

Planning and Development Control Committee

Agenda

Wednesday 30 July 2025 at 7.00 pm

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

Watch the meeting live: youtube.com/hammersmithandfulham

MEMBERSHIP

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

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

Public Notice

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

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

For details on how to register to speak at the meeting, please see overleaf.
Deadline to register to speak is 4pm on Friday 25 July 2025

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

PUBLIC SPEAKING AT PLANNING AND DEVELOPMENT CONTROL COMMITTEE

Who can speak?

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

Do I need to register to speak?

All speakers, except Ward Councillors, must register at least two working days before the meeting. For example, if the committee is on Wednesday, requests to speak must be made by 4pm on the preceding Friday. Requests received after this time will not be allowed.

Registration is by email only. Requests should be sent to speakingatplanning@lbhf.gov.uk with your name, address and telephone number and the application you wish to speak to as well as the capacity in which you are attending.

How long is provided for speakers?

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

At the meeting

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

What materials can be presented to committee?

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

What happens to my petition or deputation?

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

Planning and Development Control Committee Agenda

30 July 2025

<u>Item</u>	<u>Pages</u>
1. APOLOGIES FOR ABSENCE	
2. DECLARATION OF INTERESTS	
<p>If a Councillor has a disclosable pecuniary interest in a particular item, whether or not it is entered in the Authority's register of interests, or any other significant interest which they consider should be declared in the public interest, they should declare the existence and, unless it is a sensitive interest as defined in the Member Code of Conduct, the nature of the interest at the commencement of the consideration of that item or as soon as it becomes apparent.</p> <p>At meetings where members of the public are allowed to be in attendance and speak, any Councillor with a disclosable pecuniary interest or other significant interest may also make representations, give evidence or answer questions about the matter. The Councillor must then withdraw immediately from the meeting before the matter is discussed and any vote taken.</p> <p>Where Members of the public are not allowed to be in attendance and speak, then the Councillor with a disclosable pecuniary interest should withdraw from the meeting whilst the matter is under consideration. Councillors who have declared other significant interests should also withdraw from the meeting if they consider their continued participation in the matter would not be reasonable in the circumstances and may give rise to a perception of a conflict of interest.</p> <p>Councillors are not obliged to withdraw from the meeting where a dispensation to that effect has been obtained from the Standards Committee.</p>	
3. MINUTES	5 - 10
<p>To approve as an accurate record, and the Chair to sign, the minutes of the meeting of the Committee held on 8th July 2025.</p>	
4. FORMER LAUNDRY SITE, REAR OF NOS. 9 - 61 PENNARD ROAD, W12, SHEPHERD'S BUSH GREEN, 2025/01351/FUL	11 - 34
5. RAVENSCOURT PARK HOSPITAL, RAVENSCOURT PARK, LONDON W6 0TU, RAVENSCOURT, 2023/03129/FUL	35 - 149

6.	RAVENSCOURT PARK HOSPITAL, RAVENSCOURT PARK, LONDON W6 0TU, RAVENSCOURT, 2023/03130/LBC	150 - 172
7.	WHITE CITY LIVING, 54 WOOD LANE, LONDON W12 7RQ, COLLEGE PARK AND OLD OAK, 2024/02570/FUL	173 - 250
8.	THRESHOLD AND UNION HOUSE, 65 SHEPHERD'S BUSH GREEN, LONDON W12 8TX, SHEPHERD'S BUSH GREEN, 2024/00917/VAR	251 - 276
9.	FLAT A BASEMENT, 18 STOWE ROAD, LONDON W12 8BN, CONINGHAM, 2025/00018/FUL	277 - 287
10.	21 THORPEBANK ROAD, LONDON W12 0PG, WORMHOLT, 2024/03132/FUL	288 - 299

London Borough of Hammersmith & Fulham



Planning and Development Control Committee Minutes

Tuesday 8 July 2025

PRESENT

Committee members: Councillors Nikos Souslous (Chair), Ross Melton, Patrick Walsh, Adrian Pascu-Tulbure, Jackie Borland and Callum Nimmo.

Officers:

Matt Butler (Assistant Director of Development Management)
Allan Jones (Team Leader Urban Design and Heritage)
Anisa Aboud (Principal Planning Officer)
Neil Egerton (Team Leader)
Roy Asagba-Power (Team Leader)
Catherine Paterson (Principal Transport Planner)
Mrinalini Rajaratnam (Chief Solicitor - Property and Planning)
Charles Francis (Clerk)

1. APOLOGIES FOR ABSENCE

Apologies for absence were provided by Councillor Lydia Paynter and Councillor Nicole Trehy.

2. DECLARATION OF INTERESTS

There were no declarations of interest.

3. MINUTES

The minutes of the previous meeting held on 10 June 2025 were agreed as an accurate record.

4. 12 WELLESLEY AVENUE, LONDON W6 0UP, RAVENSCOURT, 2024/02699/FUL

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

Anisa Aboud provided a presentation on the application. A representative of the Applicant spoke in support of the application.

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

Recommendation 1:

FOR	Unanimous
AGAINST:	0
NOT VOTING:	0

Recommendation 2:

FOR:	Unanimous
AGAINST:	0
NOT VOTING:	0

RESOLVED

1. That the Director of Planning and Property be authorised to grant planning permission upon the completion of a satisfactory legal agreement and subject to the conditions listed in the report as amended in the Addendum.
2. That the Director of Planning and Property, after consultation with the Assistant Director of Legal Services and the Chair of the Planning and Development Control Committee be authorised to make any minor changes to the proposed Heads of Terms of the legal agreement or proposed conditions, which may include the variation, addition or deletion of conditions, any such changes shall be within their discretion.

5. HAZEL HOUSE, SULGRAVE ROAD, LONDON W6 7QF, ADDISON, 2024/03159/FUL

Neil Egerton provided a presentation which covered all 4 rear roof extensions on Sulgrave Road, (items 5, 6, 7 and 8). There were no speakers.

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

Recommendation 1:

FOR	Unanimous
AGAINST:	0
NOT VOTING:	0

Recommendation 2:

FOR:	Unanimous
AGAINST:	0
NOT VOTING:	0

RESOLVED

1. That the Director of Planning and Property be authorised to grant planning permission upon the completion of a satisfactory legal agreement and subject to the conditions listed in the report.
2. That the Director of Planning and Property, after consultation with the Assistant Director of Legal Services and the Chair of the Planning and Development Control Committee be authorised to make any minor changes to the proposed conditions, which may include the variation, addition or deletion of conditions, any such changes shall be within their discretion.

6. ROYSTON HOUSE, SULGRAVE ROAD, LONDON W6 7QR, ADDISON, 2024/00251/FUL

Neil Egerton provided a presentation which covered all 4 rear roof extensions on Sulgrave Road, (items 5, 6, 7 and 8). There were no speakers.

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

Recommendation 1:

FOR	Unanimous
AGAINST:	0
NOT VOTING:	0

Recommendation 2:

FOR:	Unanimous
AGAINST:	0
NOT VOTING:	0

RESOLVED

1. That the Director of Planning and Property be authorised to grant planning permission upon the completion of a satisfactory legal agreement and subject to the conditions listed in the report.
2. That the Director of Planning and Property, after consultation with the Assistant Director of Legal Services and the Chair of the Planning and Development Control Committee be authorised to make any minor changes to the proposed conditions, which may include the variation, addition or deletion of conditions, any such changes shall be within their discretion.

7. **SUFFOLK HOUSE, SULGRAVE ROAD, LONDON W6 7QS, ADDISON, 2024/00252/FUL**

Neil Egerton provided a presentation which covered all 4 rear roof extensions on Sulgrave Road, (items 5, 6, 7 and 8). There were no speakers.

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

Recommendation 1:

FOR	Unanimous
AGAINST:	0
NOT VOTING:	0

Recommendation 2:

FOR:	Unanimous
AGAINST:	0
NOT VOTING:	0

RESOLVED

1. That the Director of Planning and Property be authorised to grant planning permission upon the completion of a satisfactory legal agreement and subject to the conditions listed in the report.
2. That the Director of Planning and Property, after consultation with the Assistant Director of Legal Services and the Chair of the Planning and Development Control Committee be authorised to make any minor changes to the proposed Heads of Terms of the legal agreement or proposed conditions, which may include the variation, addition or deletion of conditions, any such changes shall be within their discretion.

8. **NORFOLK HOUSE, SULGRAVE ROAD, LONDON W6 7QT, ADDISON, 2023/01255/FUL**

Neil Egerton provided a presentation which covered all 4 rear roof extensions on Sulgrave Road, (items 5, 6, 7 and 8). There were no speakers.

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

Recommendation 1:

FOR	Unanimous
AGAINST:	0
NOT VOTING:	0

Recommendation 2:

FOR:	Unanimous
AGAINST:	0
NOT VOTING:	0

RESOLVED

1. That the Director of Planning and Property be authorised to grant planning permission upon the completion of a satisfactory legal agreement and subject to the conditions listed in the report.
2. That the Director of Planning and Property, after consultation with the Assistant Director of Legal Services and the Chair of the Planning and Development Control Committee be authorised to make any minor changes to the proposed conditions, which may include the variation, addition or deletion of conditions, any such changes shall be within their discretion.

9. 517 - 523 FULHAM ROAD, LONDON SW6 1HD, WALHAM GREEN, 2024/02201/FUL

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

Roy Asagba-Power provided a presentation on the application. The Applicant spoke in support of the application.

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

Recommendation 1:

FOR	Unanimous
AGAINST:	0
NOT VOTING:	0

Recommendation 2:

FOR:	Unanimous
AGAINST:	0
NOT VOTING:	0

RESOLVED

1. That the Director of Planning and Property be authorised to grant planning permission upon the completion of a satisfactory legal agreement and subject to the conditions listed in the report and amended by the Addendum.
2. That the Director of Planning and Property, after consultation with the Assistant Director of Legal Services and the Chair of the Planning and Development Control Committee be authorised to make any minor changes to the proposed Heads of Terms of the legal agreement or proposed conditions, which may include the variation, addition or deletion of conditions, any such changes shall be within their discretion.

Addendum

Meeting started: 7.00 pm
Meeting ended: 8.26 pm

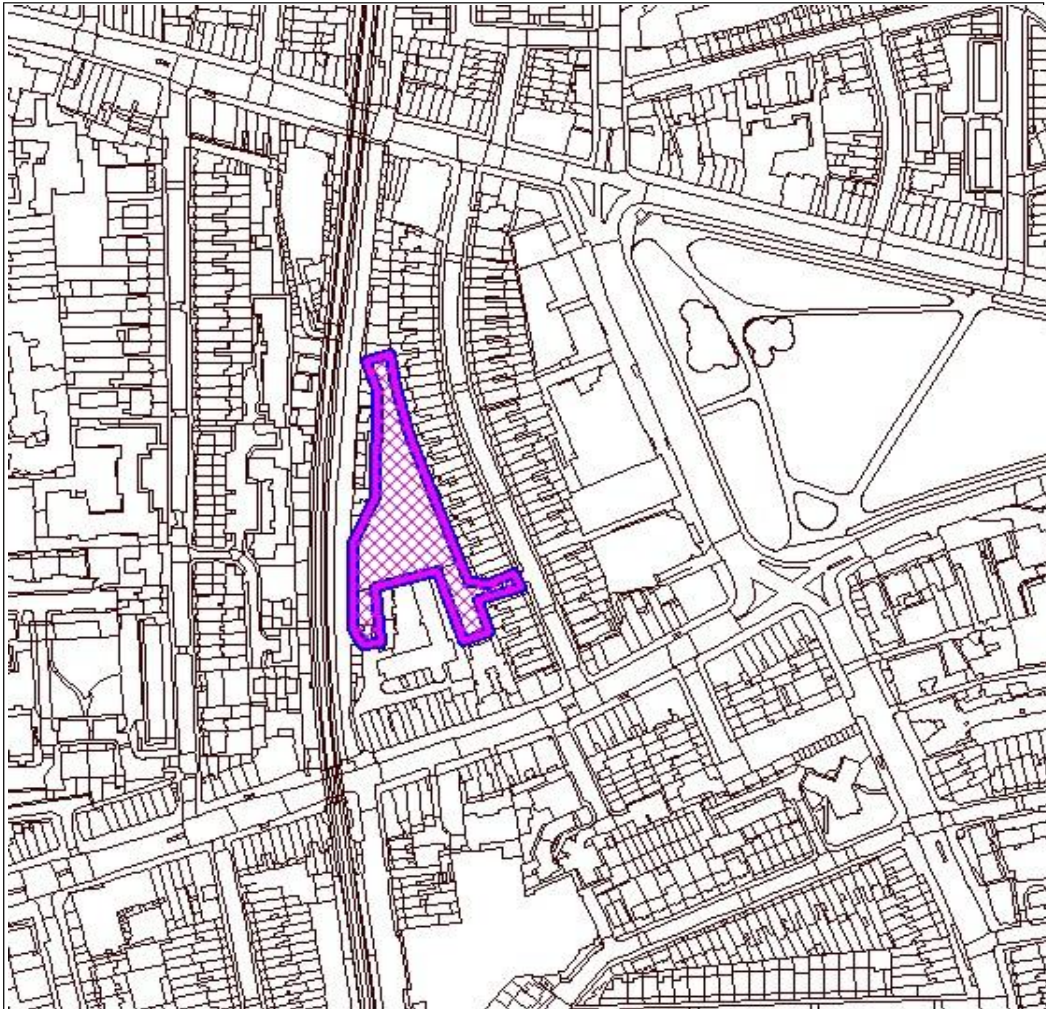
Chair

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

Ward: Shepherd's Bush Green

Site Address:

Former Laundry Site, Rear of Nos. 9 - 61 Pennard Road, W12



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For identification purposes only - do not scale.

Reg. No:

2025/01351/FUL

Case Officer:

Jesenka Oezdalga

Date Valid:

05.06.2025

Conservation Area:

Shepherds Bush

Committee Date:

30.07.2025

Applicant:

YC Shepherd's Bush Limited
C/O Agent

Description:

Retention of the existing shipping containers for a temporary period, for use as creative and affordable workspace units and ancillary storage (Class E).

Drg. Nos: See Condition No.2 below

Application Type:

Full Detailed Planning Application

Officer Recommendation:

1. That the Director of Planning and Property be authorised to grant planning permission subject to the conditions listed below.
2. That the Director of Planning and Property, after consultation with the Assistant Director of Legal Services and the Chair of the Planning and Development Control Committee, be authorised to make any minor changes to the proposed conditions, which may include the variation, addition or deletion of conditions, any such changes shall be within their discretion.

CONDITIONS

1. Time Limit

The temporary use hereby approved shall be for a limited period only, up to the 31 July 2026 (excluding of de-installation/removal). All shipping containers, structure or associated equipment carried out under this permission shall be removed from the site by no later than the 31 October 2026 and the site shall be restored to its former condition.

In granting this permission, the Council has had regard to the wider regeneration of the site and to allow the Council to control the impact of the operation of the use on the amenities of neighbouring residents and occupiers, in accordance with policies WCRA, WCRA3, DC1, DC4, DC8 and DC9 of the Local Plan (2018).

2. Approved Drawings

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

- 19139_M_(SK)_0259
- 19139_M_(SK)_0424
- Cover Letter dated 14 May 2025
- Transport Summary prepared by Momentum
- Operational Management Plan prepared by Gerald Eve

To ensure full compliance with the planning application hereby approved and to prevent harm arising through deviations from the approved plans and supporting documents, in accordance with policies WCRA, WCRA3, DC1, DC4, DC8, E1, CF1, CF2, CF3, T2, T3, T5, CC3, CC4, CC7, CC8, CC9, CC11, CC12, and CC13 of the Local Plan (2018), and Key principles of the Planning Guidance SPG (2018).

3. Hours of Operation

The continued temporary use of the site and shipping containers hereby approved shall only be permitted during the hours:

- 08.00 to 20.00 Monday - Sunday including Bank Holidays (with all staff off-site by 20.30).

To ensure that the amenity of occupiers of the surrounding premises is not adversely affected by noise from activities or people at or leaving the site, in accordance with Policies CC11, CC12, and CC13 of the Local Plan (2018) and Key Principles of the Planning Guidance SPD (2018).

4. Refuse Storage Enclosures

Refuse storage enclosures, on approved drawing 19139_M_(SK)_0259 shall be permanently retained thereafter in accordance with the approved details for the duration of the permission.

To protect the environment and to ensure that satisfactory provision is made for refuse/recycling storage and collection, in accordance with Policies CC6 and CC7 of the Local Plan (2018) and Key Principles of the Planning Guidance SPD (2018).

5. Deliveries

No deliveries nor collections/loading nor unloading shall occur at the development hereby approved other than between the hours of 07:30 to 20:00.

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

6. External Lighting

External artificial lighting at the development hereby approved shall not exceed lux levels of vertical illumination at neighbouring premises that are recommended by the Institution of Lighting Professionals in the 'Guidance Note 01/21: Guidance Notes for the Reduction of Obtrusive Light'. External 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 DC2, CC12 and CC13 of the Local Plan (2018) and Key Principles of the Planning Guidance SPD 2018.

7. Internal Container Lighting

A scheme for the control and operation of the lighting within the container buildings, during periods of limited or non-occupation, shall be submitted to and approved in writing by the Local Planning Authority. Details shall be implemented prior to the occupation of the relevant Phase and operated only in accordance with the approved details.

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

8. Noise from Uses and Activities

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

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

9. Amplified Noise

No amplified sound or music shall be audible on the boundaries of the site.

To protect the amenities of adjoining occupiers and the surrounding area in accordance with Policies CC11 and CC13 of the Local Plan (2018) and Key Principles of the Planning Guidance SPD (2018).

10. Operational Management Plan (OMP)

The development hereby permitted shall be carried out in accordance with the Operational Management Plan prepared by Gerald Eve and thereafter be permanently retained for the temporary period permitted.

To safeguard the amenities of surrounding properties and to ensure that all appropriate measures are undertaken to minimise impact, in accordance with Policies CC7, CC11, CC12, CC13 and T2 of the Local Plan (2018) and Key Principles of the Planning Guidance SPD (2018).

11. Cycle Parking

A minimum of 26 cycle parking spaces (16 long-stay, and 10 short-stay spaces) shall be retained for the duration of the permission in accordance with the approved details.

To ensure adequate cycle parking is available on site and to promote sustainable modes of transport in accordance with Policies T2 and T3 of the Local Plan 2018.

12. Use Restrictions - Containers

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification), the use of the containers hereby approved shall be used only for uses falling within Class E(g), and for no other purpose (including any other separate purpose in Class E of the Town and Country (Use Classes) Order 1987 (or any provision equivalent to those Classes in any statutory instrument revoking and re-enacting that Order with or without modification). The containers shall not change use by any means under the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any orders revoking and re-enacting those orders with or without modification).

To ensure that the pavilions provide uses that are appropriate to the nature of the site and to ensure that other uses are not introduced without further assessment in accordance with policies E2 and CC11 of the Local Plan (2018).

13. No External Alterations

No external alterations shall be carried out to the external appearance of the shipping containers, including the installation of air-conditioning units, ventilation fans or extraction equipment flues or other plant equipment and associated external pipework or ducting.

To ensure a satisfactory external appearance and to prevent harm to the amenities of the occupiers of neighbouring residential properties, in accordance with Policies DC1, DC4, DC8, CC11 and CC13 of the Local Plan (2018) and Key Principles of the Planning Guidance SPD (2018).

14. Pennard Road

The Pennard Road entrance to the site labelled as 'Emergency & servicing entrance/exit' on plan 19139_M_(SK)_0259 shall only be used in emergencies and not for any other purpose associated with the development hereby approved.

To ensure that vehicle movements to and from the do not caused to the amenities of neighbouring properties, by reason of traffic generation, noise and disturbance, in accordance with Policies CC11, CC12, TLC1, TLC2 and TLC5, and CF3 of the Local Plan (2018), and Key Principles LC6, SDC1, TR1, WM9 of the Planning Guidance SPG (2018).

15. Shepherds Bush Market Access

The entrance to the development site labelled as 'Emergency entrance/exit' on the plan 19139_M_(SK)_0259 adjacent to Shepherds Bush Market shall only be used in emergencies and not by customers or staff using the development hereby approved.

To ensure that the proposal does not have a detrimental impact on the footfall of the adjacent Shepherds Bush Market and respects the local context and character of the local townscape in accordance with Policies, CC11, CC13, and T2 of the Local Plan (2018), and Key Principles of the Planning Guidance SPG (2018).

16. Main Entrance

The main entrance to the development site on Market Lane (from Goldhawk Road) as shown on plan 19139_M_(SK)_0259 shall be the primary access (ingress/egress) route for the development hereby approved.

To ensure that the proposal does not have a detrimental impact on the footfall of the adjacent Shepherds Bush Market and respects the local context and character of the local townscape in accordance with WCRA, WCRA3, DC1, DC4, DC8, DC9, E1, CF1, CF2, CF3, T1, T2, T3, T5, CC3, CC4, CC6, CC7, CC8, CC9, CC11, CC12, CC13, and OS5 of the Local Plan (2018), and Key principles of the Planning Guidance SPG (2018).

Justification for approving the application

(1) Land Use: The proposed continued temporary use is considered acceptable in land use terms in terms of the use of vacant land for meanwhile / temporary uses and would contribute to promoting and regenerating this part of the White City Regeneration Area. The development would generate employment and deliver wider benefits through the employment and cultural uses, and job opportunities for residents and businesses. The proposed development is therefore, on balance, a considered acceptable in accordance with policies WCRA, WCRA3, E1, CF1 and CF2 of the Local Plan (2018),

(2) Design: The use of proposed shipping containers is considered acceptable visual appearance and would not harm the setting of the adjacent conservation area and is consistent with the Council's wider regeneration objectives. It is not considered that the development would negatively impact surrounding heritage assets including the Shepherds Bush Conservation Area. The proposal is therefore considered acceptable, in accordance with Policies DC1, DC2, DC4, DC8 and DC9 of the Local Plan (2018) and Key Principles of the Planning Guidance SPD (2018).

(3) Transport: Impact on traffic generation in terms of congestion of the road network or local parking conditions is considered acceptable. Conditions secured relating to on-site cycle parking provision, storage and collection of refuse and recyclables would be provided and access arrangements. The accessibility level of the site is excellent and is well served by public transport. The proposed development therefore accords with Policies CC6, CC7, T2, T3 and T7 of the Local Plan (2018) and Key Principles of the Planning Guidance SPD (2018).

(4) Impact on Neighbouring Properties: On balance, the impact of the proposed development upon neighbouring occupiers is considered short term and acceptable with regards to noise/disturbance and impacts on overlooking and light pollution. In this regard, the development would respect the principles of good neighbourliness. The proposed development therefore accords with Policies DC1, DC2, DC4, DC8, CC9, CC10, CC11, CC12 and CC13 of the Local Plan (2018) and Key Principles of the Planning Guidance SPD (2018).

(5) Safety and Access: The development would provide level access and satisfactory provision is therefore made for users with mobility needs, in accordance with Policies DC1 and DC2 of the Local Plan (2018) and Key Principles of the Planning Guidance SPD (2018).

Informatives:

(1) The footway and carriageway on the A402 Goldhawk Road and the A4020 Uxbridge Road should not be blocked during any additional or new works to the proposal. Temporary obstructions during the works as part of this permission should be kept to a minimum and should not encroach on the clear space needed to provide safe passage for pedestrians or obstruct the flow of traffic on the A402 Goldhawk Road and the A4020 Uxbridge Road. All vehicles should only park/ stop at permitted locations and within the time periods permitted by existing on-street restrictions.

(2) All Non-Road, Mobile Machinery (NRMM) should meet as minimum the Stage IIIB emission criteria of Directive 97/68/EC and its subsequent amendments. This will apply to both variable and constant speed engines for both NOx and PM. All NRMM should be regularly serviced and service logs kept on site for inspection. Records should be kept on site which details proof of emission limits for all equipment.

(3) The premises may have been and may be required to comply with the Health and Safety at Work Etc Act. For further details please contact the Council's Health & Safety team on tel. 020 87531081, email commercialservices@lbhf.gov.uk and/or the Health and Safety Executive on Tel 0845 345 0055, www.hse.gov.uk.

(4) Potentially contaminative land uses (past or present) have been identified at, and or, near to this site. Although I would not expect any significant problems, the applicant is advised to contact the Council should any unexpected materials or malodours are encountered during excavations.

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

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

Application form received: 14th May 2025

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:

Theatres Trust 22 Charing Cross Road London WC2H

Dated:

03.07.25

Neighbour Comments:

Letters from:

20B Goodwin Road London W12
37 Pennard Road Shepherds Bush W12
37 Pennard Road Shepherds Bush W12
37 Pennard Road Shepherds Bush W12
9 Ethelden Road London W12
79 Bentworth Road London W12
25C Askew Road London W12
120 Lowbrook Road Ilford IG1
No Address Given
Friends of Shepherd's Bush Market
49 Pennard Road London W12
43 Goldhawk Road London W12
26 Wornington Road London W10
3 Warfield Road Brent NW10
3 Warfield Road Brent NW10
3 Warfield Road Brent NW10
85 Longley Hallway Longley Hallway Sheffield
19 Pennard Road London W12
Canada Way London W12
92 Studland Road W7
Flat 330 Bromyard House Bromyard Avenue W3
No Address London TW3
Flat 3 1 Caerau Crescent Newport Wales NP20
30 Havilland Mews London W12
100 Bentworth Road W12
67 Uxbridge Road W12
67 Uxbridge Road W12

Dated:

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26.06.25
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19 Latham Court 94 West Cromwell Road London SW5	06.07.25
Flat 2G Portman Mansions, Chiltern Street, Marylebone W1	06.07.25
199 Bentworth Road W12	06.07.25
67A Uxbridge Road W12	06.07.25
Flat 41 Brentford, TW8	06.07.25
Goldhawk Road W6	06.07.25
52 Dewhurst Road W14	06.07.25
52 Dewhurst Road W14	06.07.25
Flat 4 12 - 26 North Street Isleworth TW7	06.07.25
Flat 15 Goldhawk Road London W12	06.07.25
87 Ormiston Grove London W12	06.07.25
106 Ashley Crescent London SW11	06.07.25
54 Kings Road Harrow HA2	06.07.25
119A Ifield Road London SW10	06.07.25
23 Claremont Grove London W4	06.07.25
Percy Road London W12	06.07.25
33 Scotts Road London W12	06.07.25
27A Windsor Road Ealing Broadway, London W5	06.07.25
93 Brent Lea Brentford TW8	06.07.25
48 Coolhurst Road London N8	06.07.25
154 Flora Gardens London W6	06.07.25
155 Flora Gardens London W6	06.07.25
2, 24 Augusta Road Ramsgate CT11	06.07.25
Addison Gardens W14	06.07.25
Castlebar Road London W5	06.07.25
2 Lime Grove London W12	06.07.25
9 Lime Grove London W12	06.07.25
5 Victoria Road Worthing BN11	06.07.25
Flat B 174 Holland Road London W14	06.07.25
97 Downhills Way London N17	06.07.25
2 The Avenue London W13	06.07.25
74 Robin Hood Way SW15	06.07.25
140 Wulfstan Street London W12	06.07.25
163 Bromyard House London W3	06.07.25
109 Brixham Crescent Ruislip Manor Ruislip HA4	06.07.25
100 Park Village East London NW1	06.07.25
3 Stronsa Road London W12	06.07.25
3 Stronsa Road London W12	06.07.25
13 Elgin Court Elgin Avenue London W9	06.07.25
Bentworth Road London W12	06.07.25
4 Cromwell Grove London W6	06.07.25
4 Cromwell Grove London W6	06.07.25
4 Cromwell Grove London W6	06.07.25
14 The Maplws Hitchin SG4	06.07.25
15 St. Anns Road London W11	06.07.25
15 Warwick Road London SW5	06.07.25
C702 Woodward Buildings 1 Victoria Road North Acton W3	06.07.25
Davisville Road W12	06.07.25
32 Coverdale Road London W12	06.07.25
41 Thorpebank Road W12	06.07.25
21 Bolton Road W4	06.07.25
12 Macfarlane Road W12	06.07.25

39 Mossford Street Tower Hamlets London E3	06.07.25
48 Stamford Brook Road London W6	06.07.25
7 Sulgrave Road London W6	06.07.25
Flat 22, Blaxland House, London W12	06.07.25
The Artists Flat, The Pavilion, Market Drive London, W4	06.07.25
4 Craig Yr Henffordd Penegoes Machynlleth Wales SY20	06.07.25
1410 Old Dixie Hwy 36 Titusville Florida (USA)	06.07.25
9 Lime Grove London W12	07.07.25
9 Lime Grove London W12	07.07.25
Flat 10 42 Lime Grove London W12	07.07.25
W12 8EA 4 Alma Place Kensal Green NW10	07.07.25
Flat 2, 16, Coverdale Road London W12	07.07.25
Flat 5, Wellington House, 30 Eton Road, London NW3	07.07.25
Flat 6 21 Bolton Road London W4	07.07.25
33 Scott's Road London W12 8HP	07.07.25
Margravine Road London W6	07.07.25
Sinclair Road London, W14	07.07.25
94 Loftus Road London W12	08.07.25
96 Loftus Road London W12	08.07.25
96 Loftus Road London W12	08.07.25
41 Pennard Road London W12	08.07.25
9 Lime Grove London W12	08.07.25
60 Goldhawk Road London W12	08.07.25
14 Durban House, White City Estate London W12	08.07.25
39 Beech Gardens, South Ealing London W5	08.07.25
29 Thorpebank Road London W12	08.07.25
22 Gwendolen Avenue London SW15	08.07.25
63 Rydal Crescent Perivale UB6	08.07.25
16 Shalfleet Drive London W10	08.07.25
113 Cheesemans Terrace, London W14	08.07.25
33 The Grampians Shepherd's Bush Road London W6	08.07.25
13 Coopers Lodge 45 Acre Road London KT2	08.07.25
No Address Given	08.07.25
27 Arminger Road London W12	09.07.25
27 Arminger Road London, W12	09.07.25
Flat 5 Sopwith House, Cave Road Richmond, TW10	10.07.25
19 Becklow Gardens, London, W12	11.07.25
75c Lime Grove, London W12	12.07.25

OFFICER REPORT

1.0 SITE AND SURROUNDINGS

- 1.1 The application site ('the site') is a triangular shape and covers an area of approximately 0.42 hectares. With exception to 15 Pennard Road, the site is landlocked. The site is bounded by Shepherd's Bush Market (SBM) to the west, residential dwellings on Pennard Road to the east, and commercial/residential uses on Goldhawk Road to the south. The site adjoins a series of buildings, formerly occupied by St Mungo's Broadway Centre Hostel (sheltered accommodation for the homeless). The buildings were last used as artist and creative studios with educational space and cycle parking, operated by Kindred Studios. An elevated railway viaduct serves the Circle and Hammersmith & City Line and connects two stations (Shepherd's Bush Market and Goldhawk underground stations), together with market arches and residential dwellings beyond on Lime Grove are located further to the west.
- 1.2 The site is commonly known as the 'Old Laundry Yard' ('OLY'). The site is used for meanwhile uses in shipping containers for creative, affordable workspace and ancillary storage uses. The site previously comprised the Spring Grove Laundry which ceased operations in 2009, and the building was demolished shortly after. The OLY has an existing vehicular access point via 15 Pennard Road. No formal car parking provision is available on-site.



Aerial View (2020)

- 1.3 The site adjoins Shepherds Bush Market, established in 1914. The market occupies a narrow strip of land from Goldhawk Road (south) to Uxbridge Road (north) comprising a mixture of stalls, shops and railway arches retailing fruit and vegetables, fresh food, fabrics and a range of other goods and services. There is an entrance at each to the market (Uxbridge Road and Goldhawk Road). The market trades 6 days a week (Monday to Saturday) from 9.30am to 6pm. Outside of trading hours and on Sundays, the market is locked by gates at both entrances and controlled by on-site management.

