to commencement of the development hereby permitted, a Construction Management Plan (CMP) shall be submitted to and approved in writing by the Council. The CMP shall provide details of how construction works are to be undertaken and shall include:

- a) A construction method statement which identifies the stages and details how works will be undertaken
- b) Details of working hours shall be limited to 08.00 to 18.00 Monday to Friday and 08.00 to 13.00 on Saturdays
- c) Details of plant and machinery to be used during construction works
- d) Details of waste management strategy
- e) Details of community engagement arrangements
- f) Details of any acoustic hoarding
- g) A temporary drainage strategy and performance specification to control surface water runoff and Pollution Prevention Plan (in accordance with Environment Agency Guidance);
- h) Details of external lighting; and
- i) Details of any other standard environmental management and control measures to be implemented.

The development shall be carried out in accordance with the approved details. Additionally, the site or Contractor Company must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the Local Planning Authority prior to any works being carried out.

To ensure that occupiers of surrounding premises are not adversely affected by noise, vibration, dust, lighting or other emissions from the building site in accordance with Policies SI 1, SI 8 and SI 10 of the London Plan 2021, and Policies DC1, DC2, CC6, CC7, CC10, CC11, and CC12 of the Local Plan 2018.

Drainage Strategy

32) Prior to the commencement of development an updated Drainage Strategy shall be submitted to an approved in writing by the Local Planning Authority. This shall include details of the rainwater harvesting measures, the green and green/blue roofs, the soft landscaping and permeable surfaces and attenuation tanks to demonstrate that any discharges to the sewer network are limited to no more than 2.5 l/s for all storm events up to the 1 in 100 year event + 40% climate change factor. Full plans of the Sustainable Drainage Systems (SuDS) shall also be provided showing how these connect into the drainage network and maintenance information for all features shall also be provided. The development shall be carried out and subsequently maintained in accordance with these approved details.

To reduce the impact of flooding in the area, in accordance with Policies SI 5 and SI 13 of the London Plan 2021 and Policy CC3 of the Local Plan 2018.

Aerial Details

33) Prior to first occupation of the development hereby approved, details of any aerials and satellite dishes for the relevant Building shall be submitted and approved in writing by the Local Planning Authority. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or re-enacting that principal Order with or without modification), no additional aerials, antennae, satellite dishes or related telecommunications equipment shall be erected on any part of the relevant part of the development hereby permitted, without planning permission first being obtained.

To ensure that the visual impact of telecommunication equipment upon the surrounding area can be considered, in accordance with Policies DC1 of the Local Plan 2018.

Secure by Design

34) Prior to commencement of development above ground level, a statement of how 'Secure by Design' requirements are to be adequately achieved shall be submitted to and approved in writing by the Local Planning Authority. Such details shall include, but not be limited to: site wide public realm CCTV and feasibility study relating to linking CCTV with the Council's borough wide CCTV system, access controls and means to secure the site throughout construction in accordance with BS8300:2009. The development shall not be used or occupied until these measures have been implemented for that Building 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 Policies DC1, DC2, DC3 and DC8 of the Local Plan 2018.

Landscape

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

To ensure that the development provides an attractive natural and visual environment in accordance with Policies D5, G1, G5, G6 and G7 of the London Plan 2021, and Policies DC1, DC8, OS2 and OS5 of the Local Plan 2018.

Playspace

36) Prior to first occupation of the development hereby permitted, a scheme detailing the size of the playspace, play equipment, boundary treatments and ground surface treatment of the outdoor play spaces shall be submitted to and approved in writing by the Local Planning Authority. Any play equipment will be designed to be fully inclusive to ensure the play areas are accessible to all and will be implemented in accordance with the approved plans, to be permanently retained thereafter.

To ensure equal life chances for all, and to prevent groups such as blind people and disabled children being excluded from use of public realm and other amenities by designs failing in detail to take specific needs into account, in accordance with Policy S4 of the London Plan 2021, and Policy OS3 of the Local Plan 2018.

Lifts

37) Prior to first occupation of the development hereby permitted, details of fire rated lifts shall be submitted to and approved in writing by the Local Planning Authority. Details shall include measures to ensure that at least one lift per core will operate at all times and that no wheelchair occupiers are trapped if a lift breaks down. The fire rated lifts shall be installed as approved and maintained in full working order for the lifetime of the development.

To ensure that the development provides for the changing circumstances of occupiers and responds to the needs of people with disabilities, in accordance with Policy D5 of the London Plan 2021, and Policies DC2 and HO6 of the Local Plan 2018.

Fire Strategy

38) The development hereby permitted shall be carried out in accordance with the approved Fire Statement AF4249 Rev 02 and the building shall be retained and maintained in accordance with this strategy for the lifetime of the development.

To ensure that the development incorporates the necessary fire safety measures in accordance with Policy D12 of the London Plan 2021.

Biodiversity Gain Plan

39) The development shall not commence until a biodiversity gain plan has been submitted to, and approved in writing by, the local planning authority.

The Biodiversity Gain Plan must show how BNG will be achieved and should be prepared in accordance with the completed BNG Metric Spreadsheet prepared by Arborterra Ltd on the 20th February 2025. The applicant should use the template supplied by DEFRA: Biodiversity gain plan - GOV.UK.

Where relevant, the biodiversity gain plan must include:

- 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;
- the pre and post development biodiversity value of the onsite habitat;
- any registered offsite biodiversity gain allocated to the development and the biodiversity and the biodiversity value of that gain in relation to the development;
- any biodiversity credits purchased for the development;
- plans of the existing and proposed habitats;
- a valid metric calculation attached in excel form, which demonstrates that the minimum 10% objective has been achieved; and
- any such other matters as the Secretary of State may by regulations specify.

When calculating the post-development biodiversity value of a habitat, the planning authority can only take into account an increase in biodiversity value post-development where it is satisfied that the habitat creation or enhancements delivering the increase will be maintained for at least 30 years after the development is completed. This must be secured either by a planning condition, planning obligation, or conservation covenant[1].

[1] Paragraph 14(2) of Schedule 7A TCPA 1990

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 H&F Local Plan (2018) and Schedule 7A of the Town and Country Planning Act 1990.

Habitat Management Plan

40) The development shall not commence until a Habitat Management and Monitoring Plan (the HMMP), prepared in accordance with the approved Biodiversity Gain Plan has been submitted to, and approved in writing by, the local planning authority.

The HMMP should include:

- a non-technical summary;
- the roles and responsibilities of the people or organisation(s) delivering the HMMP;
- 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;
- proposed habitat details including species composition, requirements to reach the condition detailed in the metric, distinctiveness and any additional features such as log piles;
- accompanying plans of the site boundary, baseline and proposed habitats, provided in GIS format;
- 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
- the monitoring methodology and frequency in respect of the created or enhanced habitat to be submitted to the local planning authority.

Notice in writing shall be given to the Council when the HMMP has been implemented, and the habitat creation and enhancement works as set out in the HMMP have been completed.

The development hereby permitted shall not be occupied or used before:

- the habitat creation and enhancement works set out in the approved HMMP have been completed; and
- a completion report, evidencing the completed habitat enhancements, has been submitted to, and approved in writing by the Local Planning Authority.

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 H&F Local Plan (2018) and Schedule 7A of the Town and Country Planning Act 1990.

Roof Terrace Management

41) Prior to occupation of the building a management plan for the use of the fourth floor roof terrace will be submitted to and approved in writing by the Local Planning Authority. This should include details of the access arrangements and any restriction on hours of use. It should also limit the use of this space to the usable area shown on the approved plans.

To protect the amenities of neighbouring occupiers in terms of noise, overlooking and privacy in accordance with Policy HO11 of the Local Plan (2018).

Justification for Approving the Application:

1) The principle of development is acceptable, the loss of open space would be suitably reprovided on site. The proposal would contribute towards the quantity of the borough's market and affordable housing stock. The proposal is acceptable in visual terms and is considered to be of a high quality of design and acceptable with regards to the impact upon heritage assets. Subject to conditions the proposal would not result in unacceptable impacts upon the amenities of neighbouring residential properties. The new residential units comply with the relevant standards and provide a good quality of accommodation for the new occupants. Highways, transportation and environmental matters including energy and sustainability, ecology, flood risk, air quality and land contamination 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).

1.0 SITE DESCRIPTION

1.1 The application site covers an area of approximately 0.2 hectares and is predominantly hard surfaced, comprising existing storage blocks, car parking, and a small fenced grassed amenity area that extends beyond the site to the northeast.

1.2 The site is located between Pearscroft Road and Sandilands Road, both of which connect to Wandsworth Bridge Road to the east of Parsons Green. Sandilands Road is a cul-de-sac serving a row of dwellings and providing access to a garage block north of the site, while Pearscroft Road runs northeast past the site towards Bagley Lane.

1.3 The northeastern boundary adjoins mid-century dwellings (Nos. 16–38 Pearscroft Road), with No. 38 directly abutting the site. A fenced grassed amenity strip runs through the site and beyond, forming a green frontage to five dwellings on Pearscroft Road, which are set back from the street. Further northeast, this amenity area transitions to parking for these properties.

- 1.4 The southeastern boundary fronts Pearscroft Road, with the site abutting the pavement and linear on-street parking. Beyond Pearscroft Road lies the entrance to William Parnell Park, a substantial local green space providing a range of play and recreational facilities for nearby residents. The park includes designated play areas for ages 0–5 and 5–12+, as well as a grassed area for informal play and sports. It is flanked by two- and three-storey dwellings and the Pearscroft Estate, which comprises residential blocks of three and five storeys.
- 1.5 To the southwest, there is Jepson House, a prominent 18-storey residential tower dating from the 1960s, which forms a dominant feature within the local townscape. The northwestern boundary adjoins the rear gardens of Nos. 16–38 Pearscroft Road and a garage block accessed from Sandilands Road.
- 1.6 In the wider context, the site is approximately 650m from the River Thames at Imperial Wharf, 500m from Imperial Wharf Station served by overground and rail, 750m from Parsons Green Station served by underground services, with Fulham Broadway to the north about 15 minutes away. The site is accessed via Pearscroft Road and Sandilands Road and benefits from good public transport connectivity, with bus routes 28, 295, and 424 serving the area. As a result, the site has a PTAL rating of 3/4.
- 1.7 The application site is not located within a Conservation Area, however Studdridge Street Conservation Area is located on the opposite side of Sandilands Road. The site is also located within Flood Zone 3.

2.0 RELEVANT PLANNING HISTORY

- 2.1 The relevant planning history is set out below:
- 2.2 In 2016 planning permission was granted (2016/01960/FR3) for the demolition of the existing structures and redevelopment of the site to provide 33 dwellings. Permission not implemented.
- 2.3 In 2024, preapplication advice was sought on a scheme to provide 38 residential units, including affordable housing. Officers raised the following key issues:
 - Impact upon neighbouring amenity including light/outlook and privacy (particularly from shared roof terrace)
 - Change to ground floor layout, particularly to optimise position of ancillary spaces such as bike and bin stored and to improve circulation within the building
 - Provision of suitable light to proposed units
 - Articulation of the façade.
 - The proposals need to include a full assessment of residential amenity in terms of privacy, outlook, and daylight and sunlight.
 - Potential conditions

Design Review Panel

2.4 The scheme was also subject to review by the Design Review Panel (DRP), at pre-application stage. With the primary comments and recommendations of the panel including:

- Consider whether the location of the building could be reviewed to reduce impacts upon adjacent properties.
- Review the layout of the scheme to improve quality of individual dwellings and usability of external communal spaces. Explore ways to improve sunlight access for roof terrace and recessed flats on northern side of building.
- Reviewing the architectural quality of the scheme, to give either a vertical or horizontal emphasis to the development, reviewing ground floor elevations to reduce blank frontages and extent of visual dominance by servicing areas, bin/cycle stores.
- Review landscaping proposals to ensure that opportunities to enhance Sandilands Road are achieved, and limit potential for antisocial behaviour.

Officer comment – officers have worked with the design team to review and incorporate the suggested changes to the scheme ahead of planning submission. Where achievable comments have helped to evolve the scheme design. Some changes have not been implemented due to issues in relation to their impacts upon the continued amenity of existing properties, and the balance to upgrade local routes and connections. Revisions to the internal layouts, design of private/communal external areas, alongside the architectural approach of the scheme have been taken forward.

Inclusive Design Review Panel

2.5 The proposals were also considered by the Inclusive Design Review Panel (IDRP) at pre-application stage. The comments on the scheme were as follows:

- Welcomed the proposal for a roof-level amenity space accessible to residents of all tenures.
- The landscaped space between the new building and Jepson House was positively received, with its accessible and intergenerational design noted as a strength.
- Engagement with disabled residents, including feedback via Action on Disability and other local residents, was acknowledged and supported.
- Although no on-site parking is proposed, local surveys indicate low parking stress; provision for Blue Badge holders through local on-street spaces was noted.
- The panel suggested ensuring the refuse store is well ventilated and maintained to encourage proper use and avoid refuse being left at entrances.
- It was suggested that the design team review whether bulk storage provision is required, having regard to London Plan standards.

Officer comment – The comments regarding bin storage were noted by the design team and it was suggested that these points would be resolved through a future Refuse and Recycling Management Plan; and that bulky waste would be collected by householder arrangement with the council's refuse department.

3.0 PROPOSAL

3.1 The current proposal involves the demolition of the existing garages and sheds, redevelopment of the site comprising the erection of part four, part five storey building to provide 38 self-contained residential flats (Class C3); installation of solar panels, green roofing and air source heat pumps with acoustic enclosure at roof level; removal of existing dropped kerb on Pearscroft Road, erection of cycle stores and associated external landscaping.

3.2 The residential units would consist of a mix of 1 Bed (10), 2 Bed (15) and 3 Bed (13) units. In total, 50% (19) of the units would be affordable which would be split between 63% social rent and 37% shared ownership. 10% of units would be M4(3) fully accessible units.

Table of Unit Type

Tenure Type	1b 2p	1b 2p WAU	2b 3p	2b 3p WAU	2b 4p	3b 5p	No.	%
Social Rented	1	1	0	2	2	6	12	32%
Shared Ownership	3	0	0	1	1	2	7	18%
Affordable Sub-Total	4	1	0	3	3	8	19	50%
Market	5	0	3	0	6	5	19	50%
All Tenures	9	1	3	3	9	13	38	100%

4.0 PUBLICITY AND CONSULTATIONS

Preapplication Consultation

4.1 The applicant undertook an extensive three-phase consultation process, including pre-application discussions with the Council, meetings with neighbours, political stakeholders, and local interest groups. The phases were:

- Phase One (June/July 2024): Emerging proposals
- Phase Two (September 2024): Detailed designs and co-production
- Phase Three (January–February 2025): Final designs

4.2 Engagement methods included in-person exhibitions, virtual and physical meetings, a comprehensive door-knocking campaign, Residents' Steering Group (RSG) sessions, and online presentations. A dedicated project website was maintained throughout, providing up-to-date information and contact details via email and freephone. Consultation was widely advertised through letters, flyers, posters, social media, and email, with accessible formats and translation options offered in line with the Defend Council Homes Policy. Those without internet access were provided with printed materials and could give feedback by phone, in writing, or at in-person events.

4.3 The consultation aimed to be inclusive and accessible, with events held at different dates and times to maximise participation. Regular RSG meetings were held to ensure residents were involved in shaping proposals. Activities included five public exhibitions across the three phases, door-knocking of over 75 properties, and interactive boards at exhibitions to capture design preferences. Feedback initially raised concerns about loss of car parking, scale, and massing. In response, the applicant made design changes, including reducing building height on Sandilands Road, adjusting the footprint to protect trees, and improving landscaping and lighting to address safety concerns. By the third phase, 83% of survey respondents supported the proposals, and there was strong backing for the delivery of new affordable homes.

4.4 The applicant has committed to maintaining close engagement with the local community following submission of the application and throughout the planning and construction process. This will include continued RSG meetings to manage construction impacts and keep residents informed.

Statutory Consultation

4.5 The planning application was publicised by site and press notices together with 356 notification letters sent to neighbouring properties.

4.6 In response, 7 objections were received, including 2 petitions. The concerns raised can be summarised as follows:

Principle of Development

- Loss of green space
- Dwellings would not be affordable

Impact on Character

- Impact on adjacent Conservation Area
- Out of character with immediate area
- Height, bulk, and design
- Overdevelopment of the site

Neighbour Amenity

- Noise from terrace and plant
- Loss of light and overshadowing
- Need for daylight and sunlight assessment
- Overbearing impact
- Loss of outlook
- Overlooking and loss of privacy
- Management of terrace and green buffer
- Restrictions on terrace usage

Highways

- Parking issues
- Lack of transport assessment
- Compliance with Equality Act regarding vulnerable residents
- Impact on highway safety
- Increased traffic causing noise and air pollution
- Loss of existing parking spaces
- Current parking spaces are used and managed
- Emergency access concerns
- Refuse collection arrangements

Procedure

- Lack of consultation
- Section 105 Housing Act consultation requirements
- Pre-consultation did not properly consider resident views
- Limitations of pre-consultation process
- Lack of management of existing anti-social behaviour
- Objection to justification based on garage disrepair
- Compensation for works
- Guarantees of new green space/play equipment
- Tenant rights
- Defend Council Homes policy
- Predetermination of application
- Translation requirements for consultation
- Inconsistency between proposal website and submitted plans
- Request for committee determination

Environmental Matters

- Drainage impact
- Cumulative impact of development (EIA regulations)
- Fire risk and evacuation concerns
- Contamination, including asbestos
- Existing fly-tipping
- Housing management issues
- Previous issues with council housing
- Disturbance from construction work (dust, noise, traffic)
- Need for consultation and information during construction
- Combined impact of multiple developments

Officer Response

- 4.7 The matters relating to the principle of development are considered within the relevant section of the report. Notwithstanding this it is important to note that the principle of development including on the area of open space was established through the previous permission.
- 4.8 The affordable units will be secured through an appropriate legal agreement. Furthermore, the majority of these units are for affordable rent.

- 4.9 The impact upon the street scene and character of the area as well as nearby heritage assets are fully considered in the relevant sections of the assessment.
- 4.10 The matters relating to residential amenity (loss of light, outlook, privacy, noise and disturbance) are also considered within the report. A daylight and sunlight assessment was submitted with the application and this is considered sufficient to carry out a full assessment.
- 4.11 The highway impacts of the proposal are fully considered within the report. Notably, a parking survey was submitted as part of the transport assessment which demonstrates that there is not significant parking stress in the immediate area and there are adequate spaces to accommodate any additional parking resulting from the loss of the car park and garages. Furthermore, the development would be car free which would be secured through a legal agreement.
- 4.12 The comments that the parking area and a number of garages are still used is noted. However, as set out above, there is sufficient capacity in the area to accommodate any overspill.
- 4.13 Concerns have been raised regarding the potential impact of the loss of parking on vulnerable residents. These concerns are acknowledged and have been considered in line with the Council's duties under the Equality Act 2010. However, the submitted parking survey demonstrates that there is low parking stress in the area and that on-street parking is generally available. While on-street spaces cannot be guaranteed immediately outside individual properties, the evidence suggests that the loss of the car park is unlikely to significantly increase the distance residents need to park from their homes compared to existing circumstances. In addition, disabled residents have the ability to apply for an on-street disabled parking bay, which provides a reasonable adjustment to meet accessibility needs. This satisfies the Public Sector Equality Duty (s.149) and, the proposal is considered acceptable in relation to requirement of the Equality Act.
- 4.14 The proposal would not alter accessibility for emergency vehicles in the area.
- 4.15 Regarding lack of consultation, significant public engagement was carried out prior to the submission of the application as well as once the application was submitted. The consultation carried out is above and beyond the statutory requirement and it is considered that interested parties have been afforded suitable opportunity to comment on the proposals. The requirements of the Housing Act and Defend Council Homes are separate from the planning application.
- 4.16 Compensation for disturbance from demolition/construction works is not a planning consideration. Similarly, tenant rights would be a separate matter between the parties concerned.
- 4.17 The benefits of the scheme including green space and play equipment would be secured by condition to ensure their delivery.

- 4.18 Concerns were raised regarding the pre-determination of the application. This is not the case as it is being considered on its merits against relevant policy and guidance and will be determined at planning committee.
- 4.19 Environmental matters including flood risk, drainage, fire safety, contamination are discussed in full within the report.
- 4.20 The development does not constitute EIA development, therefore the requirement to consider the cumulative impact of development through this process is not triggered. Nonetheless, the full impact of the proposal is considered in the context of the situation within the surrounding area, taking into account other development.
- 4.21 Previous issues with Council housing and its management is not a planning consideration.
- 4.22 Fly-tipping in the area would be controlled by separate environmental protection legislation.
- 4.23 Disturbance from construction works would be controlled by separate Environmental Health legislation. Notwithstanding this, conditions will be imposed requiring the submission of a detailed Construction Management Plan and Construction Logistics Plan to ensure that the works are carried out in an appropriate manner and any disturbance is kept to a minimum. The applicant has also committed to consulting residents during the construction process.

Statutory Consultees

- 4.24 The Environment Agency raise no objection.
- 4.25 The Metropolitan Police (Designing Out Crime Officer) raise no objection subject to advice provided regarding Secured by Design measures.
- 4.26 Thames Water raise no objection subject to conditions.

5.0 POLICY FRAMEWORK

- 5.1 The Town and Country Planning Act 1990, the Planning and Compulsory Purchase Act 2004 and the Localism Act 2011 are the principal statutory considerations for town planning in England.
- 5.2 Collectively the three Acts create a plan led system which requires local planning authorities to determine planning applications in accordance with an adopted statutory development plan unless there are material considerations which indicate otherwise (section 38(6) of the 2004 Act as amended by the Localism Act).
- 5.3 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)

- 5.4 The National Planning Policy Framework (NPPF) came into effect on 27 March 2012 and was most recently revised in December 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.
- 5.5 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

- 5.6 The London Plan was published in March 2021. It sets out the overall strategic plan for London and a fully integrated economic, environmental, transport and social framework for the development of the Capital over the next 20-25 years. It forms part of the development plan for Hammersmith and Fulham

Local Plan

- 5.7 The Council adopted the current 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.

6.0 PLANNING ASSESSMENT

- 6.1 The main considerations material to the assessment of this application can be summarised as follows:
 - a) Principle of the development, making effective use of land, housing / housing supply, community use
 - b) Quality of residential accommodation
 - c) Accessibility and secure by design
 - d) Design and heritage
 - e) Impact upon neighbouring amenity
 - f) Highways / parking and refuse / recycling
 - g) Environmental Matters
 - h) Land contamination
 - i) Ecology
 - j) Fire Safety
 - k) Economic Development

LAND USE

Making effective use of land

- 6.2 Paragraph 124 of the NPPF states that planning decisions should promote the effective use of land, with a particular emphasis on the reuse of previously developed or 'brownfield' land wherever possible. This is to help meet the need for homes and other uses, while safeguarding and enhancing the environment and ensuring safe and healthy living conditions.
- 6.3 Policy GG2 (Making the best use of land) of the London Plan seeks to enable development of brownfield land, among other areas, and prioritise sites which are well connected by public transport.
- 6.4 Policy E1 (Achieving inclusive growth and optimising use of land) of the Local Plan promotes the redevelopment of brownfield land and the efficient use of sites. This policy require a design-led approach to optimise site capacity, particularly in accessible locations and regeneration areas, while ensuring development is sustainable and supported by adequate infrastructure. The Council also maintains a Brownfield Land Register to identify suitable sites for housing, in line with national requirements
- 6.5 The site currently accommodates lock-up garages, storage units, and surface parking, and is classified as previously developed (brownfield) land. It lies in an area with a Public Transport Accessibility Level (PTAL) rating of 3–4, indicating good public transport accessibility, and is close to a range of local services. Given its brownfield status and sustainable location, the principle of development is supported by national and local policies promoting efficient use of land.

Loss of Garages, Open space, and car parking

- 6.6 The principle of removing the existing garages, car parking spaces, storage and some open space was established as acceptable by the approved application (ref: 2016/01960/FR3). At that time, the existing garages and storage buildings were in poor condition, unsightly made no positive contribution to the visual quality of the area. Also, the garages were underused (almost 70% vacant) and did not comply with contemporary size requirements to comfortably accommodate modern vehicles. Since the approval, the physical conditions on site have not improved and garage occupancy continues to be low. There are no planning policies that specifically support retaining on-site residential storage or garages. Housing policies at all levels promote the optimum use of land, with a clear presumption in favour of delivering new housing where it achieves this objective.

6.7 In terms of the loss of open space whilst this was considered acceptable in the consideration of the previous application it must be considered against current policy. London Plan Policy OS5 and Hammersmith & Fulham Local Plan Policies OS1 and OS2 take a strongly protective approach to open space, resisting its loss unless clearly justified. Where any loss of open space is proposed, these policies are clear that it will only be acceptable where the space is demonstrably surplus to requirements or where it is replaced with equivalent or better provision. Replacement open space must be comparable or improved in terms of quantity, quality, usability and accessibility, and should be provided as close as possible to the site of the loss. Proposals are expected to ensure that the function, openness and community value of open space are maintained or enhanced, with any unavoidable losses fully mitigated through appropriate and deliverable replacement provision.

6.8 In this instance the proposal would result in the loss of approximately 200sqm of existing open space, consisting of a small enclosed grass area located on the Pearscroft Road frontage. However, the proposal would include a total of 659sqm of open space consisting of 74 sqm of play space and 585sqm of public open space. In addition to increasing the overall size of the open space this would also represent a qualitative improvement through the provision of improved landscaping and playspace, particularly in the context of the relatively low quality of the existing space. Therefore, the proposal is considered acceptable in line with OS1(c) and OS2(b), as open space of greater value will be re-provided on site. It is noted that the proposed scheme will also enhance biodiversity and green infrastructure through landscaping and green/brown roofs in line with the principles of OS5. As a result, the principle of the loss of the existing open space is considered to be acceptable.

Residential Use

6.9 Policy H1 (Increasing housing supply) of the London Plan requires an annual average of 66,000 net additional homes to be delivered with Table 4.1 setting an annual target of 1609 net additional dwellings for Hammersmith and Fulham.

6.10 Policy HO1 (Housing supply) of the Local Plan, which was based upon the previous London Plan seeks to exceed an annual target of 1031 until 2025 and continue to seek a minimum of 1031 net additional dwellings per year up until 2035.

6.11 The proposal would provide 38 residential units which would make a valuable contribution towards the Borough's housing targets. Therefore, the proposal accords with Policy H1 of the London Plan and Policy HO1 of the Local Plan 2018.

Density

6.12 Policy HO4 (Housing quality and density) of the Local Plan 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. It adds that high density housing with limited car parking can help ensure housing output is optimised and may be appropriate in locations with high levels of PTAL, provided it is compatible with the local context and principles of good design and is satisfactory in other respects.

6.13 The site has a PTAL rating of 3–4, indicating good public transport accessibility. The proposed development (0.2 hectares) would deliver a residential density of approximately 190 units per hectare, which is considered appropriate for this location. While the building would be larger than some nearby properties, its scale aligns with the wider area's character, which includes both smaller dwellings and larger blocks of flats. The density is therefore acceptable and represents an efficient use of urban land.

Housing Mix

6.14 Policy HO5 (Housing mix) of the Local Plan seeks to ensure that developments provide a mix of housing types and sizes, in particular, it seeks to increase the proportion of family accommodation. Developments should aim to meet the following mix subject to viability, locational characteristics and site constraints being considered on a site by site basis:

- for social and affordable rented housing approximately:
1 bedroom: 10% of units;
2 bedrooms: 40% of units;
3 bedrooms: 35% of units;
4+ bedrooms 15% of units;
- for intermediate housing approximately:
1 bedroom: 50%;
2 bedroom: 35%;
3 or more bedrooms: 15% of units;
- for market housing, a mix of unit sizes including larger family accommodation.

6.15 The proposed unit mix would be as follows:

- 1 bed: 10 units (27%)
- 2 bed: 15 units (40%)
- 3 bed: 8 units (22%)

6.16 Given the physical constraints of the site, the proposed unit mix would be appropriate and would make a positive contribution towards identified housing need in the Borough. Therefore, the proposal is considered to be in line with Policy HO5 of the Local Plan.

Affordable Housing

6.17 Policy H4 (Delivering affordable housing) of the London Plan sets out that affordable housing be provided on sites which include 10 or more homes. Policy H6 (Affordable housing tenure) of the London Plan further ensures that review mechanisms reflect policy-compliant tenure splits, with a focus on delivering genuinely affordable homes.

6.18 Policy HO3 (Affordable housing) of the Local Plan requires that developments of 11 or more self-contained dwellings provide affordable housing. The policy sets out that provision should be made in accordance with the following requirements:

- a. a borough wide target that at least 50% of all dwellings built should be affordable;
- b. 60% of additional affordable housing should be for social or affordable renting, especially for families and 40% should be a range of intermediate housing;
- c. affordable dwellings should be located throughout a new development and not concentrated on one part of the site;
- d. the provision of affordable rented and social rented housing in ways that enable tenants to move into home ownership.

6.19 In this instance the proposal would consist of 38 dwellings (60 habitable rooms) which would trigger these thresholds. The scheme proposes 19 affordable units (50%) which is in line with the Council's 50% affordable target under Local Plan Policy HO3.

6.20 Policy guidance generally expects 60% of affordable homes to be for social or affordable rent, particularly for families, and 40% to be intermediate housing (e.g., shared ownership). Neither the London Plan nor the Local Plan specifies whether this 60:40 split should be measured by units or floorspace, although the London Plan advises that affordable housing should be calculated by habitable rooms or floorspace. The proposal provides 60 habitable rooms, achieving a policy-compliant split of 66% social rent and 34% shared ownership. By unit count, the split is 63% social rent and 37% shared ownership, with several larger family homes delivered as social rent. Overall, officers consider the tenure mix to accord with the objectives of both the London Plan and Local Plan and to meet local housing needs.

QUALITY OF RESIDENTIAL ACCOMMODATION

Internal Space

6.21 Policy D6 (Housing quality and standards) of the London Plan sets out minimum internal space standards for new homes, including requirements for floor-to-ceiling heights be to at least 2.5m. Table 1.3 attached to this policy sets out space standards for different residential units. For the units proposed as part of this scheme the standards would be as follows:

- 1 bedroom (b) 2 person (p) - 50sqm (range 51sqm to 57sqm)
- 2b4p - 70sqm (range 74sqm to 85sqm)
- 3b5p - 86sqm (89sqm)

- 6.22 Policy HO11 (Detailed residential standards) of the Local Plan outlines that developments must provide housing that will meet the needs of future occupants and respect the principles of good neighbourliness.
- 6.23 All proposed units meet the minimum internal space standards for their respective sizes, ensuring a suitable internal living environment. In addition, the flats have been designed with floor-to-ceiling heights of 2.5m throughout, fully complying with London Plan Policy D6. This demonstrates that the development would provide a good standard of accommodation in line with national and local policy requirements.

Outlook and Natural Ventilation

- 6.24 Standard C4.1 of the Housing Design Standards LPG (June 2023) and Key Principle HS2 of the Hammersmith & Fulham Planning Guidance SPD (February 2018) promotes dual-aspect dwellings wherever possible. The scheme has been designed to maximise daylight and ventilation. North-facing, single-aspect homes have been intentionally excluded, ensuring all dwellings benefit from natural light throughout the day.
- 6.25 The development achieves 58% (22 homes) dual-aspect units, with a further 10% (4 homes) designed as enhanced single-aspect homes that provide natural light and ventilation from two directions. Only 32% (12 homes) are single-aspect, and these have been carefully designed to meet quality standards. The proposed mix ensures good levels of daylight, ventilation, and outlook, contributing to a high standard of residential amenity.

Daylight and sunlight

- 6.26 the application is supported by a Daylight and Sunlight Assessment which includes an assessment of the daylight levels provided to the new residential units. This was carried out using the 2022 BRE Daylight and Sunlight guidelines and consists of an assessment based on the Climate Based Daylight Modelling (CBDM) methodology which replaced the old Average Daylight Factor (ADF) methodology. The new CBDM methodology is based on the British Standard 'Daylight in Buildings' (BS EN17037). This contains advice and guidance on interior daylighting for all buildings across Europe but also has a UK National Annex which provides suggested targets for dwellings in the UK.
- 6.27 The Daylight and Sunlight Assessment demonstrates a strong overall level of compliance with relevant BRE guidance for the proposed development. The internal daylight assessment shows that 90% of the 117 habitable rooms assessed achieve the BRE target illuminance for their respective room uses, representing a very good level of compliance and indicating that future residents would benefit from good levels of natural daylight across the scheme. In particular, almost all bedrooms meet the relevant targets, with a slightly lower but still acceptable level of compliance within combined living/kitchen/dining spaces, reflecting the urban context and layout of the development.

- 6.28 The sunlight assessment indicates that 54% of habitable rooms meet the BRE sunlight exposure criteria. While this represents a more modest level of compliance, it is noted that all rooms which fail the sunlight criteria are served solely by north-facing windows, where reduced sunlight access is anticipated and acknowledged within the BRE guidance. With the exception of a limited number of flats located on the north-west façade, all dwellings have access to at least one habitable room that meets or exceeds the recommended sunlight targets.
- 6.29 The proposed amenity spaces have also been assessed, with 73% of the private and communal amenity areas meeting the BRE guideline of receiving at least two hours of sunlight across 50% of their area on the spring equinox. All communal amenity spaces achieve the recommended targets, ensuring all residents have access to well-sunlit shared outdoor space.
- 6.30 Overall, having regard to the scale of the scheme, its orientation, and its urban context, the level of daylight, sunlight and amenity space provision is considered to be good and acceptable. The proposal is therefore considered to provide a suitable standard of residential amenity for future occupiers, in accordance with relevant planning policy and guidance.

Noise

- 6.31 Policies CC11 (Noise) and CC13 (Control of potentially polluting uses) of the Local Plan and Key Principle NN3 of the Planning Guidance SPD (2018) are relevant. Paragraph 10.8 of the Planning Guidance SPD (2018) specifies that poor design and layout of rooms often lead to neighbour noise complaints, and accordingly Key Principle NN3 of the Planning Guidance SPD (2018) expects all parts of adjoining dwellings to enhance the sound insulation, including where the adjoining room is of a similar use.
- 6.32 A Noise Impact Assessment was submitted with the application and reviewed by the Council's Public Protection team, who raised no objections subject to conditions in relation to internal noise level, plant noise and sound insulation between units. Subject to these conditions, the development would provide an acceptable living environment in accordance with Policies CC11 and CC13 of the Local Plan (2018) and Key Principle NN3 of the Planning Guidance SPD (2018).

External amenity space

- 6.33 Part F (9) of Policy D6 (Housing quality and standards) of the London Plan states that, where no higher local standards are set out in the borough's Development Plan, the minimum London Plan standards apply. The policy requires private outdoor space for all dwellings, with a minimum of 5 sqm for 1–2 person homes and an additional 1sqm for each extra occupant. Where balconies are provided, they should respect neighbouring amenity and have a minimum depth and width of 1,500mm.
- 6.34 Part A (c) of Policy HO11 (Detailed residential standards) of the Local Plan and SPD Key Principle HS1 require all new developments to make provision for open space to meet the needs of occupiers and users. It is also required that all new dwellings have access to an area of amenity space appropriate to the type of housing being provided.

6.35 All homes would have access to a private amenity space provided through small garden areas at ground floor level and balconies to upper floor units along with communal amenity space and play space. As a result, it is considered that the level of external amenity space provision is acceptable and would provide a suitable residential environment for future occupiers.

ACCESSIBILITY AND SECURE BY DESIGN

Accessibility

6.36 Policy D7 (Accessible housing) of the London Plan and Policy HO6 (Accessible housing) of the Local Plan the standards for access require 90% of the units to be built to building regulations standard M4(2), with the remaining 10% built to M4(3).

6.37 The proposed development includes four wheelchair-accessible flats, representing 10% of the overall provision. These homes are located on the ground floor (1 home), first floor (2 homes), and second floor (1 home), comprising one 1-bedroom and three 2-bedroom dwellings. All are served by lifts and designed to meet the required space standards in accordance with Building Regulations M4(3). The remaining homes will be built to M4(2) standards, ensuring they are adaptable for future needs.

Secured by Design

6.38 Paragraph 96(a) of the NPPF, Policy D11 (Safety, security and resilience to emergency) of the London Plan, Policy DC1 (Built environment) of the Local Plan, and the Council's SPD "Sustainable Design and Construction" require new developments to incorporate Secured by Design principles, creating safe and accessible environments that reduce crime and fear of crime. Proposals should also address resilience to risks such as fire, flood, and extreme weather, and include measures to design out crime and deter terrorism. Details of crime prevention measures will be secured by condition.

6.39 The details of how the proposal will incorporate measures for crime prevention will be secured by condition.

DESIGN AND HERITAGE

Design

6.40 The National Planning Policy Framework (NPPF 2024) recognises that creation of high-quality buildings and places is a core objective of the planning and development process. 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.

- 6.41 Policy D3 (Optimising site capacity through the design-led approach) of the London Plan 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".
- 6.42 Policy DC1 (Built Environment) of the Local Plan states that all development within the borough should create a high-quality urban environment that respects and enhances its townscape context and heritage assets.
- 6.43 Policy DC2 (Design of New Build) of the Local Plan 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.
- 6.44 The Council's Supplementary Planning Guidance SPD (2018) is relevant, in particular Key Principles These Key Principles provide guidance which seeks to ensure that heritage assets are conserved in a manner appropriate to their significance in accordance with the NPPF.

Scale and Massing

- 6.45 The proposal has a maximum height of 5 storeys, stepping down to 4 storeys on its northern side, (fronting Sandilands Road). Its massing is further articulated and broken up through its offset floor plate, which is set back from the pavement on Sandilands Road and further offset to the east, to enable retention of existing mature trees to the north of the site. This results in a successful approach which breaks the building mass into two connected building volumes and allows the building footprint to respond positively to the angled line of Pearscroft Road on its southern side.

6.46 The stepping down of the building height to Sandilands Road, is considered to provide a positive response to the Victorian terraced housing and conservation area, whilst also moderating and responding positively to the scale of neighbouring 20th century apartment buildings along Pearscroft Road and around William Parnell Park. Given the varied setting of the development, it is not considered that the proposal would overly dominate the street scene, and the overall scale of the proposals would not appear out of character with the scale of other residential buildings within close proximity to the site, particularly those more modern developments located to the south west and south east of the site.

6.47 The building has been designed with two street frontages, with a primary entrance on Pearscroft Road and a secondary entrance on Sandilands Road. The proposal would create a strong and active frontage which relates well to its local context on both sides. The building is set back from its boundaries on all four sides to create landscaped edges and enclosed private amenity spaces for ground floor dwellings. The existing public footpath between the site and Jepson House that connects Sandilands Road and Pearscroft Road will be retained and improved, with landscaping that includes the creation of a new play space.

6.48 Considering the architectural quality of the scheme, the buildings are designed to have a well ordered and high-quality approach to design, following a modern mansion block typology. The main façades of the building would be pale buff brick with red brick decorative coursing and recessed features; this approach is in keeping with the predominantly brick character of the surrounding vicinity. White brick decorative string courses at each floor level introduce an element of horizontality to the façade that complements the otherwise vertical composition and complements the mixed Victorian and 20th century architecture of its neighbours. Further visual interest is provided by the integrated metal window shading devices and the open metal railings to the projecting balconies.

6.49 The relationship between the new building and its surroundings is reinforced by the taller ground floor which reflects the traditional vertical hierarchies of historic buildings found in the area and the fenestration pattern which responds to the rhythm of the buildings adjacent.

6.50 The proposed scheme is considered to represent a high quality of design, with the facades of the building being well articulated and enhanced with defined resident entrances. The proposals are supported by detailed bay studies which serve to provide additional clarification of the details of individual bays which would be delivered through implementation of the scheme.

6.51 Landscaping proposals are considered acceptable to improve the site and its setting. As discussed above, the landscaping approach of the scheme, seeks to maximise the opportunities to replace existing hardstanding areas with new and enhanced areas of soft landscaping, pocket play, incorporating existing trees and providing a stronger pedestrian connection between Pearscroft Road and Sandilands Road. Suggested conditions attached to this report to deal with works to trees during construction. Proposals include the retention of 7 mature trees and the addition of approximately 18 new trees across the site, as well as extensive shrub planting.

Heritage

- 6.52 The Planning (Listed Buildings and Conservation Areas) Act 1990 establishes the key statutory duties for applications affecting listed buildings and conservation areas. Sections 66 and 72 require decision-makers to give special regard to preserving listed buildings, the character and appearance of conservation areas and their wider setting.
- 6.53 The NPPF, supported by Planning Practice Guidance, is a material consideration in planning decisions. It emphasises that heritage assets are irreplaceable and should be conserved according to their significance. Local planning authorities must assess significance, weigh harm against public benefits, and give great weight to conservation. Harm to heritage assets requires clear and convincing justification, and substantial harm or loss should be exceptional or wholly exceptional for assets of the highest significance. The NPPF distinguishes between designated and non-designated assets and between substantial and less than substantial harm.
- 6.54 Case law confirms that following NPPF guidance generally satisfies statutory tests, but decision-makers must still give great weight to preservation when balancing harm and benefits.
- 6.55 Policy HC1 (Heritage conservation and growth) of the London Plan requires proposals affecting heritage assets to conserve their significance, manage cumulative impacts, and integrate heritage considerations early in the design process. Development should avoid harm and seek opportunities for enhancement.
- 6.56 Policy DC1 (Built Environment) of the Local Plan states that all development within the borough should create a high-quality urban environment that respects and enhances its townscape context and heritage assets. DC2 (Design of new build) states that 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
- 6.57 Policy DC8 (Heritage and conservation) seeks to conserve the borough's historic environment by protecting, restoring, and enhancing heritage assets, including listed buildings, conservation areas, historic parks and gardens, Fulham Palace Moated Site, archaeological remains, and locally important buildings. The presumption is in favour of conservation, and proposals should secure the long-term future of heritage assets. Applications affecting designated assets will only be permitted where their significance is conserved or enhanced, and proposals should respect their setting and inform high-quality design. For non-designated assets, decisions will consider the scale of harm and the asset's significance. Particular regard will be given to scale, height, massing, alignment, materials, and use. Changes of use must be consistent with conservation aims and secure optimum viable use. Applications should include an assessment of significance and impact, proportionate to the asset's importance, and archaeological evaluation where relevant. Proposals causing harm will be refused unless meeting NPPF criteria. Where retention is not possible, developers must record the asset to advance understanding. Designs should be inclusive, consider climate change mitigation in relation to significance, and seek expert advice on archaeology. The policy also prioritises securing the future of assets at risk.

6.58 The Council's Supplementary Planning Guidance SPD (2018) is relevant, in particular Key Principles AH1 (Information Requirements for applications for consent affecting heritage assets) AH2 (Protection of Heritage Assets) and BM2 (Proposals affecting buildings of merit). These Key Principles provide guidance which seeks to ensure that heritage assets are conserved in a manner appropriate to their significance in accordance with the NPPF.

6.59 In the first instance, the assessment to be made is whether the development within the setting of a designated heritage asset will cause harm to that designated heritage asset or its setting. If no harm is caused, there is no need to undertake a balancing exercise. If harm would be caused, it is necessary to assess the magnitude of that harm before going to apply the balancing test of the NPPF as appropriate.

Heritage assets

6.60 The site is not located in a conservation area and does not include any designated/non-designated heritage assets. However, the site is situated due south of the boundary of the Studdridge Street conservation area, and therefore the impact of proposals upon the setting of this heritage asset are considered below. Given the modest scale of proposals, the development is not considered to impact upon the setting of any other heritage assets.

Studdridge Street Conservation Area

6.61 The Studdridge Street Conservation Area, was designated in 1975. The western section of the conservation area dates back to the 17th and 18th Centuries, with a significant period of additional development and growth in the Victorian period following the opening of Wandsworth Bridge and Wandsworth Bridge Road.

6.62 The eastern section of the conservation area, forming Sandilands Road, (which lies directly north of the site), was built in the 1880s and is made up of simply designed terraced artisan cottages with no front gardens and short back yards. Given their nature, the properties along Sandilands Road have simple detailing when compared to other sections of the conservation area. Properties elsewhere feature elaborately decorated terraces in wide streets with larger front gardens.

Assessment of harm

6.63 The application is supported by a Townscape and Visual Impact Appraisal. This assessment notes that the surrounding townscape is varied, with Jepson House and the Pearscroft Estate presenting a markedly different character from the traditional Victorian and Edwardian streets nearby. Infill development over time has created a mixed and diverse context. Furthermore, officers note that the existing garage blocks and the solid wall to Sandilands Road serve to detract from the quality and simple detailing of the properties located along this section of the conservation area.

6.64 While the form of the proposed development differs from the finer grain and terraced character typical of the conservation area, the site's immediate context includes more irregular building typologies, with Jepson House providing visual distraction from the intimate terraced environment to the north.

6.65 The proposed mansion block design, is considered to provide a transitional element between these contrasting forms. The proposed development would replace existing low quality, degraded garage buildings and blank walls that make no contribution to the setting of the conservation area with a highly animated and well detailed building, which is set-back along this frontage and the street environment enhanced through introduction of soft landscaping features, including retention and introduction of new planting features. As such, officers conclude that the scheme would although introducing a more significant built form, would have a largely beneficial effect on the setting of this section of the conservation area and would not harm its character, appearance or significance, which would remain clearly legible and retained overall.

Design and Heritage conclusion

6.66 It is considered that the proposal would be a high-quality development in keeping with the visual appearance and character of the locality and would make a positive contribution to the urban environment in this part of the Borough, whilst also optimising the development potential of the site. Furthermore, the development would not cause harm to the setting of any adjacent heritage assets, and would preserve and enhance the character, significance and setting of the Studdridge Street conservation area.

6.67 As such, the development would therefore be acceptable in accordance with the NPPF (2024), London Plan (2021) Policies HC1 and D3, Policies DC1, DC2 and DC8 of the Local Plan (2018) and Key Principle CAG3 of the Planning Guidance SPD (2018).

RESIDENTIAL AMENITY

6.68 Policy HO11 (Detailed residential standards) of the Local Plan states that proposals for extensions 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

6.69 Policies DC1 (Built environment) and DC2 (Design of new build) the Local Plan require all proposals for new builds and extensions 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.

6.70 There are a number of neighbouring residential properties in close proximity to the site. Immediately to the south-west is Jepson House, a multi-storey residential block. On the opposite side of Pearscroft Road to the east is 1–20 Pearscroft Court, a five-storey block of flats, and to the south-east are the predominantly two-storey maisonettes at Nos.1–13 (odd) Pearscroft Close. To the north-west, on the opposite side of Sandilands Road, is a terrace of two storey dwellings, with the most closely affected properties located between Nos.37–59 (odd). Finally, there are two-storey residential maisonettes at Nos.36 and 38 Pearscroft Road to the north-east of the site.

Daylight and Sunlight

6.71 The Council has regard to the guidance set out in Building Research Establishments' (BRE) Report 2022 "Site Layout Planning for Daylight and Sunlight - A guide to good practice". This guidance is used as an aid to prevent and/or minimise the impact of a new development on the availability of daylight and sunlight in the environs of the site. Although it provides numerical guidelines, these should be interpreted flexibly because natural lighting is only one of many factors in site layout design.

6.72 Vertical Sky Component (VSC) - VSC is a measure of the direct skylight reaching a point from an overcast sky. It is the ratio of the illuminance at a point on a given vertical plane to the illuminance at a point on a horizontal plane due to an unobstructed sky. For existing buildings, the BRE guideline is based on the loss of VSC at a point at the centre of a window, on the outer plane of the wall. The BRE guidelines state that if the VSC at the centre of a window is less than 27%, and it is less than 0.8 times its former value (i.e. the proportional reduction is greater than 20%), then the reduction in skylight will be noticeable, and the existing building may be adversely affected.

6.73 No-Sky Line (NSL) - NSL is a measure of the distribution of daylight within a room. It maps out the region within a room where light can penetrate directly from the sky, and therefore accounts for the size of and number of windows by simple geometry. The BRE suggests that the area of the working plane within a room that can receive direct skylight should not be reduced to less than 0.8 times its former value (i.e. a reduction of no more than 20%).

6.74 Annual Probable Sunlight Hours (APSH) - In relation to sunlight, the BRE recommends that the APSH received at a given window in the proposed case should be at least 25% of the total available, including at least 5% in winter. Where the proposed values fall short of these targets, and the absolute loss is greater than 4%, the proposed values should not be less than 0.8 times their previous value in each period (i.e., the proportional reductions should not be greater than 20%).

6.75 With reference to the overshadowing of outdoor amenity space the guidance suggests that all open spaces should have minimum 2 hours of sun on at least 50% of their area, on the 21st of March (Equinox), for them to be considered adequately sunlit.

6.76 A daylight assessment using Vertical Sky Component (VSC) was undertaken for 159 windows serving 79 habitable rooms in surrounding properties identified through the 25-degree test. The results show that 89 windows (56%) and 36 rooms (46%) meet or exceed the BRE guideline target of 27% VSC. Where the BRE target is not met, the shortfalls are not evenly distributed across all windows and do not indicate widespread harm to residential amenity. Instead, they occur predominantly at ground-floor and first-floor in relation to secondary habitable rooms, most commonly kitchens, LKD spaces and bedrooms, rather than principal living rooms. In many cases, the losses arise from a combination of baseline constraints, including short separation distances, existing building orientation, and the modest scale of daylight currently available. Importantly, the majority of affected rooms retain a high proportion of their existing daylight, typically well in excess of two-thirds, such that the impacts are categorised as minor to moderate adverse rather than severe.

6.77 Given the dense urban context and the fact that the BRE target of 27% is based on a suburban two-storey assumption, the submitted report also reviewed the proposal against a reduced urban target of 21% VSC. Against this benchmark, 131 windows (82%) and 61 rooms (77%) meet or exceed BRE guidance. However, for clarity and consistency the main assessment below is based upon the standard guideline target of 27%.

6.78 The VSC results for the various neighbours can be summarised as follows:

- 1–20 Pearscroft Court: 13 of 15 windows (87%) and the corresponding rooms comply with BRE guidance. The two shortfalls relate solely to kitchens, each retaining approximately 77–79% of their existing VSC, representing a very minor adverse impact. These rooms are not primary living spaces and continue to receive reasonable levels of daylight. Living rooms and bedrooms within the block remain BRE compliant.
- Jepson House: 50 of 60 windows (83%) comply. 4 of the windows which fail this test are dual aspect and therefore the rooms would pass this criteria. The remaining 6 windows affect kitchens on the lower floors. However, the VSC values for these rooms are only marginally below 27%. Given the secondary nature of these kitchens these limited breaches would not result in a significant impact upon the amenity of the occupiers of these units.
- 1–13 Pearscroft Close: A number of windows fall below the 27% target, primarily ground floor kitchens and first floor bedrooms. These represent minor to moderate adverse impacts. While some moderate impacts are identified, no principal living rooms are subject to substantial losses, and affected rooms retain meaningful daylight levels consistent with an urban context.
- 36 Pearscroft Road: All 6 windows meet BRE targets, confirming that the proposal does not result in any harmful loss of daylight to this property.
- 38 Pearscroft Road: One first-floor bedroom window falls below 27% VSC, representing a minor adverse impact. All other rooms, including the main living accommodation, remain compliant.

- 37–59 Sandilands Road: Across Sandilands Road, the VSC results demonstrate a variable pattern of compliance, reflecting differences in distance from the site, window orientation and the presence of multiple windows serving individual rooms. Where BRE targets are not met, impacts are concentrated on lower-level secondary habitable rooms and are predominantly minor to moderate in scale.

No.37: One window serving a habitable room was assessed, which meets the BRE VSC target. No adverse daylight impacts are identified at this property.

No.39: Five windows serving two rooms were assessed. One ground-floor window falls below the BRE target; however, this window serves a living/kitchen/dining space with multiple windows, resulting in the overall room VSC meeting BRE guidance. The impact is therefore negligible in terms of this room.

No.41: Six windows serving two rooms were assessed. Three windows fall below the BRE target. One serves a ground-floor LKD space which benefits from multiple compliant windows and therefore meets BRE requirements overall. Two serve a first-floor bedroom, which records a combined room VSC of approximately 21.3% (c.77% of existing). This represents a minor adverse impact affecting a non-principal room.

No.43: Five windows serving two rooms were assessed. Both rooms fall below the BRE target, with retained VSC values of approximately 70–71% of existing levels. These impacts affect ground-floor and first-floor rooms and are categorised as moderate adverse, although daylight levels remain reasonable.

No.45: Six windows serving two rooms were assessed. Four windows fall below the BRE target. Two serve a multi-window ground-floor LKD space which meets BRE guidance overall. Two serve a first-floor bedroom, with an overall room VSC of approximately 20.6%, representing a moderate adverse impact to a secondary habitable room.

No.47: Three windows serving two rooms were assessed. These windows and rooms fall below the BRE target. Impacts affect both ground-floor and first-floor accommodation and are categorised as moderate adverse, reflecting the property's proximity to the site.

No.49: Two windows serving two rooms were assessed, both falling below the BRE target. Impacts affect a ground-floor living room and a first-floor bedroom and are assessed as moderate adverse, with retained daylight still evident.

No.51: Three windows serving two rooms were assessed, all of which fall below the BRE target. The impacts are categorised as moderate adverse.

No.53: Four windows serving two rooms were assessed. Three windows and both rooms fall below the BRE target. The retained VSC values indicate moderate adverse impacts, primarily affecting a ground-floor LKD space and first-floor bedroom.

No.55: Four windows serving two rooms were assessed, all falling below the 27% target. The impacts are concentrated on a ground-floor living room, with reductions assessed as minor to moderate in scale.

No.57: Four windows serving two rooms were assessed. Three windows and both rooms fall below the BRE target, with impacts affecting ground-floor and first-floor and assessed as moderate adverse.

No.59: Six windows serving two rooms were assessed. Four windows fall below the BRE target. Two affect a multi-window ground-floor LKD space which meets room-level BRE guidance overall. Two affect a first-floor bedroom, with an overall room VSC of approximately 26%, representing a very minor adverse impact.

- 6.79 Overall, while compliance with the strict 27% VSC target is not universal, the pattern of impacts demonstrates that losses are localised, predominantly affect secondary habitable rooms, and fall within the minor to moderate impact categories. This outcome is consistent with BRE guidance, which recognises that full compliance may not be achievable in constrained urban settings.
- 6.80 Daylight distribution was assessed using the No-Sky Line (NSL) method for 79 rooms. The results show that 41 rooms (57%) meet or exceed the BRE guideline target of retaining at least 80% of their existing lit area. Full compliance is recorded at 1–20 Pearscroft Court, 36 and 38 Pearscroft Road, the majority of rooms at Jepson House (with limited non-compliance relating primarily to kitchens), and several properties along Sandilands Road.
- 6.81 Shortfalls are concentrated at Pearscroft Close, where several ground-floor kitchens and first-floor bedrooms experience reductions beyond BRE thresholds. These results are influenced by conservative worst-case layout assumptions due to the absence of confirmed internal plans, meaning that room depths used in the assessment may exceed those in reality. As a consequence, the calculated lit areas may under-represent the actual extent of daylight distribution.
- 6.82 In addition, these properties are located in very close proximity to the site boundary and benefit from an unusually open outlook resulting from the absence of existing built form on the application site. As a result, even modest development produces a proportionally greater effect on measured NSL outcomes. In this context, non-compliance with the NSL test does not necessarily equate to an unacceptable level of residential amenity.
- 6.83 Along Sandilands Road, the NSL results show a more mixed pattern of compliance. Several properties (Nos.37, 39 and 41) either fully comply or experience only isolated shortfalls, often limited to a single room. Where non-compliance occurs, it is generally confined to ground-floor living / LKD spaces or first-floor bedrooms. More notable shortfalls are identified at Nos.47–57 Sandilands Road, where both assessed rooms fall below BRE NSL thresholds.

6.84 In these cases, the affected rooms are typically larger and deeper spaces, often open-plan in form and served by a limited number of windows. As with Pearscroft Close, the magnitude of change is influenced by existing low baseline daylight distribution. Overall, where NSL shortfalls occur, the impacts are generally assessed as minor to moderate, with relatively few rooms experiencing greater reductions.

6.85 Overall, while compliance with the BRE NSL guideline is not universal, the pattern of impacts demonstrates that shortfalls are localised, predominantly affect deeper secondary rooms at lower levels, and are strongly influenced by baseline conditions and conservative layout assumptions. The majority of impacts fall within the minor to moderate range and do not result in unacceptable living conditions. This outcome is consistent with BRE guidance, which recognises that full compliance with NSL targets may not always be achievable in constrained urban contexts.

6.86 In terms of sunlight, an assessment of Annual Probable Sunlight Hours (APSH) and Winter Probable Sunlight Hours (WPSH) was undertaken for 35 rooms with windows facing within 90 degrees of due south.

- 34 rooms (97%) meet or exceed the BRE guideline target for annual sunlight.
- 15 rooms (43%) meet the BRE guideline target for winter sunlight, with winter shortfalls mainly affecting ground-floor and first-floor rooms along Sandilands Road and at 38 Pearscroft Road.

6.87 The majority of these rooms already experience limited winter sunlight in the existing situation, and the relative reductions are therefore considered minor in the context of overall annual sunlight performance.

6.88 An overshadowing assessment was undertaken for four residential amenity spaces associated with Nos. 36 and 38 Pearscroft Road.

- 36 Pearscroft Road: Both front and rear amenity spaces retain more than 80% of their existing lit area and exceed BRE targets.
- 38 Pearscroft Road: The front garden meets BRE guidance. The rear garden retains approximately 73% of its existing lit area, representing a minor shortfall against the BRE target.

6.89 The amenity space assessment confirms that the majority of external spaces will continue to receive adequate levels of sunlight, with no significant or unacceptable overshadowing effects identified as a result of the proposed development.

6.90 Officers have reviewed the submitted daylight and sunlight report and have no reason to disagree with the findings assessment. In conclusion, officers consider that the assessments demonstrate that the majority of neighbouring windows, rooms and amenity spaces comply with BRE guidance. Where shortfalls occur, these are generally limited to a small number of rooms, are minor to moderate in nature, and often arise from conservative assessment assumptions, existing low baseline conditions or close site relationships.

6.91 The BRE guidance allows a degree of flexibility in dense urban environments, and the impacts identified are considered reasonable and proportionate given the site constraints, the surrounding urban context and the wider benefits of the scheme. On balance, the daylight, sunlight and overshadowing effects are acceptable in planning terms and do not warrant refusal of the application.

6.92 Overall, the Daylight and Sunlight Report demonstrates that the proposals would have an acceptable impact on to surrounding neighbouring properties, which would continue to benefit from sufficient access to daylight and sunlight. The development is therefore considered to accord with the objectives of Policies DC1, DC2 and HO11 of the Local Plan (2018).

Outlook

6.93 Key Principles HS6 and HS7 provide a useful framework for assessing impacts on outlook, seeking to ensure that development does not appear overbearing or lead to an unreasonable sense of enclosure for neighbouring occupiers. The principles emphasise appropriate scale, massing and siting so that buildings respect their surroundings and maintain acceptable relationships between adjacent properties, particularly in terms of outlook and spatial separation. While the guidance is largely focused on the assessment of householder extensions and smaller-scale development, its overarching objectives remain relevant and can still inform the consideration of outlook impacts arising from larger schemes, alongside a more detailed, site-specific design assessment.

6.94 The properties to the front and rear of the site on the opposite side of Pearscroft and Sandilands Road are located between 18-27m from the front and rear elevation of the proposed building. The neighbours on these roads benefit from habitable room windows in the front elevation facing the site. Whilst the proposal would introduce a substantial elevation between 4 and 5 storeys facing these neighbours the separation distances involved would ensure that the proposal would not breach a 45 degree angle when taken from the window of these neighbours. As such, it is considered that the proposal would not result in a significant loss of outlook to these neighbours.

6.95 With regards to Jepson House, the nearest windows are located some 12.8m from the proposal. Whilst closer than these neighbours above the lowest windows are at first floor level. Furthermore, they serve small kitchens which do not constitute habitable rooms based upon the definition set out within the Council's SPD Guidance. As a result, they are considered as secondary to the main habitable rooms. The other potentially impacted windows are secondary windows where the primary outlook is away from the site. On this basis it is considered the proposal would not unacceptably impact upon the outlook of these neighbours.

6.96 The neighbour at No.38 Pearscroft Road does not benefit from windows in the side elevation facing the site. The front elevation of this neighbour does include habitable room windows and the proposal would project some 15m forwards of this elevation. However, the side elevation of the proposal would be set approximately 3m off the boundary with this neighbour. Whilst this would present a substantial structure relatively close to this neighbour's primary outlook would remain unimpeded and the impact when stood within these rooms would be limited. In terms of this neighbour's garden space this is secondary amenity space when compared to the rear garden and it is considered that the impact upon this area would not result in a significant adverse impact upon amenity.

6.97 Overall, the development would not have an unacceptable impact in terms of outlook and sense of enclosure to adjacent existing properties and would accord with Policies DC1, DC2 and HO11 of the Local Plan (2018).

Privacy

6.98 Key Principle HS7 (iii) of the Planning Guidance states that new windows should normally be positioned so that they are a minimum of 18 metres away from existing residential windows, measured by an arc of 60 degrees taken from the centre of the proposed window. Key Principle HS8 (i) states that planning permission will not be granted for roof terraces or balconies where their use would harm the amenity of neighbouring occupiers by reason of noise and disturbance, or where they would result in additional opportunities for overlooking and a consequent loss of privacy.

6.99 The proposed development would be in excess of 18 metres from the vast majority of neighbouring residential buildings. To the rear, properties along Sandilands Road are located approximately 18–22 metres from the nearest elevation of the proposed building. To the front, neighbouring residential buildings along Pearscroft Road are located approximately 22–27 metres from the proposal.

6.100 Furthermore, views from the principal front and rear elevations of the development are predominantly towards the public realm and do not directly overlook private residential amenity space. As such, it is considered that these properties would not experience a significant loss of privacy as a result of the proposed windows.

6.101 Jepson House is located approximately 12.8 metres from the proposed building at its nearest point, which is below the separation distance set out in HS7. The proposal includes a number of secondary windows within the side elevation facing Jepson House. These windows include external shading fins, which serve to limit direct outward views.