Designations

- 1.4 The site is located within the White City Opportunity Area (WCOA) in the London Plan (2021) and in the White City Regeneration Area (WCRA) in the Local Plan (2018). The site falls within a designated Strategic Site (WCRA3) relating to

Shepherd's Bush Market and adjacent land. The site is situated within Shepherd's Bush Town Centre, designated as a metropolitan centre in the London Plan. The town centre comprises three main retail 'anchors' which are the Westfield Shopping Centre, W12 Shopping Centre, and Shepherd's Bush Market.

- 1.5 The properties along Pennard Road including no.15 within the site form part of the Shepherds Bush Conservation Area and those along Lime Grove form part of the Coningham and Lime Grove Conservation Area. The site does not contain any statutory or locally listed buildings. Pennard Road Mansions and the former Shepherds Bush Library are both identified on the Council's Register of Buildings of Merit.
- 1.6 The site is within Flood Risk Zones 2 and 3 and has a public transport accessibility level (PTAL) of 6b (excellent). The site is within a short walking distance of several bus routes. The closest tube stations are Goldhawk Road and Shepherd's Bush Market on the Hammersmith and City Line. A short walk to the east is the Shepherd's Bush underground station, which serves Central Line, and Overground and mainline rail services.

2.0 RELEVANT PLANNING HISTORY

- 2.1 The site lies within the wider proposed Shepherds Bush Market redevelopment and has extensive historic planning history. The shipping containers and associated temporary land uses have existed on the site for over 8 years.
- 2.2 In March 2012, outline planning permission (ref. 2011/02930/OUT) was granted for the redevelopment of the Shepherds Bush Market, St Mungo's, Nos. 1-14 Market Lane, land adjoining the former Shepherds Bush Library, Nos. 30-52 Goldhawk Road, and the OLY site. Permission was granted for "Demolition of existing buildings, the refurbishment and enhancement of the market, and the construction of new buildings ranging from 2-9 storeys in height (plus basement) to provide up to 212 residential units (including 194 flats, 13 mews-style houses and 5 live/work units) (up to 27,977sqm); and up to 14,052sq.m of non-residential floorspace comprising up to 6,000sqm of market/retail floorspace (Class A1), up to 4,000sqm floorspace of Food and Drink Uses (Classes A3/A5), and up to 4,052sq.m of associated servicing facilities and ancillary uses; including provision of landscaping and amenity/public space; access and parking (up to 85 vehicular spaces), up to 457 cycle parking spaces and associated works." A reserved matters approval (for appearance and landscaping) was granted in December 2013 (Ref. 2013/05493/RES).
- 2.3 The outline planning permission was the subject of a Judicial Review. A High Court ruling in August 2015 upheld the Secretary of State's decision, allowing the necessary Compulsory Purchase Order (CPO) to proceed. In March 2016, the Court of Appeal found the CPO unlawful. Therefore, the 2012 scheme did not come forward following the failure to secure the CPO.
- 2.4 The site was resurfaced, and at the outset 74 shipping containers were installed before the CPO related to the outline planning permission was quashed. The containers on the OLY were initially only intended to operate in conjunction with a temporary market use, associated with the 2012 permission, where the existing Shepherds Bush Market traders would have moved to whilst works to the existing market land were carried out.

- 2.5 In May 2017, an application (ref: 2017/01887/FUL) was submitted for a temporary mixed-use development (for 2 years), to use the shipping containers for an alternative use, comprising co-working (office) and community use units on two levels, along with a food and beverage court, arranged around a square with communal seating and a raised terrace at first floor. The application was refused permission (by the committee) in September 2017, on grounds of increase activity, visual and residential amenity, traffic and parking pressure, lack of cycle spaces and inaccessibility to first floor areas.
- 2.6 On 8 November 2017, a revised application (ref: 2017/03851/FUL) was granted permission for the temporary use of the site and existing shipping containers for a period of up to 2 years, in the form of a mix of Class B1 creative affordable workspace centre (46 containers), ancillary Class A3/A4/A5 food and beverage area (8 containers), outdoor events space, Class D1 community use (7 containers), associated storage space (7 containers), bicycle storage (4 containers), toilets (2 units) and a fridge unit (1 unit), together with hard and soft landscaping; and a new pedestrian access route from Goldhawk Road. This revised application included the removal of the first floor of containers and provision of additional cycle spaces. Permission was granted by committee for a temporary period of two years (expired 8 November 2019).
- 2.7 Several discharge of condition applications related to first temporary permission (ref: 2017/03851/FUL) followed and were determined by the Council. These relate to:
- 2018/03107/DET | Details of noise monitoring report, in compliance with condition 8 of planning permission 2017/03851/FUL - Approved.
 - 2018/01983/DET | Details of contamination remediation method, in compliance with condition 26; details of verification report, in compliance with condition 27 and details of long-term monitoring, in compliance with condition 28 of planning permission 2017/03851/FUL - Approved.
 - 2018/00997/DET | Details of external noise from machinery, in compliance with condition 15 of planning permission 2017/03851/FUL - Approved.
 - 2018/00678/DET | Details of secured by design, in compliance with condition 19; details of SUDS, in compliance of condition 22 of planning permission (Ref.2017/03851/FUL) - Approved.
 - 2018/00385/DET | Details of contamination quantitative risk assessment report, in compliance with condition 25 of planning permission (Ref.2017/03851/FUL) - Approved.
 - 2018/00333/DET | Details of operational management plan (Condition 17), CCTV (Condition 20), and Cycle Parking (Condition 21) of planning permission (Ref.2017/03851/FUL) - Approved.
 - 2018/00248/DET | Details of 1:50 plans of the containers; in compliance with Condition 32 of planning permission (ref. 2017/03851/FUL) - Approved.
 - 2018/00013/DET | Details of contamination - site investigation scheme, in compliance with condition 24 of planning permission (Ref.2017/03851/FUL) Approved.
 - 2017/04525/DET | Details of desktop study, in relation to phase 1, in compliance with condition 23 of planning permission (Ref.2017/03851/FUL) - Approved.

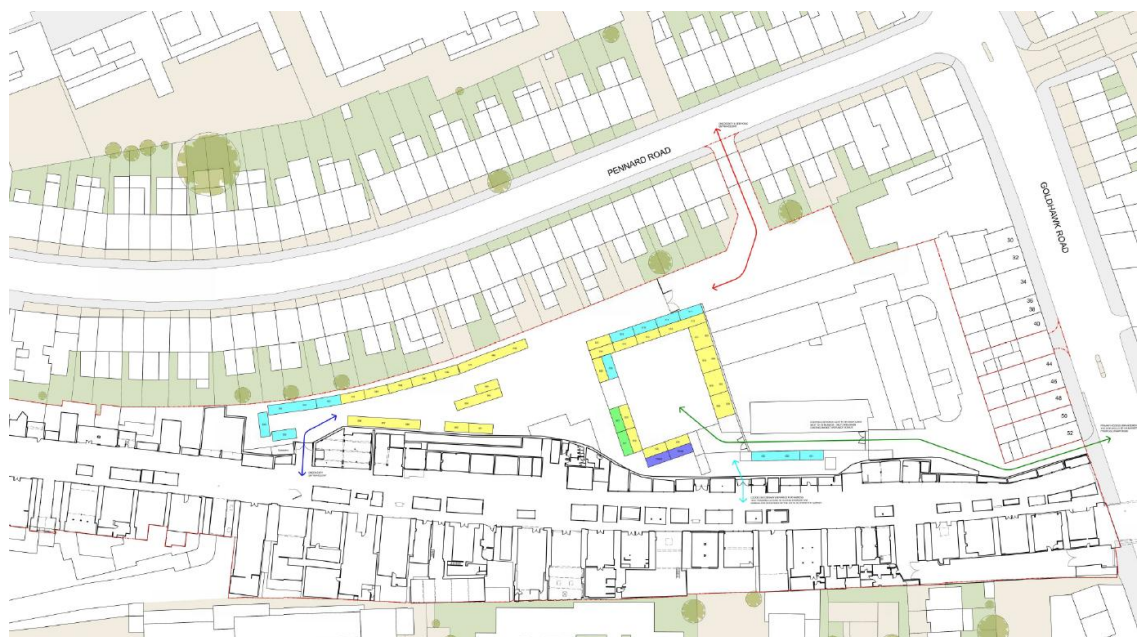
- 2.8 On 25 February 2021, application (ref: 2020/01580/FUL) was granted for the continued use of the site and existing shipping containers for a further temporary period (expiring 30 November 2021), for use as a creative affordable workspace centre (Class B1 use) (46 containers), ancillary Class A3/A4/A5 food and beverage area (7 containers) with outdoor events space, Class D1 community use (7 containers), associated storage space (7 containers), bicycle storage (4 containers), and toilets (2 units) including hard and soft landscaping; and pedestrian access route from Goldhawk Road. The operation of this permission was impacted by COVID-19.
- 2.9 On 24 March 2023 the continued temporary use of the site and existing shipping containers was extended up to 31 December 2024 (ref: 2022/02776/FUL). In comparison with the previous 2021 permission, the proposal operated from 71 shipping containers, as creative and affordable workspace units. The food and beverage units, outdoors event space and community use were no longer proposed.
- 2.10 On 12 December 2024 application (ref: 2024/03044/FUL) was registered for the continued use of the site and existing shipping containers for a temporary period as creative and affordable workspace units and ancillary storage. The application was withdrawn on 5 June 2025 following the submission of an updated application (ref: 2025/01351/FUL), the subject of this report.
- 2.11 On 7 August 2024, planning permission was granted (ref. 2023/01093/FUL) for the wider redevelopment scheme inclusive of Shepherd's Bush Market and the OLY.

3.0 THE PROPOSAL

- 3.1 Planning permission is sought for the continued temporary use of the existing shipping containers on the site, until the wider comprehensive re-development (including refurbishment of Shepherd's Bush Market) granted permission on 7 August 2024 (ref. 2023/01093/FUL) comes forward. The proposals would activate this space, support local businesses and contribute to the local economy (albeit on a temporary basis).
- 3.2 In contrast to the last 2023 temporary permission, the current proposal now seeks the retention of a reduced number of shipping containers. Since the 2023 permission, a total of 18 container units has been removed off the site. This has included containers which were located along the back gardens of residential properties fronting Pennard Road.
- 3.3 There are 52 container units now on site. The containers are used/available for storage purposes by market traders or local charities, others for creative studios (wood works) and/or office use. The Applicant confirms that 15 (28.8%) of the container units are currently let, 3 let to <https://www.flowhappy.org/> and 3 to the Bush Theatre, free of charge.
- 3.4 The proposal seeks the retention of the shipping containers units for a further temporary period of 12 months, for use as creative and affordable workspace units and ancillary storage units [Class E]. The use provides ancillary storage space for existing market traders at Shepherds Bush Market, ancillary workspace to new and existing traders of the market and workspace to businesses from the creative industries. The proposed use is less intense than the previous temporary

permissions on the site which comprised of up to 70 containers and incorporated F&B uses.

- 3.5 The 52 container units are proposed to be split into 35 creative and affordable workspace units, 13 for storage purposes: two for public toilets and recycling and waste management and two for cycle parking. The shipping container units have a total GEA of 966 m². The site remains car-free, with no car parking spaces provided on-site. It is proposed that 26 cycle spaces be provided on site (16 long-stay and 10 short-stay spaces). No changes are proposed to the delivery, servicing, and waste collection and storage arrangements. Delivery and servicing activities are carried out between 07:30-20:00. Waste generated by the site is stored and collected from Shepherd's Bush Market itself.
- 3.6 Access arrangements to the site remain unchanged. The main access is via Market Lane (adjacent to Shepherds Bush Market) from Goldhawk Road. Locked secondary entrances are located on the Shepherds Bush Market boundary for ingress, so that traders can use the site to access storage facilities and egress for occupiers of the units to enter the market. The public cannot freely flow between the Shepherds Bush Market site and the OLY site. The Pennard Road entrance is used for emergency purposes only and access is controlled by site security.



Existing Layout/Access Arrangements

- 3.7 An Operational Management Plan (OMP) is submitted which sets out management arrangements for the site. It provides support to the new businesses who could occupy the site whilst considering the existing market traders/amenity of residents. The OMP is submitted in conjunction with a Transport Note. The use would be operational daily. The proposed operating hours have been revised and would be: 08:00 – 20:00 (Monday-Sunday and bank holidays). The provision of food and drink uses has been removed from the site. The existing management team operating the market and their related sub-contractors would be responsible for the management, security, and service of use. Fitted gates would be securely shut once the site closes in the evenings and opened first thing in the morning to allow access and deliveries, managed by the on-site manager. Additionally, there is monitored CCTV presence surrounding the site which will be linked to the manager's office.

3.8 The retention of the containers is linked to the provision of a continued meanwhile use on this underutilised site, related to the long-term refurbishment / redevelopment works associated with Shepherd's Bush Market (SBM) and redevelopment of the application site, the Old Laundry Yard (OLY), secured under planning permission (ref: 2023/01093/FUL) dated 7 August 2024. The Applicant initially applied in December 2024 to extend the temporary period for 18 months. This period has been reduced in agreement with the Applicant to a period of 12 months (up to 31 July 2026).

3.9 The following supporting documents are submitted with the application:

- 19139_M_(SK)_0259
- 19139_M_(SK)_0424
- Cover Letter dated 14 May 2025
- Transport Summary prepared by Momentum
- Operational Management Plan prepared by Gerald Eve

4.0 PUBLICITY AND CONSULTATION

4.1 The application has been publicised by way of statutory site notices and 900 individual notification letters (dated 9 June 2025), sent to surrounding occupiers, including residential properties / market traders / and businesses in nearby buildings or streets.

4.2 The Council has received 116 objections including representations from the former Chair of the Shepherd's Bush Market Traders Association (SBMTA) and "Friends of Shepherd's Bush Market" and residents in Pennard Road/Lime Grove and one letter of support.

4.3 In summary the objections received are summarised below.

- Containers are unsightly and in a poor state of maintenance.
- The proposed operational hours are inconsistent with Shepherd's Bush Market opening hours 06:30–19:00 (Monday to Saturday), with no trading permitted on Sundays, out of character for the neighbourhood and inconsiderate of both residents and traders.
- Use of the OLY during evening hours gives rise to light pollution and impacts on the neighbouring residential amenities of properties along Pennard Road. Absence of measures to control light spillage, limit luminance levels, or controls after standard operational hours.
- Concerns about crime and anti-social behavior, both linked to the site's operation and accessibility, and to the ongoing problem in and around Shepherds Bush Town Centre.
- Submitted noise survey data (cited in recent 2024 and 2017 permission) relates to the refused dual-level cargo container configuration. Subsequent single-level arrangements are less enclosed, and noise levels are more likely to travel.
- Proposals dependent on emergency access and circulation via Shepherd's Bush Market. The current scheme does not provide for independent emergency egress. Emergency evacuation through the locked and inactive Shepherd's Bush Market premises would pose serious safety and security risks to the property of the market tenants and site users.

- The proposals conflict with Policy CC3 (Local Environmental Impacts) and Policy D1 of the London Plan (Form, Function and Layout).
- Mismanagement of site finances and service charge accountability associated with infrastructure and services funded by Shepherd's Bush Market tenants.
- Concerns expressed about the levels of land contamination and risk to public health on the site. No clear evidence has been published to confirm that the site has undergone adequate contamination assessment or remediation. The site poses an unacceptable risk to residents and the local ecosystem until such assessments are conducted and publicly disclosed.
- The site may be exposed to hazardous substances without adequate warning or health monitoring. The Council should confirm what steps, if any, have been taken to assess or monitor public health impacts since 2014.
- A marked decline in local biodiversity over recent years, including reductions in bird, bee, and hedgehog populations.
- Reference to Environmental Impact Scoping Assessment Ref: 2022/03574/SCOEIA, which remains "Pending Consideration" on Planning system.
- Uncertainty about Imperial College, named in planning application Ref: 2023/01093/FUL, may no longer be involved in the proposed development. Confirmation sought whether Imperial College remains committed to the scheme.
- The site lies within a designated flood risk area and is heavily dependent on outdated Victorian drainage infrastructure. Reports acknowledged the inadequacy of these drains. No investment in drainage improvements despite commitments since 2011. The risk of flooding is particularly concerning and places unacceptable strain on the wider system and heightens risks for surrounding properties.
- The OLY site is effectively landlocked and functionally constrained. Rely heavily on neighbouring land, particularly Shepherd's Bush Market and Pennard Road, for access, services, and operational support. Site could have been repurposed into valuable green space or a community asset that improves air quality, supports biodiversity, and enhances local wellbeing.
- The extended operating hours on the OLY site will add to parking pressure on Pennard Road during evenings and weekends.
- Despite the expiration of relevant planning permissions, no enforcement action has been taken by the Council to remove the unlawful structures or address the site's deterioration.
- Reference to GLA Stage 2 Decision – Planning Application 2023/01093/FUL and reference to site being underutilized. Consider the actions of the developer have contributed to the present state of decline, undermining the vitality and character of the area.
- Reference to the erosion of ethnic and cultural diversity in Shepherd's Bush Market, by various planning proposals associated with the OLY site have accelerated this decline, cited displacement, and discouraged tenancy renewal and undermining the cultural heritage.
- Reference to mismanagement of the OLY site. Refers to neglect, underperformance, and lack of community benefit, representation of the market traders.
- Impact on residential property values.
- In support, the retention of creative and artist's space is important. Wonderful addition to the community and the neighbourhood.

Officer's Response

- 4.4 The material planning concerns relating to the use, design, scale, conservation area, impact on the amenity of neighbours, traffic (including safety) and parking, contamination, flood risk, noise and ecology are considered in the relevant section of this report. It is noted that some of the objections received discussed issues that are not material planning considerations and as such have not been responded to in the report.
- 4.5 Theatre Trust: No objections.

5.0 POLICY CONTEXT

Planning 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), the Local Plan (2018) and the Planning Guidance Supplementary Planning Document - 2018 (hereafter referred to as Planning Guidance SPD).

The London Plan

- 5.4 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 Local Plan

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

6.0 PLANNING CONSIDERATIONS

- 6.1 The proposal relates to the continuation of the site for a temporary mix of uses operating from shipping containers. This includes a range of creative and affordable workspace units. The key issues relate to the acceptability of using the site for a further temporary use, the impact of the shipping containers on the townscape, the character and appearance of the surrounding conservation areas and the amenity of residents in terms of noise and disturbance and light pollution and highway and environmental considerations.

Land Use

- 6.2 The application site forms part of the wider White City Regeneration Area and more specifically, the Earl's Court and West Kensington Opportunity Area (Strategic Site Policy FRA 1). Policy FRA 1 supports a phased mixed use, residential led redevelopment of the Earl's Court and West Kensington Opportunity Area, including the provision of housing, employment, hotels, leisure, retail, and cultural facilities. as designated in the London Plan which includes land within H&F and RBKC.
- 6.3 The NPPF promotes economic growth, create jobs and vitality in town centres. In the Local Plan the site falls within the White City Regeneration Area. The London Plan 2021 continues to designate the area as an Opportunity Area. Both the London and Local Plan seek to secure new homes and jobs, as well as a comprehensive regeneration of the area.
- 6.4 Local Plan Policy CF3 support the enhancement of arts, culture, entertainment, leisure, recreation, and sport uses in the borough including supporting the temporary use of vacant buildings for community uses, including performance and creative work. Policy E1 references the requirement for "flexible and affordable workspace suitable for small and medium enterprises."
- 6.5 The containers would be retained for local pop-up uses including storage facilities for the market traders, start-up businesses and charities, boosting the local economy in line with Policy E1 of the Local Plan. The temporary use is a complimentary use to the adjoining market use and would not directly compete with the retail offer of Shepherd's Bush Market. Retention of the proposed temporary use will contribute to the regeneration of the White City Regeneration Area, facilitating an active use on the site for small and creative businesses. The temporary nature of the use is such that its impact would be limited and would not undermine the long-term objectives to regenerate the area, in accordance with both London Plan and Local Plan policies. A condition is attached to ensure that all structures associated with the application will be removed within the time limit period and the site reinstated once the temporary use ceases.
- 6.6 Officers consider a continued use of the site for an extended temporary period of 12 months until the consented wider development scheme comes forward would provide an acceptable use in the town centre, alongside the existing market traders and traders in Goldhawk Road. The interim use is considered to be appropriate in the context of the site's historical past. The continuation of the development would aid the objectives of the local plan in respect to Strategic Policy WCRA3, creating an attractive destination, and by bringing and maintaining active uses to what was a redundant site prior to the 2017 permission.
- 6.7 In considering the issues above, an extension of the temporary use of the containers for a further period is considered to be acceptable in land use terms and the proposal therefore complies with the relevant national, regional and Local Plan policies WCRA3, DC1, CF3, and E1.

Design and Heritage

- 6.8 Policies DC1 and DC4 of the Local Plan require high standards of design, compatible with the scale and character of existing surrounding development and which is inclusive and integrates to help regenerate places. DC1 and DC4 look to ensure developments integrate well with their surroundings. The proposal is for the continued temporary uses on a former vacant site and were assessed previously under an older planning policy framework. Policy DC8 (Heritage and Conservation) states that the council will conserve the significance of the Borough's historic environment by protecting, restoring, or enhancing its heritage assets, including the borough's conservation areas.
- 6.9 The proposal relates to the retention of a temporary use including the retention of 52 containers set out in a single storey configuration. The remaining units on the site are laid out in a similar arrangement to the 2023 permission. The containers are arranged in linear form around the edge of the site, and in small, enclosed cluster spaces, creating a secure boundary and acoustic barrier against noise, particularly with respect to surrounding residential properties in Pennard Road. The single storey layout does not adversely impact the amenities of surrounding occupiers and is subservient in terms of height, bulk, scale, and mass. No subsequent changes are proposed to the design of the containers. Officers consider that the temporary proposals complement the adjoining market. Officers consider the proposal to be acceptable in design terms in accordance with policies DC1 and DC4 of the Local Plan.
- 6.10 With exception to the Pennard Road access point, the rest of the site is not located within in a conservation area. The site is however located adjacent to the Shepherds Bush conservation area. The site is a predominantly back land site, located to the rear of the Pennard Road and Goldhawk Road properties and market. Given the scale, appearance and temporary nature of the proposals, the development has a degree of inter-visibility with residential properties within the conservation area. However, this would not detract from the character, appearance or significance of these assets overall, given the back land nature of the site. As such the development is not considered to result in any harm to the setting of these heritage assets. Therefore, the proposed development is considered acceptable with due regards to s66 and s72 of the Planning (Listed Buildings and Conservation Areas) Act 1990, in accordance with the NPPF (2024), London Plan (2021) and Local Plan (2018) Policies DC1, DC4 and DC8.

Amenity Considerations

- 6.11 Policies DC1, DC4, CC11, CC13 and HO11 of the Local Plan require all proposals to be formulated to respect the principles of good neighbourliness. This is measured in terms of potential impacts in relation to outlook and privacy, noise and disturbance, lighting and impacts during operational works. The 'Planning Guidance' SPD Housing Key Principles HS6 and HS7 seek to protect the existing amenities of neighbouring residential properties in terms of outlook, light, privacy, noise, and disturbance. Policies CC11 (Noise), CC12 (Light Pollution) and CC13 (Control of Potentially Polluting Uses) also deal with environmental nuisance and requires all developments to ensure that there is no undue detriment to the general amenities at present enjoyed by existing surrounding occupiers of their properties.

- 6.12 The application site is bounded on three sides with residential properties in Pennard Road to the east. As noted in the above sections, the proposals are comparable to the previous temporary permission allowed on the site. In comparison with the last permission, the layout and location of some of the containers has been revised because of the overall reduction in the number retained on the site, including the removal of some containers alongside the boundary fence with Pennard Road properties. All the remaining containers will continue to be of a single storey height, intended to reduce any sense of enclosure from the rear of neighbouring gardens/houses. The proposal would not adversely impact on the outlook for neighbouring properties or result in any overlooking or daylight/sunlight issues. On this basis, the proposal conforms with Policies DC1, DC4, CC11, CC12 and CC13 of the Local Plan.

Noise

- 6.13 Policy CC11 of the Local Plan 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 will be 'no undue detriment to the general amenities enjoyed by existing surrounding occupiers of their properties'.
- 6.14 The original 2017 permission was accompanied by a Noise Impact Assessment report which detailed the likely noise levels generated across the site. The noise surveys gathered included an assessment of the impact on the residential properties on Pennard Road and highlighted noise levels are relatively steady between 7am and 11pm, before dropping noticeable overnight. The current proposal does not include food, and beverage uses and is now for a reduce intensive use. Potential impacts in terms of noise and disturbance generated using the site have been taken into consideration in the Operational Management Plan. It is not considered necessary to update the assessment given the less intense nature of the current use and because there is no external plant or ventilation equipment proposed with this application. As such the proposals comply with policy CC11 of the Local Plan.

Hours of Operation

- 6.15 The proposed opening hours for the last 2023 permission and originally for the current proposal were:
- 08.00-20.00 Monday, Tuesday, Wednesday, Sunday, and Bank Holidays; and
 - 08.00-22.00 Thursday, Friday, and Saturday.
- 6.16 In response to comments received, the Applicant has reviewed the operational times and agreed to amend the proposed opening hours to:
- 08.00-20.00 Monday-Sunday (including Bank Holidays).
- 6.17 Outside the proposed operational times, the site would be closed to the public with the access points being secured and protected by adequate security systems. CCTV is in operation across the entire site. The opening hours shall be secured by condition.

Lighting

- 6.18 Policy CC12 of the Local Plan seeks to control the adverse impacts of lighting arrangements including that from signage and other sources of illumination.
- 6.19 External lighting is currently installed on site designed to add security whilst not detrimental to the amenity of adjoining occupiers. Details were provided under the original 2017 permission and were considered acceptable. No change is planned to the lighting details, and these are therefore considered acceptable. The lighting is therefore in accordance with policy CC12 of the Local Plan. A condition will require all lighting to comply with the Institution of Lighting Professionals Guidance to ensure that the lux levels are appropriate and do not impact the amenity of adjoining occupiers. A further condition would be applied to secure all internal lighting within the containers is switched off when units are vacated including times outside the permitted operational hours.
- 6.20 An Operational Management Plan (OMP) is submitted. The OMP covers the operational period of the temporary use and includes details on operating hours, lettings, service charge, rent and marketing. The plan demonstrates the general site management procedures and access arrangements, including management of the entrances and emergency exits. The plan also covers waste, maintenance, security, event management, lighting, and landscaping maintenance. Officers consider that the OMP is acceptable in terms of the impact of the use on occupiers of the development site, market site and surrounding properties. This would be secured through a condition.
- 6.21 Overall, the proposed development would respect the principles of good neighbourliness and maintain an acceptable relationship with the neighbouring residential properties. Given the modest scale of the proposed changes to the consented development, it is not considered there would be any undue noise nuisance beyond the current level. Subject to conditions, the proposed scheme would not have an unacceptably harmful impact on neighbouring residential amenity in terms of daylight/sunlight, outlook, and privacy. In this regard, the proposed development complies with Policies DC1, DC4, HO11, CC11, CC12 and CC13 of the Local Plan and relevant housing and amenity Key Principles of the 'Planning Guidance' SPD

Transport and Highways

- 6.22 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. The above policies are supported by Transport Key Principles of the 'Planning Guidance' SPD. Local Plan Policy CC7 sets out the requirements for all new developments to provide suitable facilities for the management of waste.
- 6.23 It is considered that the development would not result in an intensification of the use of site to warrant additional waste collection arrangements or highway measures such as additional cycle parking. The proposal seeks a continued use of the OLY containers for Class E creative workspace and ancillary storage uses. In comparison with the previous temporary permission permitted, the proposal is anticipated to be less intensive and generate no additional trips to or from the site compared with the former uses which operated on the site.

Access

- 6.24 The primary access arrangement to the site would continue via Market Lane from Goldhawk Road. Two locked secondary entrances are located along the western boundary with Shepherds Bush Market site for ingress, so market traders can use to access storage and egress for occupiers of the units to enter the market. The public are not permitted to freely flow between Shepherds Bush Market site and the OLY site. Pennard Road would continue to be used for emergency purposes only and access will be controlled by site security. All access to the site would be level or have a gradient not beyond 1:12 for wheelchair access. The layout of the site is planned so all the uses are located on a single level. The containers in the public square have an internal perimeter ramped and raised decking that allows level access to each of these units. The current proposal is not requiring any changes to access arrangements permitted under the previous permissions. Conditions are recommended to ensure the access arrangements are suitably controlled in the same manner.

Parking

- 6.25 In highway and transport terms, the previous temporary uses on the site were considered acceptable. There is limited material change proposed under the current application with less containers now on site. No objections have been raised from the highway authority to the new application for the continued use of the site for a temporary period, subject to the previous conditions continuing relating to access and cycle parking being retained.
- 6.26 In terms of vehicle parking, the site would continue to remain car-free with no car parking provided on-site. The site has excellent public transport accessibility, and it is expected that most trips associated with the proposal would be undertaken by sustainable modes of transport. As a result, no impact on the highway or public transport network is expected. Blue Badge holders are permitted to park in any shared use bay for pay and display free and without time limit. Due to the access constraints of the site, this arrangement is acceptable, in compliance with Policy T5.
- 6.27 Staff and visitor cycle parking would be provided on-site. A total of 16 long-stay, and 10 short-stay spaces would be retained. The spaces are more than the London Plan (2021) requirement (13 long stay and 2 short-stay spaces). Long stay cycle parking is provided within two containers, located near to the entrance to the site. The cycle parking encourages visitors to cycle to the site rather than drive, and beneficial effect in relieving pressure for on-street parking within the CPZ. The previous 2017 permission required detailed of the cycle parking to be approved. At the time, the associated condition (no. 21) was discharged (ref: 2018/00333/DET). The current proposed arrangement is considered acceptable in accordance with T3 of the Local Plan.

Delivery/Servicing/Waste

- 6.28 Policies CC6 and CC7 of the Local Plan seeks to ensure that the Council pursue waste management facilities within new development, notably through means of ensuring that all developments proposed suitable waste and recycling storage facilities.

- 6.29 No change is proposed to the delivery, servicing, and waste collection and storage arrangements. Currently, delivery and servicing vehicles access the site via Goldhawk Road and the road routing adjacent to Shepherd's Bush Market. A loading area is provided at the entrance to the site. Delivery and servicing activities are carried out between 07:30-20:00, and outside of the hours of operation of Shepherd's Bush Market. Waste generated by the site is currently stored and collected from Shepherd's Bush Market itself.
- 6.30 The Pennard Road entrance is not used at any time except for emergency access, as per the previous applications, and the emergency access arrangement will be secured through a similar condition as the previous permissions. The current proposal would not result in a material effect on the highway network, local to the site in accordance with Policy T2 of the Local Plan.

Environmental Considerations

- 6.31 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.
- 6.32 The site is within the Environment Agency's Flood Zone 2/3 indicating a medium to high risk of flooding from the Thames. A condition was attached to the 2017 permission which required the submission of further details on the drainage strategy. This was approved under application (ref: 2018/00678/DET). The Council's Environmental Policy Team have been considered the latest proposals and concluded that the temporary proposal would not create any additional issues that need re-assessing for flood risks and sustainable drainage (SuDs).
- 6.33 Policy CC9 of the Local Plan states that the Council will support the remediation of contaminated land and that it will take measures to minimise the potential harm of contaminated sites and ensure that mitigation measures are put in place. Policy CC13 (Control of Potentially Polluting Uses) states that the council will, where appropriate, require precautionary and/or remedial action if a nuisance or other polluting emissions would occur.
- 6.34 The 2017 temporary permission attached standard contamination conditions. These conditions were subsequently discharged and approved by the Council under the following applications:
- 2017/04525/DET - condition 23
 - 2018/00013/DET - condition 24
 - 2018/00385/DET - condition 25
 - 2018/01983/DET - condition 26, 27 and 28
- 6.35 Although potentially contaminative land uses (past) are understood to occur at, or near to, this site, the proposed development would not break ground. There is no meaningful change in the proposed uses or what is being proposed, and given the previous conditions were discharged in 2017/2018, the proposed continuation of the use is acceptable in accordance with Policies CC9 and CC13 of the Local Plan.