6.102 While Jepson House includes windows within the elevation facing the site, the rooms with primary windows on this elevation largely comprise small kitchens, with the remaining windows serving as secondary light sources to the principal living accommodation. In addition, the majority of the proposed windows are not positioned directly opposite the primary windows within Jepson House which means that views are generally at an oblique angle rather than directly facing.

6.103 Having regard to the secondary nature of the rooms served by the most affected windows, the angle of intervisibility from the majority of windows and the use of mitigation measures, it is considered that the proposal would not result in a significant loss of privacy or harm to the amenity of neighbouring occupiers.

6.104 The neighbours at No.38 Pearscroft Road do not benefit from side facing windows in the elevation facing the site. Whilst there are windows in the front elevation which would be visible from the side facing windows of the proposal the angled nature of these views would limit significant views towards the habitable room windows of neighbours within this terrace. As such, there would not be an unacceptable impact from these windows in terms of privacy.

6.105 Given the siting and proximity of the proposal to the neighbour at No.38 the windows in the side elevation would afford views towards the front amenity space of this neighbour and the remainder of the terrace beyond. Whilst some of the front gardens have screening the majority, including the immediate garden at No.38 are relatively open. Therefore, it is considered that whilst there would be overlooking from the windows within the side elevation of the development this would be somewhat limited by the inclusion of shading fins within the building design and in the context of the existing level of privacy would not be harmful to amenity.

6.106 The proposal includes balconies serving individual units which are positioned in such a way that they do not directly overlook the private amenity space of neighbours. They are also of a relatively small scale, below the size criteria set out in HS8 which would limit the intensity of their use. In conjunction with their retained separation distance to neighbouring properties it is considered that this would ensure that these would not result in a significant amenity impact with regards to privacy and noise.

6.107 The proposal also includes a shared roof terrace at fifth-floor level with an area of approximately 200sqm. This terrace is set back between 2 metres and 7 metres from the edge of the roof, with landscaped buffers provided along the rear edge. Given the height of the terrace and the extent of set-back, significant views towards neighbouring properties would be avoided.

6.108 Whilst the terrace is significant in size it is broken up into different areas to help prevent significant congregations in a particular area. In conjunction with the high level location and distance from neighbouring properties this would limit the noise and disturbance to neighbours. Notwithstanding this, the use of this area at unsociable hours could result in an adverse impact upon the amenity of neighbours and occupiers. Therefore, a condition will be recommended requiring the submission of a building management plan to demonstrate how access to this area will be controlled and any limitations on hours of use.

6.109 Overall, the proposal would not result in a significant loss of privacy, overlooking or an unacceptable level of disturbance to neighbours. In this regard the proposed development complies with Policies DC1, DC2 and HO11 of the Local Plan (2018).

Noise and Disturbance

6.110 Policy CC11 and HO11 relate to noise and neighbouring amenity and require all development to ensure that there is no undue detriment to the general amenities enjoyed by existing surrounding occupiers, particularly those of residential properties. The proposed shared roof terrace at fifth-floor level (approximately 200sqm) is broken up into different areas to help prevent significant congregations in a particular area; the high level location and distance from neighbouring properties would limit the noise and disturbance to neighbours. However, the use of this elevated area at unsociable hours could result in an adverse noise impact. A condition will be attached requiring the submission of a building management plan to demonstrate how access to the roof terrace at fifth floor will be controlled and any limitations on hours of use.

6.111 There is various plant to be located at roof level and conditions would be attached to control noise/vibration associated with this. In terms of external lighting a condition will be imposed to ensure this is suitably located. Furthermore, conditions would be added to ensure that the construction process is appropriately managed to ensure that it does not have an unacceptable impact on the amenity of existing residential occupiers. On this basis, the proposal is in accordance with Policies CC11 and CC13 of the Local Plan and Key Principle NN4 of the Planning Guidance SPD.

HIGHWAYS AND TRANSPORTATION

6.112 Paragraph 115 of the NPPF states that applications for development should ensure that appropriate opportunities to promote sustainable transport modes are taken and that safe and suitable access to sites can be achieved. Paragraph 116 states 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.

6.113 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.

6.114 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'.

6.115 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".

6.116 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.

6.117 The above policies are supported by Key Principles TR1 -TR4, TR7, TR21 and TR27 of the Planning Guidance SPD.

6.118 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, WM4, WM6, WM7 and WM11 are also applicable which seek appropriate storage and collection arrangements for refuse and recycling.

Trip generation

6.119 Given the sites existing use as a car park, no accurate breakdown can be provided in terms of trip generation. It can be assumed however that trips to and from the site take place for the purposes of parking, where presently space for 16 cars exist.

6.120 A trip generation assessment has been prepared for the proposed development using the TRICS database. The selected sites are considered to be appropriate as a comparison for the proposed development. The results demonstrate that across a typical day, the site would attract 160 two-way trips. Of these, 16 would occur during the AM peak (8am-9am), and 13 would occur during the PM peak (5-6pm). Based on the 2011 Census modal split, this would equate to 16% of all trips taking place via car (driver and passenger); however, this split is adjusted based on the car free nature of the development, giving a total modal share of 1% for car users. The remaining share of trips would therefore be attributed to active and sustainable modes. Given the sites PTAL and overall accessible location, this assessment is considered to be reasonable and accurately portrays how the proposed development would operate. On this basis the Highway Officer raised no objection to the proposal in this regard.

Car parking

6.121 The development would build on an existing car park which has space for 16 cars. This car park was previously under the management of the Housing Estate but has since ceased, and has been used as a car park for residents of Jepson House. It was previously agreed during pre application discussions that given the loss of the car park, existing permit holders for the 16 spaces in Jepson House would be able to apply and obtain parking permits for the surrounding CPZ ('Z'). In order to understand whether there would be capacity within the existing CPZ for a 'worst case scenario' of 16 displaced vehicles, both daytime and night time parking surveys were undertake within a 200m walk of the site. These surveys were undertaken between 03:00-05:00 and 17:00-18:00 on Wednesday 10th and Thursday 11th July 2024.

6.122 The surveys demonstrated that there would be significant capacity to accommodate this demand, as there would be 104 and 95 spare parking spaces in the daytime and overnight respectively. The scope of the surveys and the results are considered to be robust and portray an accurate picture of existing parking stress within this area. Therefore, it is considered that the proposal would not result in an unacceptable impact upon parking stress in the area in accordance with policy T1 of the Local Plan and T6 of the London Plan.

6.123 Policy T4 (Vehicle parking standards) 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.

6.124 No car parking, including Blue Badge spaces, would be provided within the development. This represents a departure from the London Plan requirement for a minimum of 3% of dwellings to have accessible parking from the outset. However, this approach is considered acceptable given site constraints and competing priorities. Introducing parking would compromise the delivery of high-quality housing, amenity and play space, and the creation of an attractive landscaped pedestrian route between Jepson House and the proposed building. Given that blue badge holders would be still be eligible to apply for permits, it is considered that appropriate provision of parking is available on street for those who require it. The scheme therefore aligns with the London Plan's broader objective of promoting car-free development and sustainable travel in high PTAL locations.

6.125 The site has a PTAL of 3-4 using Transport for London's methodology, indicating that it has good public transport accessibility. The Council's Highways Team have assessed the proposal in relation to parking and have confirmed that the proposed residential units must be made car permit free to be in accordance with Policy T4 of the Local Plan (2018). This will be secured through the legal agreement.

Cycle Parking

6.126 Policy T5 (Cycling) and Table 10.2 of the London Plan require development proposals to remove barriers to cycling, support the delivery of London-wide cycle routes, and incorporate appropriate cycle parking facilities. The policy also sets minimum cycle parking standards to ensure developments promote sustainable travel and active transport.

6.127 A total of 72 long stay spaces are proposed, which is in line with London Plan T5 minimum standards. All six ground-floor flats will have dedicated individual cycle shelters within their private gardens, accessed externally from Pearscroft Road or Sandilands Road, avoiding the need to pass through the dwelling.

6.128 The remaining 32 dwellings will share a communal long-stay cycle store with 60 of spaces proposed in a communal store on the ground floor, made up of 28 two-tier racks (56 spaces) and an additional 2 Sheffield stands to cater for larger/accessible cycles. This is designed in accordance with the London Cycling Design Standards, including provision for larger and adapted cycles and two-tier racks with appropriate aisle clearance. These arrangements comply with the Policy T5 of the London Plan's minimum cycle parking standards and ensure secure, convenient, and accessible facilities for all residents. The proposed storage arrangements are considered to be appropriate and a condition will be imposed requiring the implementation of the cycle stores.

Refuse

6.129 Policy CC7 (On-site waste management) of the Local Plan states that new developments, including conversions should aim to minimise waste and should provide convenient facilities for future occupiers.

6.130 Communal waste storage would be provided at ground floor in accordance with LBHF's Planning Guidance SPD. Space has been allocated for wheeled bins, including refuse, recycling, and food waste, to meet the required standards. To enable efficient refuse collection, on-street parking along Pearscroft Road will be reconfigured to create a 2 m wide clear route with a dropped kerb, ensuring a level drag path for bins and collection from Pearscroft Road. Refuse collection for Jepson House will remain unaffected and will continue to operate from Sandilands Road. A condition will be imposed requiring the implementation and maintenance of this store.

Delivery Serving Plan

6.131 The Transport Assessment includes some information on delivery and servicing which expects that the impact will be limited in nature and typical of a residential scheme of this size. The majority of deliveries are anticipated to be undertaken by cycles, motorcycles, cars or light vans, with vehicles stopping briefly on Pearscroft Road or Sandilands Road in line with existing local arrangements. The Council's Highway Officer was consulted on the proposals and they noted that it appears that there are currently very limited opportunities for loading to take place on street, aside from within CPZ parking bays. It may be considered necessary for additional amendments to be made to the CPZ and existing waiting restriction to allow for dedicated loading only space. This could be of benefit not only to the proposed development, but the surrounding area including Jepson House. Therefore, a detailed delivery and service plan would need to be secured by condition, any alterations to the CPZ would be dealt with through a s278 agreement.

Construction Logistics Plan

6.132 Policy T7 (Delivery, serving and construction) of the London Plan and Planning Guidance SPD Key Principle TR21 require submission of Demolition and Construction Logistics Plan (DCLP).

6.133 The submission is supported by a draft DCLP. This document demonstrates that construction activity associated with the proposed development is unlikely to result in significant impacts on the local highway network. To ensure appropriate mitigation and detailed management measures, a full Construction Logistics Plan will be secured by condition.

ENVIRONMENTAL MATTERS

Sustainability and Energy

6.134 The NPPF states that development proposals are expected to comply with local requirements and should take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption and to increase the use and supply of renewable and low carbon energy.

6.135 London Plan Policy SI2 seeks to extend the extant requirement on residential development to non-residential development to meet zero carbon targets. It maintains the expectation that a minimum reduction of 35% beyond Building Regulations to be met on site (10% or 15% of which should be achieved through energy efficiency for residential development, and non-residential development). Where it is clearly demonstrated that the zero-carbon target cannot be met on site, the shortfall should be provided through a cash in lieu contribution to the borough's carbon offset fund, or off-site provided an alternative proposal has been identified and delivery is certain.

6.136 London Plan Policy SI4 seeks to minimise internal heat gain and the impacts of urban heat island effect through design, layout, orientation and materials. An energy strategy should demonstrate how development proposals will reduce potential for overheating and reliance on air conditioning systems in accordance with a hierarchy that prioritises the minimisation of internal heat generation through energy efficient design and reductions to the amount of heat entering a building.

6.137 Local Plan Policy CC1 requires major developments to implement energy conservation measures by implementing the London Plan sustainable energy policies and meeting associated CO₂ reduction target and demonstrating that a series of measures have been taken to reduce the expected energy demand and CO₂ emissions. It requires the use of on-site energy generation to further reduce CO₂ emissions where feasible. Policy CC2 seeks to ensure the implementation of sustainable design and construction measures by implementing the London Plan sustainable design and construction policies. These are supported by Key Principles set out in the Energy and Sustainable Design Construction Chapters of the Planning Guidance SPD.

6.138 This is a major development and, as required, an Energy Assessment and Sustainability Statement have been submitted in support of the application. Energy Assessment demonstrates that the scheme would deliver a total carbon dioxide (CO₂) reduction of 83%, significantly exceeding the London Plan minimum target of 35% and the Greater London Authority's 50% benchmark for major residential development. The separate London Plan requirement for at least 10% CO₂ reductions through energy efficiency measures alone is also comfortably met, with the assessment demonstrating 71% CO₂ savings through energy efficiency improvements.

6.139 The proposed energy efficiency measures include enhanced fabric performance exceeding Building Regulations, improved air-tightness, mechanical ventilation with heat recovery, and the use of low-energy LED lighting throughout the development. The scheme has been assessed for connection to an existing heat network; however, no operational network is currently available in this location. The development will nonetheless be designed to be future-proofed, allowing connection to any district heat network that may come forward in the area.

6.140 In terms of on-site renewable energy generation, the proposals include the use of air source heat pumps (ASHPs) to provide heating and hot water, alongside roof-mounted solar photovoltaic panels. Indicative designs show 47 PV panels covering approximately 114 sqm, generating on-site renewable electricity, with final panel layout to be confirmed at a later design stage. The final details and implementation would be secured by condition. A separate Overheating Assessment has been submitted and confirms that overheating risks are appropriately mitigated in accordance with the London Plan cooling hierarchy.

6.141 With the above on-site measures in place, a residual level of carbon emissions remains. A carbon offset payment of £14,441 has been identified in the submitted Energy Assessment, based on the GLA's £95/tonne carbon price. However, the Council adopted a new local carbon pricing mechanism on 1 July 2025, and when this updated price is applied, the total offset required to achieve net zero carbon is £24,547. Given that this is a Council-led scheme, it is recommended that the offset payment be based on the local carbon price and secured through the legal agreement. A commitment has also been made to monitor energy performance through the GLA Be Seen portal, which should similarly be secured via the legal agreement.

6.142 With regards to wider sustainable design and construction, measures are proposed in the Sustainability Statement. The proposal would include the use of responsibly sourced and recycled construction material. There are also sustainable transport measures proposed including cycle parking and the development would be car free. Water efficiency measures will be implemented to limit internal water use to no more than 105 litres per person per day which is in line with London Plan and Local Plan requirements and an improvement on the Building Regulations requirements. Sustainable drainage features are proposed along with planting and biodiversity improvement measures.

6.143 In conclusion, the proposed development is considered to comply with the relevant energy and sustainability policies. It accords with London Plan Policy SI2 by achieving on-site carbon reductions well in excess of the minimum requirements and appropriately addressing the remaining shortfall through a carbon offset contribution. The design approach also aligns with London Plan Policy SI4, demonstrating that overheating risks have been minimised through the application of the cooling hierarchy. Furthermore, the scheme satisfies the requirements of Local Plan Policies CC1 and CC2 by implementing London Plan sustainable energy and design principles, incorporating on-site low-carbon energy generation, and embedding wider sustainable design and construction measures within the development.

Flood risk

6.144 Paragraph 170 of the NPPF states that 'Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future). Where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere'.

6.145 Policy SI 12 (Flood risk management) of the London Plan 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.

6.146 Policy CC3 (Minimising flood risk and reducing water use) requires that new development is required to reduce the use of water and to minimise current and future flood risk.

6.147 The site is in the Environment Agency's Flood Zone 3. As required, a Flood Risk Assessment (FRA) has been submitted with the application. Although the site is well defended from flood risk from the Thames, due to the presence of high levels of protection from the Thames tidal flood defences, if these were breached, flood waters could approach the site.

6.148 The Environment Agency were consulted on the proposal and they confirmed that the proposal adequately assessed the risk from a breach in the Thames tidal flood defences using the latest modelled tidal breach data. As a result, it has been demonstrated that no sleeping accommodation is proposed below the modelled tidal breach flood level. As a result, the EA raise no objection to the proposal and the proposal is considered to be acceptable with regards to flood risk.

Surface water

6.149 Policy SI 13 (Sustainable drainage) of the London Plan promotes sustainable drainage by encouraging greenfield run-off rates and managing surface water as close to its source. It prioritises green infrastructure and sets out a drainage hierarchy to support biodiversity, water efficiency, and amenity.

6.150 Policy CC4 (Minimising surface water run-off with sustainable drainage systems) of the Local Plan seeks that developments manage surface water run-off and requires all major developments to implement SuDS and to provide a sustainable drainage strategy.

6.151 The site is not in a surface water flooding hotspot, although there is a flow path indicated on the maps provided in the council's Surface Water Management Plan along Pearscroft Road. A Surface Water Drainage Strategy has also been submitted which sets out the intention is to use several different types of Sustainable Drainage System (SuDS) such as green/blue roofs along with soft landscaping and an attenuation tank with flow control to limit stormwater discharges to the sewer to 2 l/s. This discharge rate can provide up to 98% improvement on current discharge rates. Some details remain to be concluded, therefore a condition will be imposed requiring the submission of an updated Strategy including details of the rainwater harvesting measures, the green and green/blue roofs, the soft landscaping and permeable surfaces and attenuation tanks.

6.152 The implementation of the suitable finished floor levels 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.

Air Quality

6.153 Paragraph 187 of the NPPF seeks to prevent new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of air pollution.

6.154 Policy SI 1 (Improving air quality) of the London Plan 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.

6.155 Policies CC1 and CC10 of the Local Plan seeks to reduce potential adverse air quality impacts arising from new developments and sets out several requirements. These are supported by Planning Guidance SPD Key Principles AQ1 to AQ5.

6.156 The development site is within the borough wide Air Quality Management Area (AQMA) and an area of existing poor air quality primarily due to vehicle traffic emissions from the highly trafficked Wandsworth Bridge Road (A217). The development proposal will introduce new residential receptors into this area. Further Mitigation measures will be required to make the development acceptable in accordance with Local Plan Policy CC10 and London Plan Policy SI 1 (2021). On this basis, the Council's Environmental Quality officer has considered the proposal and has recommended conditions relating to dust management, details of emission control Non-Road Mobile Machinery (NRMM) and On Road Vehicles, the submission of a ventilation strategy and details of the installation of Zero Emission /Air Source Heat Pumps or Electric Boilers for space heating and hot water, cooking appliances, green vegetation barrier, secondary mains power, waste water heat recovery, battery storage, private network energy microgrid, and a sustainable delivery hub. Furthermore, a contribution of £5000 per annum for compliance monitoring during demolition and construction phases.

6.157 The ventilation strategy requested by the Environmental Quality officer requires the restricted opening of all habitable room windows. Whilst these comments are noted it would not be reasonable or practical to require all windows to be restricted opening due to the impact upon the amenity of future occupiers and potential solar gain along with the fact that the majority of openings afford access to balconies or terraces. The design of the proposal and in particular a number of the sustainability measures mean that it would be impossible to achieve a number of other standard requirements of the condition. However, it will still be possible to provide an alternative form of mechanical ventilation which will give a suitable alternative to natural ventilation. On this basis it is considered that the proposal would provide acceptable air quality for future occupiers.

6.158 Furthermore, whilst the comments regarding the need for a sustainable delivery hub are noted it is not considered reasonable or necessary to make this development acceptable given the overall small scale of the development. Therefore, this condition will not be imposed on this particular scheme.

6.159 A number of other conditions are not reasonable or necessary in relation to this scheme or are controlled by other conditions.

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

LAND CONTAMINATION

6.161 Paragraph 196 of the NPPF states that planning decisions should ensure that a site is suitable for its proposed use taking account of ground conditions and any risks arising from land instability and contamination. This includes risks arising from natural hazards or former activities such as mining, and any proposals for mitigation including land remediation.

6.162 Policy CC9 (Contaminated land) of the Local Plan requires a site assessment and a report on its findings for developments on or near sites known to be (or where there is reason to believe they may be) contaminated. Development will be refused 'unless practicable and effective measures are to be taken to treat, contain or control any contamination'. Any permission will require that any agreed measures with the council to assess and abate risks to human health or the wider environment are carried out as the first step of the development. Policy CC4 (Minimising surface water run-off with sustainable drainage system) 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.

6.163 Key principles LC 1-6 of the Planning Guidance SPD identify the key principles informing the processes for engaging with the council on, and assessing, phasing and granting applications for planning permission on contaminated land. The latter principle provides that planning conditions can be used to ensure that development does not commence until conditions have been discharged.

6.164 Potentially contaminative land uses, past or present, are understood to occur at, or near to, this site. In order to ensure that no unacceptable risks are caused to humans, controlled waters, or the wider environment during and following the development works conditions would be attached covering the assessment and remediation of contaminated land if the application were to be approved.

ECOLOGY

Biodiversity Net Gain

6.165 The Environment Act 2021 Act introduced a statutory requirement for developments to deliver a minimum 10% BNG ensuring biodiversity is left in a measurably better state than before development. This requirement is now embedded in the Town and Country Planning Act 1990 (as amended) and applies to most planning permissions, with local planning authorities required to ensure compliance.

6.166 Policy G6 (Biodiversity and access to nature) of the London Plan promotes BNG as a key principle, requiring development proposals to ensure biodiversity is improved, with compensation exceeding any losses in biodiversity value.

6.167 The application is supported by a Preliminary Ecological Appraisal and Biodiversity Impact Assessment. The BNG calculations demonstrate compliance with the above requirements. This is a significant onsite gain and will require the submission of a Biodiversity Gain Plan and a Habitat Management and Monitoring Plan for a 30-year period. The Ecology Officer was consulted on the application and raised no objection subject to these conditions.

Urban Greening Factor

6.168 Policy G1 (Green infrastructure) of the London Plan states that development proposals should incorporate appropriate elements of green infrastructure that are integrated into London's wider green infrastructure network.

6.169 Policy G5 (Urban greening) of the London Plan refers to the Urban Greening Factor (UGF) to measure the level of greening in developments. The target UGF is 0.4 for residential and 0.3 for commercial schemes.

6.170 The submitted landscape strategy includes a range of green roofs, planting of trees, mixed planting, and permeable paving. The applicant has submitted an Urban Greening Factor of 0.51 which exceeds the required score for the development type. The Council's Ecology Officer confirmed that the proposal would be acceptable in this regard subject to a condition in relation to a detailed landscaping scheme and management of this.

FIRE SAFETY

6.171 Planning Gateway One, introduced through the Building Safety Act 2022, is the first checkpoint in the planning system under the Building Safety Act reforms. It aims to integrate fire safety into the design and planning of developments involving “Relevant Buildings”. A building is considered relevant if it is:

- 18 metres or more in height or has 7 or more storeys.
- Contains two or more dwellings or educational accommodation (e.g. flats, student housing, boarding schools).

6.172 LP Policy D12 seeks to ensure developments incorporate the highest standards of fire safety and provide for emergency evacuation of all users. Policy D12 states that all major development proposals should be submitted with a Fire Statement detailing how the development proposal will function in terms of the building's construction methods; the means of escape for all building users; features which reduce the risk to life; access for fire service personnel and equipment; and how provision will be made within the curtilage of the site to enable fire appliances to gain access to the building.

6.173 The proposed development does not trigger Planning Gateway One. The development would be 5 storeys (ground floor, plus 4 upper-level storeys). The height of the top occupied floor level is 17.4m Above Ground Datum (AOD) with roof parapet height of 18.5m. Furthermore, a fire statement was submitted with the application confirming that appropriate measures will be incorporated within the scheme.

ECONOMIC DEVELOPMENT

6.174 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.

6.175 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. As a result, the legal agreement would secure support for employment, training and local business, as well as a commitment to sign up to Upstream London, the Council's Industrial Strategy for inclusive economic growth.

7.0 PLANNING OBLIGATIONS / COMMUNITY INFRASTRUCTURE LEVY (CIL)

Legal Agreement Heads of Terms

- 7.1 The NPPF provides guidance for local planning authorities in considering the use of planning obligations. It states that 'authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations and that planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition'.
- 7.2 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 Legal Agreements (s106 or Unilateral Undertaking).
- 7.3 The legal agreement for this development will include the following heads of terms:
 - i. Affordable Housing - to secure the delivery of 50% affordable homes (19 units) comprising:
 - a. 63% Social Rent (12 units); and
 - b. 37% Shared Ownership (7 units)
 - ii. Highway Works - Provide the financial contribution towards improvements set out in the ATZ document. Measures to be secured through s278.
 - iv. Construction Travel Plan - submission and implementation of an approved Construction Travel Plan. A contribution of £2,000 per year until completion of construction towards Travel Plan monitoring.
 - v. Construction Logistics Plan Monitoring fee £2,000
 - vi. Car Permit Free - To prohibit any occupiers of the 38 residential units, other than Blue Badge Holders, from obtaining a parking permit, under Section 16 of the Greater London Council (General Powers) Act 1974.
 - vii. Energy and Sustainability - carbon dioxide emission offset contribution of is £24,547

Commitment to monitor energy performance through the GLA Be Seen portal

viii. Employment, Training and Local Procurement - At least 10% of the total number of people employed during the development are local (H&F) residents, including:

- a. 8 apprenticeships lasting at least 12 months
- b. 3 paid work experience placements lasting at least 6 months
- c. 3 unpaid work experience placements for local (H&F) residents and students of local (H&F) schools lasting at least 4 weeks

- An Employment and Skills Plan agreed with the council to deliver these targets
- £52,375 (£49,000 E&S + £3,375 LP) financial contribution to support delivery of the Council's Industrial Strategy "Upstream London", including to support employment, skills and local procurement activities
- 10% of the build cost to be spent on businesses based in Hammersmith & Fulham,
- A local supply chain procurement delivery plan agreed with the council to deliver this target
- A commitment to sign up to the Council's Upstream Pathway Bond.

ix. Air Quality - £3,000 per annum for the demolition and construction phases of the development will be required for the Council's compliance monitoring of the AQDMP and maintain the councils Construction Site Monitoring Register Website.

Mayoral and Local CIL

- 7.4 The Mayor's CIL (Community Infrastructure Levy) came into effect in April 2012 and new fee rates came into effect in April 2019. This development would be subject to this London wide community infrastructure levy which in this case would be £287,944.00.
- 7.5 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. In this case the contribution would be £1,439,720.00 excluding indexation.
- 7.6 Given the proposal is for 50% affordable housing it would be eligible for relief from part of this CIL contribution provided this was properly applied for.

8.0 CONCLUSION

- 8.1 In considering planning applications, the Local Planning Authority needs to consider the development plan as a whole and planning applications that accord with the development plan should be approved without delay, unless material considerations indicate otherwise and any adverse impacts of doing so would significantly and demonstrably outweigh the benefits.
- 8.2 In the assessment of the application regard has been given to the National Planning Policy Framework (2024), London Plan (2021), and Local Plan (2018) policies as well as relevant guidance.

Overall planning balance

- 8.3 In summary, the principle of development has been justified. The proposal would contribute towards the quantity of the borough's market and affordable housing stock. The proposal is acceptable in visual terms and is considered to be of a high quality of design and acceptable with regards to the impact upon heritage assets. Subject to conditions the proposal would not result in unacceptable impacts upon the amenities of neighbouring residential properties. The new residential units comply with the relevant standards and provide a good quality of accommodation for the new occupants. Highways, transportation and environmental matters including energy and sustainability, ecology, flood risk, air quality and land contamination 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).
- 8.4 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 legal agreement.

9.0 RECOMMENDATION

- 9.1 Grant planning permission subject to conditions and the completion of a satisfactory legal agreement.

Agenda Item 5

Ward: Walham Green

Site Address:

Barclay Close London SW6 5QG



Applicant:

London Borough Of Hammersmith And Fulham
C/O Agent

Description:

Redevelopment of the site comprising the erection of 3no. three storey single family dwellinghouses, with associated parking, access and servicing, landscape, public realm, removal of dropped kerb and associated works.

Drg Nos:

Application Type:

Full Regulation 3 - LBHF is Developer

Officer Recommendation:

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

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 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 hereby permitted shall be carried out in complete accordance with the following approved drawing numbers, other than where those details are altered pursuant to the conditions of this planning permission:

Landscape Ground Floor GA BAR-PRP-ZZ-00-DG-L-02000 Rev P01

Landscape Ground Floor GA BAR-RP-ZZ-00-DG-L-02010 Rev P01

Proposed Site Plan BAR-PRP-ZZ-ZZ-DG-A-08302 Rev P01

Proposed Ground Floor BAR-PRP-ZZ-00-DG-A-08000 Rev P02

Proposed First Floor BAR-PRP-ZZ-01-DG-A-08001 REV P02

Proposed Second Floor BAR-PRP-ZZ-01-DG-A-08002 REV P02

Proposed Elevations BAR-PRP-ZZ-ZZ-DG-A-08100 REV P05

Proposed Site Sections BAR-PRP-ZZ-ZZ-DG-A-08210 REV P02

Proposed Sections BAR-PRP-ZZ-ZZ-DG-A-08220 REV P02

To ensure full compliance with the planning application hereby approved and to prevent harm arising through deviations from the approved plans.

- 3) Prior to commencement of the relevant part of the works, details of the external facing materials (including manufacturer's specifications, photographs and/ or a physical sample) shall be submitted to, and approved in writing by the Council.

The development shall be carried out and completed in accordance with the approved details. The development shall be permanently retained in accordance with the approved details.

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

- 4) The development hereby approved shall be carried out in accordance with the approved Arboricultural Impact Assessment

Report (Ref:SHA 1709) and in particular the Tree Protection Plan set out in Appendix 3 of the document. The tree protection measures shall be carried out in full for the duration of the construction works.

To ensure that retained trees are suitably protected and to prevent harm during the course of construction, in accordance with Policies DC1, DC8, OS2 and OS5 of the Local Plan 2018.

- 5) Prior to the commencement of the demolition 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 'B' 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 demolition phases of the development.

The development site is within the borough wide Air Quality Management Area (AQMA). Mitigation measures are required to make the development acceptable in accordance with Policies CC1 and CC10 of the Local Plan (2018).

6) 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.

The development site is within the borough wide Air Quality Management Area (AQMA). Mitigation measures are required to make the development acceptable in accordance with Policies CC1 and CC10 of the Local Plan (2018).

7) 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 three self-contained dwellinghouses (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 (PM2.5) - 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 (PM2.5, 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 (PM2.5, PM10) in accordance with BS EN ISO 10121-1:2014 and BS EN ISO 16890:2016.

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

The development site is within the borough wide Air Quality Management Area (AQMA). Mitigation measures are required to make the development acceptable in accordance with Policies CC1 and CC10 of the Local Plan (2018).

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

The development site is within the borough wide Air Quality Management Area (AQMA). Mitigation measures are required to make the development acceptable in accordance with Policies CC1 and CC10 of the Local Plan (2018).

9) Prior to occupation of the Residential (Use Class C3) development hereby permitted, details of the Zero Emission MCS certified Air Source Heat Pumps to be provided for space heating and hot water for the 3 self-contained residential units shall be submitted to and approved in writing by the Local Planning Authority. Approved details shall be fully implemented prior to the occupation of the development and thereafter permanently retained and maintained.

The development site is within the borough wide Air Quality Management Area (AQMA). Mitigation measures are required to make the development acceptable in accordance with Policies CC1 and CC10 of the Local Plan (2018).

10) Prior to the occupation of the development hereby approved, full details of the PV panels to be installed on the roof of the building shall be submitted to and approved by the Local Planning Authority. The PV panels shall be installed in accordance with the approved details prior to occupation and permanently retained thereafter.