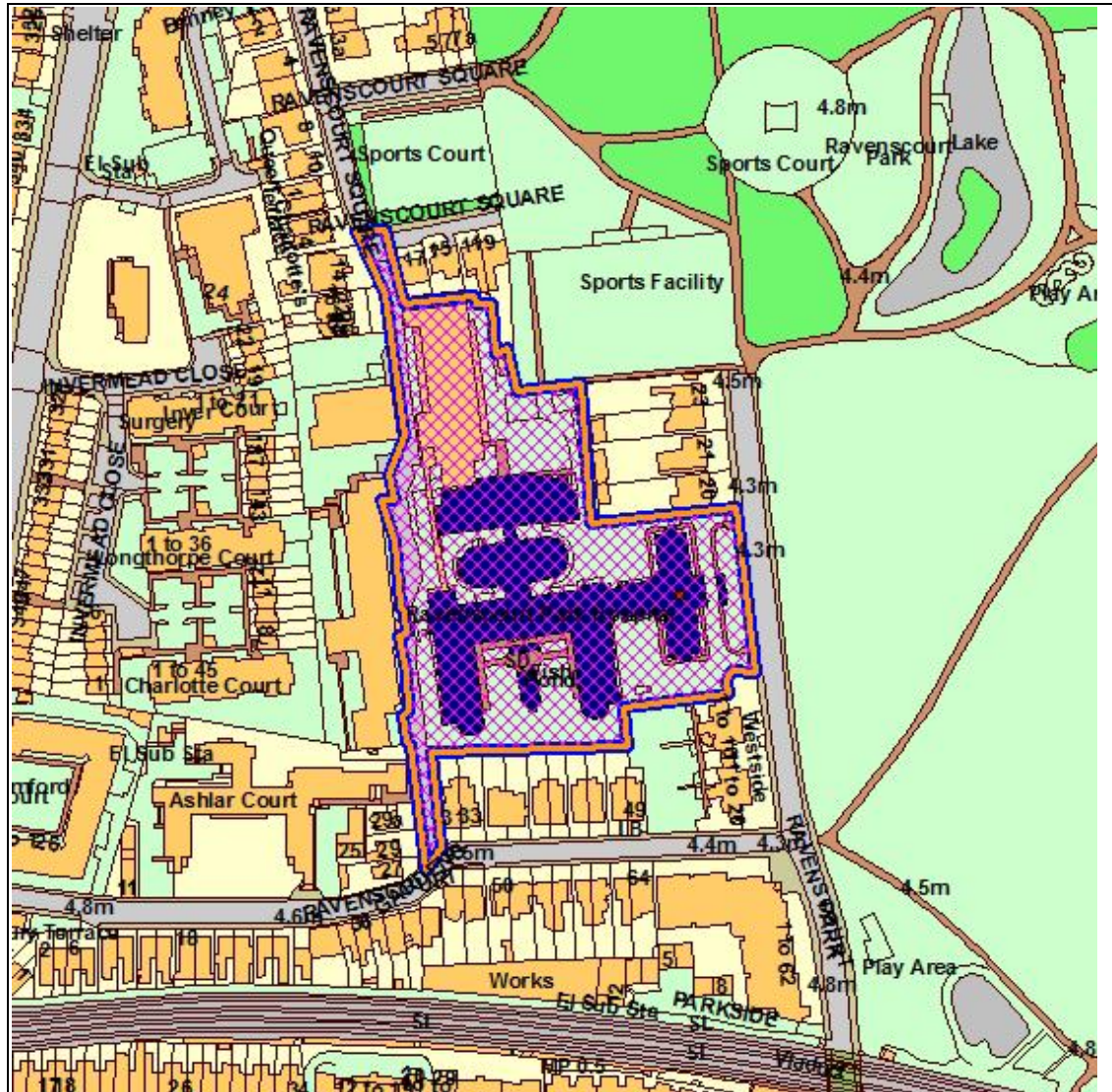
7.0 RECOMMENDATION

- 7.1 The proposed structures and use represent an acceptable temporary use for this site in this instance. The proposal is consistent with the Council's policies for the regeneration area. Officers consider the continued activation of the site will be beneficial to the wider regeneration area generally. It is considered that the proposed use would contribute to the overall area until the regeneration of WCRA3 "Shepherd's Bush Market and adjoining land" comes forward under the existing extant permission.
- 7.2 Regard has been to the objections received. It is considered that any temporary minor impacts associated with the proposal are considered to be outweighed by the social and economic public benefits that the proposal would deliver. Accordingly, it is recommended that the temporary retrospective permission be granted, subject to the conditions listed above.

Ward: Ravenscourt

Site Address:

Ravenscourt Park Hospital, Ravenscourt Park, London W6 0TU



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LA100019223 (2013).
For identification purposes only - do not scale.

Reg. No:

2023/03129/FUL

Case Officer:

Sinead Winship-David
Jesenska Oezdalga

Date Valid:

30.11.2023

Conservation Area:

Ravenscourt And Starch Green Conservation Area
- Number 8

Committee Date:

30.07.2025

Applicant:

Ravenscourt (Stamford) Property Limited, C / O TT Group
C/o Agent

Description:

Part demolition, part extension and alteration of the existing buildings and structures, change of use of the existing buildings and the erection of a new building including provision of a basement, to provide residential units (Use Class C3) and associated ancillary communal floorspace, a Care Home (Use Class C2) and flexible non-residential floorspace (Classes E, F1 and F2), together with associated roof top installations and structures, private and communal amenity space, landscaping, access, refuse storage, parking and associated works.

Drg Nos: See condition 2

Application Type:

Full Detailed Planning Application

Officer Recommendation:

- 1) That the Committee resolve that the Director of Planning and Property be authorised to grant 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.
- 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 24 of this report.

Conditions:**1) Time Limit**

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

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

2) Approved Drawings

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

2210-SPP-RCZ-B1-DR-A-95-1001 REV: P03 - Masterplan - Demolition Level B1 Floor Plan
2210-SPP-RCZ-0G-DR-A-95-1002 REV: P04 - Masterplan - Demolition Level 0G Floor Plan
2210-SPP-RCZ-01-DR-A-95-1003 REV: P02 - Masterplan - Demolition Level 01 Floor Plan
2210-SPP-RCZ-02-DR-A-95-1004 REV: P02 - Masterplan - Demolition Level 02 Floor Plan
2210-SPP-RCZ-03-DR-A-95-1005 REV: P03 - Masterplan - Demolition Level 03 Floor Plan
2210-SPP-RCZ-04-DR-A-95-1006 REV: P03 - Masterplan - Demolition Level 04 Floor Plan
2210-SPP-RCZ-05-DR-A-95-1007 REV: P03 - Masterplan - Demolition Level 05 Floor Plan
2210-SPP-RCZ-0R-DR-A-95-1008 REV: P03 - Masterplan - Demolition Roof Plan
2210-SPP-RCZ-ZZ-DR-A-95-2001 REV: P03 - Masterplan - Demolition Section 01 & 02
2210-SPP-RCZ-ZZ-DR-A-95-2002 REV: P02 - Masterplan - Demolition Section 03
2210-SPP-RCZ-ZZ-DR-A-95-3001 REV: P02 - Masterplan - Demolition East & South Elevations
2210-SPP-RCZ-ZZ-DR-A-95-3002 REV: P03 - Masterplan - Demolition West & North Elevations
2210-SPP-RCZ-ZZ-DR-A-00-0020 REV: P05 - Masterplan - Proposed Site Plan
2210-SPP-RCZ-B1-DR-A-20-1001 REV: P03 - Masterplan - Proposed Level B1 Floor Plan
2210-SPP-RCZ-0G-DR-A-20-1002 REV: P04 - Masterplan - Proposed Level 0G Floor Plan
2210-SPP-RCZ-01-DR-A-20-1003 REV: P04 - Masterplan - Proposed Level 01 Floor Plan
2210-SPP-RCZ-02-DR-A-20-1004 REV: P04 - Masterplan - Proposed Level 02 Floor Plan
2210-SPP-RCZ-03-DR-A-20-1005 REV: P05 - Masterplan - Proposed Level 03 Floor Plan
2210-SPP-RCZ-04-DR-A-20-1006 REV: P05 - Masterplan - Proposed Level 04 Floor Plan
2210-SPP-RCZ-05-DR-A-20-1007 REV: P05 - Masterplan - Proposed Level 05 Floor Plan
2210-SPP-RCZ-0R-DR-A-20-1008 REV: P05 - Masterplan - Proposed Roof Plan
2210-SPP-RCZ-ZZ-DR-A-25-3001 REV: P05 - Masterplan - Proposed East & South Elevations
2210-SPP-RCZ-ZZ-DR-A-25-3002 REV: P05 - Masterplan - Proposed West & North Elevations
2210-SPP-RCZ-ZZ-DR-A-26-2001 REV: P04 - Masterplan - Proposed Section 01 & 02
2210-SPP-RCZ-ZZ-DR-A-26-2002 REV: P04 - Masterplan - Proposed Section 03
2210-SPP-RCZ-ZZ-DR-A-97-4001 REV: P02 - Masterplan - Proposed Gates -

Sheet 01
 2210-SPP-RCZ-ZZ-DR-A-97-4002 REV: P02 - Masterplan - Proposed Gates -
 Sheet 02
 2210-SPP-RCZ-ZZ-DR-A-97-4003 REV: P01 - Masterplan - Proposed Gates -
 Sheet 03
 2210-SPP-RCZ-ZZ-DR-A-97-4004 REV: P02 - Masterplan - Proposed Gates -
 Sheet 04
 2210-SPP-RCZ-ZZ-DR-A-97-4005 REV: P01 - Masterplan - Proposed Gates -
 Sheet 05
 2210-SPP-RCZ-ZZ-DR-A-98-4001 REV: P01 - Masterplan - Proposed Lamp Post
 2210-SPP-RCA-0G-DR-A-95-1001 REV: P02 - RCA - Demolition Level 0G Floor
 Plan
 2210-SPP-RCA-01-DR-A-95-1002 REV: P01 - RCA - Demolition Level 01 Floor
 Plan
 2210-SPP-RCA-1M-DR-A-95-1003 REV: P01 - RCA - Demolition Level 1M Floor
 Plan
 2210-SPP-RCA-02-DR-A-95-1004 REV: P02 - RCA - Demolition Level 02 Floor
 Plan
 2210-SPP-RCA-03-DR-A-95-1005 REV: P02 - RCA - Demolition Level 03 Floor
 Plan
 2210-SPP-RCA-RF-DR-A-95-1006 REV: P02 - RCA - Demolition Roof Plan
 2210-SPP-RCA-ZZ-DR-A-95-2001 REV: P03 - RCA - Demolition Section 01
 2210-SPP-RCA-ZZ-DR-A-95-2002 REV: P02 - RCA - Demolition Section 02
 2210-SPP-RCA-ZZ-DR-A-95-3001 REV: P02 - RCA - Demolition East Elevations
 2210-SPP-RCA-ZZ-DR-A-95-3002 REV: P02 - RCA - Demolition South Elevation
 2210-SPP-RCA-ZZ-DR-A-95-3003 REV: P02 - RCA - Demolition West Elevation
 2210-SPP-RCA-ZZ-DR-A-95-3004 REV: P02 - RCA - Demolition North Elevation
 2210-SPP-RCA-0G-DR-A-20-1001 REV: P03 - RCA - Proposed Level 0G Floor
 Plan
 2210-SPP-RCA-01-DR-A-20-1002 REV: P02 - RCA - Proposed Level 01 Floor
 Plan
 2210-SPP-RCA-1M-DR-A-20-1003 REV: P02 - RCA - Proposed Level 1M Floor
 Plan
 2210-SPP-RCA-02-DR-A-20-1004 REV: P03 - RCA - Proposed Level 02 Floor
 Plan
 2210-SPP-RCA-03-DR-A-20-1005 REV: P03 - RCA - Proposed Level 03 Floor
 Plan
 2210-SPP-RCA-0R-DR-A-20-1006 REV: P03 - RCA - Proposed Roof Plan
 2210-SPP-RCA-ZZ-DR-A-25-3001 REV: P02 - RCA - Proposed East Elevation
 2210-SPP-RCA-ZZ-DR-A-25-3002 REV: P03 - RCA - Proposed South Elevation
 2210-SPP-RCA-ZZ-DR-A-25-3003 REV: P03 - RCA - Proposed West Elevation
 2210-SPP-RCA-ZZ-DR-A-25-3004 REV: P02 - RCA - Proposed North Elevation
 2210-SPP-RCA-ZZ-DR-A-26-2001 REV: P03 - RCA - Proposed Section 01
 2210-SPP-RCA-ZZ-DR-A-26-2002 REV: P02 - RCA - Proposed Section 02
 2210-SPP-RCA-ZZ-DR-A-26-2003 REV: P03 - RCA - Proposed Section 03 & 04
 2210-SPP-RCB-B1-DR-A-95-1001 REV: P01 - RCB - Demolition Level B1 Floor
 Plan - Part 1
 2210-SPP-RCB-B1-DR-A-95-1002 REV: P01 - RCB - Demolition Level B1 Floor
 Plan - Part 2
 2210-SPP-RCB-0G-DR-A-95-1003 REV: P01 - RCB - Demolition Level 0G Floor
 Plan - Part 1
 2210-SPP-RCB-0G-DR-A-95-1004 REV: P02 - RCB - Demolition Level 0G Floor

Plan - Part 2
 2210-SPP-RCB-01-DR-A-95-1005 REV: P01 - RCB - Demolition Level 01 Floor
 Plan - Part 1
 2210-SPP-RCB-01-DR-A-95-1006 REV: P02 - RCB - Demolition Level 01 Floor
 Plan - Part 2
 2210-SPP-RCB-02-DR-A-95-1007 REV: P01 - RCB - Demolition Level 02 Floor
 Plan - Part 1
 2210-SPP-RCB-02-DR-A-95-1008 REV: P02 - RCB - Demolition Level 02 Floor
 Plan - Part 2
 2210-SPP-RCB-03-DR-A-95-1009 REV: P01 - RCB - Demolition Level 03 Floor
 Plan - Part 1
 2210-SPP-RCB-03-DR-A-95-1010 REV: P02 - RCB - Demolition Level 03 Floor
 Plan - Part 2
 2210-SPP-RCB-04-DR-A-95-1011 REV: P01 - RCB - Demolition Level 04 Floor
 Plan - Part 1
 2210-SPP-RCB-04-DR-A-95-1012 REV: P02 - RCB - Demolition Level 04 Floor
 Plan - Part 2
 2210-SPP-RCB-05-DR-A-95-1013 REV: P01 - RCB - Demolition Level 05 Floor
 Plan - Part 1
 2210-SPP-RCB-05-DR-A-95-1014 REV: P02 - RCB - Demolition Level 05 Floor
 Plan - Part 2
 2210-SPP-RCB-RF-DR-A-95-1015 REV: P01 - RCB - Demolition Roof Plan - Part
 1
 2210-SPP-RCB-RF-DR-A-95-1016 REV: P02 - RCB - Demolition Roof Plan - Part
 2
 2210-SPP-RCB-ZZ-DR-A-95-2001 REV: P01 - RCB - Demolition Section 01
 2210-SPP-RCB-ZZ-DR-A-95-2002 REV: P01 - RCB - Demolition Section 02
 2210-SPP-RCB-ZZ-DR-A-95-2003 REV: P01 - RCB - Demolition Section 03
 2210-SPP-RCB-ZZ-DR-A-95-3001 REV: P01 - RCB - Demolition East Elevation
 2210-SPP-RCB-ZZ-DR-A-95-3002 REV: P01 - RCB - Demolition South Elevation
 2210-SPP-RCB-ZZ-DR-A-95-3003 REV: P02 - RCB - Demolition West Elevation
 2210-SPP-RCB-ZZ-DR-A-95-3004 REV: P02 - RCB - Demolition North Elevation
 2210-SPP-RCB-B1-DR-A-20-1001 REV: P01 - RCB - Proposed Level B1 Floor
 Plan - Part 1
 2210-SPP-RCB-B1-DR-A-20-1002 REV: P01 - RCB - Proposed Level B1 Floor
 Plan - Part 2
 2210-SPP-RCB-0G-DR-A-20-1003 REV: P03 - RCB - Proposed Level 0G Floor
 Plan - Part 1
 2210-SPP-RCB-0G-DR-A-20-1004 REV: P04 - RCB - Proposed Level 0G Floor
 Plan - Part 2
 2210-SPP-RCB-01-DR-A-20-1005 REV: P03 - RCB - Proposed Level 01 Floor
 Plan - Part 1
 2210-SPP-RCB-01-DR-A-20-1006 REV: P04 - RCB - Proposed Level 01 Floor
 Plan - Part 2
 2210-SPP-RCB-02-DR-A-20-1007 REV: P03 - RCB - Proposed Level 02 Floor
 Plan - Part 1
 2210-SPP-RCB-02-DR-A-20-1008 REV: P04 - RCB - Proposed Level 02 Floor
 Plan - Part 2
 2210-SPP-RCB-03-DR-A-20-1009 REV: P03 - RCB - Proposed Level 03 Floor
 Plan - Part 1
 2210-SPP-RCB-03-DR-A-20-1010 REV: P04 - RCB - Proposed Level 03 Floor
 Plan - Part 2

2210-SPP-RCB-04-DR-A-20-1011 REV: P03 - RCB - Proposed Level 04 Floor Plan - Part 1
 2210-SPP-RCB-04-DR-A-20-1012 REV: P04 - RCB - Proposed Level 04 Floor Plan - Part 2
 2210-SPP-RCB-05-DR-A-20-1013 REV: P03 - RCB - Proposed Level 05 Floor Plan - Part 1
 2210-SPP-RCB-05-DR-A-20-1014 REV: P04 - RCB - Proposed Level 05 Floor Plan - Part 2
 2210-SPP-RCB-RF-DR-A-20-1015 REV: P03 - RCB - Proposed Roof Plan - Part 1
 2210-SPP-RCB-RF-DR-A-20-1016 REV: P03 - RCB - Proposed Roof Plan - Part 2
 2210-SPP-RCB-ZZ-DR-A-21-2001 REV: P01 - RCB - Proposed External Wall Details - Sheet 01
 2210-SPP-RCB-ZZ-DR-A-21-2002 REV: P01 - RCB - Proposed External Wall Details - Sheet 02
 2210-SPP-RCB-ZZ-DR-A-21-2003 REV: P01 - RCB - Proposed External Wall Details - Sheet 03
 2210-SPP-RCB-ZZ-DR-A-22-4001 REV: P01 - RCB - Proposed Typical Internal Crittall Enclosure
 2210-SPP-RCB-ZZ-DR-A-25-3001 REV: P03 - RCB - Proposed East Elevation
 2210-SPP-RCB-ZZ-DR-A-25-3002 REV: P02 - RCB - Proposed South Elevation
 2210-SPP-RCB-ZZ-DR-A-25-3003 REV: P03 - RCB - Proposed West Elevation
 2210-SPP-RCB-ZZ-DR-A-25-3004 REV: P01 - RCB - Proposed North Elevation
 2210-SPP-RCB-ZZ-DR-A-26-2001 REV: P02 - RCB - Proposed Section 01
 2210-SPP-RCB-ZZ-DR-A-26-2002 REV: P02 - RCB - Proposed Section 02
 2210-SPP-RCB-ZZ-DR-A-26-2003 REV: P03 - RCB - Proposed Section 03
 2210-SPP-RCB-ZZ-DR-A-26-2004 REV: P02 - RCB - Proposed Section 04
 2210-SPP-RCB-ZZ-DR-A-26-2005 REV: P02 - RCB - Proposed Section 05
 2210-SPP-RCB-ZZ-DR-A-70-3006 REV: P01 - RCB - Proposed Room Elevations - B-01 APT 05
 2210-SPP-RCB-ZZ-DR-A-70-3010 REV: P01 - RCB - Proposed Typical Flat Entrances - Level 0G
 2210-SPP-RCB-ZZ-DR-A-70-3011 REV: P01 - RCB - Proposed Typical Flat Entrances - Levels 01-03
 2210-SPP-RCB-ZZ-DR-A-70-3012 REV: P01 - RCB - Proposed Typical Flat Entrances - Level 04
 2210-SPP-RCB-ZZ-DR-A-90-4001 REV: P02 - RCB - Proposed Typical Terrace Planter
 2210-SPP-RCB-ZZ-DR-A-90-4002 REV: P01 - RCB - Proposed Typical Terrace Details
 2210-SPP-RCB-0G-DR-A-90-4005 REV: P01 - RCB - Proposed Typical Private Garden Access - Sheet 01
 2210-SPP-RCB-0G-DR-A-90-4006 REV: P01 - RCB - Proposed Typical Private Garden Access - Sheet 02
 2210-SPP-RCB-0G-DR-A-90-4010 REV: P01 - RCB - Proposed Main Garden Entrance
 2210-SPP-RCB-0G-DR-A-90-4011 REV: P01 - RCB - Proposed Typical Main External Entrance to Flats
 2210-SPP-RCC-B1-DR-A-95-1001 REV: P02 - RCC - Demolition Level B1 Floor Plan
 2210-SPP-RCC-0G-DR-A-95-1002 REV: P03 - RCC - Demolition Level 0G Floor

Plan
 2210-SPP-RCC-01-DR-A-95-1003 REV: P02 - RCC - Demolition Level 01 Floor
 Plan
 2210-SPP-RCC-02-DR-A-95-1004 REV: P02 - RCC - Demolition Level 02 Floor
 Plan
 2210-SPP-RCC-03-DR-A-95-1005 REV: P02 - RCC - Demolition Level 03 Floor
 Plan
 2210-SPP-RCC-04-DR-A-95-1006 REV: P02 - RCC - Demolition Level 04 Floor
 Plan
 2210-SPP-RCC-RF-DR-A-95-1007 REV: P02 - RCC - Demolition Roof Plan
 2210-SPP-RCC-ZZ-DR-A-95-2001 REV: P01 - RCC - Demolition Section 01
 2210-SPP-RCC-ZZ-DR-A-95-2002 REV: P02 - RCC - Demolition Section 02
 2210-SPP-RCC-ZZ-DR-A-95-3001 REV: P02 - RCC - Demolition South Elevations
 2210-SPP-RCC-ZZ-DR-A-95-3002 REV: P01 - RCC - Demolition East Elevations
 2210-SPP-RCC-ZZ-DR-A-95-3003 REV: P02 - RCC - Demolition North Elevations
 2210-SPP-RCC-ZZ-DR-A-95-3004 REV: P02 - RCC - Demolition West Elevations
 2210-SPP-RCC-B1-DR-A-20-1001 REV: P03 - RCC - Proposed Level B1 Floor
 Plan
 2210-SPP-RCC-0G-DR-A-20-1002 REV: P03 - RCC - Proposed Level 0G Floor
 Plan
 2210-SPP-RCC-01-DR-A-20-1003 REV: P03 - RCC - Proposed Level 01 Floor
 Plan
 2210-SPP-RCC-02-DR-A-20-1004 REV: P03 - RCC - Proposed Level 02 Floor
 Plan
 2210-SPP-RCC-03-DR-A-20-1005 REV: P03 - RCC - Proposed Level 03 Floor
 Plan
 2210-SPP-RCC-04-DR-A-20-1006 REV: P03 - RCC - Proposed Level 04 Floor
 Plan
 2210-SPP-RCC-05-DR-A-20-1007 REV: P03 - RCC - Proposed Level 05 Floor
 Plan
 2210-SPP-RCC-RF-DR-A-20-1008 REV: P03 - RCC - Proposed Roof Plan
 2210-SPP-RCC-ZZ-DR-A-21-2001 REV: P01 - RCC - Proposed External Wall
 Details - Sheet 01
 2210-SPP-RCC-ZZ-DR-A-21-2002 REV: P01 - RCC - Proposed External Wall
 Details - Sheet 02
 2210-SPP-RCC-ZZ-DR-A-25-3001 REV: P03 - RCC - Proposed South Elevation
 2210-SPP-RCC-ZZ-DR-A-25-3002 REV: P02 - RCC - Proposed East Elevation
 2210-SPP-RCC-ZZ-DR-A-25-3003 REV: P03 - RCC - Proposed North Elevation
 2210-SPP-RCC-ZZ-DR-A-25-3004 REV: P03 - RCC - Proposed West Elevation
 2210-SPP-RCC-ZZ-DR-A-26-2001 REV: P03 - RCC - Proposed Section 01
 2210-SPP-RCC-ZZ-DR-A-26-2002 REV: P03 - RCC - Proposed Section 02
 2210-SPP-RCD-B1-DR-A-95-1001 REV: P02 - RCD - Demolition Level B1 Floor
 Plan
 2210-SPP-RCD-0G-DR-A-95-1002 REV: P02 - RCD - Demolition Level 0G Floor
 Plan
 2210-SPP-RCD-01-DR-A-95-1003 REV: P01 - RCD - Demolition Level 01 Floor
 Plan
 2210-SPP-RCD-02-DR-A-95-1004 REV: P01 - RCD - Demolition Level 02 Floor
 Plan
 2210-SPP-RCD-03-DR-A-95-1005 REV: P01 - RCD - Demolition Level 03 Floor
 Plan
 2210-SPP-RCD-RF-DR-A-95-1006 REV: P01 - RCD - Demolition Roof Plan

2210-SPP-RCD-ZZ-DR-A-95-2001 REV: P02 - RCD - Demolition Section 01
 2210-SPP-RCD-ZZ-DR-A-95-2002 REV: P02 - RCD - Demolition Section 02
 2210-SPP-RCD-ZZ-DR-A-95-3001 REV: P01 - RCD - Demolition South Elevations
 2210-SPP-RCD-ZZ-DR-A-95-3002 REV: P01 - RCD - Demolition East Elevations
 2210-SPP-RCD-ZZ-DR-A-95-3003 REV: P01 - RCD - Demolition North Elevations
 2210-SPP-RCD-ZZ-DR-A-95-3004 REV: P01 - RCD - Demolition West Elevations
 2210-SPP-RCD-B1-DR-A-20-1001 REV: P02 - RCD - Proposed Level B1 Floor Plan
 2210-SPP-RCD-0G-DR-A-20-1002 REV: P03 - RCD - Proposed Level 0G Floor Plan
 2210-SPP-RCD-01-DR-A-20-1003 REV: P03 - RCD - Proposed Level 01 Floor Plan
 2210-SPP-RCD-02-DR-A-20-1004 REV: P03 - RCD - Proposed Level 02 Floor Plan
 2210-SPP-RCD-03-DR-A-20-1005 REV: P03 - RCD - Proposed Level 03 Floor Plan
 2210-SPP-RCD-04-DR-A-20-1006 REV: P03 - RCD - Proposed Level 04 Floor Plan
 2210-SPP-RCD-RF-DR-A-20-1007 REV: P03 - RCD - Proposed Roof Plan
 2210-SPP-RCD-ZZ-DR-A-21-4001 REV: P01 - RCD - Proposed Facade Section 01 - Sheet 01
 2210-SPP-RCD-ZZ-DR-A-21-4002 REV: P01 - RCD - Proposed Facade Section 01 - Sheet 02
 2210-SPP-RCD-ZZ-DR-A-25-3001 REV: P02 - RCD - Proposed South Elevation
 2210-SPP-RCD-ZZ-DR-A-25-3002 REV: P02 - RCD - Proposed East Elevation
 2210-SPP-RCD-ZZ-DR-A-25-3003 REV: P02 - RCD - Proposed North Elevation
 2210-SPP-RCD-ZZ-DR-A-25-3004 REV: P02 - RCD - Proposed West Elevation
 2210-SPP-RCD-ZZ-DR-A-26-2001 REV: P02 - RCD - Proposed Section 01
 2210-SPP-RCD-ZZ-DR-A-26-2002 REV: P02 - RCD - Proposed Section 02
 2210-SPP-RCE-B1-DR-A-95-1001 REV: P01 - RCE - Demolition Level B1 Floor Plan
 2210-SPP-RCE-0G-DR-A-95-1002 REV: P01 - RCE - Demolition Level 0G Floor Plan
 2210-SPP-RCE-01-DR-A-95-1003 REV: P01 - RCE - Demolition Level 01 Floor Plan
 2210-SPP-RCE-02-DR-A-95-1004 REV: P01 - RCE - Demolition Level 02 Floor Plan
 2210-SPP-RCE-03-DR-A-95-1005 REV: P01 - RCE - Demolition Level 03 Floor Plan
 2210-SPP-RCE-04-DR-A-95-1006 REV: P01 - RCE - Demolition Roof Plan
 2210-SPP-RCE-ZZ-DR-A-95-2001 REV: P01 - RCE - Demolition Section 01
 2210-SPP-RCE-ZZ-DR-A-95-2002 REV: P01 - RCE - Demolition Section 02
 2210-SPP-RCE-ZZ-DR-A-95-3001 REV: P01 - RCE - Demolition South Elevations
 2210-SPP-RCE-ZZ-DR-A-95-3002 REV: P01 - RCE - Demolition East Elevations
 2210-SPP-RCE-ZZ-DR-A-95-3003 REV: P01 - RCE - Demolition North Elevations
 2210-SPP-RCE-ZZ-DR-A-95-3004 REV: P01 - RCE - Demolition West Elevations
 2210-SPP-RCE-B1-DR-A-20-1001 REV: P02 - RCE - Proposed Level B1 Floor Plan
 2210-SPP-RCE-0G-DR-A-20-1002 REV: P03 - RCE - Proposed Level 0G Floor Plan
 2210-SPP-RCE-01-DR-A-20-1003 REV: P03 - RCE - Proposed Level 01 Floor Plan

2210-SPP-RCE-02-DR-A-20-1004 REV: P03 - RCE - Proposed Level 02 Floor Plan
 2210-SPP-RCE-03-DR-A-20-1005 REV: P03 - RCE - Proposed Level 03 Floor Plan
 2210-SPP-RCE-04-DR-A-20-1006 REV: P03 - RCE - Proposed Level 04 Floor Plan
 2210-SPP-RCE-RF-DR-A-20-1007 REV: P05 - RCE - Proposed Roof Plan
 2210-SPP-RCE-ZZ-DR-A-21-4001-S4-P01 REV: P03 - RCE - Proposed External Wall Details - Sheet 01
 2210-SPP-RCE-ZZ-DR-A-21-4002-S4-P01 REV: P03 - RCE - Proposed External Wall Details - Sheet 02
 2210-SPP-RCE-ZZ-DR-A-25-3001 REV: P04 - RCE - Proposed South Elevation
 2210-SPP-RCE-ZZ-DR-A-25-3002 REV: P04 - RCE - Proposed East Elevation
 2210-SPP-RCE-ZZ-DR-A-25-3003 REV: P04 - RCE - Proposed North Elevation
 2210-SPP-RCE-ZZ-DR-A-25-3004 REV: P04 - RCE - Proposed West Elevation
 2210-SPP-RCE-ZZ-DR-A-26-2001 REV: P05 - RCE - Proposed Section 01
 2210-SPP-RCE-ZZ-DR-A-26-2002 REV: P04 - RCE - Proposed Section 02

2210-SPP-RC-XX-DS-A-XX-6002 REV: P01 - Schedule of Works - Listed Buildings
 2210-SPP-RC-XX-DS-A-XX-6003 REV: P02 - Proposed Heritage Strategy
 2210-SPP-RC-XX-DS-A-XX-6004 REV: P02 - Structural Information
 Reason: To ensure full compliance with the planning application hereby approved and to prevent harm arising through deviations from the approved plans, in accordance with D1, D2, D3, D4, D5, D7, D8, D9, D11, D12, D13, D14, HC1, HC3, HC4, G5 and G7 of the London Plan (2021) and Policies DC1, DC2, DC7 and DC8 of the Local Plan (2018)

3) Community Liaison Group

Prior to commencement of the development hereby permitted, a Community Liaison Group shall be established and maintained for the duration of the construction works hereby approved, having the purpose of:

- a. informing nearby residents and businesses of the building programme and progress of demolition and construction works for each phase of the development.
- b. informing nearby residents and businesses of appropriate mitigation measures being undertaken as part of each phase of the development.
- c. informing nearby residents and businesses of considerate methods of working such as working hours and site traffic.
- d. providing advanced notice of exceptional hours of work, if and when appropriate.
- e. providing nearby residents and businesses with an initial contact for information relating to the works and procedures for receiving/responding to comments or complaints regarding the development with the view of resolving any concerns that might arise.
- f. providing telephone contacts for nearby residents and businesses 24 hours daily throughout the works for the development; and
- g. producing a leaflet prior to the commencement of the development for distribution to nearby residents and businesses, identifying progress of the development and which shall include an invitation to register an interest in the Liaison Group.

The terms of reference for the Community Liaison Group shall be submitted to the Local Planning Authority for approval prior to commencement of any works on site.

The Community Liaison Group shall meet at least once every quarter until completion of the development.

Reason: To ensure satisfactory communication with residents, businesses, and local stakeholders throughout the construction of the development, in accordance with the Policies CC10, CC11, CC12, CC13, DC2, and T7 of the Local Plan (2018).

4) Phasing – initial/enabling works

Prior to commencement of the development hereby permitted, a phasing plan shall be submitted to and approved in writing by the Local Planning Authority. The details shall include an indicative programme for the demolition, asbestos removal, strip out and sub-station installation works. The works shall be undertaken in accordance with the approved details.

Reason: To ensure that works do not take place prematurely and to safeguard the special architectural or historic interest of the listed building in accordance with Policy DC8 of the Local Plan (2018).

5) Phasing – excluding initial/enabling works

Prior to commencement of the development hereby permitted (excluding demolition, asbestos removal and strip out), a phasing plan shall be submitted to and approved in writing by the Local Planning Authority. The details shall include an indicative programme for the delivery of each respective phase of the erection of Blocks E and F, extensions to Blocks B, C and D and public realm works.

The works in each phase shall be carried out in accordance with the approved programme. Prior to commencement of each subsequent phase of development, an updated phasing plan including details of site compounds and temporary hoardings shall be submitted and approved in writing by the Local Planning Authority.

Reason: To ensure that works do not take place prematurely and to safeguard the special architectural or historic interest of the listed building in accordance with Policy DC8 of the Local Plan (2018).

6) Demolition Management Plan

Prior to the commencement of the demolition phase of the development hereby permitted, a Demolition Management Plan (DMP) shall be submitted to and approved in writing, by the Local Planning Authority.

The DMP shall include:

- a. Details of location of site offices, ancillary buildings, plant, wheel-washing facilities, stacking bays and car parking.
- b. Storage of any skips.
- c. Oil and chemical storage.
- d. Membership of the Considerate Contractors Scheme and FORS Silver accreditation.
- e. Delivery locations and the proposed control measures and monitoring for noise, vibration, lighting, restriction of hours of work and all associated activities, audible beyond the site boundary to 0800-1800hrs Mondays to Fridays and 0800-1300 hrs on Saturdays and not on Sundays or Bank Holidays.
- f. Community sustainability and liaison to be carried prior to submission of the DMP

to inform development of the DMP approach. Details of engagement are to be submitted as an appendix to the DMP to identify concerns raised by residents and how these are addressed.

g. Details of the named person and contact responsible for advance notification to neighbours and other interested parties of proposed works, and the public display of contact details including accessible phone contact to persons responsible for the site works for the duration of the works.

h. Details shall also include the use of on road Ultra Low Emission Zone compliant Vehicles e.g. Euro 6 and Euro VI and Direct Vision vehicles to star rating 4 or above

i. Provisions within the site to ensure that all vehicles associated with the demolition works are properly washed and cleaned to prevent the passage of mud and dirt onto the highway.

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

Reason: To ensure that occupiers of surrounding premises are not adversely affected by noise, vibration, dust, lighting, or other emissions from the building site in accordance with Policy D14 of the London Plan (2021), Policies DC1, DC12, CC6, CC7, CC10, CC11 and CC12 of the Local Plan (2018) and Key Principles of the Planning Guidance SPD (2018).

7) Demolition Logistics Plan

Prior to the commencement of the demolition phase of the development, a Demolition Logistics Plan (DLP) in accordance with the Transport for London Guidance shall be submitted to and approved in writing by the Local Planning Authority. The works shall cover the following minimum requirements:

a. Site logistics and operations.

b. Demolition vehicle routing.

c. Details of the estimated number, size and routes of demolition vehicles per day/week.

d. Details of the use of Ultra Low Emission Zone (ULEZ) compliant Vehicles e.g. Euro 6 and Euro VI and Direct Vision vehicles to star rating 4 or above

e. Details of the access arrangements and 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; and Membership of the Considerate Contractors Scheme.

The works shall be carried out in accordance with the relevant approved DLP throughout the project period.

Reason: To ensure that occupiers of surrounding premises are not adversely affected by noise, vibration, dust, lighting, or other emissions from the building site in accordance with Policy T7 of the London Plan (2021) and T1, T6 and T7 of the Local Plan (2018).

8) Construction Management Plan

Prior to commencement of the of the construction phase of the development hereby permitted, a Construction Management Plan (CMP) shall be submitted to and approved in writing by the Local Planning Authority.

The CMP shall provide details of how construction works are to be undertaken and shall include:

- a. A detailed plan showing phasing of relevant foundations, basement, and ground floor structures and, for any other structures below ground level, including piling (temporary and permanent), contractors' method statements.
- b. Waste classification and disposal procedures and locations.
- c. Location of site offices, ancillary buildings, plant, wheel-washing facilities, tacking bays and car parking.
- d. Details of storage and any skips, oil and chemical storage.
- e. Membership of the Considerate Contractors Scheme and contractors accredited to FORS silver.
- f. Delivery locations and the proposed control measures and monitoring for noise, vibration, lighting, restriction of hours of work and all associated activities, audible beyond the site boundary to 0800-1800hrs Mondays to Fridays and 0800-1300hrs on Saturdays, and not on Sundays or Bank Holidays.
- g. Community engagement and liaison to be carried prior to submission of the CMP to inform development of the CMP approach. Details of engagement to be submitted as an appendix to the CMP to identify concerns raised by residents and how these are addressed.
- h. Details to include the named person and contact responsible for advance notification to neighbours and other interested parties of proposed works and public display of contact details including accessible phone contact to persons responsible for the site works for the duration of the works.
- i. Details of the use of on-road Ultra Low Emission Zone compliant Vehicles e.g. Euro 6 and Euro VI and Direct Vision vehicles to star rating 4.
- j. Provisions within the site to ensure that all vehicles associated with the construction works are properly washed and cleaned to prevent the passage of mud and dirt onto the highway.

The development shall be carried out in accordance with the approved CMP. 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.

Reason: To ensure that occupiers of surrounding premises are not adversely affected by noise, vibration, dust, lighting or other emissions from the building site in accordance with Policies GG3, SI 1, SI 8, SI 10 and T7 of the London Plan (2021), and Policies DC1, DC2, CC6, CC7, CC10, CC11, CC12 and CC13 of the Local Plan (2018).

9) Construction Logistics Plan

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

The CLP shall cover the following minimum requirements:

- a. Community engagement and liaison to be carried prior to submission of the CLP to inform development of the CLP approach. Details of engagement to be submitted as appendix to the CLP to identify concerns raised by residents and how these are addressed

- b. site logistics and operations
- c. construction vehicle routing
- d. Details of the estimated number, size and routes of construction vehicles per day/week details of the use of Ultra Low Emission Zone (ULEZ) compliant Vehicles e.g. Euro 6 and Euro VI, including vehicles compliant with Direct Vision Standard star rating 4
- e. details of the access and egress arrangements
- f. delivery locations on the site g. details of any vehicle holding areas; and other matters relating to traffic management to be agreed as required
- g. Efficiency and sustainability measures to be undertaken for the works
- h. membership of the and details on CLOCS compliant site operations
- 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 CLP. 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)

10) Piling Method Statement

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

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

11) Contamination - Quantitative Risk Assessment

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

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

12)Contamination - Remediation Method Statement

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

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

13)Contamination - Verification Report

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

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

14) Contamination – Onward Monitoring

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.

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

15) Hoardings

Prior to commencement of the demolition phase within each relevant part of the development hereby permitted, a scheme for temporary solid timber hoarded fencing (minimum height 2.5 m) around the perimeter of the site on all site boundaries and/or enclosure of the site shall be submitted to and approved in writing by the Local Planning Authority.

The temporary solid timber hoarded fencing and/or enclosure in accordance with BS 5975-2:2024 shall be installed prior to the start of any site clearance/demolition works. No part of the temporary fencing and/or enclosure of the site shall be used for the display of commercial advertisement hoardings unless the relevant advertisement consent is sought from the Local Planning Authority.

Approved details shall be fully implemented and permanently retained and maintained for the duration of the building works until completion of each development plot.

Reason: To ensure a satisfactory external appearance, to and to prevent harm to surrounding residential occupiers by way of dust, the street scene and public realm, in accordance with Policies SI 1 and D4 of the London Plan (2021), Policies DC1, DC8, CC10 and CC12 of the Local Plan (2018) and Key Principles of the Planning Guidance SPD (2018).

16) Air Quality Dust Management Plan (Demolition Phase)

Prior to the commencement of the demolition phase (excluding installation of solid timber hoarding and MCERTS compliant Particulate (PM_{2.5}, PM₁₀) monitors around the perimeter of the site) within each relevant part of the development hereby permitted, details of an Air Quality Dust Management Plan (AQDMP) in accordance with the Councils AQDMP Template 'E' shall be submitted to and approved in writing by the Local Planning Authority. Developers must ensure that

on-site contractors follow best practicable means to minimise dust, particulates (PM₁₀, PM_{2.5}) and NO_x emissions at all times. Approved details shall be fully implemented and permanently retained and maintained during the demolition phases of the development.

Reason: To comply with the requirements of Policy SI1 of the London Plan (2021) and Policy CC10 of the Local Plan (2018).

17) Air Quality Dust Management Plan (Construction Phase)

Prior to the commencement of the construction phase (excluding installation of solid timber hoarding and MCERTS compliant Particulate (PM_{2.5}, PM₁₀) monitors around the perimeter of the site) within each relevant development plot of the development hereby permitted, details of an Air Quality Dust Management Plan (AQDMP) in accordance with the Councils AQDMP Template 'F' shall be submitted to and approved in writing by the Local Planning Authority. Developers must ensure that on-site contractors follow best practicable means to minimise dust, particulates (PM₁₀, PM_{2.5}) and NO_x emissions at all times. Approved details shall be fully implemented and permanently retained and maintained during the construction phases of the development.

Reason: To comply with the requirements of Policy SI1 of the London Plan (2021) and Policy CC10 of the Local Plan (2018).

18) Non-Road Mobile Machinery (NRMM)

Within a minimum of seven days prior to commencement of the enabling works, site clearance or demolition works within each relevant development plot of the development hereby permitted, details of the Non-Road Mobile Machinery (NRMM) to be used shall be submitted to and approved in writing by the Local Planning Authority. The NRMM shall have CESAR Emissions Compliance Verification (ECV) identification and shall comply with the minimum Stage V NO_x and PM₁₀ emission criteria of The Non-Road Mobile Machinery (Type-Approval and Emission of Gaseous and Particulate Pollutants) Regulations 2018 and its subsequent amendments. This will apply to both variable and constant speed engines for both NO_x and PM. An inventory of all NRMM shall be registered on the London GLA NRMM register [GLA-NRMM-Register](#). Approved details shall be fully implemented and thereafter permanently retained and maintained until occupation of the complete development.

Reason: To comply with the requirements of Policy SI1 of the London Plan (2021) and Policy CC10 of the Local Plan (2018).

19) Written Scheme of Historic Building Investigation (WSI)

No demolition shall take place until a written scheme of historic building investigation (WSI) has been submitted to and approved by the local planning authority in writing. For buildings that are included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, which shall include the statement of significance and research objectives, and:

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

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

Reason: To ensure that material of archaeological significance on the site is identified and appropriately recorded prior to development, in accordance with the NPPF (2024), Policy HC1 of the London Plan and Policy DC8 of the Local Plan.

20) Flood Risk Assessment

Prior to the commencement of development (excluding demolition, asbestos removal, strip out and sub-station installation works), a final updated Flood Risk Assessment (FRA) shall be submitted to and approved in writing by the Local Planning Authority. The FRA shall be based on the most up-to-date site layout and shall include detailed mitigation measures to address all sources of flood risk, including surface water, groundwater, and sewer flooding. No part of the development shall be used or occupied until all relevant flood prevention and mitigation measures have been installed in accordance with the submitted details and the development shall be permanently retained in this form and maintained as necessary thereafter.

Reason: To ensure that flood risk is appropriately assessed and mitigated in accordance with Policy SI 12 of the London Plan (2021), and Policy CC3 of the Local Plan (2018).

21) Surface water drainage/SuDS

Prior to commencement of the development (excluding demolition, asbestos removal, strip out and sub-station installation works) hereby permitted, full details of the updated Surface Water Drainage Strategy and Design shall be submitted to the Local Planning Authority for approval which shall include the Sustainable Drainage Systems (SuDS) to be used to manage surface water discharge from the site, within each part of development as appropriate. SuDS Measures shall include but not be limited to rainwater harvesting for collection and re-use of surface water, soft landscaping including living roofs, permeable hard surfaces and attenuation storage and controlled release of stormwater. Details shall further be provided of tank volumes, attenuation levels and run-off rate reduction. The SuDS strategy shall be informed by infiltration testing to be undertaken prior to the commencement of works on site (excluding demolition, asbestos removal, strip out and sub-station installation works).

Confirmation of discharge connections and rates shall be provided along with maintenance information for each SuDS measure. Detailed Plans shall be provided to show all SuDS measures and how they connect to the wider drainage network.

The detailed SuDS scheme must demonstrate that it has been developed in accordance with the overarching principles set out in the approved Flood Risk Assessment in compliance with the London Plan Drainage Hierarchy to minimise any required discharge of surface water to the sewer network. The Detailed Strategy and Designs shall be implemented in accordance with the approved details, and thereafter all SuDS measures shall be retained and maintained in

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

Reason: To ensure that sufficient drainage capacity is made available to cope with the new development; and to avoid adverse environmental impact upon the community and to prevent any increased risk of flooding and to ensure the satisfactory storage of/disposal of surface water from the site in accordance with Policy SI 13 of the London Plan (2021) and policies CC1, CC2, CC4, CC5, OS1, OS4 and OS5 of the Local Plan (2018).

22)Hard and Soft Landscaping

Prior to commencement of the development hereby permitted (excluding the demolition, asbestos removal, strip out and sub-station installation works), final details of the proposed hard and soft landscape works shall be submitted to and approved in writing by the Local Planning Authority.

The details shall include, but are not limited to: details on relocation of the existing tree as specified in the approved drawings, the replacement of trees, shrubs and plantings, planting schedules and details of the species, height and maturity of any trees and shrubs, including sections through the planting areas; depth of tree pits, containers, and shrub beds; pedestrian surfaces, wayfinding, hard landscaping materials, kerb details, external steps/ramps and seating, street furniture, bins and lighting columns that ensure a safe and convenient environment for blind and partially sighted people, all paving and external hard surfaces, boundary walls, railings, gates, fences, and other means of enclosure.

Any plants which die, are removed, become seriously damaged and diseased within a period of ten years from completion of the development shall be replaced in the next planting season with others of similar size and species. The landscaping works shall be carried out in accordance with the approved details and shall thereafter be permanently retained in this form.

Reason: To ensure a satisfactory external appearance of the development and relationship with its surroundings and to protect the ecology and biodiversity within and adjacent to the site, in accordance with Policies D3, D4, D8, D9 and HC1 of the London Plan (2021), and Policies DC1, DC2, DC8, OS2 and OS5 of the Local Plan (2018)

23)Landscape and Ecological Management Plan

Prior to the first occupation of each part of the development hereby permitted, a Landscape and Ecological Management Plan shall be submitted to and approved in writing by the Local Planning Authority for that area. This shall include details of management responsibilities and maintenance schedules for all landscape areas, as well as a habitat management plan and monitoring report which shall set out objectives and prescriptions for the management of new areas of vegetation and public open spaces within the development, for a minimum period of 10 years from the date of occupation of that phase.

Reason: To ensure that the development provides an attractive natural and visual environment, and that the biodiversity of the site is protected and enhanced where possible in accordance with Policies CC2, DC1, DC8, OS2, OS4, and OS5 of the Local Plan (2018).

24)AMS, AIA and TPP

No demolition, site clearance, or construction works (excluding asbestos removal and strip out) shall commence on site until an Arboricultural Impact Assessment (AIA), Arboricultural Method Statement (AMS), and Tree Protection Plan (TPP) have been submitted to and approved in writing by the Local Planning Authority. The submitted documents shall include, but not be limited to, the below:

- Identify all existing trees and vegetation on or adjacent to the site that may be affected by the proposed development;
- Assess the potential impacts of the development on retained trees, including root protection areas and canopy spread;
- Set out measures for the protection of retained trees during all phases of demolition and construction, including the specification and location of protective fencing and ground protection;
- Include details of any proposed tree works, including pruning or removal;
- Provide a methodology for construction works within root protection areas, where applicable;
- Include a schedule of monitoring and supervision by a qualified arboricultural consultant.

The development shall thereafter be carried out in full accordance with the approved AIA, AMS, and TPP, and all tree protection measures shall be installed prior to the commencement of works and retained for the duration of the construction period. All trees adjoining the development site shall be protected from damage in accordance with BS5837:2012. No construction shall take place until any such trees are adequately protected as per BS5837:2012.

Reason: To ensure the protection of existing trees during the construction process, in the interests of visual amenity, biodiversity, and environmental sustainability, in accordance with Policy G7 of the London Plan (2021) and Policy OS5 of the Local Plan (2018),

25)Tree Relocation Methodology

No demolition, site clearance, or construction works (excluding asbestos removal and strip out) shall commence on site until a detailed relocation methodology statement for the transplanting of the Category A *Fagus Sylvatica* 'Purpurea' tree has been submitted to and approved in writing by the Local Planning Authority. The methodology shall:

- Be prepared by a suitably qualified arboricultural consultant in accordance with BS 8545:2014 and BS 5837:2012;
- Include a full assessment of the tree's health, structural condition, and suitability for relocation;
- Identify a suitable location within the application site for the tree's relocation, including justification for the proposed site in terms of soil conditions, aspect, and long-term viability;
- Set out the proposed method of excavation, root ball preparation, lifting, transportation, and replanting;
- Include details of aftercare and monitoring for a minimum period of five years

- post-relocation, including irrigation, mulching, staking, and remedial works;
- Include contingency measures in the event of partial or unsuccessful establishment.

The relocation shall be carried out in full accordance with the approved methodology, and the tree shall be retained and maintained thereafter.

Reason: To secure the retention and successful relocation of a high-quality Category A tree within the site, in the interests of visual amenity, biodiversity, and landscape character, in accordance with Policy G7 of the London Plan (2021) and Policy OS5 of the Local Plan (2018).

26) Inclusive Access Management Plan

Prior to the first occupation of each phase of the development hereby permitted, an Inclusive Access Management Plan for the relevant Phase of the development shall be submitted to and approved in writing by the Local Planning Authority. The plan shall set out a strategy for ongoing consultation with specific interest groups regarding accessibility of the relevant part of the site. The plan will include details of access, wheelchair accessible provision, public realm, car parking, cycle parking, fire evacuation strategy and facilities to accommodate hearing and sight impairments. The development shall not be operated otherwise than in accordance with the Inclusive Access Management Plan as approved and thereafter be permanently retained in this form.

Reason: To ensure that the proposal provides an inclusive and accessible environment in accordance with the Policy E10 of the London Plan (2021) and Policy E3 of the Local Plan (2018)

27) Play Space

Prior to the first occupation of any residential unit within the development hereby permitted, details of the on-site play space equipment including access, location, relevant surface treatment and layout, shall be submitted to and approved in writing by the Local Planning Authority. The equipment proposed shall be inclusive for all and should be supported by seating for parents, carers and guardians. The details submitted shall include details of maintenance of play equipment and shall demonstrate that all residents of the development will have access to the play equipment regardless of the tenure of their home.

The play equipment shall be installed and operational prior to the first occupation of any residential unit within the development hereby approved and shall be maintained as such thereafter and permanently retained.

Reason: In order to ensure that the development is provided with tenure blind, high quality, accessible play provision for all ages of at least 10sqm per child, in accordance with Policy S4 of the London Plan (2021).

28) Block A – Uses

The commercial/community floorspace hereby permitted within Block A shall be used only as a café (Use Class E(b)) or community uses falling within Use Class F.1 (a) – (g) or Use Class F.2 (b) and for no other purpose (including any other

separate purpose in Class E of the Schedule to the Town and Country Planning (Use Classes) Order 1987, as amended, (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

The café (Use Class E(b)) gross internal area (GIA) including internal customer seating and food preparation areas, shall not exceed 300 sqm.

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

29)Block F – Uses

The floorspace hereby approved within Block F shall be used only as a residential care home or nursing home falling within Use Class C2) and for no other purpose (including any other separate purpose in Class E of the Schedule to the Town and Country Planning (Use Classes) Order 1987, as amended, (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

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

30)Hours of operation – Block A

The Block A community floorspace (Class F.1 and F.2) and café (Class E) premises hereby permitted shall not be open to members of the public, including guests and visitors attending any organised gathering (private or otherwise), other than within the following times:

- 7am – 11pm daily.

Reason: To prevent undue noise and disturbance to neighbouring occupiers in accordance with Policy CC11 of the Local Plan (2018).

31)Community Use Management Plan

Prior to the first occupation or use of the Block A community floorspace hereby permitted, a Community Use Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall include:

- Details of the intended community uses and user groups;
- Hours of operation and access arrangements;
- Booking and management procedures, including how the space will be made available to local community groups and organisations;
- Measures to ensure inclusive and equitable access for all members of the

- community, including those with protected characteristics;
- Arrangements for on-site supervision, security, and safeguarding;
- Noise management and mitigation measures to protect residential amenity;
- A mechanism for monitoring usage and reviewing the effectiveness of the plan, including provision for periodic updates if required.

The approved Community Use Management Plan shall be implemented in full prior to the first use of the community floorspace and shall be adhered to for the lifetime of the development.

Reason: To ensure that the community floorspace is managed in a way that maximises public benefit, supports inclusive access, and protects the amenity of neighbouring occupiers, in accordance with Policies S1 and D5 of the London Plan (2021) and Policies CF1 and HO6 of the Local Plan (2018).

32) External Seating (Café)

Prior to the commencement of the Block A café use hereby permitted, full details of the any proposed external seating area shall be submitted to and approved in writing by the Local Planning Authority. These details shall include the location, layout and capacity of the external seating area.

The development shall be carried out in accordance with the approved details and retained as such thereafter.

The external seating area shall only be used between the hours of 07:00 and 19:00 daily. Outside of these hours, all furniture associated with the external seating area shall be removed and stored within the premises.

Reason: To ensure a high-quality public realm, safeguard the amenity of neighbouring occupiers, and preserve the character and appearance of the area, in accordance with Policies DC1 (Design), DC2 (Amenity), and T7 (Public Realm) of the Local Plan (2018), and the relevant guidance in the Planning Guidance SPD.

33) Block F green roof – maintenance access only

Notwithstanding any indication given on the approved plans, the Block F green roofs, as annotated on approved plans, shall not be accessible to residents, staff or visitors of the care home and shall not be used as an amenity space. Any external doors providing access to such areas shall be used only for purposes of gaining maintenance access.

Reason: The use of green roofs as amenity spaces could give rise to unacceptable harm to the amenities of nearby residential occupiers by way of overlooking, loss of privacy and undue noise and disturbance, contrary to Policies HO11 and CC11 of the Local Plan (2018).

34)Block F – obscure glazing

Prior to the first occupation of the Block F care home hereby permitted, the windows at ground, first and second floor level in the north elevation of Block F 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. The windows shall thereafter be permanently retained as approved.

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

35)Secured by Design

Prior to commencement of above ground works (excluding the demolition, asbestos removal, strip out and sub-station installation works), a statement of how 'Secured by Design' requirements in relation to each use hereby permitted are to be adequately achieved shall be submitted to, and approved in writing by, the Local Planning Authority. The approved details shall be carried out prior to use of the development hereby approved and permanently maintained thereafter.

Reason: To ensure a safe and secure environment for users of the development, in accordance with Policy DC2 of the Local Plan (2018).

36)Secured by Design (post-completion)

Within 3 months prior to first occupation of each part of the development hereby approved, a statement of whether 'Secure by Design' requirements have been adequately achieved and any further measures required to ensure those requirements will be achieved shall be submitted to, and approved in writing by, the Local Planning Authority.

Reason: To ensure that the development incorporates suitable design measures to minimise opportunities for, and the perception of crime and provide a safe and secure environment, in accordance with Policy D11 of the London Plan (2021), and Policies DC1, DC2 and DC8 of the Local Plan (2018)

37)External Alterations

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 alterations shall be carried out to the external appearance of the buildings hereby permitted, including the installation of air-conditioning units, ventilation fans, extraction equipment, balustrades, fencing, canopies or roof structures not shown on the approved drawings. No plumbing, extract flues or pipes, plant, water tanks, water tank enclosures or other structures that are not shown on the approved plans, shall be erected upon the roofs of the buildings hereby permitted.

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

38) Aerials and Satellite Dishes

Prior to first occupation of each block of the development hereby permitted, details of any aerials and satellite dishes for the relevant building or buildings 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.

Reason: To ensure that the visual impact of telecommunication equipment upon the surrounding area and Grade II* listed buildings can be considered, in accordance with Policies DC1 and DC8 of the Local Plan (2018).

39) No Roller Shutters

No roller shutters shall be installed on any part of the care home (Block F) or community use/café (Block A) hereby approved.

Reason: To ensure a satisfactory external appearance and to prevent harm to the street scene and Grade II* listed buildings, in accordance with policies DC1, DC2, DC5 and DC8 of the Local Plan (2018).

40) Materials – Block E and F

Prior to the commencement of above ground works pursuant to Blocks E and F (excluding the demolition, asbestos removal, strip out and sub-station installation works), particulars and samples (where appropriate) of all the materials to be used in all external faces of the building or buildings; including details of the colour, composition and texture of the brickwork, details of bond, colour, mortar mix and mortar colour to be used, any stonework and metal; details of all external windows; including window opening and glazing styles; balustrades to balconies and terraces; roof top plant and general plant screening; and all external hard surfaces including paving, boundary walls, railings, gates, fences, and other means of enclosure shall be submitted to and approved in writing by the Local Planning Authority. The development shall be undertaken in full accordance with the approved details and shall be permanently retained as such.

Reason: To ensure a satisfactory external appearance and to prevent harm to the street scene and public realm and the adjacent Grade II* listed buildings, in accordance with Policies D3, D4, D8, D9 and HC1 of the London Plan (2021), Policies DC1 and DC8 of the Local Plan (2018) and guidance contained within the Planning Guidance Supplementary Planning Document (2018).

41) 1:20 details – Blocks E and F

Prior to commencement of above ground works pursuant to Blocks E and F (excluding the demolition, asbestos removal, strip out and sub-station installation works), detailed drawings at a scale not less than 1:20 (in plan, section, and elevation of typical sections/bays of Blocks E and F shall be submitted and approved in writing by the Local Planning Authority. These shall include details of the proposed fenestration (including framing and glazing details), balustrades (including terraces and balconies), entrances, roof top plant and plant screening, handrails, canopies and junctions between building elements. The development

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

Reason: To ensure a satisfactory external appearance and to prevent harm to the street scene and public realm and the adjacent Grade II* listed buildings, in accordance with Policies D3, D4, D8, D9 and HC1 of the London Plan (2021), Policies DC1 and DC8 of the Local Plan (2018) and guidance contained within the Planning Guidance Supplementary Planning Document (2018).

42) Ravenscourt Square – Public Realm

Prior to the commencement of above-ground works (excluding demolition and site clearance), detailed drawings and specifications for the public realm proposals at the interface with Ravenscourt Square shall be submitted to and approved in writing by the Local Planning Authority. The submitted details shall:

- a. Respond to, and address, the concerns raised in the submitted Safety Assessment and by the Local Planning Authority.
- b. Include the removal of existing gated access points and the presentation of alternative access control measures that reflect a shared surface approach.
- c. Incorporate features such as bollards, surface treatments, signage, and restricted access times to ensure safe and inclusive movement for all users.
- d. Demonstrate how the design will maintain permeability, legibility, and accessibility for pedestrians, cyclists, and emergency/service vehicles.
- e. Include details of materials, lighting, drainage, landscaping, and management arrangements.

The approved scheme shall be fully implemented prior to the first occupation of any part of the development hereby permitted and shall be permanently retained in that form thereafter.

Reason: To ensure that the public realm interface with Ravenscourt Square is designed to a high standard of safety, accessibility, and inclusivity, in accordance with Policies D3, D5, and T2 of the London Plan (2021) and Policies T1 and T4 of the Local Plan (2018).

43) DSMP

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

The development shall be undertaken and managed in full accordance with the approved plan for the lifetime of the development.

Reason: To ensure that satisfactory provision is made for delivery, servicing and refuse storage and collection and to ensure that the amenity of occupiers of the

development site and surrounding premises is not adversely affected by noise, in accordance with 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).

44) Car Park Management Plan

Prior to the first occupation of the development hereby permitted, a Car Park Management Plan shall be submitted to and approved in writing by the Local Planning Authority.

The Plan shall include:

- a. Details of how all car parking spaces will be allocated and managed across the site.
- b. A strategy for the allocation and management of Blue Badge parking spaces, including a commitment that no additional service charges or fees will be applied to essential users of the site who are eligible for a Blue Badge space.
- c. A mechanism for ensuring that Blue Badge bays are allocated fairly and transparently to eligible users, including residents, staff, and visitors, based on verified need.
- d. A process for monitoring demand for Blue Badge parking and a commitment to provide additional on-site spaces up to a minimum of 10% of the total residential units, in accordance with Policy T6.1 of the London Plan (2021), where demand is demonstrated.
- e. Details of signage, enforcement, and access arrangements to ensure that parking spaces are used appropriately and do not result in obstruction or misuse.

The approved Car Parking Management Plan shall be implemented in full prior to first occupation and shall be maintained and updated as necessary for the lifetime of the development.

Reason: To ensure that car parking, including Blue Badge provision, is managed in an inclusive and sustainable manner, in accordance with Policy T6 of the London Plan (2021) and Policy T3 of the Local Plan (2018).

45) EVCP

Within 3 months of the first occupation of the development hereby permitted, details (including manufacturer specification, location and type, installation/commissioning certificates and photographic confirmation) of the installed active electric vehicle charging points (minimum 22 kW), serving all on-site parking spaces, shall be submitted to and approved in writing by the Local Planning Authority.

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

Reason: To encourage the use of electric vehicles and to mitigate against poor air quality in accordance with Policy SI 1 and T6 of the London Plan (2021) and Policy CC10 of the Local Plan (2018).

46) Cycle Parking

Prior to the commencement of above ground works pursuant to each use hereby permitted (excluding the demolition, asbestos removal, strip out and sub-station installation works) an amended scheme for cycle storage and associated facilities shall be submitted to and approved in writing by the Local Planning Authority.

- a. The scheme shall include:
- b. The quantum and layout of long-stay, short-stay, and accessible cycle parking for each block, in accordance with the minimum standards set out in the London Plan (2021) and the London Cycle Design Standards.
- c. Step-free access to all long-stay and accessible cycle parking areas.
- d. Details of associated facilities for each block, including showers, lockers, drying rooms, power-assisted doors, and on-site maintenance equipment (e.g. air pumps and water points for cycle repairs).
- e. Details of security measures, lighting, signage, and management arrangements to ensure safe and convenient use of the facilities.

The approved scheme shall be implemented in full prior to first occupation of the relevant part of the development and shall be retained and maintained thereafter.

Reason: 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).

47) Cargo Bike Infrastructure

Within 3 months of the first occupation of the development hereby permitted, details (including manufacturer specification, location and type, installation/commissioning certificates and photographic confirmation) of the installed minimum of five ground level cargo bicycle parking spaces shall be submitted to and approved in writing by the Local Planning Authority. The spaces shall be provided at suitable locations to allow for convenient access for deliveries to the residential units, Block A uses and the care home.