In order to maximise the use of PV panels on the roof and reduce reliance on carbon based energy sources in accordance with policy CC1 of the Local Plan (2018).

11) 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+A1:2019 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.

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

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

14) No development shall commence until a site investigation scheme is submitted to and approved in writing by the Council. This scheme shall be based upon and target the risks identified in the approved preliminary risk assessment and shall provide provisions for, where relevant, the sampling of soil, soil vapour, ground gas, surface and groundwater. All works must be carried out in compliance with and by a competent person who conforms to 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).

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

16) Unless the Council agree in writing that a set extent of development must commence to enable compliance with this condition, no development shall commence until, a remediation method statement is submitted to and approved in writing by the Council. This statement shall detail any required remediation works and shall be designed to mitigate any remaining risks identified in the approved quantitative risk assessment. All works must be carried out in compliance with and by a competent person who conforms to 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).

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

- 18) Unless the Council agree in writing that a set extent of development must commence to enable compliance with this condition, no development shall commence until an onward long-term monitoring methodology report is submitted to and approved in writing by the Council where further monitoring is required past the completion of development works to verify the success of the remediation undertaken. A verification report of these monitoring works shall then be submitted to and approved in writing by the Council when it may be demonstrated that no residual adverse risks exist. All works must be carried out in compliance with and by a competent person who conforms to 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).

19) Prior to first occupation of the development hereby permitted, the secure cycle storage facilities have been provided in accordance with the approved plans. The cycle parking facilities shall thereafter be retained for the development hereby permitted and not used for any other purpose.

To ensure the suitable provision of cycle parking within the development to meet the needs of future site occupiers, in accordance with Policy T5 of The London Plan 2021 and Policy T3 of the Local Plan 2018.

20) No part of the development hereby approved shall be occupied the car parking spaces including a blue badge parking space have been provided in accordance with approved drawings. These parking spaces shall be permanently retained for the life of the development for their dedicated purpose.

To ensure the satisfactory provision and retention of car parking facilities, in accordance with Policy D5 and T6.1 of the London Plan and Policies HO6 and T5 of the Local Plan 2018 and SPD Key Principle TR6 2018.

21) No part of the development hereby approved shall be occupied until the approved refuse storage enclosures, as indicated on the approved drawings, have been provided for the storage of refuse and recyclable materials. All the refuse/recycling facilities shall be retained thereafter in accordance with the approved details.

To ensure the satisfactory provision of refuse storage and recycling and to prevent harm to the street scene arising from the appearance of accumulated rubbish, in accordance with Policies DC2, CC6 and CC7 of the Local Plan 2018 and SPD Key Principle WM1 2018.

22) Prior to commencement of the development hereby permitted, a scheme for temporary fencing and/or enclosure of the site shall be submitted to and approved in writing by the Local Planning Authority. The temporary fencing and/or enclosure shall thereafter be retained for the duration of the building works in accordance with the approved details.

To ensure a satisfactory external appearance and to prevent harm to the street scene and public realm, in accordance with Policies D1 and D8 of the London Plan 2021, Policies DC1, DC2 and CC12 of the Local Plan 2018 and Key Principles of the Planning Guidance SPD 2018.

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

- a) site logistics and operations;
- b) construction vehicle routing;
- c) Details of the estimated number, size and routes of construction vehicles per day/week details of the use of Ultra Low Emission Zone (ULEZ) compliant Vehicles e.g. Euro 6 and Euro VI;
- d) details of the access and egress arrangements;
- e) delivery locations on the site;
- f) details of any vehicle holding areas; and other matters relating to traffic management to be agreed as required;
- g) Efficiency and sustainability measures to be undertaken for the works;
- h) membership of the Considerate Contractors Scheme.

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

To minimise the impacts of construction-related vehicle movements and facilitate sustainable construction travel to the site in accordance with Policies T1 and T6 of the Local Plan 2018.

24) Prior to commencement of the development hereby permitted, a Construction Management Plan (CMP) shall be submitted to and approved in writing by the Council. The CMP shall provide details of how construction works are to be undertaken and shall include:

- a) A construction method statement which identifies the stages and details how works will be undertaken
- b) Details of working hours shall be limited to 08.00 to 18.00 Monday to Friday and 08.00 to 13.00 on Saturdays
- c) Details of plant and machinery to be used during construction works
- d) Details of waste management strategy
- e) Details of community engagement arrangements
- f) Details of any acoustic hoarding
- g) A temporary drainage strategy and performance specification to control surface water runoff and Pollution Prevention Plan (in accordance with Environment Agency Guidance);
- h) Details of external lighting; and
- i) Details of any other standard environmental management and control measures to be implemented.

The development shall be carried out in accordance with the approved details. Additionally, the site or Contractor Company must be registered with the

Considerate Constructors Scheme. Proof of registration must be sent to the Local Planning Authority prior to any works being carried out.

To ensure that occupiers of surrounding premises are not adversely affected by noise, vibration, dust, lighting or other emissions from the building site in accordance with Policies SI 1, SI 8 and SI 10 of the London Plan 2021, and Policies DC1, DC2, CC6, CC7, CC10, CC11, and CC12 of the Local Plan 2018.

25) Prior to the commencement of development an updated Drainage Strategy shall be submitted to an approved in writing by the Local Planning Authority. This shall include details of the rainwater harvesting measures, the green and green/blue roofs, the soft landscaping and permeable surfaces and attenuation tanks to demonstrate that any discharges to the sewer network are limited to no more than 2.5 l/s for all storm events up to the 1 in 100 year event + 40% climate change factor. Full plans of the Sustainable Drainage Systems (SuDS) shall also be provided showing how these connect into the drainage network and maintenance information for all features shall also be provided. The development shall be carried out and subsequently maintained in accordance with these approved details.

To reduce the impact of flooding in the area, in accordance with Policies SI 5 and SI 13 of the London Plan 2021 and Policy CC3 of the Local Plan 2018.

26) Prior to first occupation of the development hereby approved, details of any aerials and satellite dishes for the relevant Building shall be submitted and approved in writing by the Local Planning Authority. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or re-enacting that principal Order with or without modification), no additional aerials, antennae, satellite dishes or related telecommunications equipment shall be erected on any part of the relevant part of the development hereby permitted, without planning permission first being obtained.

To ensure that the visual impact of telecommunication equipment upon the surrounding area can be considered, in accordance with Policies DC1 of the Local Plan 2018.

27) Prior to the commencement of landscaping and public realm works, a Landscape & Public Realm Specification and Management Plan shall be submitted to and approved in writing by the Council for all landscaped areas. This shall include details of 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. 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 landscape management plan shall be implemented in

accordance with the approved details and shall thereafter be permanently retained in this form.

To ensure that the development provides an attractive natural and visual environment in accordance with Policies D5, G1, G5, G6 and G7 of the London Plan 2021, and Policies DC1, DC8, OS2 and OS5 of the Local Plan 2018.

28) Prior to the occupation of the development hereby permitted, the windows at first and second floor level in the east side elevation [shall be fitted with obscure glass to a minimum level of obscurity equivalent to Pilkington Texture Glass Level 3, and shall be non-opening and fixed shut up to a height of 1.7m above the finished floor level. The window(s) shall thereafter be permanently retained as approved.

To protect the amenities of adjoining occupiers in terms of privacy and overlooking in accordance with Policy HO11 of the Local Plan (2018).

29) Prior to occupation of the development hereby permitted, details of the installation including location and type of active electric vehicle charging point (minimum 7 kW) must be submitted to and approved in writing by the Local Planning Authority. Approved details shall be fully implemented prior to the occupation of the development and thereafter permanently retained and maintained.

To encourage sustainable travel in accordance with Policies GG3, D5, SI 1, T6 and T7 of the London Plan (2021), and Policies CC1 and T4 of the Local Plan (2018).

30) The development shall not commence until a biodiversity gain plan has been submitted to, and approved in writing by, the local planning authority.

The Biodiversity Gain Plan must show how BNG will be achieved and should be prepared in accordance with the completed BNG Metric Spreadsheet prepared by Arborterra Ltd on the 20th February 2025. The applicant should use the template supplied by DEFRA: Biodiversity gain plan - GOV.UK.

Where relevant, the biodiversity gain plan must include:

- o 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;
- o the pre and post development biodiversity value of the onsite habitat;
- o any registered offsite biodiversity gain allocated to the development and the biodiversity and the biodiversity value of that gain in relation to the development;
- o any biodiversity credits purchased for the development;
- o plans of the existing and proposed habitats;
- o a valid metric calculation attached in excel form, which demonstrates that the minimum 10% objective has been achieved; and
- o any such other matters as the Secretary of State may by regulations specify.

When calculating the post-development biodiversity value of a habitat, the planning authority can only take into account an increase in biodiversity value post-development where it is satisfied that the habitat creation or enhancements delivering the increase will be maintained for at least 30 years after the development is completed. This must be secured either by a planning condition, planning obligation, or conservation covenant[1].

[1] Paragraph 14(2) of Schedule 7A TCPA 1990

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 H&F Local Plan (2018) and Schedule 7A of the Town and Country Planning Act 1990.

- 31) The development shall not commence until a Habitat Management and Monitoring Plan (the HMMP), prepared in accordance with the approved Biodiversity Gain Plan has been submitted to, and approved in writing by, the local planning authority.

The HMMP should include:

- o a non-technical summary;
- o the roles and responsibilities of the people or organisation(s) delivering the HMMP;
- o 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;
- o proposed habitat details including species composition, requirements to reach the condition detailed in the metric, distinctiveness and any additional features such as log piles;
- o accompanying plans of the site boundary, baseline and proposed habitats, provided in GIS format;
- o 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
- o the monitoring methodology and frequency in respect of the created or enhanced habitat to be submitted to the local planning authority.

Notice in writing shall be given to the Council when the HMMP has been implemented, and the habitat creation and enhancement works as set out in the HMMP have been completed.

The development hereby permitted shall not be occupied or used before:

- o the habitat creation and enhancement works set out in the approved HMMP have been completed; and
- o a completion report, evidencing the completed habitat enhancements, has been submitted to, and approved in writing by the Local Planning Authority.

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 H&F Local Plan (2018) and Schedule 7A of the Town and Country Planning Act 1990.

Justification for Approving the Application:

- 1) The proposal would contribute towards the quantity of the borough's affordable housing stock. It is acceptable in visual terms and is considered to be of a high quality of design which would not adversely impact upon the setting of the nearby Conservation Areas. Subject to conditions the proposal would not result in unacceptable impacts upon the amenities of neighbouring residential properties. The new residential units comply the relevant standards and provide a good quality of accommodation for the new occupants. Highways, transportation and environmental matters including energy and sustainability, flood risk, air quality and land contamination 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).

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

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

Application form received: 4th August 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:
Environment Agency - Planning Liaison	21.08.25
Historic England London Region	19.08.25
Transport For London - Land Use Planning Team	26.08.25
Historic England London Region	28.08.25

Neighbour Comments:

Letters from:

	Dated:
661 Fulham Rd London SW6 5 PZ	17.09.25
65 Barclay Close Cassidy Road London SW6 5QQ	27.08.25
661 Fulham Road London SM3 5PZ	15.09.25
661 Fulham Road London SW6 5PZ	15.09.25
30 Barclay Close Cassidy Rd Fulham Sw6 5qg	26.08.25
8 Barclay Close. Cassidy Road London SW6 5QG	26.08.25
661 Fulham Rd Fulham Rd London SW6 5PZ	17.09.25
6 Barclay Close London SW6 5QG	17.09.25
661 Fulham Road London SW6 5PZ	15.09.25
17 Barclay Close London SW6 5QG	17.09.25
661 Fulham London SW6 5PZ	15.09.25
11 Barclays Close Cassidy Road Fulham Sw6 5QG	10.10.25
Flat 661, Fulham Road London SW6 5PZ	16.09.25
661 Fulham Rd London SW6 5PZ,	16.09.25
7 BARCLAY CLOSE London SW6 5QG	17.09.25
Flat 7, 7 Barclay Close Cassidy Road London SW6 5QG	17.09.25
3 Barclay Close London SW6 5QG	17.09.25
8 Fairways Teddington TW11 9PL	29.09.25

1.0 SITE DESCRIPTION

- 1.1 The application site (0.107ha) consists of a tarmacked car park containing 12 parking spaces, the area to the front of Barclay Close Flats 1-20 and part of Barclay Close itself.
- 1.2 The site is located within a residential estate to the south east of Fulham Road, which consists of mixed use properties with commercial at ground floor and residential above which back on to the site. To the south west, is an electricity substation and beyond this are residential properties within Fulham Court. To the south east and north east along the opposite side of Barclay Close is a small area of open space and the Cassidy Medical centre along with other residential properties.

- 1.3 The site is outside but in close proximity to Fulham Town Centre to the north. The site has good public transport links, approximately 400m from Fulham Broadway Underground Station (District Line) and a similar distance to Parsons Green Station which is on the same line. There are also a number of bus stops close to the site serving various routes. The site has a PTAL rating of 4.
- 1.4 The site is within Flood Zone 3 in an area which benefits from flood defences. The site is not within a Conservation Area and does not contain any designated/non-designated heritage assets. However, it is near Walham Green Conservation Area which is to the north east on the opposite side of Cassidy Road.

2.0 RELEVANT PLANNING HISTORY:

- 2.1 The relevant planning history is set out below:
- 2.2 In 2014 planning permission was approved (2013/04504/FR3) for the erection of a four storey residential building to provide 6 self-contained flats (1 x 1 bed and 5 x 2 bed self-contained flats) and associated landscaping. Permission not implemented.
- 2.3 In 2024, preapplication advice was sought on a scheme to provide 3 residential units, including affordable housing. Officers raised the following key issues:
 - Consideration of the housing typology and the unit mix.
 - Scale of development.
 - Articulation of the façade.
 - Need to provide rear amenity space at ground floor level along with windows to habitable rooms.
 - The need to include a full assessment of residential amenity in terms of privacy, outlook, and daylight and sunlight.
 - Possible wider benefits of the scheme including landscape improvements.
 - Location of cycle stores.
- 2.4 The scheme was also subject to review by the Inclusive Design Review Panel (IDRP), the primary comments were as follows:
 - Need for multi senses design principles to be used.
 - Impact upon privacy of neighbours from some of the landscaped areas.
 - Support for mixed tenure approved.
 - Privacy impacts from windows.

3.0 PROPOSAL

- 3.1 The current proposal involves the redevelopment of the site to provide a 3 storey building containing 3 residential units (Class C3) together with public realm improvements between the building and the existing flatted development on Barclay Close.
- 3.2 The units would all be 4 bedroom consisting of 6 or 7 person houses. These units would be 100% affordable with 1 social rent and 2 shared ownership units. All units would be M4(2) accessible and adaptable units.

3.3 This application represents amended scheme following on from the expiry of planning permission 2013/04504/FR3, which allowed residential development on this site. The previous scheme comprised six flats within a three-storey building with a mansard-style roof. The current proposal differs primarily in the unit mix, now providing three larger terraced houses within a three-storey building with a flat roof. While the preceding permission is a significant material consideration, it was assessed against the previous Local Plan. In addition, the design has evolved as outlined above. Therefore, the current proposal must be assessed against up-to-date policy and guidance.

4.0 PUBLICITY AND CONSULTATIONS

Preapplication Consultation

4.1 The applicant undertook an extensive three-phase consultation process in June/July 2024, September 2024, and January 2025. This included pre-application discussions with the Council, meetings with neighbours, political stakeholders, and local interest groups. Engagement methods included in-person exhibitions, virtual and physical meetings, Residents' Steering Group (RSG) sessions, newsletters, and a dedicated project website with contact details. Consultation was widely advertised through letters, flyers, social media, and door-knocking, with accessible formats and translation options offered in line with the Defend Council Homes Policy.

4.2 Feedback indicated general support for new homes, alongside requests for improvements to existing estates. Design feedback favoured a simple, modern approach in keeping with local character, which was reflected in the final proposals. The applicant has committed to ongoing engagement during planning and construction, including continued RSG meetings to manage construction impacts and keep residents informed.

Statutory Consultation

4.3 The Environment Agency raise no objection.

4.4 TFL raise no objection.

4.5 Historic England confirmed they had no comments on the application.

4.6 Greater London Archaeological Advisory Service confirmed they had no comments on the application.

Public

4.7 The planning application was publicised by site and press notices together with 280 neighbour notification letters sent to properties.

4.8 In response, 17 objections were received from 10 separate addresses. The concerns raised can be summarised as follows:

Highway impacts
- Loss of parking

- Force traffic and parking to other parts of the estate
- Impact upon pollution and air quality
- Residents pay for parking spaces
- Delivery and servicing

Visual Impact

- Scale of development
- Overdevelopment
- Impact on street scene

Neighbouring amenity

- Loss of light
- Impact upon outlook
- Loss of view
- Right to light
- Impact upon Mission Hall
- Noise and disturbance
- Use of 45 rather than 25 degree angle
- Damp and mould impact
- Loss of amenity space
- Loss of privacy

Construction issues

- Noise, hours of work, dust and pollution
- Air quality assessment not possible to guarantee mitigation measures will work

Other Matters

- Ground movement from construction in the area
- Possible structural and foundation issues to neighbouring buildings
- Drainage and plumbing issues
- Land ownership
- Boundary issues
- Maintenance of neighbouring building
- Lack of need for housing
- Wrong type of housing
- Level of affordable housing
- Impact on energy bills (from overshadowing)
- Impact on tree
- Lease and covenants

4.9 The matters relating to the visual impact of the development including its overall scale and massing are fully assessed in the design and character section of the report.

4.10 Neighbouring amenity is another matter which is considered extensively in the relevant section of the report. The daylight and sunlight assessment submitted with the application has been reviewed by officers and is considered to be accurate. The Mission Hall is not residential accommodation and therefore would not normally be assessed within such a report. Nonetheless the impact upon the use of this building will be considered within the assessment of the proposal. The 25 degree BRE test was used to inform the properties to be tested within the

detailed daylight and sunlight assessment carried out. Overall, the information submitted with the application is sufficient to fully assess this impact.

- 4.11 The daylight and sunlight assessment submitted with the application indicates a high level of compliance with BRE standards. Therefore, it is unlikely there would be an impact upon energy bills or damp and mould. Any existing issues with such matters would be between the tenant and the landlord.
- 4.12 Right to light is not a material planning consideration and therefore cannot be taken into account in any assessment. Any such issue would be a civil matter between the parties concerned. As set out about the impact upon daylight and sunlight is assessed within the relevant section of the report.
- 4.13 The impact upon outlook is a material consideration and is assessed in the amenity section of the report. However, the loss of a view cannot be considered in the assessment of an application. Privacy impacts are a consideration and assessed within the report.
- 4.14 The proposal is for a relatively limited residential development within the urban area. Therefore, the intensity of the use is unlikely to result in significant amenity impacts such as noise. This overall noise impact is assessed within the report.
- 4.15 The proposed building would be constructed on an existing parking area as opposed to usable amenity space. Furthermore, the scheme includes improvements to public realm which would represent a benefit of the scheme in terms of providing usable amenity space to existing and future residents.
- 4.16 Matters relating to land ownership, boundary issues, maintenance/damage to neighbouring buildings and existing leases/covenants would not be a material planning consideration. Again, these would be issues which would need to be resolved separately between the applicant and the relevant party.
- 4.17 In terms of structural issues including ground movement and the impact upon surrounding drainage the proposal would need to be carried out in accordance with relevant building regulations. Furthermore, the overall scale of the development is relatively limited and unlikely to result in significant ground movement.
- 4.18 Concerns regarding construction disturbance are noted. However, various documents were submitted with the application to show that the works would be carried out in an appropriate manner. This includes an Outline Construction Environmental Management Plan and an Air Quality Assessment. The mitigation measures outlined would help to limit the impact of the works. Furthermore, conditions are recommended to ensure that this is the case. Any statutory nuisance arising would also be controlled by separate environmental health legislation.
- 4.19 With regards to housing need there is an identified need for housing within the Borough and in particular for family sized housing. The units provided would all be affordable (one social rent, two shared ownership).

4.20 The concerns regarding the loss of parking and the impact upon traffic and parking in the area are noted. A full transport assessment was submitted with the application which assesses this impact. This is considered in the relevant section of the report. It is important to note that the new development will be secured as car free via a legal agreement preventing future occupiers applying for a parking permit.

4.21 An arboricultural impact assessment was submitted with the application which assesses the impact upon the nearby tree.

External Consultees

4.22 The Environment Agency raise no objection.

4.23 The Greater London Archaeological Advice Service raise no objection.

5.0 POLICY FRAMEWORK

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

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

5.3 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)

5.4 The National Planning Policy Framework (NPPF) came into effect on 27 March 2012 and was most recently revised 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.

5.5 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

5.6 The London Plan was published in March 2021. It sets out the overall strategic plan for London and a fully integrated economic, environmental, transport and social framework for the development of the Capital over the next 20-25 years. It forms part of the development plan for Hammersmith and Fulham

Local Plan

5.7 The Council adopted the current 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.

6.0 PLANNING ASSESSMENT

6.1 The main considerations material to the assessment of this application can be summarised as follows:

- a) Principle of the development, housing / housing supply
- b) Quality of residential accommodation
- c) Accessibility and secure by design
- d) Design and the impact on character and appearance of the area
- e) Impact upon neighbouring amenity
- f) Highways / parking and refuse / recycling
- g) Land contamination
- h) Flood risk
- i) Air quality
- j) Sustainability and energy
- k) Community infrastructure levy
- l) Other Matters

LAND USE

Residential Use

6.1 Policy H1 (Increasing housing supply) of the London Plan requires an annual average of 66,000 net additional homes to be delivered with Table 4.1 setting an annual target of 1609 net additional dwellings for Hammersmith and Fulham. Policy HO1 of the Local Plan, which was based upon the previous London Plan seeks to exceed an annual target of 1031 until 2025 and continue to seek a minimum of 1031 net additional dwellings per year up until 2035.

6.2 The proposal would provide 3 residential units which would make a small but valuable contribution towards the Borough's housing targets. Therefore, the proposal accords with Policy H1 of the London Plan and Policy HO1 of the Local Plan 2018.

6.3 Policy H2 (Small sites) of the London Plan sets out that Boroughs should proactively support well-designed new homes on small sites (below 0.25 hectares in size) through both planning decisions and plan-making. The site is approximately 0.107 hectares in size and therefore represents a small site for the purpose of this policy. Officers consider that the proposed 3-unit scheme on this small site would make efficient use of this land. The proposals would accord with Policy H2 and would contribute to the overall housing need in the Borough.

6.4 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. It adds that high density housing with limited car parking can help ensure housing output is optimised and may be appropriate in locations with high levels of PTAL, provided it is compatible with the local context and principles of good design and is satisfactory in other respects.

6.5 The site is in Public Transport Accessibility Level (PTAL) 4 using Transport for London's methodology, indicating that it has a good accessibility by public transport. The proposed development, (0.107 hectares) would result in a residential density of approximately 28 units per hectare. This moderate level of density is compatible with its location in an area with good access to public transport. Furthermore, the scale of the building would conform with the character of the wider area. As a result, the density of development is considered to be acceptable and would make the efficient use of a small site to provide units for which there is an identified need within the urban area.

Housing Mix

6.6 Policy H05 of the Local Plan seeks to ensure that developments provide a mix of housing types and sizes, in particular, it seeks to increase the proportion of family accommodation. Developments should aim to meet the following mix subject to viability, locational characteristics and site constraints being considered on a site by site basis:

- for social and affordable rented housing approximately:
 - 1 bedroom: 10% of units;
 - 2 bedrooms: 40% of units;
 - 3 bedrooms: 35% of units;
 - 4+ bedrooms 15% of units;
- for intermediate housing approximately:
 - 1 bedroom: 50%;
 - 2 bedroom: 35%;
 - 3 or more bedrooms: 15% of units;
- for market housing, a mix of unit sizes including larger family accommodation.

6.7 The unit mix would be as follows:
4 bed (b) 6 person (p): 2 units (66%)
4b7p: 1 unit (33%)

6.8 Given the physical site constraints of this small site and the inclusion of family-sized units, which is specifically supported by policy, the proposed unit mix is considered appropriate. The proposed development would contribute to identified housing need within the Borough and accord with Policy H05 of the Local Plan.

Affordable Housing

6.9 London Plan Policy H4 requires affordable housing on sites delivering 10 or more homes. Similarly, Local Plan Policy HO3 applies to developments of 11 or more self-contained dwellings. As this proposal comprises only three dwellings, the formal requirement for affordable housing is not triggered.

6.10 Policy HO3 requires that affordable housing should be provided in line with the following:

- a. a borough wide target that at least 50% of all dwellings built should be affordable;
- b. 60% of additional affordable housing should be for social or affordable renting, especially for families and 40% should be a range of intermediate housing;
- c. affordable dwellings should be located throughout a new development and not concentrated on one part of the site;
- d. the provision of affordable rented and social rented housing in ways that enable tenants to move into home ownership.

6.11 There is no policy requirement for affordable housing in this instance; however, all three units would be delivered as affordable homes. Although the proposed tenure mix does not accord with Policy HO3, this should be considered in light of the clear need for the types of affordable family units being provided. Overall, the proposed affordable housing provision represents a positive contribution and should be given significant weight in the assessment of the application.

QUALITY OF RESIDENTIAL ACCOMMODATION

Internal Space

6.12 HO11 of the Local Plan (2018) outlines that developments must provide housing that will meet the needs of future occupants and respect the principles of good neighbourliness. London Plan Policy D6 outlines housing quality and standards including internal space standards.

6.13 Unit sizes - Table 1.3 of policy D.6 of the London Plan (2021) sets out space standards for different residential units. For the units proposed as part of this scheme the standards would be as follows:

4b6p – 112sqm (both units 120.3sqm)
4b7p – 121sqm (137.7sqm)

6.14 All the units would exceed the relevant standards for their given occupancy. As a result, the units would be of a sufficient size to provide a suitable internal living arrangement.

Outlook and Daylight & Sunlight

6.15 In terms of outlook the plans demonstrate that all units would be dual aspect. Furthermore, a daylight and sunlight assessment was submitted with the application which includes an assessment of the daylight levels provided to the new residential units. This was carried out using the 2022 BRE Daylight and

Sunlight guidelines and consists of an assessment based on the Climate Based Daylight Modelling (CBDM) methodology which replaced the old Average Daylight Factor (ADF) methodology. The new CBDM methodology is based on the British Standard 'Daylight in Buildings' (BS EN17037). This contains advice and guidance on interior daylighting for all buildings across Europe but also has a UK National Annex which provides suggested targets for dwellings in the UK.

6.16 In this instance the assessment shows that 86% of rooms assessed within the proposed development achieve the target median illuminance for their room use. This represents an excellent overall level of compliance with the internal daylight targets. The sunlight assessment indicates a lower level of compliance at 38%, however out of 13 rooms failing this criteria 12 rooms were north facing. Overall, the level of daylight provided to units within the development would be good. Therefore, it is considered that the proposal would provide a suitable standard of amenity for future occupiers.

Ceiling Heights

6.17 Policy D6 of the London Plan (2021) specifies a minimum floor to ceiling height of 2.5m for at least 75 per cent of the Gross Internal Area of each dwelling. The flats have been designed to have ceiling heights significantly in excess of 2.5m. Therefore, all the units would comply with the London Plan requirements on ceiling heights which indicates a good standard of accommodation.

Noise

6.18 Paragraph 10.8 of the Planning Guidance SPD (2018) specifies that poor design and layout of rooms often lead to neighbour noise complaints, and accordingly Key Principle NN3 of the Planning Guidance SPD (2018) expects all parts of adjoining dwellings to enhance the sound insulation, including where the adjoining room is of a similar use.

6.19 A Noise Impact Assessment was submitted with the application which was reviewed by the Council's Public Protection team who confirmed that they were satisfied with its findings and that surrounding noise sources would not adversely impact upon the amenity of occupiers. However, in order to ensure suitable internal noise levels conditions would be attached in respect of plant equipment and sound proofing between different room types. Subject to these conditions, the proposal would provide an acceptable living environment for occupiers in accordance with Policies CC11 and CC13 of the Local Plan (2018) and Key Principle NN3 of the Planning Guidance SPD (2018).

External amenity space

6.20 Local Plan Policy HO11 and SPD Key Principle HS1 require all new developments to make provision for open space to meet the needs of occupiers and users. It is also required that all new dwellings have access to an area of amenity space appropriate to the type of housing being provided. London Plan D6 sets out that a minimum of 5sqm of private outdoor space should be provided for 1-2 person dwellings and an extra 1sqm should be provided for each additional occupant.

6.21 This policy would generate a requirement of between 9-10sqm for the units within the proposal. The rear amenity space for the units ranges from 16.6sqm to 24.8sqm. This is in excess of the minimum standards and would provide reasonable private amenity space for each unit particularly in the context of a site which is close to a town centre and public amenity space. As a result, it is considered that the level of external amenity space provision is acceptable and would provide a suitable residential environment for future occupiers.

6.22 In this instance, communal amenity space would be provided by upgrading the existing space to the front of 1-20 Barclay Close Flats. This would represent an improvement to the existing estate in terms of amenity space and would provide usable space for existing residents. This is a positive benefit of the scheme which provides a wider benefit which weighs in favour of the scheme.

ACCESSIBILITY AND SECURE BY DESIGN

Accessibility

6.23 In accordance with the London Plan Policy D7 and Local Plan Policy HO6 the standards for access require 90% of the units to be built to building regulations standard M4(2), with the remaining 10% built to M4(3). In this instance 3 of the units would be built to M4(3) wheelchair accessible standard whilst the remainder would all be M4(2). The entrance to the communal areas and external areas are designed with accessibility in mind and a lift has been provided which meets the requirements of Part M of the Building Regulations. Therefore, the proposal would comply with this standard and provide suitable accessibility for all potential occupiers in accordance with London Plan Policy D7 and Local Plan Policy HO6.

6.24 In accordance with London Plan Policy D7 and Local Plan Policy HO6, new residential development is expected to provide 90% of units to Building Regulations standard M4(2) (accessible and adaptable dwellings) and the remaining 10% to M4(3) (wheelchair user dwellings). For this proposal, all three houses have been designed to meet M4(2) standards, ensuring that they are accessible and adaptable for a wide range of occupiers. Due to the constrained nature of the site and the layout of the houses, it is not feasible to incorporate a lift or achieve full M4(3) compliance without compromising the functionality and viability of the scheme. The design nonetheless maximises accessibility by providing level thresholds, generous circulation space, and ground-floor WCs capable of future adaptation. On this basis, the proposal is considered to provide suitable accessibility in accordance with London Plan Policy D7 and Local Plan Policy HO6.

6.25 The above approach is consistent with the guidance on Policy D7, which recognises that the requirement for wheelchair user dwellings (M4(3)) must be applied proportionately and with regard to site-specific constraints. For small-scale developments of individual houses, it is accepted that achieving M4(3) may not be practical where lifts cannot be accommodated without significant design compromise. In such cases, ensuring all units meet M4(2) and incorporating features that allow future adaptation is considered an appropriate and policy-compliant solution.

DESIGN AND HERITAGE

Design

6.26 The National Planning Policy Framework (NPPF 2024) recognises that creation of high-quality buildings and places is a core objective of the planning and development process. 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.

6.27 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".

6.28 Local Plan (2018) Policy DC1 states that all development within the borough should create a high-quality urban environment that respects and enhances its townscape context and heritage assets.

6.29 Policy DC2 states that new build development will be permitted if it is of a high standard of design and compatible with the scale and character of existing development and its setting. 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.

6.30 Policy DC8 of the Local Plan (2018) states that the council will conserve the significance of the borough's historic by protecting, restoring, and enhancing its heritage assets, including conservation areas. Furthermore, 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.

Context

6.31 The site is located within a residential estate to the south east of Fulham Road, which includes a mix of commercial and residential uses. In terms of scale the buildings within the estate are between 5 to 8 storeys. To the north of the site are slightly smaller scale 2 and 3 storey buildings along Fulham Road and Cassidy Road. The immediate surroundings also include 3-storey blocks and larger 4–5 storey buildings, creating a mixed but coherent urban character. As a result, the overall character of the area is somewhat varied although there are clear typologies in different individual areas around the site with a tendency towards larger residential blocks.

6.32 The site is not within a Conservation Area and does not contain any designated/non-designated heritage assets. However, it is close to Walham Green Conservation Area which is to the north east on the opposite side of Cassidy Road. Fulham Fire Station, a Grade II Listed building is located approximately 150m to the south of the site. Therefore, as well as assessing the impact upon the street scene and general character of the area consideration must also be given the impact upon the setting of these heritage assets.

Height, Scale, and Massing

6.33 The proposal would consist of a 3 storey, flat roofed, brick building with a frontage along Barclay Close. The building would be set back approximately 3.6m from the road which be slightly behind the forward building line established by the 3 storey flank elevation of No.661 Fulham Road. Whilst the building would be located up to the boundary with the Mission Hall immediately to the north west there would be a reasonable separation from the main rear elevation of the properties fronting Fulham Road to ensure that in the street scene there is some relief between these buildings. This would also be the case with the 1-20 Barclay Close Flats.

6.34 The proposed site is located in an open area, predominantly of hardstanding, within the Barclay Close Estate that is currently used for car parking and vehicular access. It is bounded to the north-west by a block comprising 661-663 Fulham Road and to the south-west by a two-storey wall that separates it from the adjoining Fulham Court Estate. Its south-eastern boundary is formed by an existing 5-storey apartment building within the Barclay Close Estate. The north-eastern boundary is also open and adjoins an area of enclosed lawn with a large, mature tree that is set behind 653-659 Fulham Road. The site includes an estate service road that connects to Fulham Road via Cassidy Road (South).

6.35 The proposed development comprises a terrace of three flat-roofed, 3-storey houses situated in the north-west corner of the site that is framed by an existing building, comprising a single-storey plus pitched roof, that extends along the rear of 661-663 Fulham Road and the existing two-storey boundary wall with Fulham Court Estate. It would be complemented by the proposed improvements to the adjoining public realm, which includes the creation of areas of soft landscaping and tree planting around the neighbouring apartment building and within a re-ordered street layout.

6.36 The terrace is set back from the existing pavement line to create shallow, private front yards to each house. It is also set back from the boundary with Fulham Court Estate to create rear courtyard amenity spaces. It is proposed to reduce the height of the boundary wall to improve sunlight and daylight in these amenity spaces as well as the interiors of the houses.

6.37 The proposed 3-storey height of the terrace is complementary to its predominantly 3-5 storey neighbours in terms of scale and building form. The new terrace would become an extension of the existing frontage on Cassidy Road and would introduce an element of enclosure to what is currently an open and generally featureless space.

6.38 The architectural treatment of the proposed building facades is a contemporary interpretation of traditional terraced housing, being faced with buff brickwork with decorative elements and features in contrasting brown and white brickwork. The windows are metal-framed, in a controlled range of sizes and fenestration patterns. Overall, the facades have visual balance and interest achieved through the ordered composition of window openings which are framed by decorative brickwork.

6.39 The landscape design would reduce the extent of hardstanding by simplifying the existing roadway, introducing new footways and creating new areas of soft landscape. The number of car parking spaces would be reduced and their locations and layout rationalised to reduce the visual impact of cars within the public realm and to reduce the likelihood of uncontrolled car parking. A variety of surface materials related to different functions would contribute to improved visual order and ease of navigation for pedestrians and motorists alike.

6.40 Existing small patches of lawn would be replaced with more extensive areas of flower-rich shrub planting and hedge planting that would create a more interesting visual topography while also providing privacy screening to new and existing buildings at ground level. Areas of lawn would be consolidated and limited to a new play area tucked between the end of the proposed new terrace and the existing apartment block, and to the eastern end of this block.

6.41 Views from Fulham Road, Cassidy Road and within the estate would be improved, through the removal of existing vehicle gates, the rationalisation and realignment of parking bays, and the introduction of new trees and ground cover planting.

6.42 The scale and form of the proposed buildings are considered to be respectful of the scale, mass, form and grain of surrounding buildings and connections to the site. The design of the proposed buildings and the proposed materials and detailing are considered to be respectful of the local design context. The proposed landscape and public realm design is considered to be of high quality and to contribute to good permeability.

6.43 It is considered that the proposal would be a high quality development which would respect the scale and visual appearance of the locality and would make a positive contribution to the urban environment in this part of the Borough and will preserve the setting of the nearby heritage assets. The development would therefore be acceptable in accordance with the NPPF (2024), London Plan (2021) Policies HC1 and D3, Policies DC1, DC4, and DC8 of the Local Plan (2018).

RESIDENTIAL AMENITY

6.44 Local Plan Policy HO11 states that proposals for extensions 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

6.45 Policies DC1 and DC4 require all proposals for new builds and extensions 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.

6.46 The nearest neighbouring residential properties are Nos.1-32 Ash House and the flats within Nos.661 and 663 Fulham Road to the west, Nos.659C and 659D to the north, 1-20 Barclay Close Flats to the east and No.106 Fulham Court to the south. It is important to note that the previously approved scheme was considered against similar BRE guidance and this consisted of a building in a similar location with longer flank walls (by approximately 1.4m) and a greater maximum height due to the mansard style roof addition which resulted in a building 2m taller than the current proposal.

6.47 In addition to the neighbouring residential properties there are also commercial units along Fulham Road and within the immediately adjacent Mission Hall. Whilst the proposal would impact upon light to a number of openings within these units this would not be to such an extent that it would significantly impact upon the usability of these spaces. Furthermore, given the use there would not be a residential amenity impact.

Outlook

6.48 In terms of outlook the most directly impacted neighbours would be within No.661 and 663 Fulham Road and the closest flats in 1-20 Barclay Close Flats as these properties directly face the flank walls of the proposed building. With regards to the Fulham Road properties the proposal would maintain a separation distance of some 8.4m to the main rear elevation of this terrace with a shorter separation distance of approximately 4.8m at its closest point. In terms of the windows in the main rear elevation at first and second floor level there would be some impact on outlook, however the proposal would not breach the 45 degree angle to these windows as set out in policy HS7. Whilst these windows currently benefit from unimpeded outlook as a result of the openness of the site the view afforded is not a material planning consideration and the retained separation distance is considered to afford a reasonable level of outlook, particularly in the context of an urban area.

6.49 The windows in No.663 nearest to the development are offset from the proposal's rear elevation which would allow for significant outlook to be retained to the south east of the site. Given this retained outlook and the reduced impact compared to the previously approved scheme it is considered that the level of outlook would remain within acceptable limits.

6.50 In relation to the nearest units within 1-20 Barclay Close the proposal would retain a separation distance of some 10.1m. Notably, the proposal would not breach the 45 degree line when taken from these windows. Whilst the proposal would introduce a relatively high wall facing these windows the overall separation distance is considered sufficient to ensure that an acceptable level of outlook would be retained to these windows.

6.51 Overall, the development would not result in an unacceptable loss of outlook or increased sense of enclosure to adjacent properties complying with Policies DC1, DC4 and HO11 of the Local Plan (2018).

Daylight and Sunlight

6.52 The Council has regard to the guidance set out in Building Research Establishments' (BRE) Report 2022 "Site Layout Planning for Daylight and Sunlight - A guide to good practice". This guidance is used as aid to prevent and/or minimise the impact of a new development on the availability of daylight and sunlight in the environs of the site. Although it provides numerical guidelines, these should be interpreted flexibly because natural lighting is only one of many factors in site layout design.

6.53 Vertical Sky Component (VSC) - VSC is a measure of the direct skylight reaching a point from an overcast sky. It is the ratio of the illuminance at a point on a given vertical plane to the illuminance at a point on a horizontal plane due to an unobstructed sky. For existing buildings, the BRE guideline is based on the loss of VSC at a point at the centre of a window, on the outer plane of the wall. The BRE guidelines state that if the VSC at the centre of a window is less than 27%, and it is less than 0.8 times its former value (i.e. the proportional reduction is greater than 20%), then the reduction in skylight will be noticeable, and the existing building may be adversely affected.

6.54 No-Sky Line (NSL) - NSL is a measure of the distribution of daylight within a room. It maps out the region within a room where light can penetrate directly from the sky, and therefore accounts for the size of and number of windows by simple geometry. The BRE suggest that the area of the working plane within a room that can receive direct skylight should not be reduced to less than 0.8 times its former value (i.e., the proportional reduction in area should not be greater than 20%).

6.55 Annual Probable Sunlight Hours (APSH) - In relation to sunlight, the BRE recommends that the APSH received at a given window in the proposed case should be at least 25% of the total available, including at least 5% in winter. Where the proposed values fall short of these, and the absolute loss is greater than 4%, then the proposed values should not be less than 0.8 times their previous value in each period (i.e., the proportional reductions should not be greater than 20%).

6.56 With reference to the overshadowing of outdoor amenity space the guidance suggests that all open spaces should have minimum 2 hours of sun on at least 50% of their area, on the 21st of March (Equinox), for them to be considered adequately sunlit.

6.57 An assessment of VSC was undertaken for 49 windows serving habitable rooms in surrounding properties. The results show that 42 windows (86%) and 42 rooms (86%) meet or exceed the BRE guideline target of 27% VSC. In summary:

- Ash House (1–32): All 6 windows assessed meet BRE targets.
- Barclay Close (1–20): 26 of 30 windows (87%) comply. Four rooms fall below the target: three experience minor adverse impacts (retaining over 70% of existing VSC), and one kitchen in Flat 4 would experience a moderate adverse impact (63% of existing VSC).
- 659C & 659D Fulham Road: All 6 windows comply.
- 661 Fulham Road: One first-floor bedroom falls below the target with a minor adverse impact (78% of existing VSC).
- 663 Fulham Road: Two first-floor bedrooms fall below the target with minor adverse impacts (75% and 76% of existing VSC).
- 106 Fulham Court: The single window assessed meets BRE targets.

6.58 Overall, the majority of windows and rooms comply with BRE guidance, and where shortfalls occur, the impacts are assessed as minor, with only one room experiencing a moderate adverse impact. While a small number of rooms fall below BRE targets, the shortfalls are limited in scale and severity, with most affected rooms retaining a high proportion of their existing daylight levels.

6.59 In terms of the NSL assessment the results show that all 49 rooms (100%) meet or exceed the BRE guideline target, which requires no less than 80% of the proposed lit area or 80% of the existing value. The NSL results confirm that the proposal fully meets BRE guidance for daylight distribution, with no adverse impacts identified. This demonstrates that the scheme provides an acceptable level of internal daylight for neighbouring properties.

6.60 An assessment of APSH was undertaken for 18 windows serving habitable rooms. 17 windows (94%) meet or exceed BRE guideline targets, which require at least 25% annual sunlight or 80% of the existing value, and at least 5% winter sunlight or 80% of the existing value.

- Ash House (1–32): All 6 rooms comply.
- 659C & 659D Fulham Road: All 6 rooms comply.
- 661 Fulham Road: Both rooms comply.
- 663 Fulham Road: Three rooms comply; one first-floor bedroom falls below the target. This room would receive 23 annual suns (77% of existing) and no winter suns (0% of existing), compared to a target of 25 annual suns and 5 winter suns. However, its existing winter sunlight level is already very low (3 suns), so the relative impact is minor in the context of overall annual sunlight.

6.61 The assessment demonstrates that the vast majority of rooms comply with BRE sunlight guidance, and the single shortfall relates to a bedroom already experiencing poor winter sunlight.

6.62 In terms of impact upon sunlight and the overshadowing of garden areas Three spaces were assessed with the following results:

- 661 Fulham Road: Retains 96% of its existing lit area, exceeding BRE targets.
- 663 Fulham Road: Retains 97% of its existing lit area, exceeding BRE targets.

- Communal Open Space (rear of 653–659 Fulham Road): Retains 100% of its existing lit area, exceeding BRE targets.

6.63 This includes the roof terrace to No.661 which is in close proximity to the proposal but as well as suitable light would also retain significant outlook to the north and south. Overall this assessment confirms that amenity spaces will not be significantly overshadowed by the proposed development and will remain adequately lit.

6.64 The assessments confirm that the vast majority of windows, rooms, and amenity spaces comply with BRE guidance. Where shortfalls occur, they are limited in number and severity, with most affected rooms retaining high proportions of existing daylight and sunlight. Whilst there is a single moderate impact the overall performance is acceptable in an urban context. BRE guidance allows flexibility in dense urban environments, and the results are considered reasonable given the site constraints and benefits of the scheme. On balance, these minor shortfalls do not warrant refusal.

6.65 Officers have fully considered the Daylight and Sunlight report submitted by the applicants and have no reason to disagree with its findings. The report demonstrates that the proposals would not result in a significant loss of light to surrounding neighbours who would still have sufficient access to daylight and sunlight complying with Policies DC1, DC4 and HO11 of the Local Plan (2018).

Privacy

6.66 Key Principle HS7 (iii) states that new windows should normally be positioned so that they are a minimum of 18 metres away from existing residential windows as measured by an arc of 60 degrees taken from the centre of the proposed window. Key Principle HS8 (i) sets out that permission will not be granted for roof terraces or balconies if the use of the terraces or balcony is likely to cause harm to the existing amenities of neighbouring occupiers by reason of noise and disturbance; or if it would result in an additional opportunity for overlooking or result in a significantly greater degree of overlooking and consequent loss of privacy.

6.67 The primary outlook from the front and rear facing windows of the building would be across the open space to the north and along Fulham Court to the south. Whilst there would be some angled views towards properties in both directions these would be at reasonable separation distance and across the public domain where a level of mutual overlooking is expected.

6.68 There are no windows proposed in the elevation facing Fulham Road and the secondary openings facing 1-20 Barclay Close Flats would be obscure glazed. Given the proximity and direct views from these windows it is considered appropriate to attach a condition requiring these windows to be obscure glazed and fixed shut. On this basis these windows would not result in a significant loss of privacy.

6.69 Overall, the proposal would not result in a significant loss of privacy or overlooking. In this regard the proposed development complies with Policies DC1, DC4 and HO11 of the Local Plan (2018).

Noise and Disturbance

6.70 Policy CC11 and HO11 relate to noise and neighbouring amenity and require all development to ensure that there is no undue detriment to the general amenities enjoyed by existing surrounding occupiers, particularly those of residential properties.

6.71 The proposed residential development in this urban setting is unlikely to result in an intensity of use which would significantly impact upon neighbouring amenity. The communal amenity space to the south east retains a suitable buffer from the nearest neighbours and is also small in scale ensure that it would not result in significant noise disturbance. The proposal is therefore considered to be consistent with Policy HO11 and CC11 of the Local Plan (2018).

6.72 There is various plant associated with the development including Air Source Heat Pumps and conditions would be attached to control noise/vibration associated with this. On this basis, the proposal is in accordance with Policies CC11 and CC13 of the Local Plan and Key Principle NN4 of the Planning Guidance SPD.

HIGHWAYS AND TRANSPORTATION

6.73 Paragraph 115 of the NPPF states that applications for development should ensure that appropriate opportunities to promote sustainable transport modes are taken and that safe and suitable access to sites can be achieved. Paragraph 116 states 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.

6.74 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.

6.75 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'.

6.76 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".

6.77 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.

6.78 The above policies are supported by Key Principles TR1 -TR4, TR7, TR21 and TR27 of the Planning Guidance SPD.

6.79 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, WM4, WM6, WM7 and WM11 are also applicable which seek appropriate storage and collection arrangements for refuse and recycling.

Car parking

6.80 Local Plan Policy T1 sets out borough wide targets to promote and support initiatives to encourage a modal shift away from private vehicles, in order to improve congestion and air quality within the borough. Local Plan Policy T4 states that car parking permit free measures will be applied to all new development unless evidence is provided to show that there is a significant lack of public transport available.

6.81 In this case, the development would result in the loss of 11 car parking spaces compared to the existing situation. In total, 12 existing spaces within the car park would be lost and 7 spaces would be provided within the reconfigured road layout. A parking survey was submitted as part of the application which demonstrated an average parking stress of 56% on the public highway and 45% on the estate during the day. At night the level of occupancy remained relatively similar with a parking stress of 48% on the public highway and 46% on the estate. This represents a low level of overall parking stress within the area and whilst it would remove some spaces in this part of the estate the overall survey shows there is a significant surplus of parking spaces.

6.82 The site has a PTAL 4 score of using Transport for London's methodology, indicating that it has good public transport accessibility. The Council's Highways Team have assessed the proposal in relation to parking and have confirmed that the proposed residential units must be car permit free and to accord with Local Plan Policy T4. Subject to a legal agreement to secure car free parking, the loss of the loss of the existing parking area is considered acceptable and in line with Local Plan Policies T1 and T4.

Cycle Parking

6.83 London Plan Policies T2 Healthy Streets and T5 Cycling (Table 10.2 and Figure 10.3) set out the need to provide suitable on site cycle storage for a development. 2 spaces would be provided per unit within dedicated cycle stores in the rear garden of each property. This would comply with the relevant standards and provide suitable secure and covered storage for each unit. A condition will be imposed in relation to the implementation of this storage.

Refuse

6.84 Local Plan Policy CC7 states that new developments, including conversions should aim to minimise waste and should provide convenient facilities for future occupiers. The proposal would provide dedicated bin stores to the front of each unit. The capacity would comply with the requirements set out in key principle WM7 and is considered to be appropriate.

Delivery and Servicing

6.85 Local Plan Policy T2 states that all development will be assessed for their contribution to traffic generation and their impact on congestion. The existing and potential availability of public transport, and its capacity to meet increased demand will also be assessed for any development. Given the small number of units proposed, it is considered that there would be some limited additional delivery and servicing activity and the majority of these are likely to be linked to existing trips (e.g. to adjacent, existing properties in the Estate). These additional movements and would mainly involve pedal cycles, motorcycles, cars or light vans. On this basis it is considered that this would not result in a significant highway impact.

Construction Logistics Plan

6.86 The main impact of the development in highway terms would be at the demolition and construction stages. In accordance with Local Plan Policy T7 and Planning Guidance SPD Key Principle TR21 a draft Demolition and Construction Logistics Plan has been submitted.

6.87 The submitted outline CLP has demonstrated that the construction of the proposed development is not likely to have a significant impact on the local highway network. However, a detailed Construction Logistics Plan will be secured by a condition.

ENVIRONMENTAL MATTERS

Sustainability and Energy

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

6.89 The proposed development incorporates a range of measures to reduce carbon emissions and improve energy performance. This consists of high-efficiency, high-temperature air source heat pumps (ASHPs), photovoltaic (PV) panels will be installed on the roof to generate on-site renewable electricity and the building would include high-quality insulation and exceptional airtightness, minimising heat loss and improving overall energy efficiency. These measures collectively support compliance with London Plan sustainability policies and contribute to the borough's objectives for reducing carbon emissions and promoting sustainable development.

Flood risk

6.90 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'.

6.91 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.

6.92 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.

6.93 The SuDS, and Flood Risk and Water Efficiency Chapters of the Planning Guidance SPD support the above.

6.94 The application is accompanied by a Flood Risk Assessment (FRA). The FRA identifies that the site is in the Environment Agency's Flood Zone 3. Although the site is in Flood Zone 3, it is well defended by existing flood defences such as the Thames Barrier and river walls. The site is not in a flooding hotspot for surface water and as no basement level is proposed, groundwater and internal sewer surcharge risks are low.

6.95 The FRA sets out that minimum floor levels are set to protect entrances against ingress and the plans show finished floor levels at 5.250mAOD which is well above the predicted floodwater levels from either a surface water flood event or flooding from the Thames. As a result, it is considered that the proposed units would be acceptable in terms of flood risk.

6.96 The proposed drainage strategy includes an attenuation tank which has suitable capacity to prevent flooding in a storm event. Whilst limited information has been provided on the final drainage strategy the applicant has indicated that a rainwater harvesting tank can be explored at the detailed design stage. Furthermore, it may be feasible to include water butts to collect rainwater for irrigation. The existing site is predominantly hardstanding and the intention is to provide permeable paving alongside landscaping which will be co-ordinated with the landscape architects and included in the detailed design stage. Therefore, subject to condition requiring the implementation of the attenuation tank alongside further details in relation to rainwater harvesting and permeable surfaces it is considered that the proposal is acceptable with regards to surface water drainage.

Air Quality

6.97 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.

6.98 Local Plan Policies CC1 and CC10 seeks to reduce potential adverse air quality impacts arising from new developments and sets out several requirements. These are supported by Planning Guidance SPD Key Principles AQ1 to AQ5.

6.99 The development site is within the borough wide Air Quality Management Area (AQMA) and an area of existing poor air quality due to the road traffic emissions from Fulham Road. The development proposal will introduce new residential receptors into this area. Further Mitigation measures will be required to make the development acceptable in accordance with Local Plan Policy CC10 and London Plan Policy SI 1 (2021). On this basis, the Council's Environmental Quality officer has considered the proposal and has recommended conditions relating to the installation of hoarding, submission of an air quality dust management plan, submission of a ventilation strategy, a green vegetation barrier and details of the installation of Zero Emission /Air Source Heat Pumps or Electric Boilers for space heating and hot water, indoor air quality, waste water recovery, solar battery, cargo bike infrastructure and the submission of details of emission control Non-Road Mobile Machinery (NRMM) and On Road Vehicles.

6.100 Whilst the comments regarding the need for a number of these measures are noted it is important that conditions are only imposed where reasonable and necessary to the development proposed and meet the tests set out within the NPPF. Therefore, conditions will be imposed in relation to suitable measures including to reduce dust and emissions during construction and to ensure suitable ventilation for future occupiers.

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

LAND CONTAMINATION

6.101 Paragraph 187 of the NPPF states that the planning system should contribute to and enhance the natural and local environment by remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.

6.102 Local Plan Policy CC4 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. Policy CC9 requires a site assessment and a report on its findings for developments on or near sites known to be (or where there is reason to believe they may be) contaminated. Development will be refused 'unless practicable and effective measures are to be taken to treat, contain or control any contamination'. Any permission will require that any agreed measures with the council to assess and abate risks to human health or the wider environment are carried out as the first step of the development.

6.103 Key principles LC 1-6 of the Planning Guidance SPD identify the key principles informing the processes for engaging with the council on, and assessing, phasing and granting applications for planning permission on contaminated land. The latter principle provides that planning conditions can be used to ensure that development does not commence until conditions have been discharged.

6.104 Potentially contaminative land uses, past or present, are understood to occur at, or near to, this site. To ensure that no unacceptable risks are caused to humans, controlled waters, or the wider environment during and following the development works conditions would be attached covering the assessment and remediation of

contaminated land if the application were to be approved. On this basis the proposal would be acceptable with regards to contaminated land.

TREES AND ECOLOGY

6.105 The site contains no Tree Preservation Orders and is outside a Conservation Area. There are two existing trees potentially impacted by the proposal, this includes the mature London Plane (T1) located on the opposite side of the road from the development. This is classified as high quality under BS 5837:2012. The arboricultural report submitted with the application demonstrates the proposed building and hardstanding changes are outside its root protection area and that it will be retained and protected with fencing during works. A small Damson tree (T2), in poor condition and unsuitable for retention, may require pruning or removal. However, the proposal includes eleven new trees which will significantly increasing canopy cover and urban greening. Therefore, subject to conditions in relation to tree protection, the proposal is considered acceptable with regards to the impact upon existing trees.

6.106 The Council's Ecologist notes that the site is a minor development and there is no requirement to meet Urban Greening Factor (UGF) standards; the low UGF score is acceptable as Biodiversity Net Gain (BNG) requirements have been met. Landscaping details require further clarification, and a condition is recommended to secure a Landscape and Public Realm Specification and Management Plan, including native planting, bird boxes, log piles, and avoidance of invasive species.

6.107 The Biodiversity Report predicts negligible impact on wildlife, but a note should be added requiring works to cease if bats or nesting birds are discovered. BNG calculations show an uplift of 759% and conditions are recommended to secure a Biodiversity Gain Plan and a Habitat Management and Monitoring Plan for a 30-year period. Eleven new trees and green infrastructure will contribute to urban greening. Overall, subject to conditions and monitoring, the scheme is considered acceptable in ecological terms.

7.0 PLANNING OBLIGATIONS / COMMUNITY INFRASTRUCTURE LEVY (CIL)

Legal Agreement Heads of Terms

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

7.2 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 Legal Agreements (s106 or Unilateral Undertaking).

7.3 The legal agreement for this development will include the following heads of terms:

- i. Affordable Housing - to secure the delivery of 100% affordable homes (3) comprising:
 - a. 33% Social Rent (1 unit); and
 - b. 66% Shared Ownership (2 units)
- ii. Car Permit Free - To prohibit any occupiers of the 3 residential units, other than Blue Badge Holders, from obtaining a parking permit, under Section 16 of the Greater London Council (General Powers) Act 1974.
- iii. Air Quality - £3,000 per annum for the demolition and construction phases of the development will be required for the Council's compliance monitoring of the AQDMP and maintain the councils Construction Site Monitoring Register Website.
- iv. BNG Monitoring – Fee to be agreed.

Mayoral and Local CIL

7.4 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. This development would be subject to this London wide community infrastructure levy which in this case would be £31,456.

7.5 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 formally took effect on the 1st September 2015 and in this case the contribution would be £157,280 excluding indexation.

7.6 Given the proposal is for 100% affordable housing it would be eligible for relief from CIL provided this was properly applied for.

8.0 CONCLUSION

8.1 In considering planning applications, the Local Planning Authority needs to consider the development plan as a whole and planning applications that accord with the development plan should be approved without delay, unless material considerations indicate otherwise and any adverse impacts of doing so would significantly and demonstrably outweigh the benefits.

8.2 In the assessment of the application regard has been given to the National Planning Policy Framework (2024), London Plan (2021), and Local Plan (2018) policies as well as relevant guidance.

8.3 In summary, the proposal would contribute towards the quantity of the borough's affordable housing stock. It is acceptable in visual terms and is considered to be of a high quality of design which would not adversely impact upon the setting of the nearby Conservation Areas. Subject to conditions the proposal would not result in unacceptable impacts upon the amenities of neighbouring residential properties.

The new residential units comply the relevant standards and provide a good quality of accommodation for the new occupants. Highways, transportation and environmental matters including energy and sustainability, flood risk, air quality and land contamination 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).

- 8.4 Officers have taken account of all the representations received and in 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 legal agreement.

9.0 RECOMMENDATION

- 9.1 Grant planning permission subject to conditions and the completion of a satisfactory legal agreement.

Agenda Item 6

Ward: Walham Green

Site Address:

495-497 Fulham Road London SW6 1HH



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For identification purposes only - do not scale.

Reg. No:
2025/01097/FUL

Case Officer:
Christopher May

Date valid:
25.04.2025

Conservation Area:
Moore Park
Conservation Area

Committee Date:
20.01.2026

Applicant:
Poveda Woodhill Ltd
10-12 East Parade
Leeds
West Yorkshire
LS1 2BH

Description:
Partial retrospective application for the retention of: a single storey rear extension and reduction in size of 1no window at ground floor level to southern elevation of the main building; replacement of existing timber gates and timber fencing with new metal gates, brick pier and 1.8m high brick wall facing Maxwell Road (east elevation) and the installation of a louvred aluminum bin store cover. Installation of an aluminum roof cover to the bin store.

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

Notwithstanding the time limits given to implement planning permission as prescribed by Sections 91 and 92 of the Town and Country Planning Act 1990 (as amended), this permission in so far as it relates to the development (being granted under section 73A of the Act in respect of development already carried out) shall have effect from the date of this decision notice.

To ensure clarification of the works commenced in accordance with Section 73A of Chapter 8, Part III, of the Town and Country Planning Act 1990 (as amended).

2) Approved Plans/Drawings

The development hereby permitted is as set out within the following approved plans and drawings:

202 Rev.E;
Flood Risk Assessment received 23 April 2025.

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

3) Refuse and Recycling

Prior to occupation of the development hereby approved the refuse and recycling bin storage shall be implemented in accordance with the approved details as shown on drawing no. 202 Rev.E and shall thereafter be permanently retained.

To ensure adequate refuse and recycling facilities and to ensure that the use does not give rise to smell nuisance and to prevent harm to the character and appearance of the Conservation Area arising from the appearance of accumulated rubbish, in accordance with Policies DC8, CC6 and CC7 of the Local Plan 2018.

4) Opaque Windows to be Fixed Shut

The development hereby permitted shall not be occupied until the ground floor windows in the west elevation (as shown on drawing no. 202 Rev.E) have been installed with mechanisms to ensure that they are non-opening. The obscure glazing shall be retained up to a height of 1.7m above the finished floor level to a minimum level of obscurity equivalent to Pilkington Texture Glass Level 3. Thereafter, the windows shall be retained in the form approved.

To ensure that the glazing would not result in overlooking and any subsequent loss of privacy, in accordance with Policy HO11 and DC4 of the Local Plan (2018) and Key Principle HS7 of the Planning Guidance Supplementary Planning Document (2018).

5) No External Alterations

No external air-conditioning units, ventilation fans, extraction equipment, flues or other plant equipment and associated external pipework or ducting (excluding solar panels and air source heat pumps) shall be fitted to the exterior of the building/front elevation/rear elevation unless otherwise shown on the approved drawings.

To ensure a satisfactory external appearance and to prevent harm to the amenities of the occupiers of neighbouring residential properties, in accordance with Policies DC1, DC2, DC4 and HO11 of the Local Plan (2018).

6) Rooftop Structures

No part of any roofs of the extension hereby approved shall be used as roof terraces 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 noise and disturbance, contrary to Policies CC11 and CC13 of the Local Plan (2018).

7) Flood Risk Assessment (FRA)

No part of the development shall be used or occupied until all flood prevention and mitigation measures have been installed in accordance with the Flood Risk

Assessment received 23 April 2025 and the development shall be permanently retained in this form and maintained as necessary thereafter.

To prevent flooding by ensuring the satisfactory storage and disposal of surface water from the site, and to reduce the impact of flooding to the proposed development and future occupants, in accordance with Policy CC2 and CC3 of the Local Plan (2018).

8) Extension not to be used as a separate unit

The extension hereby approved shall not be converted to use as a separate dwelling and shall only be used in connection with, and incidental/ancillary to, the use of the remainder of the application property as a self-contained flat.

The use of the extension accommodation as a self-contained unit, separate from the use of the remainder of the application property as a self-contained flat, would raise materially different planning considerations that the Council would wish to consider at that time, and to minimise flood risk to occupiers, in accordance with Policies DC1, HO4, HO5 and HO11 of the Local Plan (2018).