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

Reason: To encourage the use of cargo bikes and to mitigate against poor air quality in accordance with Policy SI 1 and T6 of the London Plan (2021) and Policy CC10 of the Local Plan (2018).

48) Ultra-Low Emissions Strategy

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

- a. Procurement policy and processes for contractors and suppliers for Care Home (Use Class C2) and non-residential floorspace (Classes E, F1 and F2) that will incentivise and prioritise the use of Zero Exhaust Emission Vehicles in accordance with the emission hierarchy of 1) Walking Freight Trolley 2) Cargo bike (3) Electric

Vehicle.

b. Use of Zero Exhaust Emission Vehicles serving the Care Home (Use Class C2) and non-residential floorspace (Classes E, F1 and F2) in accordance with the emissions hierarchy (1) Walking Freight Trolleys (2) Cargo bike (3) Electric Vehicle.

c. Reduction and consolidation of deliveries and collections for Care Home (Use Class C2), and non-residential floorspace (Classes E, F1 and F2) e.g., Waste

d. Re-timing of deliveries and collections for Care Home (Use Class C2) and non-residential floorspace (Classes E, F1 and F2) outside of peak traffic time periods of 07:00-10:00 and 15:00-19:00 hrs.

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

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

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

49) Refuse

Prior to first occupation of each part of the development hereby permitted, the refuse storage enclosures indicated on the approved drawings for the relevant building or buildings shall be provided for the storage of refuse and recyclable materials. Provision shall be made for bulky waste storage area(s) with capacity of a minimum 10m² for every 50 housing units and be accessible to refuse collectors. All the refuse/recycling/bulky waste storage facilities shall be retained thereafter in accordance with the approved details.

Reason: 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).

50) Waste Management Strategy

Prior to the first occupation or use of each respective use hereby permitted (including residential, care home, community, and commercial uses), a Waste Management Plan for that use shall be submitted to and approved in writing by the Local Planning Authority. The plan shall include details of waste storage, segregation, collection arrangements, access for collection vehicles, and measures to promote recycling and minimise waste generation. The approved Waste Management Plan shall be implemented in full prior to first occupation or use of the relevant part of the development and shall be retained and maintained thereafter.

Reason: To ensure the provision of adequate facilities for the storage, handling and collection of waste and recyclables, and to promote sustainable waste management in accordance with Policy SI 7 of the London Plan (2021) and Policy CC3 of the Local Plan (2018).

51) Energy Strategy

Prior to commencement of the above ground works to the relevant part of the development hereby permitted (excluding the demolition, asbestos, strip out and substation installation works) an Updated Energy Strategy shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: In the interests of energy conservation, reduction of CO2 emissions and wider sustainability, in accordance with Policies SI 2, SI 3 and SI 4 of the London Plan (2021) and Policies CC1, CC2 and CC7 of the Local Plan (2018).

52) BREEAM (Care Home)

Prior to the commencement of above ground works pursuant to Block F (excluding the demolition, asbestos, strip out and substation installation works) an updated BREEAM Report confirming that the building will achieve a minimum 'Excellent' BREEAM rating shall be submitted to and approved in writing by the Local Planning Authority.

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

53) BREEAM (Care Home) – Post Occupation

Within 6 months of the occupation of the care home use hereby permitted, a BREEAM post-completion assessment and certification, confirming that those building achieves a minimum 'Excellent' BREEAM rating, shall be submitted to and approved in writing by the Local Planning Authority.

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

54) BREEAM (Block A)

Prior to the commencement of relevant works to Block A (excluding the demolition, asbestos, strip out and substation installation works) an updated BREEAM Report confirming that the building will achieve a minimum 'Very Good BREEAM rating shall be submitted to and approved in writing by the Local Planning Authority.

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

55) BREEAM (Block A) – Post Occupation

Within 6 months of the occupation of the Block A commercial uses hereby permitted, a BREEAM post-completion assessment and certification, confirming that those building achieves a minimum 'Very Good BREEAM rating, shall be submitted to and approved in writing by the Local Planning Authority.

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

56) Photovoltaic Panels

Prior to first occupation of each relevant part of the development hereby permitted, full details of the proposed photovoltaic (PV) system on the roofs of the building or buildings shall be submitted to and approved in writing by the Local Planning Authority at a scale no less than 1:20 in plan, section and elevation. Such details shall be implemented prior to occupation or use of the relevant building and shall be retained thereafter.

Reason: To ensure that the development is consistent with the Mayor's sustainable design objectives, to ensure a satisfactory external appearance and to prevent harm to the street scene and public realm, in accordance with Policies SI 2, SI 3, D1, D4 of the London Plan (2021), Policies DC1, DC2 and DC8 of the Local Plan (2018) and Key Principles of the Planning Guidance SPD (2018)

57) Green Roofs

Prior to commencement of above ground works (excluding the demolition, asbestos removal, strip out and sub-station installation works), final details of all green and/or brown roofs within the development; including the identification of further opportunities for these roofs, details of types of roofs and a planting maintenance plan shall be submitted to and approved in writing by the Local Planning Authority.

The development shall not be occupied until the scheme has been carried out in accordance with the approved details and shall thereafter be permanently retained in this form.

Reason: To ensure the provision of blue and green roofs in the interests of sustainable urban drainage and habitat provision, in accordance with Policies SI 12, SI 13, G1 and G6 of the London Plan (2021) and Policy OS5 and CC4 of the Local Plan (2018).

58) Lights off – Commercial Buildings

Prior to first occupation/use of the Care Home (Block F) and Community Use (Block A) hereby permitted, a scheme for the control and operation of the proposed lighting within the building, during periods of limited or non-occupation, shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented prior to the occupation and be operated only in accordance with the approved details.

Reason: To ensure that the buildings do not cause excessive light pollution and to conserve energy when they are not occupied, in accordance with Policies D9 of the London Plan (2021) and Policy CC12 of the Local Plan (2018).

59) Floodlights, Security Lights and Decorative External Lighting

Prior to occupation of each block of the development hereby permitted, details of any proposed external artificial lighting, including security lights of the relevant building or buildings, shall be submitted to and approved in writing by the Local Planning Authority and no occupation shall take place until the lighting has been installed in full accordance with the approved details.

Such details shall include the number, exact location, height, design, and appearance of the lights, together with data concerning the levels of illumination and light spillage and the specific measures, having regard to the recommendations of the Institution of Lighting Professionals in the 'Guidance Note 01/21: Guidance Notes for the Reduction of Obtrusive Light'. to ensure that any lighting proposed does not harm the existing amenities of the occupiers of neighbouring properties.

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 01/21: 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.

The relevant building or buildings shall not be used or occupied until any external lighting provided has been installed in accordance with the approved details and shall thereafter be permanently retained in this form.

Reason: To ensure that the amenity of occupiers of the development site / surrounding premises and natural habitat is not adversely affected by lighting, in accordance with Policies GG1, D3 and D11 of the London Plan (2021), Policies CC12, CC13, DC1, DC2 and DC8 of the Local Plan (2018) and Key Principles of the Planning Guidance SPD (2018).

60) Balconies/terraces

Other than the areas explicitly identified on the approved drawings as a balcony or terrace, no other part of any roof of the new buildings shall be used as a roof terrace or other form of open amenity space. No alterations shall be carried out; nor planters or other chattels placed on the roofs. No railings or other means of enclosure shall be erected on the roofs, and no alterations shall be carried out to any elevation of the application properties to form access onto the roofs.

Reason: 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 and loss of privacy contrary to Policies HO11 and CC11 of the Local Plan (2018).

61) Block A terraces – hours of use

Any outdoor use of the terrace areas associated with the non-residential use within Block A shall only be used between 08.00 hours and 20:00 hours daily.

Reason: To ensure that control is exercised over the use of these terrace so that undue harm is not caused to the amenities of the occupiers of the development and neighbouring residential properties because of noise and disturbance, particularly in the quieter night-time hours, in accordance with policy CC11 and CC13 of the Local Plan (2018) and guidance within the Planning Guidance Supplementary Planning Document (2018).

62) Music/ Loud/ Amplified Voices

Neither music nor amplified voices emitted from the Care Home, Community Use or Café hereby permitted shall be audible at any residential/ noise sensitive premises.

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

63) Tannoy or Address Systems

No tannoy or public address systems shall be used in relation to the development hereby permitted.

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

64) Ventilation Strategy

Prior to commencement of any above ground works hereby permitted (excluding the demolition, asbestos removal, strip out and sub-station installation works), a Ventilation Strategy Report to mitigate the impact of existing poor air quality for residential units and care home shall be submitted to and approved in writing by the Local Planning Authority.

The report shall include the following information:

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

require an intervention to historic fabric in Blocks B, C and D.

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 each part of the development and thereafter permanently retained and maintained.

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

65) Ventilation Strategy (Compliance)

Prior to occupation of the relevant part of the development hereby permitted, details of a post installation compliance report of the approved ventilation strategy as required by Condition 64 to mitigate the impact of existing poor air quality shall be submitted to and approved in writing by the Local Planning Authority.

The report shall be produced by an accredited Chartered Building Surveyor (MRICS). Approved details shall be fully implemented prior to the occupation/use of the development and thereafter permanently retained and maintained.

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

66) Indoor Air Quality

Prior to occupation of each part of the development hereby permitted, details (including manufacturer specification, installation/commissioning certificates, gas supply/meter site clear certificate and photographic confirmation) of the installed electric induction cooking stoves in the kitchens of the dwellinghouses (Class C3), Care Home (Use Class C2) and non-residential floorspace (Classes E, F1 and F2) shall be submitted to and approved in writing by the Local Planning Authority. Approved details shall be fully implemented prior to the occupation/use of the development and thereafter permanently retained and maintained.

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

67) Commercial Kitchen CKPECS

Prior to the occupation of any relevant commercial unit within the development hereby permitted, details (including manufacturer specification, installation/commissioning certificates and photographic confirmation) of the installed ePM1 90% (F9) particulate filtration of the Commercial Kitchen Particulate Emissions (PM2.5) Control System (CKPECS) for non-residential uses (Classes E, F1 and F2) shall be submitted to and approved in writing by the Local Planning Authority. Approved details shall be implemented prior to the commencement of the use and thereafter be permanently retained.

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

68) SPS/UPS

Prior to occupation within each relevant part of the development hereby permitted, details (including manufacturer specification, installation/commissioning certificates and photographic confirmation) of secondary mains electricity power supply or Battery Storage Uninterruptable Power Supply (BSUPS) in accordance with BS9999, BS 9991, and BS 7671 for fire and life safety equipment shall be submitted to and approved in writing by the Local Planning Authority.

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

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

69) Building Emissions Heat Plant Compliance

Prior to occupation of each phase of the development hereby permitted, (including manufacturer specification, installation/commissioning certificates, gas supply/meter site clear certificate and photographic confirmation) of the installed Ground Source Heat Pumps (GSHP), Water Source Heat Pumps (WSHP), Air Source Heat Pumps (ASHP), Heat Battery Boilers, Electric Boilers, or alternative electrical only heating systems to be provided for space heating and hot water for the dwellinghouses (Use Class C3), Care Home (Use Class C2) and non-residential floorspace (Classes E, F1 and F2) 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 relevant part of the development and thereafter permanently retained and maintained.

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

70) Waste Water Heat Recovery

Prior to occupation of each part of the development hereby permitted, details (including manufacturer specification, installation/commissioning certificates and photographic confirmation) of the installed Waste Water Heat Recovery System (WWHRS) in the bathrooms/Shower rooms for the residential units and care home shall be submitted to and approved in writing by the Local Planning Authority.

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

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

71) Commercial Kitchen Waste Heat Recovery System (CKWHRs)

Prior to occupation of each relevant part of the development hereby permitted, details (including manufacturer specification, installation/commissioning certificates and photographic confirmation) of the installed Commercial Kitchen Waste Heat Recovery System (CKWHRs) for the care home use shall be submitted to and approved in writing by the Local Planning Authority.

Approved details shall be fully implemented prior to the occupation/use of the care home and thereafter permanently retained and maintained.

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

72) Aerobic Food Digester (AFD)

Prior to the first occupation of the care home hereby permitted, details (including manufacturer specification, installation/commissioning certificates and photographic confirmation) of the installed Aerobic Food Digesters (AFD) in the Block F commercial kitchen to mitigate the impact of air pollution from vehicles associated with the removal of food waste shall be submitted to and approved in writing by the Local Planning Authority.

Approved details shall be fully implemented prior to the occupation/use of the care home and thereafter permanently retained and maintained.

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

73) Battery Solar Energy Storage Systems (BSESS)

Prior to occupation of the relevant part of the development hereby permitted, details (including manufacturer specification, installation/commissioning certificates and photographic confirmation) of the installed Battery Solar Energy Storage Systems (BSESS) for the development 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 relevant part of the development and thereafter permanently retained and maintained

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

74) Extraction and odour control system – non-domestic kitchens

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

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

75) Anti-vibration Mounds

Prior to the installation of any machinery, plant/ equipment, extract/ ventilation system and ducting at any part of the development, details of anti-vibration measures shall be submitted to and approved in writing by the Local Planning Authority.

The measures shall ensure that machinery, plant/ equipment, extract/ ventilation system and ducting are mounted with proprietary anti-vibration isolators and fan motors are vibration isolated from the casing and adequately silenced. Approved details shall be implemented prior to occupation of the relevant part of the development and thereafter be permanently retained.

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

76) External Mechanical Noise

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

A post installation noise assessment shall be carried out within 3 months of the first occupation of the relevant part of the development to confirm compliance with the sound criteria and additional steps to mitigate noise shall be taken, as necessary.

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

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

77) Absolute noise criteria

The noise level, when measured within any habitable room or external amenity space, at the development hereby approved shall meet the noise standard specified in BS8233:2014 for internal rooms and external amenity areas.

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

78) Separation of commercial and noise sensitive premises

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

within the dwellings/ noise sensitive premises. Approved details shall be implemented prior to occupation of the relevant part of the development and thereafter be permanently retained.

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

79) Separation of noise sensitive rooms – residential

Prior to commencement of any works pursuant to the residential units hereby approved (excluding the demolition, asbestos removal, strip out and sub-station installation works), details shall be submitted to and approved in writing by the Local Planning Authority, of an enhanced sound insulation value $D_{nT,w}$ and $L'_{nT,w}$ of at least 5dB above the Building Regulations value, for the floor/ceiling/wall structures separating different types of rooms/ uses in adjoining dwellings. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

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

80) Water Infrastructure Capacity

No development shall be occupied until confirmation has been provided that either:
- all water network upgrades required to accommodate the additional demand to serve the development have been completed; or - a development and infrastructure phasing plan has been agreed with Thames Water to allow development to be occupied.

Where a development and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan.

Reason: The development may lead to no / low water pressure and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development.

81) Fire Strategy

The development shall be carried out and completed in accordance with the approved Fire Strategy Statement by BWC (Rev. 4, dated 12 February 2025). The development shall be implemented in accordance with these details prior to occupation and shall thereafter be permanently retained in this form.

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

82) Lifts

Prior to first occupation of each part of the development hereby permitted, details of fire rated lifts in the relevant building or buildings shall be submitted to and approved in writing by the Local Planning Authority. Details shall include measures aimed at ensuring 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.

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

83) Artificial Nesting Opportunities

Prior to occupation of the residential and commercial buildings, details of 'artificial nesting opportunities' including bird and bat boxes within the development shall be submitted to the Local Planning Authority for approval. The 'artificial nesting opportunities' shall be installed in accordance with the approved details prior to the first occupation of the development and shall be permanently maintained thereafter.

Reason: To ensure that satisfactory provision is made for 'artificial nesting opportunities' within the development thereby enhancing the biodiversity of the site in accordance with policy G6 of the London Plan (2021), Policy OS4 of the Local Plan (2018) and Key Principles of the Planning Guidance SPD (2018).

Justification for Approving the Application:

1) Land use and principle of development

The proposed development would secure the long-term sustainable reuse of the Grade II* listed former Royal Masonic Hospital, which has remained vacant since 2006 and is currently on Historic England's Heritage at Risk Register. The proposed mix of uses — including residential units, a care home, and flexible community floorspace — is considered appropriate in this location and would contribute positively to meeting identified housing and social infrastructure needs in the borough. The loss of the former hospital use is justified by the absence of ongoing or future need at the site. The proposed development, on balance, accords with Policies GG2, GG4, H1, S1 and S2 of the London Plan (2021) and Policies HO1, HO6 and CF1 of the Local Plan (2018).

2) Heritage and Design

It is considered that the proposals put forward a viable development which would secure a long-term sustainable use for the Grade II* listed former Royal Masonic Hospital site, which has been vacant since 2006 and is included on the Historic England, Heritage at Risk register. Demolition of modern blocks, (to the north of the site), which currently adversely impact the setting of the listed building would be removed and contextually appropriate, high quality, new buildings would be erected in their place providing assisted living care home and additional residential accommodation. The other retained buildings would be restored, amended, and

extended through the introduction of high-quality extensions predominantly at roof level to facilitate their conversion to residential use. The most architecturally significant block fronting Ravenscourt Park would also be converted to community uses. Improved landscaping and publicly accessible spaces would also contribute to an improved and more accessible green setting, with sustainability maximised throughout the development. Less than substantial harm, to the low end of the range of less than substantial harm has been identified to the Grade II* Ravenscourt Park Hospital complex, and to the setting of Grade II, 11 Ravenscourt Square, the group of locally listed, (buildings of merit), (9,15 and 17 Ravenscourt Square). Less than substantial harm, to the low end of the range of less than substantial harm has been identified to the Ravenscourt and Starch Green Conservation Area. There are significant heritage and public benefits to the proposal which would outweigh the identified harm to heritage assets, including the full restoration of the host building, currently vacant on the heritage at risk register. The works are 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 are in line with national guidance in the NPPF and strategic local policies on the historic environment and urban design. As such, the Proposed Development is considered acceptable having regard to the NPPF, Policies D3, D4, D6, D8, D9 and HC1 of the London Plan (2021) and Policies DC1, DC2, DC3, DC7, DC8 and DC9 of the Local Plan (2018).

3) Affordable Housing

The scheme would deliver 140 new residential units, including 21 affordable homes (15% by unit), comprising a mix of social rented and intermediate tenures. A financial contribution of £2.7 million would be secured towards the delivery of additional off-site affordable housing, bringing the overall affordable housing offer to a maximum of 24%. The affordable housing offer has been independently assessed and represents the maximum reasonable provision, taking into account the site-specific constraints and overall viability of the scheme. The proposed development, on balance, accords with Policies H4, H5 and H6 of the London Plan (2021) and Policies HO3 and HO5 of the Local Plan (2018).

4) Standard of Accommodation

All residential units would meet or exceed the minimum internal space standards set out in the London Plan. The scheme provides a good standard of residential amenity, with access to private and communal amenity space, and high levels of compliance with daylight and sunlight standards. The development would provide inclusive and accessible homes, with 10% of units designed as wheelchair user dwellings and the remainder as accessible and adaptable dwellings. The proposed development, on balance, accords with Policies D3, D5, D6 and D7 of the London Plan (2021) and Policies DC2, HO4, HO6 and HO11 of the Local Plan (2018) and Key Principles HS6 and HS7 of the Planning Guidance SPD.

5) Sustainability and Energy Efficiency

The development incorporates a comprehensive sustainability strategy, including an all-electric energy system powered by ground source heat pumps and photovoltaic panels, as well as the provision of green roofs. The scheme achieves a 67% reduction in regulated carbon emissions beyond Building Regulations and includes a carbon offset payment of £241,080. BREEAM 'Excellent' and 'Very Good' ratings would be achieved for the care home and community use respectively. The proposed development accords with Policies SI 1, SI 2, SI 3 and SI 4 of the London Plan (2021) and Policies CC1 and CC2 of the Local Plan (2018).

6) Transport

The development is car-free, with provision for essential Blue Badge parking only. It includes pedestrian and cycle infrastructure, improved permeability through the site, and enhanced connections to the surrounding area. A comprehensive package of transport mitigation measures, including travel plans, delivery and servicing plans, and construction logistics plans, would be secured by condition and planning obligation. The proposed development accords with Policies T1, T2, T5, T6 and T7 of the London Plan (2021) and Policies T1, T2, T3, T4, T5 and T7 of the Local Plan (2018).

7) Neighbouring Amenity

The development would be in full accordance with BRE guidelines and would not result in any unduly adverse impacts on the daylight or sunlight afforded to neighbouring occupiers. The potential for overlooking or loss of privacy will be mitigated by way of planning condition where appropriate and various conditions will prevent an unacceptable level of noise and disturbance arising from the development. The development is therefore in accordance with Policies CC11, CC13, DC2, DC3, HO4 and HO11 of the Local Plan (2018).

8) Planning Obligations and Mitigation

The development would be subject to a Section 106 agreement securing affordable housing, financial contributions towards employment and skills, carbon offsetting, highways improvements, air quality monitoring, and other site-specific mitigation measures. These obligations ensure that the development is acceptable in planning terms and that any adverse impacts are appropriately mitigated. The proposed development is in accordance with Policies DF1, SI 2, SI 1, T4 and T7 of the London Plan (2021) and Policies CF1, CC10, T1 and T2 of the Local Plan (2018).

LOCAL GOVERNMENT ACT 2000 LIST OF BACKGROUND PAPERS

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

Application form received: 29th November 2023

Drawing Nos: see above

Policy documents:

National Planning Policy Framework (NPPF) 2024

The London Plan 2021

LBHF - Local Plan 2018

LBHF – Planning Guidance Supplementary Planning Document 2018

Consultation Comments:

Comments from:

Environment Agency - Planning Liaison
Active Travel England
Environment Agency - Planning Liaison
Thames Water - Development Control
Historic England
Historic England London Region
Environment Agency - Planning Liaison
Thames Water - Development Control
Historic England London Region
Health And Safety Executive
Health And Safety Executive
Active Travel England
London Borough Of Hounslow
Transport For London - Land Use Planning Team
Active Travel England
London Borough Of Hounslow
The Twentieth Century Society
Historic England London Region
The Hammersmith Society

Dated:

27.03.25
05.01.24
08.10.24
11.01.24
31.01.24
09.02.24
22.01.24
25.09.24
08.10.24
15.10.24
24.01.24
27.09.24
06.03.24
27.02.24
19.03.25
09.04.25
28.02.24
25.10.24
18.03.24

Neighbour Comments:

Letters from:

20 Ravenscourt Park London London W6
17 Ravenscourt Square London W6
44 Ravenscourt Gardens London W6
38 Ravenscourt Gardens London W6
64 Ravenscourt gardens London W6
54 Ravenscourt Gardens London W6
10 Ravenscourt Gardens London W6
43 Ravenscourt Gardens London W6
14 Ravenscourt Square W6
2 Orchard Place London W4
16 Ravenscourt Square London W6
2 The Orchard London W4
37B Ashchurch Park Villas London W12
Apartment 19 Vitae 311 Goldhawk Road London W6
9 Ravenscourt Square London W6
9 Ravenscourt Square London W6
Flat 9, The Westside Building, Ravenscourt Park London W6
33 Ravenscourt Gardens London W6
Park Medical Centre GP Surgery Invermead Court London W6
21 Ravenscourt Park London W6
22 Ravenscourt Park London W6
20 Ravenscourt Park London W6
23 Ravenscourt Park London W6
23 Ravenscourt Park London W6

Dated:

13.10.24
01.02.24
02.02.24
09.02.24
09.02.24
07.02.24
03.02.24
09.02.24
08.01.24
01.05.24
05.02.24
22.01.24
19.01.24
02.02.24
09.02.24
07.10.24
11.10.24
08.10.24
09.10.24
09.02.24
09.02.24
08.02.24
30.09.24
09.02.24

23 Ravenscourt Park London W6	16.04.25
25 Airedale Avenue London W4	28.01.24
25 Airedale Ave London W4	28.01.24
21, Ravenscourt Park, London W6	08.02.24
15 Ravenscourt Square London W6	07.02.24
15 Ravenscourt Square London W6	07.10.24
15 Ravenscourt Square London W6	18.03.25
4 Ravenscourt Square London W6	11.10.24
1 Queen Charlottes Terrace Ravenscourt Square London W6	03.02.24
39 Ravenscourt Gardens London W6	05.02.24
Ganymede 1 Battersea Square London SW11	16.02.24
35-37 Ravenscourt Gardens London W6	06.02.24
45 Ravenscourt Gardens London W6	07.02.24
77 Cardross Street London W6	01.02.24
22 Airedale Ave London W4	28.01.24
2 Queen Charlotte's Terrace Ravenscourt Square W6	07.10.24
1 Bonney Terrace Ravenscourt Square W6	07.10.24
15 Ravenscourt Square London W6	07.10.24
324 Goldhawk Road London W6	07.10.24
Flat 12 Westside Ravenscourt Park London W6	11.10.24
Flat 63, Ashlar Court, 21 Ravenscourt Gardens London W6	11.10.24
Flat 63, Ashlar Court, 21 Ravenscourt Gardens London W6	23.03.25
Flat 49 Ashlar Court London W6	27.03.25
6 Marlborough Crescent Chiswick W4	08.02.24
Flat 3 Westside Building, W6 0TY Ravenscourt Park London W6	03.09.24
36 Ravenscourt Gardens London W6	08.02.24
9 Ravenscourt Square London W6	26.09.24
16 Ravenscourt Square London W6	05.02.24
3A Ravenscourt Square London W6	12.02.24
3A Ravenscourt Square London W6	12.02.24
Apartment 8, Vitae 311 Goldhawk Road London W6	09.02.24
63 Ashlar Court Ravenscourt Gardens London W6	11.10.24
3 Ravenscourt Square London W6	07.02.24
3 Ravenscourt Square London W6	07.10.24
Flat 31 John Betts House Rylett Road W12	05.02.24
2 Bonney Terrace Ravenscourt Square London W6	28.09.24
2 Bonney Terrace Ravenscourt Square London W6	24.03.25
20 Ravenscourt Park London W6	09.02.24
15 Rylett Road London W12	09.02.24
29 Ravenscourt Gardens London W6	09.02.24
47 Ravenscourt Gardens London W6	09.02.24
47 Ravenscourt Gardens London W6	17.04.25
62 Ravenscourt Gardens London W6	16.02.24
62 Ravenscourt Gardens London W6	23.04.25
62 Ravenscourt Gardens London W6	30.10.24
27 Ravenscourt Gardens London W6	09.02.24
1 Bonney Terrace Ravenscourt Square London W6	08.02.24
7 Ravenscourt Square London W6	07.10.24
25 Airedale Avenue London W4	28.01.24
17 Ravenscourt Square London W6	02.10.24
17 Ravenscourt Square London W6	07.10.24
11 Ravenscourt Square London W6	07.10.24

4 Ravenscourt Square London W6	12.02.24
4 Ravenscourt Square London W6	07.10.24
No Address Given	01.02.24
Flat 16 Vitae 311 Goldhawk Road London W6	08.02.24
2 Queen Charlotte's Terrace Ravenscourt Square London W6	07.02.24
Flat 3 Westside Ravenscourt Park London W6	15.01.24
Flat 3 Westside Ravenscourt Park London W6	30.08.24
1 Queen Charlotte's Terrace Ravenscourt Square London W6	07.10.24
5 Ravenscourt Square London W6	07.10.24
14 Ravenscourt Square London W6	12.02.24
14 Ravenscourt Square London W6	07.10.24
2 Queen Charlottes Terrace Ravenscourt Square London W6	07.02.24
22 Ravenscourt Park London W6	31.01.24
8 Ravenscourt Square London W6	09.02.24
8 Ravenscourt Square London W6	07.10.24
8 Ravenscourt Square London W6	04.10.24
7A Ravenscourt Square London W6	07.10.24
10 Ravenscourt Square London W6	07.10.24
9 Ravenscourt Square London W6	09.02.24
9 Ravenscourt Square London W6	09.02.24
4 Queen Charlotte's Terrace Ravenscourt Square London W6	12.02.24
4 Queen Charlotte's Terrace Ravenscourt Square London W6	07.10.24
20, 21, 22, 23 Ravenscourt Park W6	08.10.24

OFFICER REPORT

1. Background

- 1.1. The application site comprises the former Royal Masonic Hospital, a Grade II* listed building located adjacent to Ravenscourt Park within the Ravenscourt and Starch Green Conservation Area. The site has remained vacant since 2006 and is currently on Historic England's Buildings at Risk Register. The site includes five principal blocks (A–E), with Blocks A–D forming the original listed hospital complex and Block E being a later 1970s addition, which is not listed and is proposed for demolition. The surrounding area is predominantly residential in character, with a mix of listed and unlisted buildings, and benefits from good public transport accessibility (PTAL 3), with Ravenscourt Park and Stamford Brook Underground stations within walking distance.
- 1.2. The applicant, TT Group, seeks full planning permission and listed building consent (ref. 2023/03130/LBC) for a comprehensive redevelopment of the site. The proposals include the conversion and extension of the listed hospital buildings (Blocks A–D) to provide residential accommodation and community/cultural floorspace, and the demolition of Block E to be replaced with a new building (Blocks E/F) comprising residential units and a C2 care home. The scheme also includes associated landscaping, public realm improvements, and sustainability measures, including an all-electric energy strategy utilising ground source heat pumps. The development aims to secure the long-term sustainable reuse of the listed buildings and deliver a mix of uses that respond to the site's historic healthcare function and the borough's housing and care needs.

- 1.3. The proposals have been subject to extensive pre-application engagement with council officers, Historic England, local amenity groups, and the wider community. The scheme has evolved in response to feedback, including reductions in massing, revisions to architectural detailing, and enhancements to the landscaping strategy. The application is supported by a comprehensive suite of technical documents, including a Planning Statement, Design and Access Statement, Heritage Statement, and Environmental Assessments. The proposals seek to represent a heritage-led and sustainable approach to development that would optimise the use of a previously developed brownfield site while preserving and enhancing the significance of the listed buildings and their setting.

2. Site & Surroundings

- 2.1. The application site comprises the former Royal Masonic Hospital, located within the London Borough of Hammersmith and Fulham (LBHF), directly west of Ravenscourt Park. The site lies within the Ravenscourt and Starch Green Conservation Area and is approximately 1.56 hectares in size. It is bounded by Ravenscourt Park to the east, residential properties along Ravenscourt Gardens to the south, and Ravenscourt Square to the west. The surrounding area is predominantly residential in character, with a mix of two to five-storey buildings, including the adjacent Chiswick Nursing Centre to the west.
- 2.2. Former Royal Masonic Hospital is a Grade II* listed building, constructed in the early 1930s, in the Art Deco style. The listed buildings include four principal blocks (A–D), with Block A fronting Ravenscourt Park and serving as the original administrative entrance. The site also includes Block E, a later addition from 1978, which is not listed and is proposed for demolition. The hospital has been vacant since 2006 and is currently on Historic England's Buildings at Risk Register. The surrounding area includes several other listed buildings, such as Ashlar Court (the former nurses' home) and multiple Grade II listed properties along Ravenscourt Gardens and Ravenscourt Square, contributing to the area's rich architectural and historic character.
- 2.3. The predominant built form in the area is low to mid-rise, ranging from one to five storeys. The hospital complex itself is composed of substantial institutional buildings, with a strong horizontal emphasis and symmetrical layout. The surrounding streets, Ravenscourt Park, Ravenscourt Square, and Ravenscourt Gardens, are characterised by traditional residential terraces and mansion blocks. The site's built form contrasts with the finer grain of the surrounding residential streets but is well integrated into the urban fabric due to its historic use and architectural quality.
- 2.4. The site benefits from dual access: from Ravenscourt Park to the east and Ravenscourt Square to the west. It is well connected to the wider area via pedestrian, cycle, and vehicular routes. The site includes mature landscaping and trees, many of which are protected by virtue of the Conservation Area designation. The proximity to Ravenscourt Park, a significant public open space, enhances the site's landscape setting and offers opportunities for improved permeability and public realm integration. The site is within walking distance of Stamford Brook and Ravenscourt Park Underground stations and is served by several bus routes along King Street and Goldhawk Road, giving it a Public Transport Accessibility Level (PTAL) of 3.