9) Noise Level Within the Development

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.

Justification for approving application:

1. Design, Appearance and Character: The proposed development is considered to be of a high-quality of design which optimises the capacity of previously developed land. It is considered that the proposed development would be compatible with the character and appearance of the surrounding development and the prevailing character of the Conservation Area in terms of its height, mass, form, detailed design and materiality. The proposed scheme therefore accords with the NPPF (2024), London Plan (2021) Policies D3 and HC1 and Local Plan (2018) Policies DC1, DC4 and DC8.

2. 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 Policies DC1, DC2, HO11, CC11, CC12 and CC13, and relevant housing and amenity Key Principles of the 'Planning Guidance' SPD (2018).

3. Transport and Highways: The site is well served by public transport, thereby offering alternative modes of transportation for local residents. 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. Satisfactory provision would be made for cycle parking, and a legal agreement is secured to the procurement and installation of an on-street cycle hangar. Adequate provision for the storage and collection of refuse and recyclables would be provided. The proposed development therefore accords with the NPPF (2024), London Plan (2021) Policies T1-T7, Local Plan (2018) Policies T1, T3 and CC7, and relevant transport and waste management Key Principles of the 'Planning Guidance' SPD (2018).

4. Environmental Issues: The impact of the development with regards to flood risk are considered to be acceptable subject to conditions to secure

appropriate mitigation measures, in accordance with London Plan (2021) Policies SI 12 and SI 13, Local Plan (2018) Policies CC3 and CC4, and relevant Key Principles of the 'Planning Guidance' SPD (2018).

5. Planning Obligations: Planning obligations to offset the impacts of the development and make it acceptable in planning terms are secured. This includes Section 278 highways works, the provision of on-street cycle storage, public access to the cycle storage for a period of 10 years and lost revenue as a result of the removal of one off-street parking space. The proposed development would therefore mitigate external 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) In determining this application, the local planning authority has worked in a pro-active and positive manner with the applicant to foster the delivery of sustainable development, in accordance with the requirements of paragraph 38 of the National Planning Policy Framework (2023).
- 2) 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.

LOCAL GOVERNMENT ACT 2000 LIST OF BACKGROUND PAPERS

All Background Papers held by case officer named above:

Application form received: 16th April 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)
LBHF - 'Climate Change' Supplementary Planning Document (2023)

Statutory Consultation :

Transport for London (Crossrail) - raised no objections.

Neighbour Comments:

Letters from:

Dated:

499 Fulham Road	12.05.2025
Flat D 497 Fulham Road	28.05.2025
Flat B 497 Fulham Road	13.05.2025
441 Wickwood Street	03.11.2025

1. SITE DESCRIPTION AND HISTORY

- 1.1. The application site is at a corner location on the southern side of Fulham Road at the junction with Maxwell Road. The site consists of a 4 storey plus-basement building containing three 2-bedroom flats and one 3-bedroom flat on the ground floor and basement levels. These areas have been recently converted from office uses to residential uses through a prior approval application (Ref:2023/00370/PMA56). There are also five 2-bedroom flats on the upper floors which are not a part of this application.
- 1.2 The application site lies within the Moore Park Conservation Area and does not contain any Listed Buildings or locally listed Buildings of Merit.
- 1.3 The application site lies within the Environment Agency's Flood Risk Zone 3.

Relevant Planning History

- 1.4 In 1982, a planning application (ref: 1982/00700/FUL) was approved for the erection of a part four, part, part two storey building plus basement comprising offices on the ground floor and basement levels and four self-contained 2-bedroom flats, one self-contained 1-bedroom flat and one self-contained bedsitting unit on the upper floors. This permission was not implemented.
- 1.5 In 1983, a planning application (ref: 1983/00206/FUL) was approved for the erection of a part four, part three storey building plus basement comprising offices on the ground floor and basement levels and five self-contained two-bedroom flats and one self-contained one-bedroom flat on the upper floors. This permission has been implemented although there now appear to be only five two-bedroom flats.
- 1.6 In 2000, a planning application (ref: 2000/00902/FUL) was approved for the erection of timber boundary fence to enclose area adjacent to Maxwell Road frontage.
- 1.7 In 2023, a prior approval application (ref: 2022/03460/PMA56) was refused for the conversion of the basement and ground floor level from offices (Class E) into 3 x 2-bedroom and 1 x 3-bedroom self-contained flats (Class C3). The application was refused on the grounds that insufficient information had been provided in order to demonstrate that: the building had been vacant for at least 3 months immediately prior to the date of the application; the scheme would be car free, and the flood risk assessment did not show adequate provision for sewer surcharge protection at the basement level.
- 1.8 In 2023, a planning application (ref: 2022/03462/FUL) was granted for the installation of new window in the rear elevation at ground floor level; erection of railings at the front of the property; installation of a skylight above the roof of

basement floors at the front and rear of the property. This permission has been partially implemented.

- 1.9 In 2023, a prior approval application (ref:2023/00370/PMA56) was granted for the change of use of the basement and ground floor level from offices (Class E) into 3 x 2-bedroom and 1 x 3-bedroom self-contained flats (Class C3). The proposed works appear to have been substantially completed.
- 1.10 The current application relates to partial retrospective proposals for the retention of: a single storey rear extension and reduction in size of 1no window at ground floor level to southern elevation of the main building; replacement of existing timber gates and timber fencing with new metal gates, brick pier and 1.8m high brick wall facing Maxwell Road (east elevation) and the installation of a louvred aluminum bin store cover.

2. PUBLICITY AND CONSULTATION

Pre-Application

- 2.1 In accordance with the National Planning Policy Framework (NPPF), the applicant undertook pre-application discussions with the Local Planning Authority between August 2024 and October 2024. Officers raised no objections with regards to the principle of the extension of the existing building at ground floor level to the rear, provided that any future application adequately demonstrated that compliant bicycle storage facilities could be accommodated to justify the proposed ground floor rear extension. The applicant was also advised that the design should mitigate against detrimental harm to the character and appearance of the parent building and the Moore Park Conservation Area as well as neighbouring amenity.

Statutory Consultation

- 2.2 The application was publicised in April 2025 by site and press notices. Individual notification letters were also sent to 17 neighbouring addresses. In response, 4 letters were received, one of which was from a metal fabrication company offering their services to the applicant. The other three letters raised the following summary objections:

- works carried out without planning permission and should be sought retrospectively
- Inadequate refuse provision storage; bin area opens directly onto the street, exacerbating risks of fly-tipping; old large metal bins should be replaced by new wheelie bins; should be accessible to elderly or disabled
- Proposal introduces four additional flats without a corresponding increase in bin capacity

- Poor design and drawings
- Inadequate consultation with the leaseholders
- Extension is visible from the flats above, and causes visual harm, unacceptable impact to townscape, obstructs key views to the adjacent former rectory, a heritage asset of architectural merit
- Extension constitutes a security issue providing access to windows above
- Residents were notified of works, but lack of access during construction caused disruption
- Noise and disturbance during construction
- loss of accessible and secure cycle storage, proposed replacement cycle store is obtrusive and positioned in an area to which residents do not currently have access
- Extension has two new windows resulting in loss of privacy

Officer comments:

- 2.3 Officer site visits have confirmed that works have been substantially completed and, as such, the application now seeks retrospective permission.
- 2.4 The applicant's submissions include a correctly completed ownership Certificate B which makes clear that the existing flats were notified of the proposal on 4 April 2025 in line with statutory requirements.
- 2.5 There is no statutory requirement for plans to be drawn by an architect, provided they are accurate, legible and properly scaled. Following revisions to the plans, officers are satisfied that the information provided is sufficient to assess the proposals. Officers are satisfied, following several site visits the revised plans accurately show site arrangements.
- 2.6 Regarding the access to the bin stores, the site visits reveal that the bin store area was temporarily obstructed with hoarding when the retrospective works were under construction; however, the hoarding has now been removed and the proposal would be secure and will include level access to the refuse/recycling area. Whilst there is no requirement for refuse bins to be enclosed, the proposals have been amended to include the installation of a louvred aluminium cover, which is intended to visually screen the bin store and discourage fly tipping.
- 2.7 The Council's borough-wide rollout of new wheeled bins and food waste caddies has been completed. This initiative included an assessment of properties that have not received the wheeled bins which were deemed unsuitable for this new service.
- 2.8 Although approved cycle storage in the front courtyard has been removed to include the ground floor extension, the current application retains a bin storage area of the same size in its previously approved location. Officers have confirmed

that the proposed bin storage is appropriate for the number and size of the dwellings.

- 2.9 Concerns regarding building security are noted. However, the proposed ground-floor extension would not be directly accessible from the public realm, as the scheme includes replacing the existing gate and timber fence with a more secure brick boundary wall along Maxwell Road.
- 2.10 The potential disruption caused by construction works is acknowledged. As the development is largely complete, an informative will be attached to remind the applicant of best practice measures to minimise disturbance to neighbouring properties.
- 2.11 All relevant material planning considerations - including design and visual impact, compatibility with the conservation area, effects on neighbouring amenity, and highways matters such as cycle storage and waste management – are addressed in the main body of the report.

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 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, 2024), 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), the 'Planning Guidance' Supplementary Planning Document (2018) (hereafter referred to as the 'Planning Guidance' SPD) and the 'Climate Change' Supplementary Planning Document (2023) (hereafter referred to as the 'Climate Change' SPD), include:

- design, character and appearance;
- residential/neighbouring amenity;
- transport and highways;
- flood risk; and
- planning obligations.

4. DESIGN, CHARACTER AND APPEARANCE

4.1 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.

4.2 Policy DC1 of the Local Plan (2018) requires that all development within the borough should create a high-quality urban environment that respects and enhances its townscape context and heritage assets.

4.3 Policy DC4 requires that extensions and alterations to be of 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; successfully integrate with the existing architectural design; and be subservient and not dominate the parent building in bulk, scale, materials, or design. In considering applications for alterations and extensions the council will take into account the following:

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

4.4 Key Principle HS4 states that the council will have regard to the existing established rear building lines of adjoining properties in determining applications for rear extensions which project beyond the rear building line of the property as originally built. However, planning permission will not normally be granted for any extension if:

- (i) The proposed extension is more than 3.5 metres in length or, where the original property has already been extended, if the combined length of the existing and the proposed extensions would project more than 3.5 metres beyond the rear building line of the back addition as it was originally built; or
- (ii) The proposed extension would extend to within 4 metres of the rear boundary of the application property; or
- (iii) The proposed extension would cover more than 50% of the open area at the rear of the property as originally built or, where the original property has already been extended if the cumulative area of the existing and proposed extensions would cover more than 50% of the open area at the rear of the property as originally built.

Design

- 4.5 The application seeks retrospective permission for the erection of a single storey rear extension, a reduction in the size of 1no window at ground floor level to southern elevation of the main building, the replacement of existing timber gates and timber fencing with new metal gates, brick pier and 1.8m high brick wall facing Maxwell Road; and the installation of a louvred aluminium cover for the bin storage area.
- 4.6 The single-storey extension occupies approximately half of the courtyard footprint along the Maxwell Road frontage, an area previously used for both bin and cycle storage approved in 2023 under prior approval (ref: 2023/00370/PMA56) as part of the conversion of the basement and ground floor to residential units. The extension is set back from the site boundary on Maxwell Road and displaces the approved cycle storage area, while retaining part of the previously approved bin storage within the front courtyard. The courtyard is now enclosed by a new masonry boundary wall approximately 1.8 m high, replacing the original timber fence and gates, which were in poor condition.
- 4.7 The extension and new boundary wall are finished in white painted render that matches the coursed stucco-effect ground floor of the host building. The new boundary treatment and proposed louvred aluminium cover would obscure from public view the bins that were visible through the original timber fencing, thereby improving the appearance of the public realm along Maxwell Road. From the rear, the single storey extension partially obscures the unsightly appearance of the bins in the courtyard from the flats at ground floor and above.
- 4.8 The proposed single storey extension measures 3.5m high, 4.3m wide. 3.3m deep. Along the boundaries these alterations are considered by virtue of their modest scale, materials and finishes to be sympathetic and compatible with the scale and character of the existing building and neighbouring properties. The extension successfully integrates into the architectural design of the existing building and is subservient to the parent building in terms of bulk, scale, materials and design. Therefore, the proposed development is compliant with Local Plan Policy DC4.
- 4.9 In terms of setting and openness, the rear boundary of the application site abuts a private driveway providing vehicular access to the adjoining property at No.499 Fulham Road. The application property currently has a rear garden measuring approximately 4.2m in depth. The ground floor rear extension is 4.2m from the rear building line of the property as it was originally built, thereby abutting the rear boundary.
- 4.10 Whilst the proposal does not strictly comply with Key Principle HS4(i) and (ii) by extending more than 3.5m beyond the existing rear wall and encroaching to within

4m of the rear boundary, the aforementioned driveway to the rear provides an open buffer between the application property and No.2 Maxwell Road, which flanks the other side of the driveway. Given this buffer, officers consider that the one-storey extension is modest in scale and does not result in an undue impact on the openness between neighbouring properties in this instance. Moreover, as the extension occupies less than 50% of the original rear garden, an adequate amount of amenity space has been retained. This aspect of the proposals, therefore, retain a suitable level of openness to the rear, and is therefore acceptable with regards to the aims of Key Principle HS4.

Heritage Impacts

- 4.11 The NPPF states that development should be sympathetic to local character and history, including the surrounding built environment and landscape setting. The NPPF advocates a positive strategy for conserving and enhancing the historic environment, taking account of (amongst other things) the desirability of new development to make a positive contribution to local character and distinctiveness.
- 4.12 The Planning (Listed Buildings and Conservation Areas) Act 1990 sets out the principal statutory duties which must be considered in the determination of any application affecting listed buildings or conservation areas. Section 72 of the Act is relevant to consideration of these applications. In determining applications, Paragraph 208 of the NPPF states that LPAs should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal.
- 4.13 Paragraph 212 of the NPPF states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.
- 4.14 Policy DC8 also seeks to protect, restore or enhance the quality, character, appearance and setting of the borough's historic environment including its conservation areas. When determining applications affecting heritage assets, particular regard will be given to matters of scale, height, massing, alignment, materials and use.

4.15 Key Principle CAG3 goes on to state that new buildings, extensions and alterations should be sympathetic to the architectural character of the built context and should not have a harmful impact on the character and appearance of the conservation area. Characteristics such as building heights, building lines, roof forms, rear and side additions, front gardens and boundary treatment, lightwells, materials, windows and building features as well as disabled access measures should be considered in this context.

4.16 The application site lies within the Moore Park Conservation Area which was designated in April 1989. The designation sought to retain the character of the area around Fulham Road between Fulham Broadway and the Borough boundary, including Buildings of Merit such as the Sir Oswald Stoll Foundation (is over 100m from the site) and Chelsea Studios, and the residential areas of neat Victorian terraces between Fulham Road and King's Road.

4.17 The Council approved the Moore Park Conservation Area Character Profile in October 2004 and it was updated in April 2008. Paragraphs 5.5 to 5.7 of the Conservation Area Profile splits the conservation area into three sub-areas to distinguish areas of similar character and similar periods of development. The application site falls within Area A 'Fulham Road' which follows the route of Fulham Road and there are a variety of building types and architectural styles within the Fulham Road sub-area which has resulted in its townscape of contrasting textures, colours and details. It is this diversity of scale and design, and groups of buildings with some properties predating the 19th Century, which contributes to the character of the sub-area.

4.18 To the east, No. 493 Fulham Road on the opposite corner with Maxwell Road, forms part of a short terrace (Nos. 483 to 493 odd) that is identified in the Conservation Area Profile as three-storey built of stock brick with stucco detailing including parapet cornices and window surrounds. The render detail includes decorative string courses and there are paired porches to the properties. Paragraph 5.33 of the Profile acknowledges that most of the properties in that terrace now have insensitively designed additional storeys. The development on the application site does not harm the setting of the opposing terrace.

4.19 The Old St James's Vicarage at 19 Maxwell Road is a non-designated heritage asset in residential use which is separated from the application site by a private vehicular access road that serves No.499 Fulham Road. The existing views of the Vicarage building from Maxwell Road are largely obscured by the existing coach house 'garage building', boundary walls and arched doorway that front Maxwell Road.

4.20 The application extension sits on the Maxwell Road frontage of the site. From an oblique angle the single storey development partially interrupts existing views of the Vicarage building. However, by virtue of its relatively small scale, setback from the boundary and proximity to the open setting of the existing vehicular access, the extension does not appear dominant and is sympathetic to the setting of that building. Therefore, the impact of the extension is considered to be modest and does not cause harm to the significance or setting of the Vicarage, a non-designated heritage asset; the frontage of that building is predominantly concealed from public view by its own boundary wall and the coach-house within its curtilage. The proposed development is therefore considered to be compliant with Local Plan (2018) Policy DC8 and Key Principle CAG3 of the Planning Guidance SPD (2018)

4.21 The Council's Design & Conservation officer has reviewed the application and raised no objections. Great weight has been given to the preservation of the character and appearance of the Conservation Area as required by s.72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 and to the conservation of the significance of the designated heritage asset as set out in para 212 of the NPPF. On balance, the proposal represents a sensitive design response to the surrounding built environment that would optimise the use of a previously developed site and improve the current visual relationship with adjoining sites.

4.22 For the reasons explained above, Officers consider that the proposal is visually acceptable and will preserve the character and appearance of the conservation area. As such, it is considered that the proposal would comply with Sections 16 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990, Section 16 of the NPPF (2024), London Plan (2021) Policy D3, Local Plan (2018) Policies DC1, DC4 and DC8 and Key Principle CAG3 of the Planning Guidance SPD (2018).

5. RESIDENTIAL AMENITY

5.1 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 HS4, HS6 and HS7 seek to protect the existing amenities of neighbouring residential properties in terms of outlook, light, privacy and noise and disturbance.

5.2 The most affected residential properties are those within the application site itself, No.499 Fulham Road and No.2 Maxwell Road

Outlook/Sense of Enclosure

- 5.3 The Council's SPD Key Principle HS6 acknowledges that a building's proximity can have an overbearing and dominating effect detrimental to the enjoyment by adjoining residential occupiers of their properties. Although it is dependent upon the proximity and scale of the proposed development, a general standard can be adopted by reference to a line drawn at an angle of 45 degrees from a point 2m above the adjoining ground level of the boundaries of the site where it adjoins residential properties. However, on sites that adjoin residential properties that have rear gardens of less than 9m in length, this line should be measured at 45 degrees from the ground level on the boundary of the site where it adjoins residential properties. If any part of the proposed building extends beyond these lines, then an on-site judgement will be a determining factor in assessing the effect which the proposed development will have on the amenity of occupiers at neighbouring properties.
- 5.4 Within the application site, whilst not yet occupied, the substantially completed, three-bedroom unit at basement level contains four rear-facing windows. The single storey extension at ground floor, would not breach a notional 45-degree line from the basement windows and would therefore ensure satisfactory outlook from the future occupiers of that dwelling.
- 5.5 To the south is the Vicarage in Maxwell Road. Due to the irregular rear façade within the application site, the depth of the existing rear garden ranges from approximately 4.2m to 7.2m. Whilst the 3.3m wide portion of the ground floor rear extension would breach a 45-angle taken from the rear boundary, the existing 3.1m-wide vehicular access beyond the southern boundary creates an enhanced sense of openness between the proposed extension and the flank elevation of the Vicarage. Based on an on-site judgement officers are satisfied that the proposal would have an acceptable impact in terms of light and outlook.
- 5.6 To the west and east respectively neither No.499 Fulham Road nor No.493 Fulham Road include habitable rooms that would experience any unacceptable reduction in daylight or outlook as a result of the proposal.
- 5.7 Overall the proposals are in line with the objectives of SPD Key Principles HS6 and HS7(i).

Privacy

- 5.8 SPD Key Principle HS7 states that new windows should normally be positioned so that they are a minimum of 18 metres away from existing residential windows as measured by an arc of 60 degrees taken from the centre of the proposed window.

In addition, it states that a roof terrace/balcony is unacceptable if it would result in an additional opportunity for overlooking and consequent loss of privacy.

5.9 The single storey extension includes no windows in its north elevation (along Fulham Road) nor east elevation (along Maxwell Road); the proposals do not result in any loss of privacy to those opposing properties. Two new windows are included in the southern elevation of the extension which are within 18m of the Vicarage and have direct views to the rear lightwell below, which will serve as private outdoor amenity area for the three-bedroom unit at basement level which is forms part of the 2023 Prior Approval consent. A condition will be attached requiring the windows in the single storey structure to be fixed shut with the obscure glazing to be retained in perpetuity. On this basis, the proposal does not unacceptably impact upon the privacy enjoyed by neighbouring properties and, therefore, complies with SPD Housing Key Principle HS7.

Noise and Disturbance

5.10 London Plan Policy D14 sets out measures to reduce, manage and mitigate noise to improve health and quality of life. Local Plan Policy CC11 advises that noise and vibration impacts will be controlled by locating noise sensitive development in appropriate locations and protected against existing and proposed sources of noise through design, layout, and materials. Noise generating development will not be permitted if it would materially increase the noise experienced by occupants/users of existing or proposed noise sensitive areas in the vicinity. Policy CC13 seeks to control pollution, including noise, and requires proposed developments to show that there would be 'no undue detriment to the general amenities enjoyed by existing surrounding occupiers of their properties'.

5.11 Whilst the 3-bedroom flat at basement level is not yet occupied, its future occupants could nevertheless experience impacts due to noise as from the use of the living room occupying the new extension above. As such, a condition has been included to ensure that the amenity of occupiers of the development site is not adversely affected by noise levels from adjoining residential units. Notably, construction of the single storey extension has already largely taken place, and noise construction is no longer likely to have any discernible adverse impact; however, an informative will be included advising the applicant of acceptable construction best practices to minimise disruption to neighbouring residents.

5.12 On this basis, it is considered that the proposal would not result in any undue noise impact on residential occupiers. The proposals accord with London Plan D14 and Local Plan Policies CC11 and CC13.

5.13 Overall, in terms of residential amenity the proposals are considered satisfactory in accordance with Policies CC11, CC13, DC1, DC2, HS4, HS6, HS7 and HO11 of the Local Plan (2018).

6. TRANSPORT AND HIGHWAYS

- 6.1 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.
- 6.2 The subject property has a PTAL score of 5, signifying that it has very good access to public transport, being within 200m of Fulham Broadway underground station as well as several bus stops providing access to the 14, 21 and 414 bus routes.

Cycle Parking

- 6.3 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.In addition to the London Plan standards, cycle parking must be provided in accordance with London Cycling Design Standards (2016) and West London Cycle Parking Guidance (2017).
- 6.4 Local Plan Policy T1 seeks to improve and increase the opportunities for cycling and walking. Local Plan Policy T3 also encourages and supports the increasing use of bicycles by requiring developments to include the provision of convenient accessible and safe secure cycle parking which includes developer contributions for improvements to cycling infrastructure.
- 6.5 The above policies are supported by SPD Key Principles TR10 and TR17 which states that financial contributions will be sought from developments for TfL or other cycle hire schemes and that developers will be required to pay for any works that the council or TfL, in their capacity as the highway authority, has the power to carry out and that are necessary as a result of new development.
- 6.6 The 2023 Prior Approval consent (ref. 2022/03460/PMA56) for conversion of the ground and basement floors from office to residential use required the provision of eight secure cycle parking spaces (two per flat) within the Maxwell Road courtyard. This requirement was secured by condition.
- 6.7 During pre-application discussions for the current submissions, officers raised no in-principle highways objections, provided that policy-compliant cycle parking was

retained. However, the single-storey extension now proposed would displace the previously approved cycle parking, and the applicant proposed relocating the facilities to the rear of the site.

- 6.8 The cycle parking arrangement originally submitted was deemed unacceptable. Access relied on a neighbouring private driveway and an external stairwell to a basement storage area. Officers considered the route impractical and less accessible from street level. Consultation responses also raised concerns regarding the loss of secure and convenient cycle storage. Highways officers further objected due to inadequate spacing around the Sheffield stands and the lack of full enclosure, leaving cycles exposed to weather.
- 6.9 In response, and following discussions with officers, the applicant has agreed to provide an on-street cycle hangar on Maxwell Road for six cycles. Officers recognise that this is two spaces fewer than required under the 2023 consent and that hangars constitute public infrastructure requiring ongoing maintenance by the Council. Installation would also remove one on-street parking space, resulting in a loss of parking revenue.
- 6.10 To address these impacts, the applicant has committed to a financial contribution of £19,820. This covers the capital cost and installation of the hangar, exclusive use and maintenance for residents of the application property for 10 years, and compensation for the loss of parking revenue over the same period.
- 6.11 Highways officers support this off-site alternative, noting that the area lacks public cycle infrastructure and does not experience high parking stress. The site is also well served by public transport, providing residents with alternative travel options. As highway authority, the Council would deliver the works to adoptable standards and minimise disruption. The contribution will be secured through a legal agreement following public consultation on the proposed loss of parking.
- 6.12 Overall, subject to securing the agreed financial contribution for an on-street cycle hangar, officers consider the proposals to comply with London Plan Policy T5 and Local Plan Policies T1 and T3, as well as SPD Key Principles TR10 and TR17.

Refuse, Recycling and Servicing

- 6.13 Local Plan Policy CC7 states that new developments, including conversions should aim to minimise waste and should provide convenient facilities for future occupiers. Key principle WM7 of the Planning Guidance SPD requires that all new residential developments employing communal containers should provide a purpose-built area to include space for recycling bins.

6.14 The council recommends calculating the required waste capacity based on the following formula: $A \times ((B \times C) + 30)$ where:

A = number of dwellings

B = volume arising per bedroom (100l)

C = average number of bedrooms

The recommended split of refuse and recycling is a ratio of 50% refuse, 50% recycling.

6.15 The existing building contains 5 x 2-bedroom units on the first, second and third floors. The enlarged unit at ground floor level would result in the creation of a 3-bedroom unit, and the three yet-to-be occupied units permitted under the prior approval (ref: 2022/03460/PMA56) comprise 1 x 3-bedroom unit and 2 x 2-bedroom units. In this case, the required capacity of refuse/recycling storage is:

$9 \times ((100 \times 2.2) + 30) = 2,250\text{L}$ (1,125L for refuse and 1,125L for recycling)

6.16 An area measuring approximately 4.2m x 1.8m for the storage of refuse and recycling facilities has been retained within the courtyard next to Maxwell Road at ground floor level. This proposed bins would provide 2,560L (2 x 1,280L Eurobins) which exceeds the target requirement. The timber fence separating the refuse area has been replaced by a brick boundary wall and secure gate, and a louvred aluminium cover is proposed which will better screen the refuse and recycling bins and discourage fly tipping. As such, the proposal complies with Policy CC7 of the Local Plan (2018).

6.17 Overall, there are no objections to the proposals from a transport and highways perspective. Subject to the outlined conditions and legal obligations, the scheme would accord with the relevant policies of the London Plan and the Local Plan.

7. ENVIRONMENTAL CONSIDERATIONS

Flood Risk / Sustainable Drainage (SuDS)

7.1 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.

7.2 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 paving should be refused and that drainage should be designed and implemented to address water efficiency, water quality, biodiversity and recreation.

- 7.3 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.
- 7.4 The site is within the Environment Agency's Flood Risk Zone 3 indicating a medium risk of flooding from the Thames. However, it is well protected by flood defences such as the Thames Barrier and local river walls. As required, a Flood Risk Assessment has been submitted with the application and it assesses flood risk from all relevant sources as required, including surface water, reservoirs, groundwater and sewers.
- 7.5 The Council's Environmental Policy – Flood Prevention Team have reviewed the FRA and raised no objection subject to conditions to secure the implementation of the flood resilience and water efficiency measures as outlined in the FRA. Subject to this condition, the scheme is acceptable on flood risk grounds and, therefore, the development accords with London Plan (2021) Policies SI12 and SI13 and Local Plan (2018) Policies CC3 and CC4.

8. COMMUNITY INFRASTRUCTURE LEVY / PLANNING OBLIGATIONS

Mayoral and Local CIL

- 8.1 In this case, the proposed development would be liable to pay Community Infrastructure Levy (CIL) at the mayoral level. 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 approximately £1,075 (plus indexation).
- 8.2 Given that the development measures less than 100sqm and does not result in an additional dwelling unit, Local CIL is not applicable in this case.

S106 Heads of Terms

- 8.3 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'.
- 8.4 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.

- 8.5 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 (s106).
- 8.6 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 the scale and type of development proposed. 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 and impacts of the proposed development.
- 8.7 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 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.
- 8.8 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) Enter into a S278 Agreement to fund any necessary highway works arising from the development on Maxwell Road;
 - 2) Contribution of £6,500 towards the procurement and installation of one 6-space cycle hangar on Maxwell Road;
 - 3) Contribution of £4,320 towards the exclusive use and maintenance of the cycle hangar for residents for a period of 10 years;
 - 4) Contribution of £9,000 towards lost revenue as a result of the reduction of on-street parking over a period of 10 years;
 - 5) A commitment to meet the costs of the Council's associated legal fees.

9. CONCLUSION

- 9.1 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.
- 9.2 In the assessment of the application regard has been given to the NPPF, London Plan, and Local Plan policies as well as guidance.
- 9.3 In summary, the proposals would result in the creation of a family-sized unit for which there is an identified housing need that would be compatible with the land uses in the surrounding area, which is characterised primarily by residential uses in single dwellinghouses and flats.
- 9.4 The proposal is acceptable in visual terms and is of a good quality of design which would not adversely impact upon the surroundings including heritage assets. 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 have also been satisfactorily addressed and will be subject to conditions and 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 Council's Supplementary 'Planning Guidance' (2018) 10.5 Officers have taken account of all the representations received and in overall conclusion for the reasons detailed in this report, it is considered having regard to the development plan as a whole and all other material considerations, that planning permission should be granted subject to the conditions listed, and the completion of a s106 agreement.
- 9.5 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.

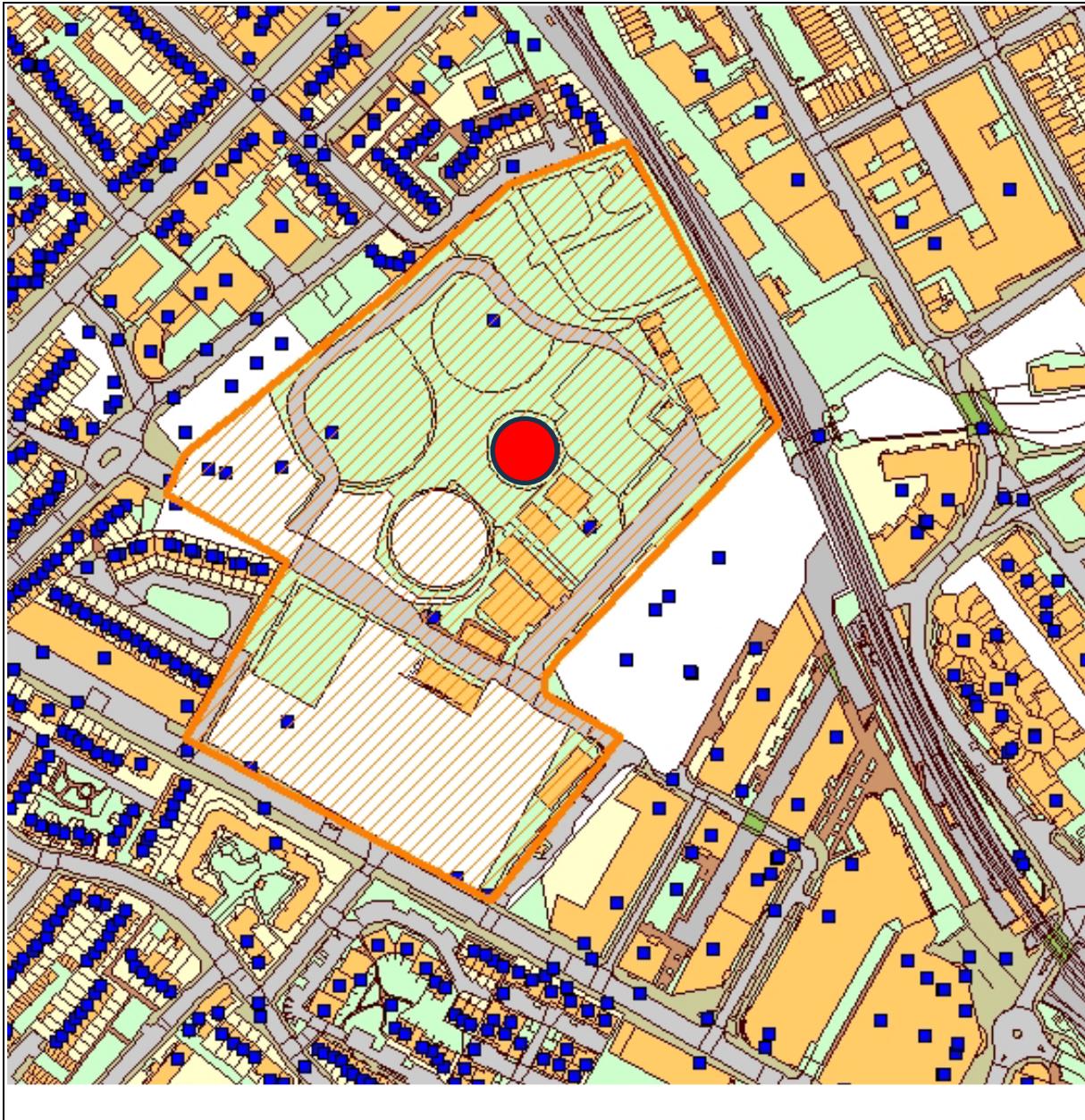
10. RECOMMENDATION

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

Ward: Parsons Green and Sandford

Site Address:

Fulham Gas Works Imperial Road London



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For identification purposes only - do not scale.

Reg. No:
2025/00651/FUL

Case Officer:
Catherine Slade

Date Valid:
03.03.2025

Conservation Area:
Imperial Square & Gasworks Conservation Area -
Number 6

Committee Date:
20.01.2026

Applicant:

Mr Sean Gilbreth
3 Riverlight Quay London SW11 8AY

Description:

Works to Gasholder No.2 comprising:

- (i) bell and tank wall stabilisation works including concrete pours;
- (ii) the recording of the existing structure, the dismantling and off-site refurbishment and restoration of part of the existing structure;
- (iii) the permanent removal of roof sheeting, metal tank walls and infilling of existing void;
- (iv) the incorporation of replacement components where the original components are degraded beyond repair; and
- (v) the repainting and erection of the restored and replacement components of the gasholder in a new configuration with required alterations to facilitate the use of the salvaged elements of the gasholder as an integrated feature of the wider landscaped park, including introduction of a water feature and new seating and other associated works.

Drg Nos: See Condition No.2

Application Type:

Full Planning Application

Officer Recommendation:

- (1) That the Committee resolve, subject to there being no contrary direction from the Secretary of State, that the Director of Planning and Property be authorised to determine the application and grant planning permission subject to the conditions listed below (as amended or varied in accordance with 2 below) and subject to the completion of a satisfactory legal agreement in accordance with 3 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 changes to the conditions listed below, which may include the amendment, addition or deletion of conditions, and any such changes shall be within their discretion.
- (3) 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 Heads of Terms of the legal agreement and finalise the legal agreement to deal with the matters set out in Section 8 of this report.

Conditions:

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

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

- 2) The planning permission hereby permitted shall be constructed in accordance with the approved drawings marked.

6449-PL 01 Rev 01 Site Location Plan
6449-PL 02 Rev 01 Existing Site Plan
6449-PL 03 Rev 01 Existing Ground Floor Plans Showing Demolitions
6449-PL 04 Rev 01 Existing Internal Floor Plan Showing Demolitions
6449-PL 05 Rev 01 Existing Ceiling Plan Showing Crown Structure
6449-PL 06 Rev 01 Existing Sections Through Gasholder
6449-PL 07 Rev 01 Existing Elevation
6449-PL 08 Rev 01 Existing Tripod Structure
6449-PL 09 Rev 01 Proposed Ground Floor Plan
6449-PL 10 Rev 01 Proposed Roof Structure Plan
6449-PL 11 Rev 01 Proposed Section Through Gasholder
6449-PL 12 Rev 01 Proposed Elevation
6449-PL 13 Rev 01 Proposed Tripod Structure Details
6449-PL 14 Rev 01 Proposed 1:20 Details

W502-CRA04-XX-ZZ-DR-S-005-0150 rev C01 – Gasholder No.2 General Arrangement – Overall (Existing)
W502-CRA04-XX-ZZ-DR-S-005-0151 rev C01 – Gasholder No.2 Sections and Elevations (Existing)

W502-CRA04-SHE-3A-XX-DR-HE-0600-0501 rev P01 – Gasholder No.2 As Existing Sheet 1
W502-CRA04-SHE-3A-XX-DR-HE-0600-0502 rev P01 – Gasholder No.2 As Existing Sheet 2
W502-CRA04-3A-XX-DR-HE-0600-0507 rev C02 – Gasholder No.2 As Existing (October 2025) Sheet 1
W502-CRA04-3A-XX-DR-HE-0600-0508 rev C02 – Gasholder No.2 As Existing (October 2025) Sheet 2

W502-CRA04-XX-ZZ-DR-S-005-0318 rev C01 Lattice Structure Repair Mark-Up
W502-CRA04-XX-ZZ-DR-S-005-0322 rev C01 – Perimeter Ring Beam General Arrangement, Sections & Details
W502-CRA04-XX-ZZ-DR-S-195-0601 rev C01 Replacement Fixings
W502-CRA04-XX-ZZ-DR-S-195-0602 rev C01 Overplate to Broken Tripod Column Castings 1
W502-CRA04-XX-ZZ-DR-S-195-0603 rev C01 Overplate to Broken Tripod Column Castings 2
W502-CRA04-XX-ZZ-DR-S-195-0604 rev C01 - Strengthening of Degraded Column Flanges

W502- CRA04- XX- ZZ- DR- S- 195- 0605 rev C01 - Corrosion Jacking of Number Plate
W502- CRA04- XX- ZZ- DR- S- 195- 0606 rev C01 - Corrosion of Radial Truss Top Chord Flanges
W502- CRA04- XX- ZZ- DR- S- 195- 0607 rev C01 - Corrosion of Radial Truss Top Chord Webs
W502- CRA04- XX- ZZ- DR- S- 195- 0608 rev C01 - Corrosion of Radial Flat Plate Rafters
W502- CRA04- XX- ZZ- DR- S- 195- 0609 rev C01 - Replacement of Significantly Corroded Bracing Ties
W502- CRA04- XX- ZZ- DR- S- 195- 0610 rev C01 - Replacement of Significantly Corroded Circumferential Ties
W502- CRA04- XX- ZZ- DR- S- 195- 0611 rev C01 - Baseplate Strengthening
W502- CRA04- XX- ZZ- DR- S- 195- 0612 rev C01 - Roller Refurbishment
W502- CRA04- XX- ZZ- DR- S- 195- 0613 rev C01 - Cracking to Cast Iron Components
W502- CRA04- XX- ZZ- DR- S- 195- 0614 rev C01 – Splice Repair to Radial Truss Bottom Chord
W502-CRA04-XX-ZZ-DR-S-195-0615 rev C01 – Lightening Protection

P11237-00-015-GIL-0103 rev 05 Gasholder Landscape General Arrangement Plan

Design & Access Statement (Adam Architecture) ref DP/6449 dated November 2023
Refurbishment Technical Requirements for Fulham Gasholder No 2 (Craddys) ref 12821w0020c rev P03 dated March 2025
Detailed Methodology for the Dismantle/Refurbishment and Re-installation of the Historic Gasholder No 2 (Alloy Fabweld) ref AFW 001 rev 05 dated 30 October 2025
Gasholder No.2 Heritage Statement (Montagu Evans) dated 9 June 2025

Reason: To ensure full compliance with the planning application hereby approved and to prevent harm arising through deviations from the approved plans and to safeguard the special architectural or historic interest of the listed building and ensure its restoration and reinstatement in accordance with the proposals, in accordance with the London Plan 2021 and Policies DC1, DC2, DC4 and DC8 of the Local Plan 2018.

3) Prior to erection of the proposed structure, details of the external materials (including physical samples) to be used in the construction of all types of replacement elements and any additional element including masonry bases below tripods, infill (anti-climb) panels and anti-bird fouling measures shall be submitted to, and approved in writing, by the Local Planning Authority in consultation with Historic England.

The works shall not be carried out other than in accordance with the approved details.

Reason: To preserve the special architectural and historic interest of the Listed Building and its setting, the character and appearance of the Conservation Area in accordance with Policy DC8 of the Local Plan 2018.

- 4) Prior to erection of the proposed structure, details of an interpretation strategy to inform the public about the history, original use and operation of the gasholder including drawings at a scale of not less than 1:20, samples of external materials and details of the location, height, size, design and text of interpretation boards and plaques shall be submitted to and approved in writing by the Local Planning Authority in consultation with Historic England.

The development shall not be carried out other than in accordance with the approved details.

Reason: To reveal the special architectural and historic interest of the Listed Building and its setting, the character and appearance of the Conservation Area and the significance of the Building of Merit in accordance with Policy DC8 of the Local Plan 2018.

- 5) Prior to commencement of the erection of the proposed structure, details, including scaled drawings and physical samples, of any drainage infrastructure associated with the structure and associated landscaping, including any rainwater goods necessary to protect the significance of the listed building and users of the structure shall be submitted to, and approved in writing, by the Local Planning Authority in consultation with Historic England.

The development shall not be carried out other than in accordance with the approved details.

Reason: To better preserve the special architectural and historic interest of the Listed Building and its setting, the character and appearance of the Conservation Area and the significance of the Building of Merit in accordance with Policy DC8 of the Local Plan 2018.

- 6) Prior to commencement of the erection of the proposed structure, details, including scaled drawings, a planting specification and physical samples, of all landscaping associated with the structure, which shall include public seating and the physical delineation of the original gasholder void perimeter interpret to protect the significance of the listed building shall be submitted to, and approved in writing, by the Local Planning Authority in consultation with Historic England.

Reason: The development shall not be carried out other than in accordance with the approved details. In the event that any planting is damaged, diseased or dies within 5 years of the installation of the planting, it shall be replaced on a like for like basis within the following planting season.

To better preserve the special architectural and historic interest of the Listed Building and its setting, the character and appearance of the Conservation Area in accordance with Policy DC8 of the Local Plan 2018.

7) Prior to commencement of the development hereby permitted, a Dismantling and Construction Logistics Plan (DCLP) prepared in accordance with TfL CLP Guidance, shall be submitted to and approved in writing by the Local Planning Authority.

The CLP shall cover the following minimum requirements:

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

The works shall be carried out in accordance with the approved DCLP.

Approved details shall be fully implemented and retained and maintained throughout the construction phase of the development.

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

8) Prior to commencement of the development hereby permitted, a scheme for temporary solid hoarding fencing (minimum height 2.5m) and/o enclosure of the site shall be submitted to and approved in writing by the Local Planning Authority. The temporary fencing and/or enclosure shall be installed prior to the start of any site clearance/demolition works and thereafter be retained for the duration of the building works in accordance with the approved details. No part of the temporary fencing and/or enclosure of the site shall be used for the display of commercial advertisement hoardings unless the relevant advertisement consent is sought from the Local Planning Authority.

Reason: To ensure a satisfactory external appearance to and prevent harm to the street scene and public realm, in accordance with Policies D1 and D8 of the London Plan 2021 and Policies DC1, DC2, DC8 and CC12 of the Local Plan 2018 and Key Principles of the Planning Guidance SPD 2018.

JUSTIFICATION FOR APPROVING THE APPLICATION

- 1) The Grade II* listed Gasholder No. 2 is in very poor condition, its original use is redundant, it is considered incapable of any viable reuse without causing greater harm to its significance and the proposals are considered to represent the best opportunity available to conserve as much of its significance as is possible by reinterpreting part of the structure within the historic context of the Fulham Gas Works site and Imperial Square & Gasworks Conservation Area. The proposals will ensure the recording of the listed Gasholder No. 2, the refurbishment and reuse of salvageable elements of the listed Gasholder No. 2 and will provide heritage and public benefits through the creation of a centrepiece for the key public space within the wider development site, which will draw from the industrial heritage of the Fulham Gasworks including the adjacent listed buildings and Building of Merit. The substantial harm to the significance of the listed Gasholder No. 2 and the less than substantial harm caused to the group value and settings of adjacent listed buildings arising from the loss of the listed building in its original form, would be outweighed by the substantial heritage and planning benefits identified, including securing the future conservation of those elements of the listed Gasholder No. 2 that are capable of salvage and reuse.

The proposed arrangement of the salvaged elements from Gasholder No. 2 with new elements and landscaping as part of the public realm proposals is considered to be well designed in relation to the townscape and historic context and would not harm the significance of the Imperial Square & Gasworks Conservation Area or the settings of the salvaged elements of Gasholder No. 2. The settings of adjacent listed buildings including the Grade II listed Office building, Grade II listed Laboratory building, Grade II listed WW1 war memorial and the setting of the WW2 war memorial Building of Merit would not be harmed.

The development is considered acceptable having regard to and applying the statutory provisions of Sections 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) and is in line with national guidance in the National Planning Policy Framework and Policies D3, D4, D5, D8 and HC1 of the London Plan (2021), Policies DC1, DC2 and DC8 of the Local Plan (2018) and the Key Principles in the Planning Guidance SPD (2018).

Officer Report

LOCAL GOVERNMENT ACT 2000 LIST OF BACKGROUND PAPERS

All Background Papers held by case officer named above:

Application form received: 7 May 2025

Drawing Nos: see above

Policy Documents:

National Planning Policy Framework (NPPF) 2023

The London Plan 2021

LBHF - Local Plan 2018

LBHF - Planning Guidance Supplementary Planning Document 2018

LBHF – Climate Change Supplementary Planning Document 2023

Consultation Comments:

Comments from:

Historic England

Dated:

14.04.2025

Historic England

12.01.2026

Greater London Industrial Archaeology Society

16.04.2025

Hammersmith & Fulham Historic Buildings Group

15.04.2025

Neighbour Comments:

Letters from:

Dated:

1.0 BACKGROUND

- 1.1 This application relates to a Grade II* listed gasholder located within the King's Road Park development (formerly known as the Fulham Gasworks Site). The structure has not been routinely used for the storage of gas since the mid-twentieth century, and is in a poor (and deteriorating) condition, which is reflected in its inclusion on Historic England's Heritage at Risk Register.
- 1.2 The applicant, St William Homes, seeks full planning permission and listed building consent for the dismantling, refurbishment, and reinstatement of the structure in a reconfigured form in its original (current) location within the main public space within the development, along with infilling of the below ground void. It is anticipated that some elements of the original structure will not be capable of salvaging, and the applications seek consent for the introduction of replacements where this is the case.
- 1.3 This report should be read together with the application for listed building consent made under reference 2025/00568/LBC.
- 1.4 The proposals have been the subject of extensive pre-application engagement with Council Officers, Historic England and local stakeholders. The applications are supported by an extensive suite of technical documents which explain the proposals in the context of a significant degree of uncertainty over the condition of the structure and the extent of salvage potential. These documents include a Heritage Statement, Design and Access Statement, Method Statement and Refurbishment Technical Requirements document, which have been drafted by parties with appropriate professional experience and qualifications.

2.0 SITE

- 2.1 The Site is King's Road Park, a residential led mixed-use development which measures approx. 6.33 hectares in total and is bounded by Gwyn Close and the Overground railway line to the north; Chelsea Creek residential development to the east; Imperial Road with Imperial Square to the south; and Michael Road to the west.
- 2.2 The site has mostly been cleared for development apart from the listed buildings and structures (No.2 Gasholder, 1856 Chief Engineer's Office and 1927 Former Research Laboratory which remain in situ, and the 1920 WW1 War Memorial and WW2 War Memorial which have been refurbished and reinstalled on the site under the provisions of 20223/01146/FUL and 2023/01147/LBC). Development Plots A1 (Phase 1a), A2 (Phase 1c), A3 (Phase 1b), B1 (Phase 2a – temporary marketing suite), D1 (Phase 2c), D2 (Phase 2d) and E1 (Phase 3b), are completed and occupied. Development Plots E2 (Phase 3c), G1 (Phases 3e and 3f) and H1 (4b) are currently under construction.
- 2.3 Gasholder No.2 sits within Phase 4a of the wider site, but is a self-contained parcel within the landscaping proposed within this phase, which is subject to reserved matters submission 2023/03113/RES (currently undetermined).

Designations

- 2.4 The southern portion of the Site is located within the South Fulham Riverside Regeneration Area (Local Plan 2018 Policy SFRRA); the Imperial Square and Gasworks Conservation Area (Local Plan Policy DC8) and is within Flood Risk Zones 2 and 3. The Imperial Square Conservation Area (designated in 1975) was extended in 2005 to include the adjoining buildings in Harwood Terrace and Imperial Road, and the northern part of the gasworks site that is inextricably linked to the history of the houses in Imperial Square. The designation of the Conservation Area sought to protect its special character and in recognition of its unique industrial history.
- 2.5 There are three other listed buildings/structures within the Site. The 1856 Chief Engineer's Office, the 1927 Research Laboratory and the First World War Memorial were statutory listed at Grade II in 2007. In addition to these, the Second World War memorial is on the Council's Local Register of Buildings of Merit and is a non-designated heritage asset.

3.0 RELEVANT SITE HISTORY

- 3.1 Planning Permission (2018/02100/COMB) was granted 8 February 2019 (part-detailed, part-outline) for demolition of existing buildings and structures (excluding No.2 Gasholder, 1856 Chief Engineer's Office, 1927 Former Research Laboratory, 1920 WW1 War Memorial and WW2 War Memorial) and redevelopment to provide a residential-led mixed use development comprising the erection of new buildings ranging from 1 to 37 storeys to

provide up to 1,843 (including 646 Affordable Housing) residential units and ancillary residential facilities (C3 Use) and non-residential floorspace in Use Classes A1, A2, A3, A4, B1, D1 and D2, the provision of a new publicly accessible open space, new pedestrian and vehicle routes, accesses and amenity areas, basement level car park with integral servicing areas, interim works and other associated works.

- 3.2 Details pursuant to condition 104 attached to 0018/02100/COMB (2019/03747/DET) were approved on 12 February 2020 of intrusive condition survey methodology.
- 3.3 Listed Building Consent (2020/00184/LBC) was granted on 19 March 2020 for proposed works to Gasholder No.2 (Grade II* listed) located within Phase 4a of planning permission (ref: 2018/02100/COMB) dated 8 February 2019 for intrusive works to facilitate access to de-water, remove sludge, decontaminate, investigate, assess and record the condition of Gasholder No.2.
- 3.4 Listed Building Consent (2020/01806/LBC) was granted on 11 July 2020 for proposed works to Gasholder No.2 (Grade II* listed) located within Phase 4a of planning permission (ref: 2018/02100/COMB) dated 8 February 2019 for works to record, dismantle and store the dwarf perimeter wall of the Grade II* listed structure.
- 3.5 Reserved Matters Application (2023/03113/RES) is currently under consideration for details of access, appearance, landscaping, layout and scale in respect of Phase 4a (excluding Gasholder No.2) for the delivery of a landscaped area known as Park North.
- 3.6 Full Planning Permission (2024/00302/FUL) was granted on 08 April 2024 for Works to Gasholder No.2 (Grade II* listed) to facilitate and enable the decontamination of the gasholder bell and tank, including the creation of multiple temporary access points within the crown sheeting for the installation of specialist temporary works connections to maintain tank stability during decontamination and subsequent refurbishment. Temporary works also include a cantilevered scaffold access walkway, cover system over the crown to mitigate potential release of odour, and erection of a covered water and sludge management compound. Consent for temporary works is sought until 31st December 2026 following which the openings in the crown sheeting will be closed and the crown sheeting replaced.
- 3.7 Listed Building Consent (2024/00303/LBC) was granted on 8 April 2024 for works to facilitate and enable the decontamination of the gasholder bell and tank, including the creation of multiple temporary access points within the crown sheeting for the installation of specialist temporary works connections to maintain tank stability during decontamination and subsequent refurbishment. Temporary works also include a cantilevered scaffold access walkway, cover system over the crown to mitigate potential release of odour, and erection of a covered water and sludge management compound. Listed Building Consent for temporary works is sought until 31st December 2026 following which the openings in the crown sheeting will be closed and the

crown sheeting replaced.

3.8 Variation to the parent permission (2024/00961/VAR) was granted on 3 December 2024 for amendments including changes to indicative landscape strategy (Phases 2b, 3a, 4a-d, 5a-b, 6).

4.0 PROPOSED DEVELOPMENT

4.1 The proposals seek planning permission and listed building consent for works to dismantle, refurbish and where necessary replace elements, and reinstall the retained parts of the structure in a new configuration to provide a centrepiece to the main public open space within the Kings Road Park development, including a process of recording and interpretation of the historic fabric.

4.2 The first part of the proposal involves works to Gasholder No. 2 in the Listed Building Consent application, including salvaging part of it and preparing the ground for the erection of a new structure on the same site within the public realm envisaged in the Masterplan application. Some elements of Gasholder No. 2 are considered too badly degraded to withstand refurbishment, these items would be permanently removed from the site and include:

- The crown sheeting;
- The bell wall sheeting;
- The bell wall stiffening posts; and
- Various ancillary items (including ladders, handrails, duct clamps and any other nonprimary components of the gasholder).

4.3 The void below ground level occupied by the bell would be permanently infilled, which would result in the permanent loss of any remaining historic fabric left inside the tank walls.

4.4 The dismantling of those elements identified to be salvaged from Gasholder No. 2 would in effect constitute temporary demolition of those parts of the demolition, until such time as they have been refurbished offsite and re-erected onsite in accordance with the approved drawings. These elements include:

- 12 No. tripod columns;
- 36 No. radial trusses;
- 36 No. flat plate rafters;
- 4 No. lines of circumferential lattice framework;
- 1 No. central king post and associated guide rods (details to be confirmed following dismantle); and
- 12 No. roller carriages.

4.5 The second part of the proposal involves the erection of the salvaged and refurbished elements of Gasholder No. 2 as a piece of sculpture within the public realm. The refurbished tripods would be erected in their original position on the site, forming a circle around the former perimeter of Gasholder No. 2. The refurbished 'pin' and 'crown' would be assembled and

fixed to the ground in the centre of the circle, forming a delicate metal canopy within the ring of tripods. The crown would not have a roof as the structure would be too fragile to support the weight of a roof and the associated loading pressures in the proposed format. The crown would be fixed at a higher datum in relation to the tripods than would have been possible had the bell within Gasholder No. 2 been fully inflated – this would provide sufficient clearance to allow pedestrian clearance underneath and maximises the opportunity to use the public space beneath. A new metal ring beam around the edge of the crown is required to provide stability to the crown and the weight can then be transferred to the ground via the tripods. The area beneath and around the structure would be fully integrated into the landscaping of the Masterplan site and bench seating would be provided around the pin to allow for the space to be enjoyed as much as possible within an inclusive environment.

4.6 Gasholder No.2 was subject to emergency stabilisation works during the last months of 2025 comprising concrete pours into the below surface void. These were required to prevent the collapse of the structure and make it safe for the works proposed under the current submissions to take place. These works, which were agreed with the Local Planning Authority prior to taking place and are accepted as being the minimum necessary to achieve stability, are shown on drawing numbers W502-CRA04-3A-XX-DR-HE-0600-0507 rev C02 – Gasholder No.2 As Existing (October 2025) Sheet 1 and W502-CRA04-3A-XX-DR-HE-0600-0508 rev C02 – Gasholder No.2 As Existing (October 2025) Sheet 1.

5.0 PUBLICITY AND CONSULTATION

5.1 The applications have been publicised on the following basis:

- The proposed work may affect the setting or context of a listed building.
- The proposed work is within a conservation area and may affect its character or appearance.

RESIDENTS

5.2 The applications have been advertised by way of site notices posted around the site (dated: 19.03.2025 and 11.12.2025) and a publicised press notice (20.03.2025 and 11.12.2025) with a last expiry date for comments of 07.01.2026. No representations have been received up to the date of this report.

CONSULTEES

Historic England (HE)

5.3 HE has reviewed the proposals and confirm that no objection or concerns are raised in respect of the proposals, subject to the imposition of conditions and s106 obligations to ensure delivery of the proposals as described in the applications.

5.4 The Secretary of State is required to authorise the recommendation of HE that the Local Planning Authority determines the applications as it sees fit, and decisions can be issued (subject to the completion of an appropriate legal agreement) once a letter of authorisation has been issued, unless the Secretary of State directs the application to be referred to them.

Hammersmith & Fulham Historic Buildings Group (H&FHBG)

5.5 The H&FHBG are supportive of the proposals, making detailed comments including on recording and interpretation.

Greater London Industrial Archaeology Society (GLIAS)

5.6 The GLIAS are supportive of the proposals, making detailed comments including on recording and interpretation.

6.0 POLICY CONTEXT AND PLANNING CONSIDERATIONS

Planning Framework

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

6.2 The statutory development plan comprises the London Plan (2021); the Local Plan (2018) and the Planning Guidance Supplementary Planning Document (2018) (hereafter referred to as Planning Guidance SPD). 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 (NPPF)

6.3 National Planning Policy Framework 2024 (NPPF) 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.

6.4 The NPPF does not change the statutory status of the development plan as the starting point for decision making. Proposed Development that accords with an up-to-date Local Plan should be approved and Proposed Development that conflicts should be refused unless other material considerations indicate otherwise.

6.5 In terms of conserving and enhancing the historic environment the following NPPF paragraphs are considered relevant;

6.6 **Paragraph 202 of the NPPF** states: Heritage assets range from sites and buildings of local historic value to those of the highest significance, such as World Heritage Sites which are internationally recognised to be of Outstanding Universal Value. These assets are an irreplaceable resource, and should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations.

6.7 In terms of proposals affecting heritage assets the following NPPF paragraphs are considered particularly relevant.

6.8 **Paragraph 207 of the NPPF** states: In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.

6.9 **Paragraph 208 of the NPPF** states: local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal.

6.10 **Paragraph 210 of the NPPF** states: In determining applications, local planning authorities should take account of: a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and c) the desirability of new development making a positive contribution to local character and distinctiveness.

6.11 In terms of considering potential impacts the following NPPF paragraphs are considered relevant;

6.12 **Paragraph 212 of the NPPF** states: When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

6.13 **Paragraph 213 of the NPPF** states: Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional; b) assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.

6.14 **Paragraph 214 of the NPPF** states: Where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply: a) the nature of the heritage asset prevents all reasonable uses of the site; and b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and c) conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and d) the harm or loss is outweighed by the benefit of bringing the site back into use.

6.15 **Paragraph 215 of the NPPF** states: Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

6.16 **Paragraph 216 of the NPPF states:** The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

6.17 **Paragraph 217 of the NPPF states:** Local planning authorities should not permit the loss of the whole or part of a heritage asset without taking all reasonable steps to ensure the new development will proceed after the loss has occurred.

6.18 **Paragraph 218 of the NPPF** states: Local planning authorities should require developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible. However, the ability to record evidence of our past should not be a factor in deciding whether such loss should be permitted.

6.19 **Paragraph 219 of the NPPF** states: Local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites, and within the setting of heritage assets, to enhance or better

reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably.

6.20 **Paragraph 220 of the NPPF** states: Not all elements of a Conservation Area or World Heritage Site will necessarily contribute to its significance. Loss of a building (or other element) which makes a positive contribution to the significance of the Conservation Area or World Heritage Site should be treated either as substantial harm under paragraph 214 or less than substantial harm under paragraph 215, as appropriate, taking into account the relative significance of the element affected and its contribution to the significance of the Conservation Area or World Heritage Site as a whole.

The London Plan (2021)

6.21 The London Plan (2021) was published in March 2021 and is the Spatial Development Strategy for Greater London. Together with the Local Plan, the London Plan forms the Development Plan.

6.22 **Chapter 3 (Design) of the London Plan 2021** seeks to secure the delivery of good design through a variety of ways. **Policies D4 (Delivering Good Design) and D8 (Public Realm)** are particularly relevant to the consideration of these applications. Policy D8 sets a series of criteria to ensure that ensure the public realm is well-designed, safe, accessible, inclusive, attractive and well-connected.

6.23 Chapter 7 of the London Plan 2021 relates to Heritage and Culture. **Policy HC1 (Heritage conservation and growth)** is particularly important to the consideration of these applications and states that: 'Development proposals affecting heritage assets, and their settings, should conserve their significance, by being sympathetic to the assets' significance and appreciation within their surroundings. The cumulative impacts of incremental change from development on heritage assets and their settings should also be actively managed. Development proposals should avoid harm and identify enhancement opportunities by integrating heritage considerations early on in the design process.'

LBHF Local Plan (2018)

6.24 The Local Plan (February 2018) sets out the Council's vision for the borough until 2035. It contains development policies to be used by the Council in helping to determine individual planning applications. The Local Plan should be read and considered alongside the London Plan and will be supplemented by supplementary planning documents (SPDs).

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

6.26 **Local Plan Policy DC8 (Heritage and Conservation)** 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. When determining applications affecting heritage assets, the Council will apply the following principles: a. the presumption will be in favour of the conservation, restoration and enhancement of heritage assets, and proposals should secure the long-term future of heritage assets. The more significant the designated heritage asset, the greater the presumption should be in favour of its conservation; d. applications affecting non-designated heritage assets (buildings and artefacts of local importance and interest) will be determined having regard to the scale and impact of any harm or loss and the significance of the heritage asset in accordance with paragraph 208 of the NPPF.

Planning (Listed Buildings and Conservation Areas) Act 1990

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

6.28 It is key to the assessment of these applications that the decision-making process is based on the understanding of specific duties in relation to listed buildings and Conservation Areas required by the relevant legislation, particularly the s.16, s.66 and s.72 duties of the Planning (Listed Buildings and Conservation Areas) Act 1990 and the requirements set out in the NPPF.

6.29 **Section 16 (Decision on application)** of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that in considering whether to grant listed building consent for any works the local planning authority or 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.

6.30 **Section 66 (General duty as respects listed buildings in exercise of planning functions)** 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.

6.31 **Section 72 (General duty as respects conservation areas in exercise of planning functions)** of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires that when determining planning applications for development within a Conservation Area special attention shall be paid to the

desirability of preserving or enhancing the character or appearance of the Conservation Area.