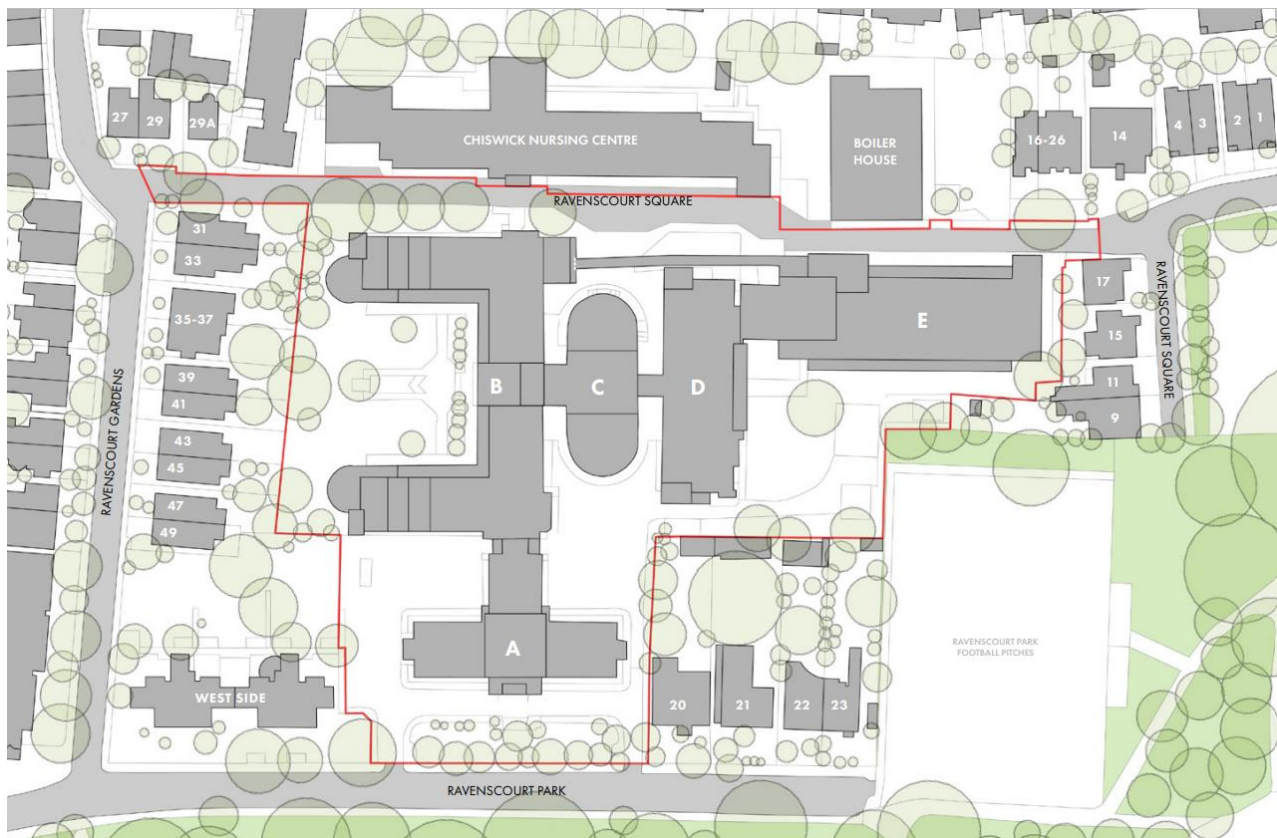


Figure 1 – The Site and Surrounding

3. Relevant Planning History

- 3.1. The former Royal Masonic Hospital site has a long and complex planning history, with over 60 planning and listed building applications recorded. The most significant recent planning activity began in 2007, when applications (ref. 2007/04211/FUL and 2007/04212/LBC) were approved for the refurbishment and extension of the hospital, including internal alterations, a subterranean facility, and new plant and access structures. Although these permissions were partially implemented, as confirmed by a Certificate of Lawfulness granted in 2015 (ref. 2015/03600/CLE), the site was never reoccupied for hospital use and has remained vacant since the NHS ceased operations there in 2006.
- 3.2. Earlier planning history includes a 1990 approval (ref. 1989/01990/FUL and 1989/01991/LBC) for a first-floor extension to provide an intensive care unit, and a 2000 listed building consent (ref. 2000/02454/LBC) for reinstating the façade following demolition of a link bridge. A 1993 application (ref. 1993/01266/FUL) for conversion to sheltered accommodation was withdrawn in 1996. These applications reflect various attempts to adapt the site for continued healthcare or residential use, none of which were implemented.
- 3.3. In the surrounding area, the most relevant planning precedent is the conversion of the adjacent Grade II listed Ashlar Court (ref. 2010/02917/FUL and 2010/02918/LBC), formerly the Royal Masonic Nurses Hospital, into 66 residential units. This scheme, fully implemented in 2012, includes affordable housing and extensive alterations.

4. Description of Development

- 4.1. The proposed development comprises the part-demolition, extension, alteration, and change of use of the former Royal Masonic Hospital site, a Grade II* listed building, located within the Ravenscourt and Starch Green Conservation Area. The scheme includes the refurbishment and conversion of Blocks A to D for residential and community uses, the demolition of the unlisted 1978 Block E, and the construction of a new building comprising two elements: Block E (residential) and Block F (a 65-bed care home). The proposals also include associated landscaping, refuse and servicing infrastructure, and the creation of new publicly accessible routes through the site.
- 4.2. The development would deliver 140 new residential units, including affordable housing, and 1,171 sqm of flexible community and cultural floorspace within Block A. The community use would provide publicly accessible spaces for hire, including a café and multipurpose rooms, supporting local arts and cultural activities. The care home in Block F would provide elderly accommodation (care home) with dedicated communal and staff facilities. The affordable housing on-site would be located within Block E (new build) comprising 21 affordable units. This equates to approximately 15% of the total 140 residential units proposed.
- 4.3. The design approach is heritage-led, with new additions integrated to respect the architectural character and hierarchy of the listed buildings. Extensions to Blocks A–D have been reduced in scale and massing through the design process, and the new-build Blocks E and F adopt a subdued architectural language to avoid competing with the historic fabric. The proposals also include significant public realm improvements, including new landscaping, tree planting, and a pedestrian route linking Ravenscourt Park and Ravenscourt Square. The scheme aims to secure the long-term sustainable future of the site while delivering high-quality housing, community infrastructure, and environmental enhancements.

Block A

- 4.4. Block A, the former administration building of the Grade II* listed Royal Masonic Hospital, is a prominent heritage asset located at the eastern edge of the site, fronting Ravenscourt Park. The building is architecturally significant, featuring high-quality materials, artistic detailing, and a largely intact inter-war interior layout. It was originally designed by Thomas Tait and includes sculptural elements and symbolic references to the Masonic order.
- 4.5. The proposed development would refurbish Block A for flexible community and cultural use and public accessibility. The building would provide approximately 1,313m² of non-residential floorspace across two levels. The ground floor would include a publicly accessible café, meeting rooms, and event spaces, while the first floor would retain its original layout, with the historic boardrooms repurposed as community rooms. The proposals initially proposed two lightweight glazed pavilion extensions at the second floor. The extensions have been omitted following consultation feedback from Historic England and other stakeholders, to preserve the integrity of the original roofline and architectural composition.
- 4.6. The redesigned proposal for Block A also maintains the original entrance hall plan form, removing previously proposed internal alterations that would have affected its spatial quality. Accessibility improvements include a new graded entrance on the south elevation, providing step-free access, alongside an evacuation lift and accessible toilets.

- 4.7. Externally, landscaping around Block A has been designed to enhance its visibility from Ravenscourt Park, with tree pruning and reinstatement of original curb lines and brick detailing. Cycle parking and blue badge bays have been integrated into the landscape.



4.8. *Figure 2 – Block A, East Elevation*

Blocks B, C and D

- 4.9. Blocks B, C and D form the core of the Grade II* listed former Royal Masonic Hospital complex and are proposed to be refurbished and extended for residential use. The design approach retains the architectural integrity and historic character of each block while introducing additions to support the delivery of 119 new homes. Block B, originally the ward block, would be extended by a single storey and set back to preserve the prominence of the central clock tower. Block C, centrally located and formerly housing ambulance and boiler facilities, would receive a single-storey rooftop extension and side infills. Block D, the former surgical wing, would be extended by two storeys, with the uppermost level stepped back to reduce visual impact and maintain the building's historic hierarchy.
- 4.10. Internally, the layout of each block has been adapted to suit residential use while respecting the original plan forms. Block B retains its U-shaped configuration with private rooms arranged around a central garden, and its curved terraces would be repurposed as private amenity spaces. Block C would serve as the main residential entrance hub, with concierge and amenity spaces at ground level and apartments above. Block D, which has undergone more extensive alterations over time, would be reconfigured to restore its north-facing frontage and accommodate new residential units. Across all blocks, existing window positions and structural layouts have informed the internal arrangements.
- 4.11. The existing basement beneath Blocks B, C and D is proposed to remain largely unaltered due to its limited headroom. Much of the space has a ceiling height of less than 1.5 metres. As part of the redevelopment, new plant and servicing infrastructure would be introduced, with substations and mechanical plant rooms located beneath Block C. This includes the retention of the existing western semicircular structure and the addition of a new eastern semicircular extension to accommodate a Ground Source Heat Pump (GSHP) plant room.

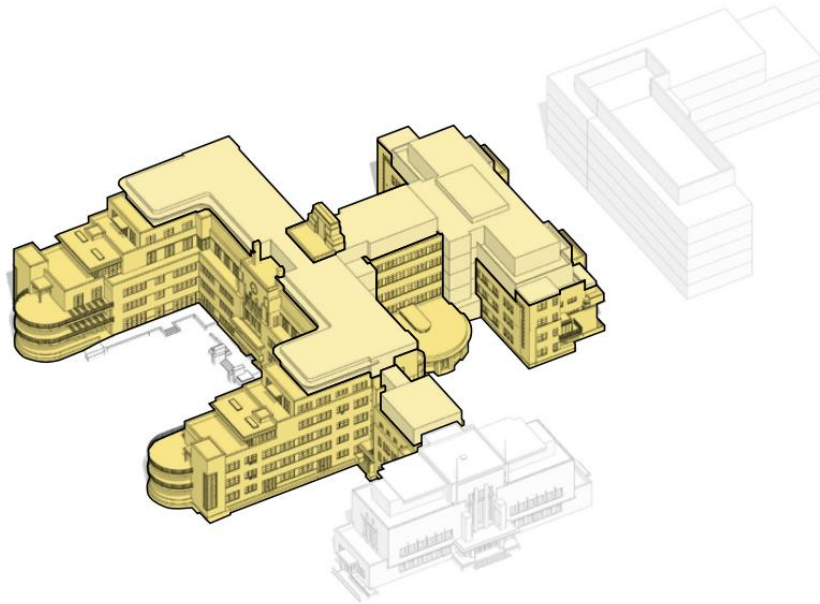


Figure 3 – Blocks B, C and D

Blocks E and F

- 4.12. Blocks E and F comprise the new-build element of the proposed redevelopment, replacing the unlisted 1970s Block E. The new structure would accommodate two distinct uses: Block E would provide residential apartments, while Block F would deliver a purpose-built care home.
- 4.13. During the course of application, the design of this block was revised to introduce a simplified and refined façade treatment with light-coloured exposed aggregate brick to the principal elevations and green glazed brick to the courtyard-facing façades. The Ravenscourt Square elevation has been reconfigured to create a more animated and contextual street frontage, incorporating vertical bays that reflect the rhythm of neighbouring plots. Feature planters and opaque stained-glass windows have been added to enhance privacy and visual interest, particularly along the north elevation.
- 4.14. Internally, Block E would provide a mix of residential units with private terraces, while Block F offers a 65-bed care home with dedicated communal facilities, staff areas, and accessible design features. As part of design revisions, the care home entrance has been relocated to Ravenscourt Square, to improve street activation and natural surveillance. The proposed basement under Block E has been removed, simplifying servicing and reducing excavation, while a reduced basement under Block F would accommodate plant and spaces ancillary to care home use.



Figure 4 – Blocks E and F seen from Ravenscourt Park sport pitches

- 4.15. The proposed development incorporates a site wide landscape strategy with key features including the rejuvenation of the south-facing courtyard garden of Block B, the relocation of a mature copper beech tree to a more prominent position on site, and the introduction of an arboretum-style planting scheme, using a mix of native and exotic species. The landscape design would prioritise biodiversity, seasonal interest, and urban greening and would achieve target Urban Greening Factor (UGF) of 0.41. The scheme also introduces integrated play features and new public realm and pedestrian routes, including a landscaped east–west pedestrian street between Blocks D and E, improving permeability and connectivity between Ravenscourt Park and Ravenscourt Square.
- 4.16. During the course of this application, the proposal was revised to enhance site accessibility through a heritage-led approach while prioritising inclusive and sustainable design. Pedestrian access is maintained across Ravenscourt Park and Ravenscourt Square, with improved public realm and a new landscaped pedestrian street linking key blocks. Vehicle access is managed via a controlled private road, with servicing and deliveries split between Ravenscourt Park and Ravenscourt Square to minimise disruption. The previously proposed basement car park has been removed, resulting in a car-free development, with blue badge bays repositioned at ground level for Blocks A–F. The care home benefits from a dedicated loading bay, visitor parking, and an ambulance bay. Cycle parking provision has been reconfigured, with long-stay spaces relocated to ground level within Block C and short-stay stands distributed across the site, including adjacent to Block A.

5. Publicity & Consultation

- 5.1. The Applicant has undertaken a comprehensive programme of community and stakeholder engagement including discussion with community groups and residents surrounding the site.

Pre-application engagement

- 5.2. The submitted Statement of Community Engagement (SCE) demonstrates that extensive pre-application engagement for the Ravenscourt Park Hospital redevelopment took place and was multi-staged, spanning from October 2022 to October 2023. The TT Group engaged early with approximately 50 near-neighbour households and key civic groups,

including the Hammersmith Society and Friends of Ravenscourt Park, through drop-in sessions, workshops, home visits, and public exhibitions. Over 150 people attended in-person events and more than 2,100 interacted with the project website. Feedback was gathered on issues such as massing, access, amenity impacts, and the future use of community space which was taken into consideration and informed the final design. Pre-application engagement was also carried out with key stakeholders, LB Hammersmith and Fulham officers and local ward councillors.

Application Stage

First consultation (September 2024)

- 5.3. The application was publicised by way of statutory site notices posted around the site; a press advert (published 2 October 2024) and around 839 individual notification letters (dated 20 September 2024) sent to the surrounding occupiers, including residential properties / businesses in nearby buildings or streets. Representations listed in this section of the report include all representations received for the full application (ref.2023/03129/FUL) and listed building consent (ref. 2023/03130/LBC).
- 5.4. **Residents**
- 5.5. 93 objections and 2 letters of support received from local residents.
- 5.6. 2 petitions against the transport proposals submitted, one with 16 signatures and another with 123 signatures from residents.
- 5.7. **Objection letters** are summarised as below:

Scale, Massing, and Design

- Height and massing of new Blocks E and F is overbearing, out of scale, and incompatible with the conservation area.
- Height should be reduced by at least one storey.
- Modernist design clashes with the historic and classical architecture of surrounding buildings.
- Development would harm views from Ravenscourt Park and destroy the skyline.

Impact on Residential Amenity

- Loss of daylight and sunlight, loss of privacy from overlooking balconies and roof terraces and noise from communal areas and balconies.
- Independent daylight/sunlight assessments carried out

Heritage and Conservation

- Alterations to the Grade II* listed hospital building.
- Retain Block E as part of the historic ensemble.
- Development would harm the setting of listed buildings and fails to preserve the character of the conservation area.

Environmental and Ecological Concerns

- Removal of mature trees and building on green space.
- Protect chestnut trees and other valuable species.
- Improvements to the landscaping and ecological design, including introduction of wildlife-friendly features.

Construction Impacts

- Noise and vibration during construction.
- Structural risks to nearby homes due to basement excavation.
- Flood risks due to high water table and inadequate ground investigation.

Affordable Housing and Public Benefit

- Development prioritises profit over public benefit.
- Affordable housing concentrated in one block rather than being spread around.
- More meaningful community use sought for proposed public spaces.

Parking and Infrastructure

- 35 parking spaces are insufficient for the scale of development.
- Restrict parking permits for all new residents/employees to avoid adverse impacts on local streets.
- Result in significant parking issues and increased congestion.

- 5.8. **Support letters** express that the redevelopment will lead to a beneficial reuse of a currently unused building.

Consultees

- 5.9. Responses received from the statutory consultees, resident associations and other interested parties are summarised in paragraphs below.

5.10. **Active Travel England**

Confirm they would not be submitting detailed comments on this planning application.

5.11. **Andy Slaughter MP**

Raised concerns about level of proposed affordable housing on site.

5.12. **Thames Water (TW)**

No objection regarding the capacity of the combined wastewater network. However, due to the site's proximity to strategic sewers and water mains, requests conditions be attached requiring a detailed piling method statement to prevent damage to underground infrastructure and the installation of protective measures against sewage flooding and groundwater discharge would require a permit. Identify insufficient capacity in the existing water network to meet the development's needs and recommend a further condition requiring either completion of necessary upgrades or an agreed phasing plan before occupation and no construction should occur within 3 metres of water mains and provide guidance for working near their assets.

5.13. **Environment Agency**

No objection but provides detailed guidance due to the site's location within Flood Zone 3. Even though the site is protected by Thames Tidal flood defences and the proposed sleeping accommodation lies outside breach-affected areas, because of a 'highly vulnerable' use class (residential and care home) it advises the Local Flood Authority to be consulted for surface water risks. Additional advice includes incorporating flood resistance and resilience measures, considering water efficiency standards (especially in water-stressed areas), and ensuring new residential developments meet water consumption limits.

5.14. The Health and Safety Executive (HSE)

HSE found the submitted fire safety statement insufficient and requested further information before completing assessment. Specifically, require clarification about service access and facilities (such as firefighting shafts and dry risers), confirmation of the building heights (notably Block B), detailed use and access arrangements for basement areas, and the precise locations of proposed fire curtains.

5.15. Transport for London (TfL) - Spatial Planning

Requested further information and revisions. Acknowledge site benefits from good public transport access (PTAL 4), proximity to the Strategic Road Network and London Underground. Support the proposed cycle parking strategy but request increase long-stay provision for care home staff, improved accessibility features, and a mix of stand types. While welcoming the car-free approach for non-residential uses, TfL states that the residential element should also be car-free in line with London Plan policy and requests a restriction on residents applying for local parking permits. Recommend Section 106 contributions be secured for public realm improvements, including lighting and crossings, and request a full Construction Logistics Plan, Delivery and Servicing Plan, and Travel Plan be secured through conditions or legal agreement.

5.16. The London Borough of Hounslow

Confirm no comments to submit for this application.

5.17. Historic England - Greater London Archaeological Advisory Service (GLAAS)

Recommend an archaeological desk-based assessment be submitted secured by condition. Although the site is not within an Archaeological Priority Area, it is near the Ravenscourt Manor House APA and warrants further investigation. The assessment must evaluate both below-ground archaeological deposits and any historic buildings on site. In terms of listed building consent application, Historic England advise the Council can proceed to determine as seen fit.

5.18. Chiswick Nursing Centre (CNC)

Ganymede Care Ltd, operators of the Chiswick Nursing Centre (CNC) object to proposed use of Ravenscourt Square as the sole access route as in breach to existing legal rights of way, obstruct critical emergency and service vehicle access, and pose significant risks to patient safety. Object to the lack of a comprehensive transport assessment, inadequate parking provision, disruption caused by construction noise and dust, potential utility outages, and the absence of mitigation measures. The need for a new 65-bed care home is challenged, citing under-occupancy in existing local facilities and a lack of consultation with healthcare stakeholders. Critical of the level of affordable housing and community space and highlight ongoing site management and security issues.

5.19. The Ravenscourt Square Residents Association

Supported by Reid Associates and ADAM Architecture object on grounds of substantial harm to the heritage, character, and environment of the Ravenscourt Park and Starch Green Conservation Area. Outline the proposal would result in the unjustified demolition of Block E, excessive development density, introduction of an urban-scale six-storey block (E/F), out of character with the surrounding low-rise historic buildings. Highlight significant adverse impacts on listed and locally designated heritage assets, including visual overbearing, loss of sunlight, and overlooking of neighbouring properties. The proposal results in the loss of mature trees, inadequate transport and flood risk assessments, and failure to comply with local and national planning policies, including those on sustainability, air quality, and heritage conservation. The submission includes a Whole Life Carbon

Assessment showing that retrofitting Block E would save up to 58% in carbon emissions compared to demolition and rebuild. Conclude the development would cause substantial harm to the Grade II* listed hospital and surrounding conservation area.

5.20. The Friends of Ravenscourt Park

Object on the negative impact of the proposed development on the adjacent historic park, visual intrusion from proposed rooftop additions, particularly glass pavilions on the listed hospital façade, that would harm important park vistas. Highlight increased noise, pollution, and pressure on park amenities due to the scale of the development, especially during construction works. Stress importance of need to protect biodiversity, including bats and mature trees, and calls for larger replacement trees. Refer to the presence of the historic Stamford Brook, which runs beneath the site and drainage issues in the past. Support Historic England's call for a full archaeological assessment of the site, given its location within an Archaeological Priority Area.

5.21. The Twentieth Century Society

Supports the principle of the proposals, recognising the urgent need to bring the buildings back into use to prevent further deterioration. Commend the conservation-led approach, the proposed change of use to residential and community functions, and the retention of key architectural features, including the original floor plan and balconies. The Society however objects to the proposed rooftop extensions on Blocks A and B, stating they are unjustified and would cause harm to the architectural integrity and significance of the buildings. Express concern over limited information related to plans for a community use of Block A, the potential visual and structural impact of the rooftop additions and unregulated planting on the historically significant balconies of Block B. Cite national heritage policy and urge LPA to give weight to the conservation of these high-significance assets and reject the proposed rooftop extensions.

5.22. The Hammersmith Society

Supports the restoration and residential conversion of the historic site, however, oppose the proposals on the grounds of architectural integrity, design appropriateness, and community impact. Main objections relate to the inappropriateness of the proposed roof extensions on Block A, design inconsistencies for Blocks B–D, and the incongruous appearance of Blocks E and F. The Society also oppose the proposed west-side vehicular access and request a return to the previously agreed east-side route. Seek further design refinements, community consultation, and a financial contribution to improve Ravenscourt Park, emphasising the need to respect the site's heritage and local context.

5.23. The London Historic Parks & Gardens Trust

London Parks and Gardens (LPG), commenting on behalf of The Gardens Trust, while welcoming the removal of roof extensions to Block A and improvements to the landscaping that better reflect the original 1930s design, raised concerns about the impact on the adjacent Grade II listed Ravenscourt Park, particularly from increased footfall and vehicular traffic along the park's western boundary. They highlighted the potential strain on park infrastructure and safety risks to park users, including children and school groups. LPG requested that, should permission be granted, a Section 106 contribution be secured to support park infrastructure improvements, including repairs to the bowling green, footpaths, and playgrounds.

Second consultation (March 2025)

- 5.24. Due to the amendments made to the proposal, the application was publicised for a second time by way of statutory site notices posted around the site; a press advert (published 26 March 2025) and around 839 individual notification letters (dated 19 March 2025) sent to the surrounding occupiers, including residential properties / businesses in nearby buildings or streets including those residents and statutory consultees who commented during first consultation. Between first and second consultation periods, the ongoing engagement with some of the statutory consultees was carried out to resolve initially raised concerns. Representations listed in this section of the report include all representations received for both, full application (ref.2023/03129/FUL) and listed building consent (ref. 2023/03130/LBC)

Consultees

- 5.25. **Active Travel England**
Active Travel England confirmed in writing that they would not be submitting detailed comments on this planning application as submitted.
- 5.26. **Thames Water (TW)**
Thames Water have reviewed the details and confirmed in writing that they have no comments to make at this time as there are no further concerns to this site, so the previous response remains the same. If the details of the application change, Thames Water would welcome the opportunity to be re-consulted.
- 5.27. **Environment Agency**
No objection to the amended planning application for the redevelopment of Ravenscourt Park Hospital, which includes residential units, a care home, and associated works. Although the site lies within Flood Zone 3, it is protected by Thames Tidal flood defences and the proposed sleeping accommodation is outside areas at risk in the event of a breach, making the site low risk for tidal and fluvial flooding. The Agency recommends considering surface water risks, incorporating flood resilience measures, and achieving high water efficiency standards (110 litres/person/day in water-stressed areas).
- 5.28. **Historic England (GLAAS)**
Recommended a WSI secured by condition
- 5.29. **Historic England**
No objections to the proposal following the removal of the extension to Block A.
- 5.30. **The Twentieth Century Society**
Responded positively to the amended proposal for Ravenscourt Park Hospital, acknowledging improvements made since their initial feedback. They welcomed the removal of the proposed roof extension to Block A and the planters from Block B's distinctive south-end balconies, both of which had raised concerns about harm to the Grade II* listed architecture. The Society supports the revised use of frameless glass balustrades, considering them a less intrusive and reversible alternative. Overall, they commend the conservation-led approach and the effort to restore and reuse these architecturally significant buildings.
- 5.31. **The Health and Safety Executive (HSE)**
Reviewed the revised planning application for the redevelopment of Ravenscourt Park

Hospital and confirmed it is content with the fire safety design as it relates to land use planning. The HSE welcomed amendments such as the removal of roof extensions to Block A and planters on Block B balconies and noted improvements including the introduction of a ground source heat pump, additional photovoltaic panels, and revised servicing strategies. While supportive overall, HSE highlighted areas for further attention at later regulatory stages, including fire service access, basement egress, fire curtain deployment, EV charging risks, hydrant operability, and the fire safety of green roofs and PV installations.

5.32. **The London Borough of Hounslow**

Confirm in writing that they have no comments on this planning application as revised.

5.33. **Residents**

5.34. 6 objections, 2 neutral (neither objecting to or supporting) and 1 support letter received from local residents.

5.35. Objection letters are summarised as below:

Overdevelopment and Site Use

- Block E is proposed on existing green open space, despite availability of the Boiler House site, which could accommodate development more appropriately [officer note – the Boiler House site **does not** form part of this application]
- The scheme represents overdevelopment of a sensitive site within a conservation area.

Heritage and Conservation Impact

- The development would harm the roofline and architectural integrity of surrounding listed buildings and the Grade II* hospital.
- Proposed alterations and additions are inconsistent with LBHF's conservation policies and planning history.

Loss of Green Space and Views

- Building on garden areas would lead to loss of open space, visual amenity, and views from Ravenscourt Park.
- The development compromises the peaceful character of the park and surrounding area.

Daylight and Sunlight

- Daylight/Sunlight assessments rely on BRE guidelines, which objectors argue are not policy compliant.
- No proper analysis of actual impact on existing amenities has been provided.
- Losses of sunlight to neighbouring properties

Privacy and Overlooking

- Balconies and windows in Block F overlook neighbouring homes, causing loss of privacy.
- Lack of clarity on whether glazing will be opaque or if balconies will be accessible.
- Concerns raised about semi-circular balcony areas enabling intrusive views.

Noise and Residential Amenity

- Use of large balconies and increased residential density will lead to noise disturbance.

- The shape of the hospital building may amplify noise, worsening the impact.

Traffic and Highway Safety

- Proposed access via Ravenscourt Gardens and Square is unsafe, especially at blind corners.
- Increased traffic from residents, care home, and deliveries will overwhelm local infrastructure.
- The development poses risks to pedestrians, including children and vulnerable groups.

Affordable Housing Provision

- Affordable units are segregated into Block E, rather than integrated into the main hospital building.
- Suggestion to use the Boiler House site for affordable housing or care home provision [officer note – the Boiler House site **does not** form part of this application]

Policy Compliance

- Objectors argue the scheme fails to comply with multiple LBHF policies.

- 5.36. **Support letter** expresses the redevelopment will lead to a beneficial reuse of a currently unused building and **neutral letters** support car-free development however raise concerns over use of Ravenscourt Square by motorcycles at night and associated noise and disturbance.

6. Planning Policy Framework

- 6.1. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning decisions to be made in accordance with the development plan unless material considerations indicate otherwise.
- 6.2. The Town and Country Planning Act 1990, the Planning and Compulsory Purchase Act 2004 and the Localism Act 2011 are the principal statutory considerations for town planning in England.
- 6.3. Collectively the three Acts create a plan led system which requires local planning authorities to determine planning applications in accordance with an adopted statutory development plan unless there are material considerations which indicate otherwise (section 38(6) of the 2004 Act as amended by the Localism Act).
- 6.4. The statutory development plan comprises the London Plan (2021); the Local Plan (2018) and the Planning Guidance Supplementary Planning Document (2018) (hereafter referred to as Planning Guidance SPD). 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)

- 6.5. The National Planning Policy Framework (NPPF) (2024) is a material consideration in planning decisions. The NPPF, as supported by the Planning Practice Guidance (PPG), sets out national planning policies and how these are expected to be applied.

The London Plan (2021)

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

LBHF Local Plan (2018)

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

7. Planning Considerations

- 7.1. The main considerations material to the assessment of the planning / listed building consent applications are summarised as follows:

8. Principle of Development and Land Use

Loss of Hospital Use

- 8.1. **London Plan Policy S1 (Developing London's Social Infrastructure)** emphasises the need to protect and enhance social infrastructure, including healthcare facilities. It supports the provision of high-quality, inclusive, and accessible facilities that meet the needs of London's diverse population.
- 8.2. **Policy S2 (Health and Social Care Facilities)** states proposals involving the loss of health facilities should demonstrate:
- No ongoing or future need for the facility.
 - Adequate alternative provision is available.
 - The loss would not result in a shortfall in provision
- 8.3. **Local Plan Policy CF1 (Supporting Community Facilities and Services)** seeks to protect existing community facilities, including hospitals and requires robust justification for any loss.
- 8.4. The site was redeveloped in the early 1930s to deliver a private hospital known as the Royal Masonic Hospital. The hospital admitted its first patients in late 1933 and continued to operate as a private facility until 1992 when the site was sold. The hospital subsequently reopened in 2002 as an NHS diagnostic and treatment facility. The diagnostic and treatment facilities were part of an NHS initiative to reduce waiting lists through the creation of temporary clinics. Ravenscourt Park Hospital, as it was then known, was able to successfully deliver upon the initiative's targets and was determined by the NHS to no longer be necessary in 2006. The unit closed and the remaining services were transferred to Charing Cross Hospital in the borough. Therefore, adequate alternative provision has been made locally in accordance with Policy S2 of the London Plan.

- 8.5. The site has remained vacant since 2006 and has not accommodated any healthcare or clinical facilities for a period of 19 years. Permission was granted in February 2008 (ref. 2007/04211/FUL) for a series of refurbishment works to the main building to enable its use again as a private hospital. Despite the permission being lawfully implemented and confirmed by way of a certificate of lawful development (ref. 2015/03600/CLE), the full extent of the refurbishment works was not completed, and the hospital use did not recommence.
- 8.6. The lawful, and unfettered, hospital use of the site has not changed at any time and permission has been granted for refurbishment works. Despite this, the site has remained unoccupied since 2006. Whilst NHS services were briefly provided between 2002 – 2006 these were subsequently relocated locally, and private operators have opted not to occupy the site. The length of time that the building has remained vacant, along with the reprovision of NHS services elsewhere in the borough, demonstrates there is no ongoing or future need for the site to be retained as a hospital use site. The site would nevertheless continue to provide healthcare services within the proposed care home. It is therefore considered that the proposal is in accordance with the aims of Policy CF1 of the Local Plan and Policies S1 and S2 of the London Plan.

Care Home

- 8.7. **London Plan Policy H14 (Specialist Older Persons Housing)** encourages boroughs to plan for and deliver specialist older persons housing, including care homes (Use Class C2). The policy further supports developments that are well-located, accessible, and integrated into the community.
- 8.8. **Policy S2 (Health and Social Care Facilities)** supports the development of facilities that meet health and social care needs, including care homes, especially where they contribute to reducing health inequalities.
- 8.9. **Local Plan Policy HO6 (Housing for People Needing Care)** supports the provision of residential care homes and extra care housing. The policy does, however, require evidence of local need. **Policy CF1 (Supporting Community Facilities and Services)** encourages the development of facilities that meet community needs, including care homes, and supports their integration into mixed-use developments.
- 8.10. The application proposes a 65-bed care home and is supported by a care home planning needs assessment, prepared by Carterwood. The report provides an analysis of elderly care provision, focusing on demographic trends, existing and planned supply, and the projected demand for care home beds. The assessment covers both a 3-mile market catchment and separately the borough's needs.
- 8.11. The document identifies two distinct categories of need: local authority (LA) and market needs. The report identifies a LA shortfall of at least 122 care home beds by 2026, with a particular emphasis on residential dementia care, due to a projected increase in the 80+ population. The assessment concludes that there is a significant unmet need for both LA-funded and market-standard care home beds, with a projected shortfall of at least 322 full market-standard beds in the catchment area by 2026.
- 8.12. LBHF Adult Social Care have been consulted and advise there is an unmet need for care home beds within the borough but unclear, if the unmet need is as high as that stated in

the report. Nevertheless, the care home proposal is of a relatively modest size and would not result in an overprovision of care within the borough. Officers are satisfied that a suitable level of evidence is provided to demonstrate an identified unmet need for care beds and thus the principle of a care home can be accepted in principle, in accordance with Policy HO6.

- 8.13. No details are provided regarding the type or level of care that would be provided by the facility. The Carterwood report states the care home has been designed to be capable of providing care for residents of all dependency levels, including those who require dementia care.
- 8.14. The care home would benefit from access to the shared open space within the site and benefit from social integration with the wider residential use. This is considered to be a significant benefit and accords with Policy CF1 of the Local Plan and Policy H14 of the London Plan.
- 8.15. To conclude, the delivery of a care home within the development site is considered acceptable in principle. The facility would help meet the identified unmet need for care beds within the borough and would be well integrated into the wider development. As such, the proposed care home would comply with Policies H14 and S2 of the London Plan and Policies HO6 and CF1 of the Local Plan.

Housing

- 8.16. **NPPF (2024) Para. 61** states: “to support the Government’s objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.”
- 8.17. **The London Plan** policy focuses on optimising brownfield sites, particularly for new housing development, removing the restrictive density matrix and placing the emphasis on design-led sustainable development. The following strategic policies are considered most relevant to the application:
- 8.18. **Policy GG2** states that to create successful sustainable mixed-use places which make the best use of land.
- 8.19. **Policy GG4** (Delivering the Homes Londoners Need) sets out the criteria that must be addressed in order to create a housing market that works better for all Londoners. This includes:
- ensuring that more homes are delivered; and
 - supporting the delivery of the strategic target of 50 per cent of all new homes being genuinely affordable.
- 8.20. **Policy H1** (Increasing Housing Supply) set out annualised housing targets for London Boroughs over the next 10 years, with a strategic target to deliver 64,935 homes in London per annum. The Borough of Hammersmith & Fulham has been assigned with a ten-year housing target of 16,090. To optimise the potential for housing delivery, the Plan promotes delivery of housing on small sites, brownfield land, in areas with PTAL equal or superior to 3, on car park and low-density retail park sites, on public sector owned sites, and on

identified industrial sites.

- 8.21. **Local Plan Policy HO1 (Housing Supply)** states that the Council would work with partner organisations and landowners to exceed the London Plan (2016) minimum target of 1,031 additional dwellings a year up to 2025 and to continue to seek at least 1,031 additional dwellings a year in the period up to 2035. It adds that new homes to meet London's housing need would be achieved by a number of measures, including the development of windfall sites.
- 8.22. The proposal would deliver 140 residential units through the conversion of a long vacant building and the delivery of new homes in a new building on a brownfield site. The site has a public transport accessibility score of 4 and is therefore considered to be highly accessible. In this regard, the proposal is fully in accordance with the aims of Policy H1 of the London Plan.
- 8.23. The application site is within a largely residential area despite the historic use of the existing buildings and thus is considered an appropriate location for new homes. The development would result in a net increase of 140 residential units and is therefore in accordance with the overarching aims of the NPPF, Policy HO1 of the Local Plan and Policy GG4 of the London Plan. With regard to Policy GG4, an assessment of the affordable housing provision is provided within this report. The site would also deliver a community use building and care home, thus creating a residential—led, mixed use development which accords with Policy GG2 of the London Plan. The introduction of a residential use at the site is therefore supported in principle.

Density

- 8.24. **London Plan Policy D3: Optimising Site Capacity through the Design-led Approach** requires that all development proposals make the best use of land by following a design-led approach to determine the most appropriate form and scale of development for a site. Rather than prescribing fixed density ranges, Policy D3 emphasises a contextual and qualitative assessment of each site's capacity. The density of development is somewhat constrained by the heritage status of the hospital building and the close proximity of existing neighbouring properties. The density proposed is considered appropriate, having regard to the site-specific constraints and the proximity to public transport and in accordance with the aims of Policy D3.

Community Use

- 8.25. Section 8 of the NPPF (2024) supports the development of community facilities and advises that decisions should plan positively for the provision and use of shared spaces and community facilities.
- 8.26. **London Plan Policy S1 (Developing London's Social Infrastructure)** of the London Plan supports the provision and enhancement of social infrastructure, including community facilities. It encourages boroughs to assess current and future needs and to ensure new facilities are accessible, inclusive and well-integrated into communities.
- 8.27. **Policy GG1 (Building Strong and Inclusive Communities)** encourages developments that strengthen community cohesion and provide spaces for social interaction.

- 8.28. **Policy CF1 of the Local Plan** supports the development of new facilities where there is an identified need.
- 8.29. Block A of the hospital building was historically used as an administrative block and has a grand entrance and boardrooms. It is considered to have some of the highest levels of heritage significance and interest of any part of the development. Block A is proposed to be converted for flexible community uses with potential for exhibition spaces to be provided along with a variety of community rooms. A community use plan would be secured by way of a planning condition, alongside a planning obligation, which will be used to define the pricing structure, availability and use of the building. Allowing flexibility is considered to be the most appropriate approach at this stage to allow for a suitable occupier to be identified. This approach would further allow for the needs of a future community occupier to be better catered to. The Council's Economic Development team have been consulted and advise there are a number of operators who have experience with delivering community uses within heritage buildings in London and therefore there is a market for such a use. The delivery of a community use within Block A would contribute towards the provision of social infrastructure locally and therefore complies with Policy S1 and Policy GG1 of the London Plan and Policy CF1 of the Local Plan.
- 8.30. A café is proposed on the ground floor central entrance lobby of Block A. The café is of a relatively modest size and would be considered to be beneficial to the ongoing viability of any future community uses hosted in the block. The café would be open to members of the public which is supported as it would facilitate public access to the historic building. The location of the café within the community use building would be considered to help support the inclusive community aims of Policy S1 and Policy GG1 of the London Plan and is supported in principle.

Affordable Housing

- 8.31. **Paragraph 64 of the NPPF** states that where a need for affordable housing is identified, planning policies should specify the type of affordable housing required and expect it to be met on-site.
- 8.32. **London Plan Policy H4** sets a strategic target of 50% of all new homes to be genuinely affordable. **Policy H5** provides for the 'threshold' approach to affordable housing, setting a requirement of 35% of new homes to be affordable subject to the development's compliance with all other relevant policies.
- 8.33. **Policy HO3** of the Local Plan (Affordable Housing) states that affordable housing would be sought on all developments capable of providing 11 or more self-contained dwellings and would be negotiated based on a borough wide target of 50% provision.
- 8.34. The development would provide a total of 21 units of affordable housing on site, which is equivalent to 15% of all units. This would comprise 13 social rented units and 8 intermediate units, offered as London Living Rent. It is acknowledged that this offer falls short of the 50% onsite target set within Policy HO3 of the Local Plan. In order to consider whether this is the maximum reasonable level of affordable housing, the Council instructed an independent viability consultant – BPS Chartered Surveyors – to undertake a review of the applicant's financial viability assessment.
- 8.35. The applicant submitted various updates to the FVA and provided evidence to support the assumptions made within their report. All information provided was reviewed by BPS on

behalf of LBHF.

- 8.36. Regard must be had to the heritage status of the Grade II* listed hospital building which does present significant barriers to the viability of the scheme. There are substantial costs associated with the refurbishment and conversion of a heritage building as well as constraints on the extent of additions that can be allowed. The creation of additional floorspace through upwards extensions to the existing building or increases to the height of Blocks E/F, would also present viability challenges that would not necessarily result in an enhanced viability.
- 8.37. Officers have given careful consideration to the balance of heritage constraints and the need for affordable housing. Through this assessment, as well as the advice provided by BPS, it was concluded that the best value to residents could be achieved through securing a payment in lieu towards the delivery of off-site affordable housing.
- 8.38. The applicant has committed to a financial contribution of £2.7m to help fund the delivery of offsite affordable housing. This payment would broadly equate to between 12 additional affordable units, assuming a delivery cost of £225,000 to 9 affordable units at a delivery cost of £300,000. This would represent a maximum affordable offer of 24% when considered cumulatively with the onsite provision of 21 units.
- 8.39. The advice provided to LBHF by BPS Chartered Surveyors confirms that this is the maximum viable quantum of affordable housing and payment in lieu that can be supported by the development. The offer further represents a significant betterment from the package initially offered by the developer. Furthermore, two review mechanisms will be secured to ensure that any uplift in viability can be secured as a further contribution towards affordable housing. An early-stage review mechanism will be triggered if meaningful implementation is not achieved on site within two years of the date of decision. A late-stage review will be triggered when 75% of private residential units have been sold.
- 8.40. Significant regard must be had to the site-specific challenges to the viability of this site and the need to protect the special interest of statutory listed buildings. The offer of **21 affordable homes on site and a payment in lieu towards the delivery of offsite affordable homes of £2.7m** is considered to be the maximum viable offer. The proposal is therefore in accordance with Policy HO3 of the Local Plan and the NPPF.

Housing Mix

- 8.41. The NPPF requires local planning authorities to deliver a wide choice of high-quality homes and to plan for a mix of housing in terms of size, type, tenure and range based on local demand.
- 8.42. London Plan Policy H10 (Housing size mix) considers that schemes should consist of a range of unit sizes and should seek to deliver mixed and inclusive neighbourhoods. The policy further acknowledges the role that an appropriate housing mix can play in optimising the housing potential on sites. The supporting policy text also recognises that well designed 1 and 2- bed units have an important function as they can attract those wanting to downsize from their existing homes and free up existing family housing stock. 2-bed/4-person units are further considered to play a role in delivering homes which are suitable for families.

- 8.43. Local Plan Policy HO5 (Housing Mix) sets out the housing mix which developments should aim to meet. Market housing should propose a mix of unit sizes including larger family accommodation.
- 8.44. The marketing housing comprises 2% studios, 37% one beds, 47% two beds and 14% three beds. This is considered to represent a balanced mix of units with an appropriate number of family sized dwellings, in accordance with Local Plan Policy HO5 and London Plan Policy H10.
- 8.45. Block E is proposed to accommodate 21 units of affordable housing, 13 of which are to be social rent, and the remaining are to be on an intermediate tenure. To comply with the requirements of Policy HO5 of the Local Plan, the s106 agreement would secure the below mix of units:

Unit Size	Quantum	Percentage (target)
One bed	1	8% (10%)
Two bed	10	77% (40%)
Three bed	2	15% (35%)
Four bed	0	0% (15%)

Table 1 – social rent housing mix

Unit Size	Quantum	Percentage (target)
One bed	6	75% (50%)
Two bed	2	25% (35%)
Three bed	-	0% (15%)

Table 2 – intermediate housing mix

- 8.46. It is acknowledged that the proposed unit mix does not strictly comply with the requirements of Policy HO5. However, the delivery of two and three bed social rented units alongside a higher proportion of one bed intermediate units would meet a priority local need. As set out in the 'affordable housing' section of this report, there are site specific constraints that restrict the ability of the development to deliver a fully policy compliant affordable housing offer onsite. The housing mix reflects a balance between securing the maximum quantum of affordable units against the requirements of Policy HO5. The housing mix is therefore considered acceptable in this instance and complies with the aims of Policy HO5 of the Local Plan.

9. Employment & Skills

- 9.1. Local Plan Policy E4 requires the provision of appropriate employment and training initiatives for local people of all abilities in the construction of major developments.
- 9.2. A financial contribution of £255,500 shall be made to support delivery of the Council's Industrial Strategy "Upstream London", including to support employment, skills and local procurement activities. In addition to this, a total of 22 apprenticeships for H&F residents shall be provided during construction period to last full term and to completion of their apprenticeship qualification. 10% of the labour employed on the construction of the development shall be H&F residents for a minimum of 6 months and 20% of labour employed in the commercial end uses of the development shall be H&F residents for a minimum of 24 months. The developer would further be required to provide seven unpaid work placements during the construction of the development. A planning obligation would secure the submission of an employment and skills plan to the Council prior to the

commencement of development on site. Compliance with these requirements would be monitored through quarterly reporting.

- 9.3. With regard to procurement, a requirement for 10% of the build cost to be spent on suppliers within H&F would be secured along with the preparation and submission of a Local Procurement Strategy.
- 9.4. The proposal would generate employment opportunities through the demolition, construction and operation phases of the development on a site that has been long vacant. Subject to the obligations set out above, the proposal would be considered to comply with the requirements of Policy E4 of the Local Plan.

10. Standard of Accommodation

- 10.1. Housing quality is a key consideration in the assessment of applications for new developments. **London Plan Policy D6** (Housing quality and standards) requires all new dwellings to have 'high quality design and adequately sized rooms' in line with space standards. This is reinforced in **Local Plan Policy HO4** (Housing Quality and Density).
- 10.2. **The Mayor's Supplementary Planning Guidance** on 'Housing' makes clear that a key priority is to 'improve standards for the quality and design of housing, making sure that homes meet the needs of a changing population throughout their lives and are built to the highest environmental standards'
- 10.3. **Local Plan Policy DC2** (Design of New Build) state that all new builds must be designed to respect good neighbourliness and the principles of residential amenity. Part E states that all proposals must be designed to respect good neighbourliness and the principles of residential amenity. **Key Principles HS6 and HS7** (iii) of the Planning Guidance SPD are also applicable.
- 10.4. **Local Plan Policy HO11** (Detailed Residential Standards) states several criteria which should be taken into account when ensuring that the design and quality of all new housing is of a high standard, meets the needs of future occupants and respects the principles of good neighbourliness.

Amenity Space

- 10.5. **The London Plan Policy D6** states that a minimum of 5sqm of private outdoor space should be provided for each 1- 2 person dwelling, plus an additional 1sqm for each additional occupant.
- 10.6. Key principle HS1 (Amenity Space) states the Council would expect to see a more generous provision of outdoor amenity space than the minimum provision standards in the London Plan Housing SPG and the Play and Informal Recreation SPG. Key Principle HS1 states that:
- Every new family (3 or more bedrooms) dwelling should have access to amenity or garden space of no less than 36 sqm.
 - Family dwellings with accommodation at garden level should have at least one area of private open space with direct access to it from the dwelling.
 - For family dwellings on upper floors this space may be provided either as a balcony or terrace and/or communally within the building's curtilage.

- 10.7. The majority of the residential units are to be delivered within the Grade II* listed building and therefore have been designed largely within the existing envelope. This does significantly limit the scope to provide private amenity space as the introduction of balconies would result in unacceptable harm to the building's historic character and architectural integrity. Units within Blocks B, C and D are generously sized, some vastly exceeding the minimum GIA required by the London Plan, which would help to offset the lack of private external amenity space. Furthermore, residents would have access to the landscaped open space within the site and would further benefit from being within a short distance of Ravenscourt Park. Private amenity spaces have been provided within the historic blocks where feasible, for example through the provision of private gardens at ground floor level and by providing access to the existing balconies.
- 10.8. The 21 residential units within Block E would each benefit from access to a balcony providing private amenity space. Each balcony would have an area no less than 8sqm thus exceeding the minimum standards required by Policy D6.
- 10.9. Having regard to the Grade II* heritage status of the existing building, it is considered that the proposed private amenity space provision for units within Blocks B, C and D is, on balance, acceptable. Future residents would have access to a variety of communal amenity spaces and the nearby Ravenscourt Park as well as benefitting from generously internal floor areas. Therefore, where there are shortfalls in private amenity space, officers are satisfied that this would not result in an unduly poor standard of accommodation and the development would otherwise comply with Policy D6 of the London Plan.

Unit sizes

- 10.10. All residential units would meet or exceed the minimum space standards set in Policy D6 of the London Plan, which are consistent with the Nationally Described Space Standards.

Daylight and Sunlight

- 10.11. Paragraph 130c of the NPPF states that Local Planning Authorities should refuse applications which they consider fail to make efficient use of land for housing, and in this context, authorities should take a flexible approach in applying policies of guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site, so long as the resulting scheme would provide acceptable living standards. This signals a policy shift away from rigid application of such guidance, which may unduly preclude new housing development.
- 10.12. Daylight and sunlight to proposed dwellings is assessed against Building Research Establishment's (BRE) guidance 'Site layout planning for daylight and sunlight: A guide to good practice' (BRE 209 3rd edition, 2022), which in turn references the British Standard BS EN17037:2018 'Daylight in buildings'. The 2022 update introduced a new method of assessment for internal daylight and sunlight amenity within new developments.
- 10.13. A daylight and sunlight assessment has been undertaken in accordance with the 2022 BRE Guidelines, using the updated illuminance-based methodology. The analysis considered 460 habitable rooms across the proposed development, including bedrooms and combined living/kitchen/dining (LKD) spaces. The assessment applied the BRE-recommended target median illuminance levels of 100 lux for bedrooms, 150 lux for living rooms, and 200 lux for kitchens, with compliance defined as achieving the target in at least

50% of the room area for at least 50% of daylight hours annually.

- 10.14. The results demonstrate that 91% of all rooms assessed meet or exceed the BRE targets for daylight. This includes 97% of bedrooms and 79% of LKD or kitchen/dining rooms. Notably, Block E, a new-build element of the scheme, achieves a 96% compliance rate, with only five rooms falling short—three bedrooms and two LKDs. The two underperforming LKDs in Block E achieve median illuminance levels of 47 lux and 90 lux respectively, compared to the 150-lux target. These rooms are nonetheless considered to provide acceptable amenity given their internal layout and the overall design quality of the scheme.
- 10.15. Units within Blocks B, C, and D, which involve the conversion and extension of the Grade II* listed building, achieve an 89% compliance rate. The majority of shortfalls in these blocks occur in large LKD rooms where the kitchen area is located deeper within the plan and is intended to be predominantly artificially lit. The living areas of these rooms, which are positioned adjacent to windows, receive high levels of daylight, as illustrated in the illuminance contour diagrams included in the report. This design approach prioritises the usability and openness of internal layouts over strict numerical compliance, which is consistent with the flexible application of the BRE guidance in heritage and urban contexts.
- 10.16. In terms of sunlight, the BRE Sunlight Exposure (SE) test was applied to all habitable rooms with windows facing within 90 degrees of due south. Of the 255 rooms assessed under this criterion, 227 (89%) receive at least 1.5 hours of direct sunlight on 21 March, meeting the BRE recommendation. Block E again performs particularly well, with 99% of applicable rooms passing the test. Only one bedroom would not achieve compliance with the sunlight exposure test.

Overshadowing – amenity spaces

- 10.17. Overshadowing to the proposed communal amenity spaces has been assessed in accordance with BRE guidance, which recommends that at least 50% of an amenity area should receive a minimum of two hours of direct sunlight on 21 March. The analysis confirms that three of the five proposed amenity areas meet this standard, including the two principal spaces to the south of Blocks A and B and the central courtyard between Blocks D and E. While two areas—located to the north of Blocks B and E—fall below the 50% threshold, all residents would still have access to at least one well sunlit amenity space. Furthermore, all five areas receive high levels of sunlight during the summer months, when outdoor spaces are most frequently used, ensuring that the development provides a good standard of external amenity.
- 10.18. Overall, the proposed development demonstrates a high level of compliance with daylight and sunlight standards, particularly given the constraints of working within a listed building. Where shortfalls occur, they are minor, well-justified by design intent, and mitigated by the provision of high-quality internal layouts and access to well-lit communal amenity spaces. The scheme is therefore considered to provide an acceptable standard of residential amenity in accordance with the NPPF, London Plan Policy D6, and Local Plan Policy HO11.

Outlook and privacy

- 10.19. The proposed residential units would all benefit from largely generous setbacks from facing development allowing for a good standard of both privacy and outlook. Blocks D and E,

where they face one another, would have a separation distance of approx. 19m which is considered sufficient to prevent an unduly harmful level of mutual overlooking. Units within the historic blocks would be well set back from existing development which again would allow for sufficient outlook and privacy to be achieved.

- 10.20. Where units are proposed to the ground floor, defensible space has been created through landscaping and the use of terraces. The layout of the scheme has been designed to avoid placing thoroughfares immediately adjacent to windows serving residential units which helps ensure that residents have access to a comfortable level of privacy.
- 10.21. Overall, the scheme has been well designed within the constraints of the historic building to deliver a high standard of accommodation to future occupiers. The scheme therefore is in accordance with Policies D6 and HO4 of the London Plan and Policies DC2 and HO11 of the Local Plan.

11. Design, Heritage & Townscape

Relevant consultations and independent assessments

Independent Assessment Review of Costs

- 11.1. Para. 221 of the NPPF states that Local planning authorities should assess whether the benefits of a proposal for enabling development, which would otherwise conflict with planning policies, but which would secure the future conservation of a heritage asset, outweigh the disbenefits of departing from those policies.
- 11.2. An independent review of the amended proposals, including review to application drawings and supporting details, including the methodology for repair and restoration was carried out by Alan Baxter Associates and the findings considered in conjunction with the review of associated costs for the scheme provided in the Cost Report by Deacon & Jones Ltd and informed by the Order of Cost Estimate 2/ Addendum by the applicants surveyor Ridge. The report assessed the methodology and scope of works contained within the application and provided specific recommendations for detailed post-consent conditions. The report has a general conclusion that the aspirations for conservation-led restoration are positive.
- 11.3. Deacon & Jones Ltd also concluded that the costs included within the Financial Viability Assessment, (as amended), and specified contingency fund are generally considered sensible allowances for the proposed works to fully restore and bring the buildings back into long-term viable use.

Historic England and 20th Century Society Consultations

- 11.4. The 20th Century society raised no objections to the proposals following revisions in which roof extensions to Block A were removed and glass balustrades installed on the cantilevered balconies instead of planters. The society concluded that *Overall, the society is supportive of this application and the resources that are being allocated to an extremely architecturally significant set of buildings. We are pleased that the blocks are being brought back into use.*
- 11.5. Historic England provided consultation comments on 9th February 2024 and 19th March 2025 raising no objections to the scheme in principle, subject to a number of issues which

have been addressed by the applicant in subsequent revisions to the scheme. Historic England issued a letter authorising the Local Planning Authority to assess the application as they see fit on 25th October 2024 (HE reference L01570760) and this has been endorsed by the Secretary of State.

Design Review and Inclusive Design Review Panels

- 11.6. Proposals were presented to the Design Review Panel in July and October 2023 and the Inclusive Design Review Panels in October 2023. Both panels gave support to the principles of the design concepts for the scheme with a series of observations made which were incorporated along with feedback from LBHF officers and amenity societies into revisions to the scheme.
- 11.7. The development is considered to represent a high quality of design, which would complement the character of the listed buildings and the surrounding area.
- 11.8. The following key accessible and inclusive design provisions have been incorporated into the design of the development which are relevant to the design and heritage considerations of the development:
- External landscape designed to meet the minimum of AD M Vol 1 for approach routes and adopt good practice guidance of BS8300-1:2018. This includes new step-free entrances into previously stepped entrances of the historic building, external spaces that are level, step-free and include inclusive features such as a range of seating options;
 - Residential homes design to meet London Plan Policy D7 'Accessible Housing' and London Borough of Hammersmith and Fulham Policy HO6 'Accessible Housing', whereby 90% of homes will be designed to meet AD M Vol 1 M4(2) 'Accessible and adaptable dwellings' and 10% will be designed to meet M4(3) 'Wheelchair user dwellings'. All wheelchair user homes to be allocated by the local authority are to be designed to M4(3) 2.b 'Wheelchair accessible' from the outset and all private sale residential units designed to M4(3) 2.a 'Wheelchair adaptable' units from the outset;
 - All buildings are designed to meet London Plan Policy D5 'Inclusive Design' with at least one fire evacuation lift provided in each core allowing for safe and dignified step-free egress;
 - Where non-dwelling spaces are provided, such as Block A, these are designed to meet and exceed the minimum of AD M Vol 2 and adopt good practice guidance of BS8300-2:2018;
 - PAS 6463 'Design for the mind – neurodiversity and the built environment' was incorporated into the design development of the scheme.

Design

- 11.9. The NPPF seeks to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings. The NPPF also requires that proposals should conserve heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations.

- 11.10. The NPPF states that good design is a key aspect of sustainable development and should contribute positively to making places better for people. Part 12 of the NPPF outlines the requirement for good design and Paragraph 135 sets out that planning policies and decisions should ensure that developments: a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities); d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit; e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.
- 11.11. Chapter 3 (Design) of the London Plan 2021 seeks to secure the delivery of good design through a variety of ways. Policies D3 (Optimising Site Capacity through the Design-Led Approach), D4 (Delivering Good Design), D6 (Housing Quality and Standards) and D8 (Public Realm) are particularly relevant to the consideration of this application. Policy D3 highlights that all development must make the best use of land by following a design-led approach that optimises the capacity of sites, through careful consideration of issues such as form and layout, experience, alongside consideration of quality and character. Policy D4 highlights that where appropriate, visual, environmental and movement modelling / assessments should be undertaken to analyse potential design options for an area, site, or development proposal. These models, particularly 3D virtual reality and other interactive digital models alongside use of design review should, where possible, be used to inform decision-taking, and to engage Londoners in the planning process. Policy D6, promotes a series of quality and standards new housing development should aim to achieve. Policy D8 sets a series of criteria to ensure that ensure the public realm is well designed, safe, accessible, inclusive, attractive and well-connected.
- 11.12. Local Plan Policies DC1 and DC2 are particularly relevant to the assessment of design. Policy DC1 (Built Environment) states that all development within the borough should create a high-quality urban environment that respects and enhances its townscape context and heritage assets. There should be an approach to accessible and inclusive urban design that considers how good design, quality public realm, landscaping and land use can be integrated to help regenerate places. Policy DC2 (Design of New Build) sets out to ensure that new build development will be of a high standard of design and compatible with the scale and character of existing development and its setting.

Scale and Massing

- 11.13. The proposal scheme seeks to bring forward redevelopment of the site consisting of the refurbishment of Blocks A-D, demolition of Block E and the construction of new Blocks E/F containing two separate uses- residential and assisted living private care. The massing of Blocks A and C would remain unchanged. However, two-storey extensions are proposed to Block B and D.

- 11.14. The new build Blocks E/F comprise an L-shaped block, 5 storeys stepping down to 3 to respond to the height of neighbouring properties on Ravenscourt Square. Block E reflects the alignment of the original Block D opposite with the layout of both blocks designed to reference the original layout of the Freemasons hospital site planned by Burnet, Tait and Lorne.
- 11.15. Whilst it is noted that the new block E/F would be taller than the existing E block, the height would be in keeping with the height of the original hospital complex and the adjoining properties on Ravenscourt Square. The footprint of the new Blocks E/F will also be significantly smaller than existing.
- 11.16. It is considered that development between 3-5 storeys as proposed would not be out of character within the local townscape context and would optimise the development potential of the site.

Architectural Character

New build elements

- 11.17. The architectural character of the new Block E/F is primarily informed by the historic and architectural character of Blocks A-D of the hospital site with reference to the scale and massing of surrounding architecture and the impact of longer views into the site from Ravenscourt Park. Strong vertical and horizontal articulation, a projecting slab edge and balconies with angled apertures and red brick soffits all reference the architectural language of the original buildings. Legible vertical bays reference the architectural rhythm of surrounding houses and villas.
- 11.18. Block D is explicitly referenced on the south elevation of Block E/F through the symmetrical geometry of bays and piers with a principal hierarchy to the central bay.
- 11.19. Brick defines the language of the former hospital and the wider conservation area and the material treatment for blocks E/F proposes an exposed aggregate brick. An opaque stained-glass feature is proposed to articulate the previously blank north elevation.

Retained and extended elements

- 11.20. The proposed extensions to Blocks B, C and D are designed as lightweight additions which have a shared architectural language but complement the distinct architectural character of each block. The original building hierarchy is maintained through the height of the extensions with the former Ward Block B remaining the most prominent. The Block B extension incorporates a brick parapet with linear concrete canopy and pleated glazing. Block C incorporates a one storey symmetrical extension with pleated glass and canopy. Block D incorporates two additional storeys comprising a layered concrete canopy, pleated glass and vertical corner piers.
- 11.21. The scheme was reviewed throughout the application process, to refine the proposals and reduce the scale of proposed extensions/alterations. Further details of the proposed materials and sample panels are proposed to be secured by condition as part of the suggested conditions attached to this report to ensure that the development would achieve a high quality of design.

Impact upon local views

- 11.22. The submitted baseline appraisal identified 12 representative views following a zone of theoretical visibility (ZTV) study, with a series of Accurate Visual Representations (AVRs) being prepared for analysis.
- 11.23. The Visual Impact Assessment (VIA) concludes that there would be an adverse impact to the setting of the listed, unlisted and locally listed buildings on Ravenscourt Square looking south across the tennis courts within Ravenscourt Park, as shown in AVR View 7 of the Visual Impact Assessment and discussed in further detail in the Townscape section of this report.
- 11.24. As shown in view AVR View 8, blocks E/F would create a more sympathetic backdrop to the locally listed 17 Ravenscourt Square than currently exists, the vertical bays and light brick facade treatment relating contextually to the villa and creating an acceptable and compatible relationship with its surrounding context.
- 11.25. Overall, the scale and massing of the proposal scheme is considered to be acceptable, allowing for the optimisation of the development capacity of the site, and conversion to alternative uses, whilst also responding well to the character of similar historic developments, including villas found within the local area.
- 11.26. The development is considered to represent a high quality of design, which is sympathetic to nearby listed buildings and the surrounding conservation area.

Heritage and Townscape

- 11.27. 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.
- 11.28. 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 duties in sections 66 and 72 of the Planning (Listed Buildings and Conservation areas) Act 1990 and the requirements set out in the NPPF.
- 11.29. Section 72 of the Planning (Listed Buildings and Conservation areas) Act 1990 requires that in the exercise, with respect to any buildings or other land in a conservation area, of any functions under or by virtue of any of the provisions mentioned in subsection (2) (which includes the planning Acts), special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.
- 11.30. 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.
- 11.31. Paragraph 208 of the NPPF states: Local Planning Authorities should identify and assess the 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.

- 11.32. 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.
- 11.33. 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.
- 11.34. Paragraph 213 of the NPPF states that 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.
- 11.35. Paragraph 214 of the NPPF states that where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply: a) the nature of the heritage asset prevents all reasonable uses of the site; and b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and c) conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and d) the harm or loss is outweighed by the benefit of bringing the site back into use.
- 11.36. 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.
- 11.37. 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.
- 11.38. The NPPF makes a clear distinction between the approach to be taken in decision-making where the Proposed Development would affect the significance of designated heritage assets (listed buildings, conservation areas, Registered Parks and Gardens) and where it would affect the significance of non-designated heritage assets (buildings of local historic and architectural importance).