Equality Act 2010

6.32 With regards to this application, all planning policies in the NPPF, London Plan 2021, Local Plan 2018 and Planning Guidance Supplementary Planning Guidance (SPD) which have been referenced where relevant in this report have been considered with regards to equalities impacts through the statutory adoption processes, and in accordance with the Equality Act 2010 and Council's Public Sector Equality Duty (PSED). Therefore, the adopted planning framework which encompasses all planning policies which are relevant in officers' assessment of the applications are considered to acknowledge protected equality groups, in accordance with the Equality Act 2010 and the Council's PSED.

Planning Considerations

6.33 The proceeding sections consider the following key planning considerations:

- Significance of Heritage Assets
- Urban Design and Impact of the Proposals on the Significance of Heritage Assets
- Heritage Benefits
- Other Matters

7.0 HERITAGE ASSESSMENT

Significance of Heritage Assets

Gasholder No. 2

7.1 The Gasholder No. 2 dates from the late 1820s, is the oldest building on the former Fulham Gas Works site and is reputed to be the earliest surviving gasholder in the world. It predates the development of most of modern Fulham when Fulham Gas Works sat amongst fields on the rural edge of built up London. It is listed at Grade II* which is defined as being 'particularly important and of more than special architectural and historic interest' and therefore forms part of the top 8% of listed buildings in the country. The high grade of listing is reflective of the high level of intactness and the rarity of such a survival.

7.2 The Gasholder No. 2 dates from the late 1820s, is the oldest building on the former Fulham Gas Works site and is reputed to be the earliest surviving gasholder in the world. It predates the development of most of modern Fulham when Fulham Gas Works sat amongst fields on the rural edge of built up London. It is listed at Grade II* which is defined as being 'particularly important and of more than special architectural and historic interest' and therefore forms part of the top 8% of listed buildings in the country. The high grade of listing is reflective of the high level of intactness and the rarity of such a survival.

7.3 At the height of its operation Fulham Gas Works was an enormous site stretching from south of King's Road to the River Thames. It was serviced by river barges and the adjacent West London Line and employed thousands of workers many of whom were local residents. The operations on the site included gas production, gas storage and research and development activities that shaped the future of the gas industry. The listed building is a particularly important legacy of the development of the gas industry in this country and is symbolic of the important role that Fulham and its residents played in the history of the gas industry.

7.4 The gasholder was originally used for the storage of 'town gas' or coal gas used for lighting and heating and which was manufactured from coal. The gasholder was last used in the late 1940s and was effectively abandoned thereafter, sitting amongst the other gas industry operations on the wider Fulham Gas Works site. The emergence of 'natural gas' as a fuel, effectively replaced the use of 'town gas' in the post war period.

7.5 Gasholder No. 2 comprises of various elements including brick tank walls enclosing a below ground void. The bell once used for the storage of gas, is a lightweight metal structure within the tank walls consisting of metal sheet walls and a roof that moved up and down depending on the volume of gas being stored within the bell at any one time. The tripods stand on the ground outside the perimeter of the tank and remain permanently in position and form landmarks within the wider Fulham Gas Works site.

7.6 When empty, as it is at present, the curved roof of the bell is visible just above the ground level. When the bell was full, the bell walls and roof would have moved up to become visible within the wider Fulham Gas Works site. Within the bell, is a delicate wrought iron canopy structure known as the 'crown' supported on a mast known as the 'pin' secured to a 'dumpling' in the centre of the base of the bell. The volume of gas entering or leaving the bell would have inflated or deflated the crown of the bell.

7.7 The current condition of Gasholder No. 2 as a whole is very poor. The tripods are relatively intact but the bell has suffered from decades of water ingress and the dumping of contaminated materials in the tank, which has resulted in significant corrosion and risk of structural collapse. As part of the initial desludging and decontamination exercise the wall surrounding Gasholder No. 2 was demolished and openings were made in the sheeting of the roof covering to allow the water and contaminated materials to be removed. Those works have enabled the interior of the bell to be inspected for the first time in decades and giving a much enhanced appreciation of the condition of the structure. Urgent works under the Listed Building legislation have been necessary to pour concrete into the base of the bell and brace the walls of the bell in order to prevent imminent collapse of the bell walls as they are no longer supported by the weight of the water previously inside. The elegant wrought iron crown supported by the pin has experienced significant corrosion.

Adjacent Listed Buildings and Building of Merit

7.8 Within the setting of Gasholder No. 2 are the adjacent listed buildings and Building of Merit on the wider Fulham Gas Works site including the Grade II listed former Office building, Grade II listed former Laboratory building, the Grade II listed WW1 war memorial and the WW2 war memorial which is on the Council's Local Register of Buildings of Merit. The two war memorials have recently been relocated to a new public square adjacent to the Grade II listed former Laboratory building. Together with Gasholder No. 2 these adjacent listed buildings and the two war memorials represent the surviving historic buildings from the Fulham Gas Works and have a group value which goes beyond their individual architectural and historic interest.

Imperial Square and Gasworks Conservation Area

7.9 The Imperial Square and Gasworks Conservation area covers both the adjacent former gas worker's housing in Imperial Square as well as the centre of the former Fulham Gas Works site which contains the heritage core of listed buildings and war memorials. The significance of the Conservation Area is closely related to the development of the gas industry in Fulham and its legacy of buildings and spaces. This part of the Conservation Area was originally designated to protect the part of the former Fulham Gas Works site that was of special architectural or historic interest whilst giving flexibility for the remainder of the site to be redeveloped in the future.

Impact of the Proposals on the Significance of Heritage Assets

Dismantling of Gasholder No. 2 and infilling of bell tank void

7.10 The proposed works to Gasholder No. 2 would cause significant loss of historic fabric, as well as the loss of its original function and form and would significantly reduce the ability to appreciate the significance of the original structure as a gasholder.

7.11 The proposed phasing of the works would result in the salvaged materials including the iconic tripods being removed from the site for a considerable time for condition assessment and refurbishment prior to the re-erection of as much of the salvaged materials as possible as part of the new structure on the site. The extent of historic fabric capable of being reused in the new structure will be reviewed once the salvaged materials have been fully investigated and cleaned at the off-site facility and will be controlled through conditions and the legal agreement.

7.12 Some historic fabric has been discovered to be in such poor condition that it is incapable of being salvaged for reuse and would be permanently lost, including the sheeting lining the bell walls. The proposals would also result in the loss of the metal sheeting over the bell, though this is of less historic interest.

7.13 At the same time the bell tank void would be infilled, permanently burying those parts of the below ground structure not already removed and

removing the potential to ever inflate the bell in the future. The proposals acknowledge the redundancy of the historic function of the listed building for the storage of gas and would end the ability to appreciate the depth and original operation of the structure below ground which forms part of the significance of the listed building.

- 7.14 Taken together the works to Gasholder No. 2 would cause substantial harm to the significance of the listed building.
- 7.15 The proposed works to Gasholder No. 2 would cause less than substantial harm to the group value and settings of the adjacent listed buildings on the Fulham Gas Works site including the Grade II listed Office building, Grade II listed Laboratory building and Grade II listed WW1 war memorial. This harm to significance arises from the proposed loss of historic fabric, original function and form to Gasholder No. 2 including the potential to inflate the bell, which would then reduce the ability to appreciate the group of listed buildings in their original arrangement and historic context as would have been experienced when part of an operational gas works.
- 7.16 Since the dismantling of Gasholder No. 2 and infilling of the bell tank void is proposed to be carried out under the Listed Building Consent process in the Listed Building legislation and given that those works do not require planning permission, the impact of this element of the works on the significance of the Conservation Area and on the setting of the adjacent WW2 war memorial Building of Merit is not a material consideration.

Re-erection of salvaged elements within the landscape of the public realm

- 7.17 The proposed arrangement of the salvaged elements from Gasholder No. 2 with new elements and landscaping as part of the public realm proposals would be secured by appropriate conditions and a legal agreement. These would control the timescales for delivery, ensuring that the project is completed in a timely manner and that it maximises the extent of reuse of salvaged material from Gasholder No. 2 to minimise any harm to significance. The proposals are considered to be well designed in relation to the townscape and historic context and would not harm the significance of the Imperial Square & Gasworks Conservation Area or the settings of the salvaged elements of Gasholder No. 2.
- 7.18 It is acknowledged by Officers and Historic England that the reuse or reinstatement of Gasholder No. 2 in its original form would not be possible. The proposals would not be easily readable as a gasholder and this would limit the ability to appreciate the significance of the remaining elements of the listed building. However, given that Gasholder No. 2 is functionally redundant following the closure of Fulham Gas Works and in poor condition and in the absence of any viable proposals for the reuse of Gasholder No. 2 that would not result in greater harm to its significance, they are considered to represent the best opportunity available to conserve as much of its significance as is possible.

7.19 The proposals would secure the re-erection of part of the structure of the listed building in a reinterpreted form within the historic context of the Fulham Gas Works site and Imperial Square & Gasworks Conservation Area. The proposals would remove the risk of deterioration of the fragile structure of Gasholder No. 2 which could otherwise reduce the extent of historic material capable of being salvaged and would secure the refurbishment and reuse of those elements which are salvageable. Ultimately this would enable the listed building to be removed from the Historic England Heritage at Risk Register and secure the future conservation of as much of the historic fabric as possible.

7.20 The salvaged elements of Gasholder No. 2 would form a prominent and fully integrated part of the public realm of the redeveloped Fulham Gas Works site, they would be publicly accessible for the first time and their significance and relationship to the site would be explained by appropriate interpretation methods to be secured by condition. The new structure would appear as an element of public sculpture, providing an artistic legacy for future generations. Residents and visitors would be able to move around and underneath the new structure and sit inside it which would provide an opportunity for the public to appreciate the significance of the salvaged elements of the listed building and promote understanding of the significance of the former Fulham Gas Works and its role in the history of the gas industry in this country. The proposed landscaping and public realm would provide inclusive access and make a positive contribution to the appearance of the Conservation Area and the settings of adjacent listed buildings as part of the redevelopment of the wider site.

7.21 The settings of the adjacent listed buildings including the Grade II listed Office building, Grade II listed Laboratory building, Grade II listed WW1 war memorial and the setting of the WW2 war memorial Building of Merit would also not be harmed.

Heritage benefits and public benefits

7.22 Significant progress has been made onsite recently through the completion of the desludging and decontamination works to Gasholder No. 2 as part of the redevelopment of the wider Fulham Gas Works site, but the listed structure remains in fragile condition and in urgent need of repair and a future scheme for reuse. The proposals would ultimately secure the future conservation of as much as possible of the fabric of the Grade II* listed Gasholder No. 2, retaining the salvaged elements onsite within the context of the wider Fulham Gas Works site as originally envisaged in the Masterplan application and the associated legal agreement. The proposals would deliver substantial heritage benefits that could not otherwise be achieved given that the listed building is functionally redundant and that it is not capable of viable reuse without causing greater harm to its significance. Gasholder No. 2 has been one of the most long running and intractable heritage protection cases in the Borough and the proposals would ultimately enable it to be resolved and for the listed building to be removed from the Historic England Heritage at Risk Register.

7.23 The proposals would also deliver substantial non-heritage public benefits in the form of new landscaping and inclusive public realm, as well as improving the ability for the public to appreciate the significance of the history of the former Fulham Gas Works site, including the heritage assets.

7.24 These substantial heritage benefits and public benefits are required to be weighed against the substantial harm identified to the Grade II* listed Gasholder No. 2 and the less than substantial harm identified to the group value and settings of the adjacent listed buildings.

7.25 Conditions are proposed to secure the heritage benefits referred to in the preceding paragraphs in respect of the following matters:

- Submission of details of materials;
- Recording of all material (whether salvaged and reused or not) to Historic England Level 4 and a copy of the record being deposited with the Council Archives;
- Paint analysis of the existing paint finish to be carried out prior to removal of existing;
- Details of proposed paint colour to all retains and new elements of the gasholder;
- Details of infill (anti-climb) panels to tripods and finishes to masonry bases below tripods;
- a programme of works including the timescales for re-erection and the arrangements for redisplay,
- Details of interpretation strategy to inform the public about the history, original use and operation of the gasholder including drawings at a scale of not less than 1:20, samples of external materials and details of the location, height, size, design and text of interpretation boards and plaques;
- Details of at grade drainage works and any rainwater goods required to prevent water pooling on the structure;
- Details of landscaping including materials, form, design and finish where defining the brick tank wall;
- Details of temporary site hoardings.

7.26 An appropriate legal agreement is required to secure the heritage benefits referred to in the preceding paragraphs in respect of the following Heads of Terms:

- Signed building contract for completion of the works and the development in accordance with the planning permission and Listed Building Consent, confirmation of ownership and details of insurance;
- Salvage and storage - including cataloguing, transportation and secure storage arrangements for the salvaged elements of Gasholder No. 2 the timescales for re-erection (three years) and the arrangements for redisplay;
- Refurbishment and reuse - project programme to be submitted for the Council's approval; project delivery of the refurbishment of the salvaged elements of Gasholder No. 2 including regular progress

- monitoring and updates on the refurbishment and reuse of the salvaged elements, a review mechanism for the refurbishment methodology and details of the extent of any replacement materials including detailed drawings and materials of the proposed replacement materials;
- Timescales for completion of the project including a long stop date no greater than three years from the date of the Planning Permission and Listed Building Consent;
- Long term monitoring of the condition of the re-erected elements of Gasholder No. 2, the new elements and the landscaping and a long term maintenance plan for them.

Other matters

7.27 The proposal is expected to result in a number of extraordinary vehicle movements associated with the introduction of specialist machinery to the site and the removal and return of the structure. As such, a condition requiring the submission, approval and implementation of a dismantling and construction logistics plan is proposed.

7.28 The site, by virtue of its historic use, has previously been recorded as experiencing high level of contamination. The works necessary to remediate the land subject to the current applications have been consented, undertaken and completed to the satisfaction of the Council's Environmental Health (Contaminated Land) Team under the scope of discharge of conditions attached to 2018/02100/COMB and 2024/00302/FUL and 2024/00303/LBC, detailed above.

Conclusion

7.29 Great weight has been given to the conservation of the designated heritage assets affected by the proposals in accordance with para 212 of the NPPF. It is considered that it is appropriate to grant planning permission and Listed Building Consent having had special regard to the desirability of preserving the listed building, its setting and the settings of adjacent listed buildings (s.16 and s.66 of the Planning (Listed Buildings and Conservation Areas) Act 1990), and having paid special attention to the desirability of preserving or enhancing the character or appearance of the Conservation Area (s.72 of the Planning (Listed Buildings and Conservation Areas) Act 1990).

7.30 The harm identified to the designated heritage assets affected by the proposals has been fully justified, in accordance with para 213. The substantial harm to the significance of the Grade II* listed Gasholder No. 2 is considered wholly exceptional in accordance with para 213 of the NPPF given the poor condition of the listed building, the redundancy of its original use, its lack of viable reuse and the urgent need to secure its future conservation and prevent further deterioration. The substantial harm is considered as being necessary to secure the substantial public benefits of the proposals including heritage benefits, which would not otherwise be achievable, in accordance with para 214 of the NPPF. The less than substantial harm identified to the settings of the adjacent listed buildings

affected by the proposals would be outweighed by public benefits in accordance with para 215. Conditions and a legal agreement are necessary to secure the delivery of the substantial public benefits including heritage benefits and the completion of the repair, refurbishment and re-erection of the salvaged elements of Gasholder No. 2, in accordance with para 217 of the NPPF.

7.31 Officers therefore consider that the proposed development meets the statutory provisions of Sections 16, 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990, and complies with the requirements of the NPPF, as well as the relevant Development Plan policies.

8.0 LEGAL PLANNING OBLIGATIONS

8.1 **London Plan Policy DF1** recognises the role of planning obligations in mitigating the effects of development and provides guidance of the priorities for obligations in the context of overall scheme viability.

8.2 The Council will seek to negotiate S106s, where the S106 'tests' are met, for:

- the provision of infrastructure projects or types not specified on the R123 List (through either financial contributions or 'in kind' delivery); and
- non-'infrastructure' provisions, such as for affordable housing (see policy H03) and S106 monitoring expenses.'

8.3 The planning obligations set out in the Heads of Terms 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.

8.4 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 third recommendation has been drafted to authorise the Director of Planning and Property after consultation with the Director of Law and the Chair of the Planning and Development Control Committee, to authorise the changes he/she considers necessary and appropriate, within the scope of such delegated authority.

8.5 It is anticipated that the legal agreement for the proposed works will include the following draft Heads Of Terms:

- A. Details of contracts for all works to be carried out (including insurance, ownership details relating to the gasholder structure and re-erection on site within a reasonable timeframe); and
- B. Notification to the Local Planning Authority and Historic England on the commencement and completion of works to the gasholder; and

- C. A programme and methodology of works including dismantling, recording, restoration, fabrication of replacement elements, and re-installation within a specified timescale of less than three years from the date of the permissions; and
- D. Details of ongoing monitoring and maintenance during the course of the works and of the re-installed structure for the lifetime of the re-erected structure.

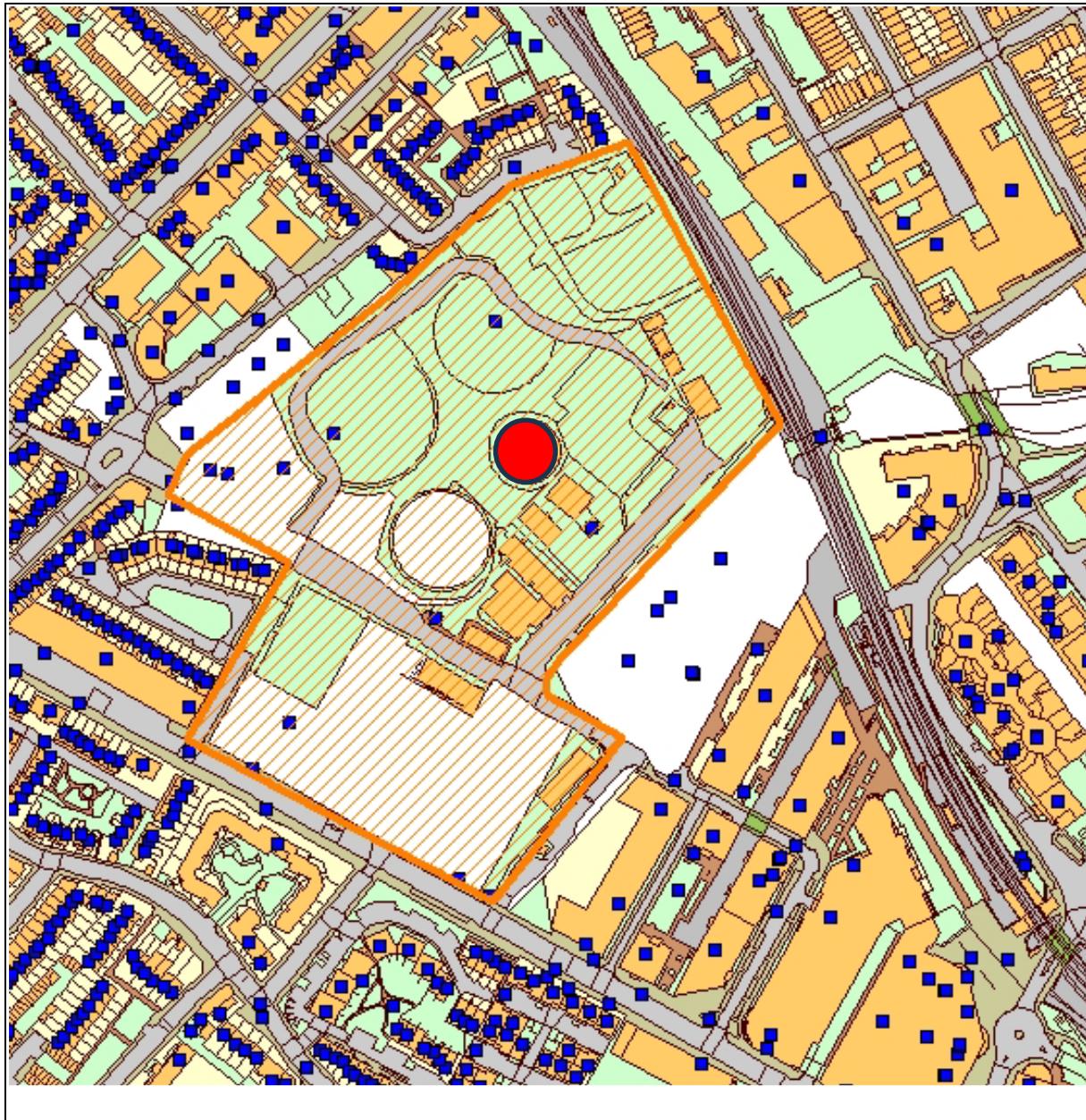
9.0 CONCLUSION AND RECOMMENDATIONS

- 9.1 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.
- 9.2 In the assessment of the applications regard has been given to the NPPF, London Plan, and Local Plan policies as well as relevant planning guidance and legislation. It is considered that the proposals are well designed, would not give rise to any unacceptable impacts to heritage assets and would amount to sustainable development in accordance with the National Planning Policy Framework.
- 9.3 It is therefore recommended that Planning Permission and Listed Building Consent be resolved to be granted subject to conditions and an acceptable legal agreement, subject to no contrary direction from the Secretary of State, in accordance with the recommendations at the start of the report.

Ward: Parsons Green and Sandford

Site Address:

Fulham Gas Works Imperial Road London



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For identification purposes only - do not scale.

Req. No:
2025/00568/LBC

Case Officer:
Catherine Slade

Date Valid:
03.03.2025

Conservation Area:
Imperial Square & Gasworks Conservation Area -
Number 6

Committee Date:
20.01.2026

Applicant:
Mr Sean Gilbreth
3 Riverlight Quay London SW11 8AY

Description:
Works to Gasholder No.2 comprising:

- (i) bell and tank wall stabilisation works including concrete pours;
- (ii) the recording of the existing structure, the dismantling and off-site refurbishment and restoration of part of the existing structure;
- (iii) the permanent removal of roof sheeting, metal tank walls and infilling of existing void;
- (iv) the incorporation of replacement components where the original components are degraded beyond repair; and
- (v) the repainting and erection of the restored and replacement components of the gasholder in a new configuration with required alterations to facilitate the use of the salvaged elements of the gasholder as an integrated feature of the wider landscaped park, including introduction of a water feature and new seating and other associated works.

Drg Nos: See Condition No.2

Application Type:
Listed Building Consent

Officer Recommendation:

- (1) That the Committee resolve, subject to there being no contrary direction from the Secretary of State, that the Director of Planning and Property be authorised to determine the application and grant listed building consent subject to the conditions listed below (as amended or varied in accordance with 2 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 changes to the conditions listed below, which may include the amendment, addition or deletion of conditions, and any such changes shall be within their discretion.

Conditions:

Time limit

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

Reason: Condition required to be imposed by Section 18(1) (a) of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended by section 91 of the Planning and Compensation Act 2004).

Drawings

- 2) The works hereby granted consent shall be carried out and completed in accordance with the following approved documents and drawings:

6449-PL 01 Rev 01 Site Location Plan
6449-PL 02 Rev 01 Existing Site Plan
6449-PL 03 Rev 01 Existing Ground Floor Plans Showing Demolitions
6449-PL 04 Rev 01 Existing Internal Floor Plan Showing Demolitions
6449-PL 05 Rev 01 Existing Ceiling Plan Showing Crown Structure
6449-PL 06 Rev 01 Existing Sections Through Gasholder
6449-PL 07 Rev 01 Existing Elevation
6449-PL 08 Rev 01 Existing Tripod Structure
6449-PL 09 Rev 01 Proposed Ground Floor Plan
6449-PL 10 Rev 01 Proposed Roof Structure Plan
6449-PL 11 Rev 01 Proposed Section Through Gasholder
6449-PL 12 Rev 01 Proposed Elevation
6449-PL 13 Rev 01 Proposed Tripod Structure Details
6449-PL 14 Rev 01 Proposed 1:20 Details

W502-CRA04-XX-ZZ-DR-S-005-0150 rev C01 – Gasholder No.2 General Arrangement – Overall (Existing)
W502-CRA04-XX-ZZ-DR-S-005-0151 rev C01 – Gasholder No.2 Sections and Elevations (Existing)

W502-CRA04-SHE-3A-XX-DR-HE-0600-0501 rev P01 – Gasholder No.2 As Existing Sheet 1
W502-CRA04-SHE-3A-XX-DR-HE-0600-0502 rev P01 – Gasholder No.2 As Existing Sheet 2
W502-CRA04-3A-XX-DR-HE-0600-0507 rev C02 – Gasholder No.2 As Existing (October 2025) Sheet 1
W502-CRA04-3A-XX-DR-HE-0600-0508 rev C02 – Gasholder No.2 As Existing (October 2025) Sheet 2

W502-CRA04-XX-ZZ-DR-S-005-0318 rev C01 Lattice Structure Repair Mark-Up
W502-CRA04-XX-ZZ-DR-S-005-0322 rev C01 – Perimeter Ring Beam General Arrangement, Sections & Details
W502-CRA04-XX-ZZ-DR-S-195-0601 rev C01 Replacement Fixings
W502-CRA04-XX-ZZ-DR-S-195-0602 rev C01 Overplate to Broken Tripod Column Castings 1

W502- CRA04- XX- XX- DR- S- 195- 0603 rev C01 Overplate to Broken Tripod Column Castings 2
W502- CRA04- XX- ZZ- DR- S- 195- 0604 rev C01 - Strengthening of Degraded Column Flanges
W502- CRA04- XX- ZZ- DR- S- 195- 0605 rev C01 - Corrosion Jacking of Number Plate
W502- CRA04- XX- ZZ- DR- S- 195- 0606 rev C01 - Corrosion of Radial Truss Top Chord Flanges
W502- CRA04- XX- ZZ- DR- S- 195- 0607 rev C01 - Corrosion of Radial Truss Top Chord Webs
W502- CRA04- XX- ZZ- DR- S- 195- 0608 rev C01 - Corrosion of Radial Flat Plate Rafters
W502- CRA04- XX- ZZ- DR- S- 195- 0609 rev C01 - Replacement of Significantly Corroded Bracing Ties
W502- CRA04- XX- ZZ- DR- S- 195- 0610 rev C01 - Replacement of Significantly Corroded Circumferential Ties
W502- CRA04- XX- ZZ- DR- S- 195- 0611 rev C01 - Baseplate Strengthening
W502- CRA04- XX- ZZ- DR- S- 195- 0612 rev C01 - Roller Refurbishment
W502- CRA04- XX- ZZ- DR- S- 195- 0613 rev C01 - Cracking to Cast Iron Components
W502- CRA04- XX- ZZ- DR- S- 195- 0614 rev C01 – Splice Repair to Radial Truss Bottom Chord
W502-CRA04-XX-ZZ-DR-S-195-0615 rev C01 – Lightening Protection

P11237-00-015-GIL-0103 rev 05 Gasholder Landscape General Arrangement Plan

Design & Access Statement (Adam Architecture) ref DP/6449 dated November 2023
Refurbishment Technical Requirements for Fulham Gasholder No 2 (Craddys) ref 12821w0020c rev P03 dated March 2025
Detailed Methodology for the Dismantle/Refurbishment and Re-installation of the Historic Gasholder No 2 (Alloy Fabweld) ref AFW 001 rev 05 dated 30 October 2025
Gasholder No.2 Heritage Statement (Montagu Evans) dated 9 June 2025

Reason: In order to safeguard the special architectural or historic interest of the listed building and ensure its restoration and reinstatement in accordance with the proposals, in accordance with policies DC1, DC2, DC4 and DC8 of the Local Plan (2018).

3) Prior to removal of any existing paint finishes, analysis of the existing paint finish shall be undertaken by an appropriately qualified party. The details of the analysis shall inform the proposed paint finish to all retained and new elements of the reinstalled gasholder, details of which shall be submitted to, and approved in writing by, the Local Planning Authority in consultation with Historic England prior to commencement of reinstatement of any element of the structure.

The development shall not be carried out other than in accordance with the approved details.

Reason: To protect the special architectural and historic interest of the Listed Building in accordance with Policy DC8 of the Local Plan 2018.

4) Prior to erection of the proposed structure, details of the external materials (including physical samples) to be used in the construction of all types of replacement elements and any additional element including masonry bases below tripods, infill (anti-climb) panels and anti-bird fouling measures shall be submitted to, and approved in writing, by the Local Planning Authority in consultation with Historic England.

The works shall not be carried out other than in accordance with the approved details.

Reason: To preserve the special architectural and historic interest of the Listed Building and its setting, the character and appearance of the Conservation Area in accordance with Policy DC8 of the Local Plan 2018.

JUSTIFICATION FOR APPROVING THE APPLICATION

1) The Grade II* listed Gasholder No. 2 is in very poor condition, its original use is redundant, it is considered incapable of any viable reuse without causing greater harm to its significance and the proposals are considered to represent the best opportunity available to conserve as much of its significance as is possible by reinterpreting part of the structure within the historic context of the Fulham Gas Works site and Imperial Square & Gasworks Conservation Area. The proposals will ensure the recording of the listed Gasholder No. 2, the refurbishment and reuse of salvageable elements of the listed Gasholder No. 2 and will provide heritage and public benefits through the creation of a centrepiece for the key public space within the wider development site, which will draw from the industrial heritage of the Fulham Gasworks including the adjacent listed buildings and Building of Merit. The substantial harm to the significance of the listed Gasholder No. 2 and the less than substantial harm caused to the group value and settings of adjacent listed buildings arising from the loss of the listed building in its original form, would be outweighed by the substantial heritage and planning benefits identified, including securing the future conservation of those elements of the listed Gasholder No. 2 that are capable of salvage and reuse.

The proposed arrangement of the salvaged elements from Gasholder No. 2 with new elements and landscaping as part of the public realm proposals is considered to be well designed in relation to the historic context and the settings of the salvaged elements of Gasholder No. 2. The settings of adjacent listed buildings including the Grade II listed Office building, Grade II listed Laboratory building, Grade II listed WW1 war memorial would not be harmed.

The works are considered acceptable having regard to and applying the statutory provisions of Section 16 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) and are in line with national guidance in the National Planning Policy Framework and Policies D3, D4,

D5, D8 and HC1 of the London Plan (2021), Policies DC1, DC2 and DC8 of the Local Plan (2018) and the Key Principles of the Planning Guidance SPD (2018).

Officer Report

LOCAL GOVERNMENT ACT 2000 LIST OF BACKGROUND PAPERS

All Background Papers held by case officer named above:

Application form received: 28 February 2025

Drawing Nos: see above

Policy Documents: National Planning Policy Framework (NPPF) 2025
The London Plan 2021
LBHF - Local Plan 2018
LBHF - Planning Guidance Supplementary Planning Document 2018

Consultation Comments:

Comments from:	Dated:
Historic England	14.04.2025
Historic England	12.01.2026
Greater London Industrial Archaeology Society	16.04.2025
Hammersmith & Fulham Historic Buildings Group	15.04.2025

Neighbour Comments:

Letters from: _____ Dated: _____

Officer report:

For the joint Officer Report please refer to application reference 2025/00651/FUL.

2025/00568/LBC
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