- 11.39. The NPPF also makes a clear distinction between the approach to be taken in decision-making where the Proposed Development would result in 'substantial' harm and where it would result in 'less than substantial' harm.
- 11.40. Case law indicates that following the approach set out in the NPPF will normally be enough to satisfy the statutory tests. However, when carrying out the balancing exercise in paragraph 215, it is important to recognise that the statutory provisions require the decision maker to give great weight to the desirability of preserving designated heritage assets and/or their setting.
- 11.41. The Planning Practice Guidance notes which accompany the NPPF remind us that it is the degree of harm to the asset's significance rather than the scale of the development that is to be assessed.
- 11.42. The scheme would impact directly on heritage assets. These impacts are considered separately in the following sections.
- 11.43. Impacts are mainly focused upon the setting of the Grade II* listed hospital complex, the Ravenscourt and Starch Green conservation area, the statutory listed buildings surrounding the site and 17 Ravenscourt Square, a locally listed building of merit directly adjacent to the new Block E. To fully assess the proposal scheme, officers have agreed the scope of supporting documents with the applicant. The applicant's heritage assessment identifies the significance of designated/non designated heritage assets within a study area surrounding the application site, within Hammersmith & Fulham.
- 11.44. 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 as set out in paragraphs 214 and 215 of the NPPF as appropriate.
- 11.45. 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; b. applications affecting designated heritage assets, including alterations and extensions to buildings will only be permitted if the significance of the heritage asset is conserved or enhanced; c. applications should conserve the setting of, make a positive contribution to, or reveal the significance of the heritage asset. The presence of heritage assets should inform high quality design within their setting; 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 209 of the National planning Policy Framework; e. particular regard will be given to matters of scale, height, massing, alignment, materials and use; f. where changes of use are proposed for heritage assets, the proposed use, and any alterations that are

required resulting from the proposed use should be consistent with the aims of conservation of the asset's significance, including securing its optimum viable use; g. applications should include a description of the significance of the asset concerned and an assessment of the impact of the proposal upon it or its setting which should be carried out with the assistance of a suitably qualified person. The extent of the requirement should be proportionate to the nature and level of the asset's significance. Where archaeological remains of national significance may be affected applications should also be supported by an archaeological field evaluation; h. proposals which involve substantial harm, or less than substantial harm to the significance of a heritage asset will be refused unless it can be demonstrated that they meet the criteria specified in paragraph 207 and 208 (214 and 215 in the latest NPPF revision) of the National Planning Policy Framework; i. where a heritage asset cannot be retained in its entirety or when a change of use is proposed, the developer should ensure that a suitably qualified person carries out an analysis (including photographic surveys) of its design and significance, in order to record and advance the understanding of heritage in the borough. The extent of the requirement should be proportionate to the nature and level of the asset's significance; j. the proposal respects the principles of accessible and inclusive design; k. where measures to mitigate the effects of climate change are proposed, the applicants will be required to demonstrate how they have considered the significance of the heritage asset and tailored their proposals accordingly; l. expert advice will be required to address the need to evaluate and conserve archaeological remains, and to advise on the appropriate mitigation measures in cases where excavation is justified; and m. securing the future of heritage assets at risk identified on Historic England's national register, as part of a positive strategy for the historic environment.

- 11.46. The Council's Supplementary Planning Guidance SPD is relevant, in particular Key Principles AH1 (Information Requirements for applications for consent affecting heritage assets); AH2 (Protection of Heritage Assets); CAG1 (Land Use in Conservation areas); CAG2 (Urban Design in Conservation areas) and CAG3 (New Development in Conservation areas). 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.

Application site – Heritage constraints

Overview

- 11.47. Ravenscourt Park Hospital, the former Royal Masonic Hospital, was opened in 1933 as a private hospital funded by the Freemasons, was listed at Grade II with its associated boundary walls, gates, railings and planters in 1980 and subsequently upgraded to a Grade II* listing in 2010. The relatively short period between the building's construction and recognition as a statutory listed building is testament to the exceptional architectural and historical significance of the building. Awarded the RIBA Gold Medal in 1933 and the London Architecture Bronze medal in 1934, it was recognised at the time as the first major 'modern' building in the UK.
- 11.48. The significance of the listed building lies in its contribution to the Modern Movement and hospital design generally, the pioneering use of welded steel for the cantilevered balconies, the artworks including the Zodiac etched glass entrance doors and the Gilbert Bayes Sculpture and the intactness of the lavish interiors, particularly in Block A.

Heritage at Risk Register

- 11.49. The hospital was sold in 1992, reopened in 2002 as an NHS hospital and closed again in 2006. Walls within the landscaped garden were demolished as part of the implementation of an approved scheme for alternative hospital use (under application refs 2007/04211/FUL, 2007/04212/LBC & 2015/03600/CLE) but works stalled and the building has remained vacant. In light of the vacant condition of the building, the hospital campus is currently listed on the Historic England, Heritage at Risk Register. The building is referenced under Priority E, as being a heritage asset, under repair or in fair to good repair, but no user identified, or under threat of vacancy with no obvious new user.
- 11.50. Heritage officers from the LBHF have undertaken periodic visits to the site with Historic England, to review whether any urgent works are required to ensure that the building remains in the weatherproof and watertight condition. Following the acquisition of the site by the current application, minor works have been undertaken to secure the site, with security staff attending the building continuously. No further urgent works are necessary at this stage.

Detailed review of site-based assets

Ravenscourt Park Hospital

- 11.51. The original hospital site, all listed at Grade II* comprises four interconnecting steel-framed blocks with shallow concrete floors, 2-inch red brick walls and exposed aggregate concrete details. Each block has a distinct character relating to its original function:
- Block A- 3 storey T-shaped block facing Ravenscourt Park. The former administrative block, it is noted in the list description as being lavish and virtually unaltered. This is considered to be the most significant building as part of the campus.
 - Block B- 5-storey U- shaped ward block, the original plan form is predominantly intact. South-facing, deep cantilevered balconies at the end of each wing. Axial garden with hard landscaping noted specifically in list description.
 - Block C- 5-storey annex block with a projecting ground floor with bowed ends formerly used as a waiting room for ambulance patients at ground floor and linen store above.
 - Block D- 3 storey surgical block, large second floor windows showing former function.

Boundary walls, gates, railings and planters

- 11.52. In addition to Blocks A-D, the boundary walls, gates, railings and planters of the hospital complex are also Grade II* listed and comprise:
- Red brick boundary walls with raked joints and metal railings;
 - Art Deco metal gates with circular motif;
 - Brick forecourt garden wall with brick and concrete planters;
 - Hard landscaping in garden courtyard of Block B- this has been altered since the original 1980 listing but originally would have incorporated a raised stone and brick

terrace with brick steps leading to diamond-shaped paved court with a sundial and long, rectangular pond with a fountain.

- Original lamp standards are also located in the semi-circular front drive.

Buildings not of special interest

11.53. As noted in the detailed list description, prepared by Historic England, the following blocks were considered to lack special interest, and consequently are not included in the description:

- Block E- 1978, connected to the building by a bridge;
- Wakefield Wing- 1959- nursing home now unconnected to the building but historically joined by a bridge.

11.54. Historic England carried out an additional review of Block E following a request from a member of the public to amend the hospital listing and concluded the following in their report issued on 12th September 2024:

E Block is not without some architectural and historic interest, but this falls short of what would constitute special interest, either when considered in isolation or as an extension to the Royal Masonic Hospital.

11.55. This conclusion is important given that the proposal scheme seeks consent to demolish these structures in their entirety.

11.56. The hospital site is also located within the Ravenscourt and Starch Green Conservation Area.

Ravenscourt and Starch Green conservation area

11.57. The Ravenscourt and Starch Green conservation area was designated in 1974 and extended in 1982, 1990 and 1991. Ravenscourt Park forms the heart of the conservation area and forms an attractive setting for the surrounding streets, which evolved from the 18th Century.

11.58. The conservation area covers a considerable part of the Borough up to its western boundary southwest of Shepherds Bush and west of the centre of Hammersmith. As such, the conservation area is split into several sub-areas, which have their own distinctive character, as part of the wider conservation area designation. The area within which the application site is found is referred to as Sub-Area A-Ravenscourt Park and surrounding streets and contains the oldest built heritage in the conservation area and the park, which is a remnant of the former grounds of the manor of Palingswick.

Surrounding Heritage Assets

11.59. Surrounding the site are small scale Victorian residential properties, several of which are statutory or locally listed (see relevant section below). Scoped into the applicant's heritage assessment are the following statutory listed buildings listed at Grade II:

- 11 Ravenscourt Square
- Administration block to Queen Charlotte's Maternity Hospital

- Royal Masonic Hospital Nurses' Home
- 27 and 29 Ravenscourt Gardens
- 35 and 37 Ravenscourt Gardens
- 39 and 41 Ravenscourt Gardens
- 43 and 45, Ravenscourt Gardens
- 47 and 49, Ravenscourt Gardens
- 44 Ravenscourt Gardens
- 46 and 48 Ravenscourt Gardens
- 50 and 52, Ravenscourt Gardens
- 54 and 56 Ravenscourt Gardens
- 58 and 60 Ravenscourt Gardens
- 62 and 64 Ravenscourt Gardens

11.60. In addition, 9, 15 and 17 Ravenscourt Square are also identified as locally listed, (Buildings of Merit) and adjoin the current application site boundary to the north of the existing E Block.

Demolition

11.61. As discussed above, the application site is situated in the Ravenscourt and Starch Green conservation area and the existing Block E is proposed for demolition. Some demolition and strip out affecting the historic hospital building would also occur to facilitate the conversion of the buildings. The assessment therefore covers the impacts of demolition in the first instance.

Demolition of the buildings currently occupying the site - Block E

- 11.62. The existing Block E is a former surgical block, brick with zinc roofs by Watkins Gray Woodgate, dating from 1978 and connected to the main building by an obtrusive and utilitarian bridge. The associated walkway and close proximity to the original buildings have resulted in an adverse impact on the setting of the Grade II* listed building and some loss of historic fabric where the bridge meets Block D. It is noted in the list description that this building and the 1959 Wakefield Wing lack special interest and are not included in the listing. The Ravenscourt and Starch Green character area appraisal (1999) states in reference to Ravenscourt Square -*The view south is disappointing with the bulky modern buildings which form part of the Royal Masonic Hospital being prominent.*
- 11.63. Officers consider that the current Block E is considered to detract from the setting of the Grade II* listed hospital, the locally listed building of merit 17 Ravenscourt Square and to the wider conservation area.
- 11.64. During pre-application discussions, further justification for the option to retain the building was requested. As described in section 1.1 of the second Design and Access Statement Addendum, it was concluded that retention and conversion of the block was not feasible due to the extent of structural alterations that would be required to convert the existing building from its designed medical use which includes limited access to natural light, deep floorplates, deep down stand beams and a cantilevered 1st floor.
- 11.65. Consequently, in light of this information and the fact that the listing description for the site quite clearly excludes Block E from listing, the demolition of the current Block E is

considered acceptable and would not result in any harm to surrounding heritage assets. The Heritage Statement, submitted in support of the application, includes recording of this block in terms of a written description and photographs to clearly describe its role and function in supporting the previous hospital use of the site. As such, further recording of this element is not considered necessary in this instance.

Strip out and demolition within Blocks A-D

- 11.66. The works required to facilitate the conversion of Blocks A-D would necessitate the loss of some historic fabric to accommodate the proposed conversion. However, the application takes a heritage-led approach with a detailed heritage assessment identifying areas containing fabric of differing levels of historic and architectural interest. The proposals prioritise the retention of historic fabric of the highest level and where fabric removal is proposed, it is clearly justified. The works need to be weighed up against the public benefits of the scheme in accordance with the requirements of the NPPF.

Demolition - Assessment of conservation area harm

- 11.67. As noted above, the existing E Block does not make sufficient positive contribution to the character and appearance of the conservation area, and its demolition is not considered to be harmful in this regard. Instead, it is considered that the removal of the building and the associated walkway would have a positive impact on the setting of the listed hospital as well as the adjacent locally listed, (building of merit) 17 Ravenscourt Square.

Site based assets - Assessment of harm

Ravenscourt Park Hospital

General external changes across blocks

- 11.68. Fenestration- As shown in the submitted window study, the majority of windows in the buildings are non-original and the proposal seeks consent to change windows to Crittall-style steel windows in keeping with the original design intent of the building as such these changes would be of heritage benefit. Where changes to sills and additional windows are proposed, these are minimal and justified and changes to the principal facades are very limited. It is considered that these changes would not cause harm to the significance of the heritage assets.

Interventions for accessibility

- 11.69. A limited number of interventions are proposed in Blocks A, B and D to facilitate level access to the buildings. These changes are minimal and justified and have been considered to ensure the heritage significance of each block is retained, including discussions with the Inclusive Design Review Panel (IDRP), to retain the original entrance to Block A whilst providing a good quality accessible entrance at a prominent location relative to the access to the development.

Block A

Exterior Works

- 11.70. The works to the exterior of Block A and the subsequent reinstatement of boundary treatments and landscaping, including the opening up of the site to facilitate access is considered to have a positive impact on the significance of the Grade II* listed building and

the character and appearance of the wider conservation area. Inclusive access has been sensitively included in the scheme and incorporates comments raised by the Inclusive Design Review Panel (IDRP). The setting of surrounding statutory and locally listed buildings would be unaffected by the works to Block A due to their visual separation.

Internal Works

- 11.71. The works to Block A are minimal and seek to sensitively refurbish the existing spaces. Original stairwells and lifts are preserved. The works are not considered to cause harm to the significance of this part of the listed building.

Block B

Exterior Works and Extensions

- 11.72. The proposed addition to Block B would result in some harm to the significance of the listed building through the loss of historic fabric required to facilitate the roof addition and the introduction of an extension to a previously unaltered roofscape which would be visible in wider views, particularly view RV11 from the railway. The proposed extension follows a lightweight and high-quality design which references the architectural character of the host building and enables the clock tower to remain the most prominent element of the facade.

Internal Works

- 11.73. Internally, the proposals seek to preserve the plan form and circulation routes of the original ward block on the ground floor and retain the original stairwell and lifts. There is some loss to floor plan and circulation routes at upper floors required to facilitate the conversion to residential use, however most intervention has been focused on the areas of lowest heritage value as identified in the heritage assessment. Whilst there is considered to be some harm caused by the proposed changes, these works are considered to sit on the very low end of less than substantial harm considering the NPPF test.

Block C

Exterior Works

- 11.74. The single storey addition proposed to Block C would result in some harm to the significance of the listed building through the introduction of non-original additions to create additional window apertures and functional residential layouts, however the proposed extensions are sympathetic and in keeping with the architectural and historic character of the host building. The harm is considered to sit on the very low end of less than substantial harm, again in accordance with NPPF test.

Internal Works

- 11.75. It is noted that Block C has been extensively modified internally, and Block C is of less heritage sensitivity than Blocks A and B.

Block D

Exterior Works

- 11.76. Views of Block D are predominantly limited to close range views within the hospital site. The two-storey extension proposed is lightweight, high quality and set back from the parapet of the existing block. It is noted that Block D is of lower heritage sensitivity than

Blocks A and B and the removal of the connecting bridge would result in an improvement to its setting.

Internal Works

- 11.77. Stairwells in Block D will be removed; however, it is noted that these relate to a secondary stair in function and appearance and the additional stair and lift cores are required for compliance with fire and safety regs. It is also noted that the block has undergone substantial internal alterations which limit the extent of harm. It is considered that the proposed works to Block D would result in less than substantial harm at the very low end of the scale in terms of the NPPF test.

Block E and Landscaping

- 11.78. The setting of the original hospital buildings would be improved by the removal of the existing Block E and the high-level walkway and their replacement with the contextual and high-quality new building proposed. The existing adverse impact on views of the building, as noted in the Ravenscourt and Starch Green conservation area appraisal would be resolved and therefore the visual performance of the hospital campus, improved by the changes.
- 11.79. The proposals also seek to reinstate the original landscaping of the communal garden adjacent to Block E and introduce areas of soft landscaping on previous areas of hard standing. The layout, materials and details of the new landscaped spaces reference the architectural language of the original building. A new pedestrian access route east-west to the north of the site, improving accessibility and securing a high-quality public realm. An existing mature copper beech tree will be relocated as part of the proposals and 22 existing trees retained. 43 new replacement trees are also proposed. The landscape improvements and reinstatement works are considered to have a heritage benefit and to enhance the setting of the listed building and the character and appearance of the wider conservation area.

Ravenscourt and Starch Green Conservation Area

- 11.80. Ravenscourt Park forms the heart of the Ravenscourt and Starch Green conservation area and the improvements to the boundary treatment and landscaping fronting Block A will enhance its setting. The refurbishment of a currently empty building and the access opportunities created by the proposed community use will also have clear benefits.
- 11.81. The proposed new extensions to the building are high quality and visually lightweight, enabling the architectural form and key features of the host buildings to remain legible. Where these extensions are visible as shown in the verified views, their effect would be to preserve the character and appearance of the conservation area, as required by Section 72 of the Planning (Listed Buildings and Conservation Areas Act) 1990 and Policy DC8 of the Hammersmith and Fulham Local Plan (2018).
- 11.82. Increased visibility of the new Block E in wider views has been assessed in detail in the Visual Impact Assessment and is considered to cause no harm with the exception of the increase in visibility behind properties adjacent to the northern site boundary on Ravenscourt Square which subsequently impacts on the wider setting of the conservation area in this view. The impact of this is considered below in conjunction with an assessment

on the setting of statutorily listed and locally listed Buildings of Merit affected in the same viewpoint.

- 11.83. As such, officers consider that the proposals would result in less than substantial harm, to the low end of the range of less than substantial harm to the conservation area.

Other heritage assets impacted by the proposals

- 11.84. Whilst the applicant's Heritage assessment has identified a group of statutory listed buildings to the south of the application site which should be considered in terms of impact to their setting, officers conclude that there would be no harmful impacts arising from the proposals upon these assets with their setting and significance preserved. However, there is a group of locally listed, (buildings of merit), (9, 15 and 17 Ravenscourt Square), and a Grade II listed building, (11 Ravenscourt Square), adjacent to the northern site boundary for which there would be some impact upon setting. The erection of Block E would result in changes to the setting of these assets when facing south from Ravenscourt Square with the upper part of the block and the top window appearing behind the buildings, as seen in Viewpoint VP07.
- 11.85. The proposed development is considered to result in some harm to the setting of these heritage assets and the wider setting of the conservation area through increased visibility in this view. However, bearing in mind the visibility of the existing E block, the high-quality appearance of the new block and the relatively low scale of the new development which does not over dominate the buildings.
- 11.86. As such, it is considered that the harm caused by this to the character and appearance of the conservation area and the setting of the identified designated and non-designated heritage assets would be to the lowest end of less than substantial harm, considering the NPPF test.

Townscape

- 11.87. Given the scale of the proposed development, the proposals are not considered to have any significant townscape impacts upon mid and long-range townscape views. There would be no impact on strategic views and landmarks identified in the London Plan and locally important views identified on the Policies Map contained within the Local Plan would be maintained. Any change to townscape views would mainly be within localised views, particularly those from Ravenscourt Park and looking south towards Ravenscourt Park Gardens. Notwithstanding this limited extent of visibility, the application is supported by a Townscape and Visual Impact Assessment which includes viewpoints of the site from 12 positions and follows Guidelines for Landscape and Visual Impact Assessment, 3rd edition, 2013 (Landscape Institute and Institute for Environmental Management and Assessment) (GLVIA3); and Visual Representation of Development Proposals, 2019 (Landscape Institute Technical Information Note 06/19).
- 11.88. Using the criteria for assessment set out in these methodologies, the TVIA concludes that only Representative View 7 (Ravenscourt Square looking South) would cause adverse harm. This concurs with officers' assessment- there would be a loss of delineation between the roof profiles of the buildings on Ravenscourt Square and the new block behind and the existing glimpsed view of Block B would be obscured. It is noted however that the roofline of Nos.9 and 11 Ravenscourt Gardens would predominantly remain clear and the high-quality design, including articulated brickwork of the new Block provides some mitigation

to the visual impact. Whilst there would be some less than substantial harm caused to the setting of the buildings in this view, it is considered that the relatively small height increase, the high-quality design and considerable distance of the view behind the tennis courts would result in the very low end of less than substantial.

- 11.89. It is considered that the Proposed Development would be compatible with the scale and character of existing development on Site and within the local townscape context, respecting the architectural design, scale and form of the original building. The Proposed Development would integrate with the existing quality and appearance of key views and provide a positive response through high quality architectural detailing, use of materials, landscape design and improved relationship to the local streetscape. The Proposed Development has therefore been shown to address policy and guidance set out in NPPF Chapter 12 as supported by PPG, London Plan Policies D3 and HC3 and LBHF Policies DC1, DC4 and DC7.

Design, heritage and townscape conclusion

- 11.90. The proposal scheme would bring forward a scheme of a high-quality of design with a scale and massing considered to be acceptable.
- 11.91. From a heritage perspective, it is noted that the development would result in some alterations to floor plan and circulation routes and the introduction of extensions to the original buildings resulting in some loss of historic fabric. Officers consider that the proposed works are justified and limited to areas of least heritage significance and the proposals would result in less than substantial harm, to the lower end of the scale to the significance of the Grade II* listed building.
- 11.92. The proposed extensions are lightweight and sympathetic to the host building and their addition is not considered to cause harm to the character and appearance of the wider conservation area. The works are also not considered to result in harm to the setting of other locally listed buildings of merit found within close proximity to the site.

Summary of harm caused by the development

- Less than substantial harm, to the low end of the range of less than substantial harm to the Grade II* Ravenscourt Park Hospital complex.
- Less than substantial harm, to the low end of the range of less than substantial harm to the Ravenscourt and Starch Green Conservation Area
- Less than substantial harm, to the low end of the range of less than substantial harm to the setting of the Grade II, 11 Ravenscourt Square.
- Less than substantial harm, to the low end of the range of less than substantial harm to the setting of the group of locally listed, (buildings of merit), (9,15 and 17 Ravenscourt Square)

Optimum Viable Use

- 11.93. Considering what is the Optimum Viable Use ('OVU') of Ravenscourt Park Hospital, requires a two-stage approach. First, any potential uses are assessed to determine whether or not they are viable; in particular consideration is given as to whether those uses can be rendered 'viable' in the sense of providing a workable, long-term future for the assets. In this regard the PPG states: 'Putting heritage assets to a viable use is likely to lead to the investment in their maintenance necessary for their long-term conservation. It is important that any use is viable, not just for the owner, but also for the future conservation of the asset. It is obviously desirable to avoid successive harmful changes carried out in the interest of repeated speculative and failed uses.'
- 11.94. Secondly, it is necessary to identify the Optimum Use of Ravenscourt Park Hospital. The Optimum Use is the use that will cause least harm to the heritage asset. Again, the focus is on the long-term; in this regard, the PPG states: 'If there is only one viable use, that use is the optimum viable use. If there is a range of alternative uses, the optimum use is the only one likely to cause the least harm to the significance of the asset, not just through necessary initial changes, but also as a result of subsequent wear and tear and likely future changes.'
- 11.95. If the Optimum Use can be rendered viable, then that use is the OVU. If that use cannot be rendered viable, then consideration passes to such other of the various uses under consideration, as would cause the 'next least' degree of harm to the heritage asset. If that use can be rendered viable, then that use is determined as the OVU. The PPG states: 'The optimum viable use may not necessarily be the most profitable one. It might be the original use, but that may no longer be economically viable or even the most compatible with the long-term conservation of the asset. However, if from a conservation point of view there is no real difference between viable uses, then the choice of use is a decision for the owner.'
- 11.96. The purpose of the Planning Practice Guidance is to provide further guidance on the application of the NPPF which includes a requirement for the planning process to 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.
- 11.97. The proposals provide a comprehensive, master planned approach to restoring and redeveloping the Ravenscourt Park Hospital complex by retaining and enhancing the core buildings and landscape setting of the hospital, whilst replacing other buildings of less significance with new buildings introducing new/comp complementary uses. The proposals incorporate robust methodologies for the restoration of the existing buildings which have been vacant since 2006 and are listed on the heritage at risk register. The proposals also seek to improve the landscape setting of the development opening this up to Ravenscourt Park, providing new community uses and accessibility to Block A, (the most significant heritage asset), and improving public access between the site and Ravenscourt Square.
- 11.98. Officers consider that the ideal optimum use of the Ravenscourt Park Hospital complex would, in the first be the continuation of their original use as a hospital functions, particularly due to their purpose-built design and the character and proportions of the spaces. However, in light of the extant consent for the reuse of the site, (Application references: 2007/04211/FUL and 2007/04212/LBC), which have not progressed since being implemented, following earlier unsuccessful marketing activities, the only conclusion that can be reached is that alternative OVUs should now be considered.

- 11.99. As part of the Financial Viability Assessment supporting the development, the applicant has submitted an alternative scheme, for the redevelopment of the site following a Later Living development to Blocks A – E and a new Care Home in Block F. which was considered through review to be less viable than the current proposal. Furthermore, although the alternative scheme would result in a similar level of harm to the current proposals, the proposals would result in the loss of a key public benefit of the scheme, that being the community use proposed for Block A. Given the mixed-use approach taken by the developer team, it is helpful to consider the current alternative uses on a block-by-block basis.
- 11.100. Block A - Officers consider that the optimum use of Block A in heritage terms would be through the change of use of this block to a community use. Through this approach, the community use would enable public access to the most significant space within the development and would also enable the restoration of its plan form and internal detailing. This is not considered to result in any harm to the significance of this block.
- 11.101. Blocks B – D - Officers consider that the optimum use of Blocks B – D would be through change of use to a residential flatted development. As part of this approach, it is acknowledged that the infill in rooftop extensions proposed would result in harm to the heritage asset, that being less than substantial harm.
- 11.102. However, the proposal would allow for the restoration of external appearance of the historic assets, and a managed change to the plan form and character and proportions of the internal spaces, to ensure that their historic functions can be clearly acknowledged. Extensions to these blocks are design with a high-quality of architecture, appearance, and materiality allowing the more historic features of the building to retain their prominence from key external and internal views of the site. Works would also include the full restoration of the landscaped courtyard to Block B and other key spaces across the site to be upgraded.
- 11.103. The other public benefits of the scheme including provision of new housing, and affordable housing are considered elsewhere in this report.

Heritage Benefits

- 11.104. In accordance with para. 215 of the NPPF, the less than substantial harm identified to the application site as a Grade II* Listed Building, and the Ravenscourt and Starch Green conservation area, and to the setting of adjacent heritage assets has been weighed against the clear heritage and public benefits delivered by the scheme. These include:
- Securing a **new viable use for the Grade II* former Royal Masonic Hospital, which has been vacant since 2006** and included on Historic England's Heritage at Risk Register. The new uses would be in the interests of its long-term conservation as a listed building and removing the risk of further deterioration through continued vacancy;
 - Provision of a programme **of external and internal repairs and refurbishment to enable the full restoration** of the Grade II* former Royal Masonic Hospital;
 - Provision of **enhanced and restored landscaping** (including new planting) and external amenity space across the Site, which would enhance the character and

appearance of the immediate setting of the Grade II* former Royal Masonic Hospital and its contribution to the Ravenscourt and Starch Green Conservation Area;

- **Improving internal access and use of the Grade II* former Royal Masonic Hospital** through new community uses located within the Block A, which is an area identified as having exceptional heritage value, and
- **Repairing and refurbishing historic materials and decorative features** (internally and externally) in areas of high heritage interest, where the plan form and/or fabric would be retained.

11.105. Taking a balanced and weighted judgement, as required by paragraphs 215 and 216 of the NPPF, officers have assessed the impact of the proposal on the heritage assets. There would be some harm on the lower end of less than substantial harm, alongside harm to local heritage significance, through the alterations to floor plan and circulation routes and the introduction of extensions to the original buildings resulting in some loss of historic fabric. However, it is considered that this harm would be outweighed by the substantial heritage and public benefits that the proposal would deliver, (public benefits which are referred to elsewhere in this report, including the concluding sections).

11.106. In assessing the application, the local planning authority has also had special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses, as required by Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990. As required by Section 72 of the same Act, special attention has also been paid to the desirability of preserving or enhancing the character or appearance of that area. Whilst the proposals do result in some minor harmful impacts, these impacts are significantly outweighed by the heritage benefits of the scheme, which would restore and bring the hospital campus back into a longer-term use.

11.107. As such, the proposals are considered to provide a viable proposal to enable the preservation of the buildings forming the hospital complex. Furthermore, given the nature of the hospital complex as a fundamental component of the significance of the Ravenscourt and Starch Green conservation area, the proposals would also enable preservation of the wider conservation area, when considered as a whole. Consequently, it is appropriate to grant planning permission and listed building consent, having regard to and applying the statutory provisions in Sections 66 and 72 of the Planning (Listed Buildings and Conservation areas) Act 1990 and the NPPF.

11.108. The proposal is also in line with national guidance in the NPPF and strategic local policies on the historic environment and urban design. Overall, the Proposed Development is considered acceptable having regard to the NPPF, Policies D3, D4, D6, D8, and HC1 of the London Plan (2021) and Policies DC1, DC2, DC7 and DC8 of the Local Plan (2018).

12. Landscaping, Open Space, Biodiversity and Play Space

12.1. **NPPF Section 8** emphasises the importance of healthy and safe communities (including play spaces), **Section 12** emphasises the importance of achieving well-designed places and **Section 15** emphasises the importance of conserving and enhancing the natural and local environment.

- 12.2. **London Plan Policy D6 (Housing quality and standards)** requires developments to consider the provision of public, communal and open spaces. **Policy G5 (Urban Greening)** states that major development should contribute to the greening of London, incorporating measures such as high-quality landscaping, green roads, green walls and nature-based sustainable drainage. **Policy S4 (Play and informal recreation)** further requires the provision of good quality, well-designed and stimulating play and informal recreation provision for children, including trees and greenery where possible. **NPPF. Para. 135** states that planning decisions should ensure that developments would function well and add to the overall quality of the area and are visually attractive as a result of appropriate and effective landscaping as well as good architecture and layout.
- 12.3. **Local Plan Policy OS1 (Parks and Open Spaces)** states that the Council would protect, enhance, and increase the provision of parks, open space and biodiversity in the borough. **Policy OS3 (Play space for Children and Young People)** states that proposals should not result in the loss of existing play space or an increased deficiency in the availability of such play space. It requires well-designed provision of accessible, inclusive, safe and secure communal play space in new residential developments to cater to the needs of all children. The scale and nature of its provision should be proportionate to the scale and nature of the Proposed Development. **Policy OS5 (Greening the Borough)** seeks to enhance biodiversity and green infrastructure in the borough by (inter alia) maximising the provision of gardens, garden space and soft landscaping, and seeking green and brown roofs and planting as part of new development; seeking retention of existing trees and provision of new trees on development sites; and adding to the greening of streets and the public realm.
- 12.4. In this case, although much of the application site is built upon, the existing buildings are sited within mature landscaping, which includes 66 individual trees and 4 groups of trees, a number of which are protected by way of a Tree Preservation Order, in addition to the general protections provided by virtue of the location of the site within the Ravenscourt & Starch Green Conservation Area.
- 12.5. The site has no specific environmental designations, however Ravenscourt Park to the immediate east of the site, is an open space designated as a Site of Importance to Nature Conservation (SINC) in the Development Plan.

Open Space & Landscaping

- 12.6. The site wide approach is set out in the Landscape Strategy prepared by Logika. This sets out the principles informing the strategy, and how it relates to the heritage significance of the existing buildings and the wider setting.
- 12.7. It identifies 7 key spaces within the grounds, which are shown in figure 5 and as summarised below:
- 1. Historic garden: a formal garden in an art deco style, forming the main communal space which would be restored to reflect the original vision for the space.
 - 2. New Ravenscourt Square: a new public space also providing emergency access to the development, characterised by hard landscaping with a focal pop-jet water play feature and seating to provide a place to linger.
 - 3. A green pedestrian street which would run between Blocks D and E: a pedestrian route through the site which would provide landscaping and seating, incorporating an accessible route into Block D.

- 4. Residential amenity courtyard: a secluded communal area for residents that would provide a play space, seating and an opportunity for outdoor dining.
- 5. Copper beech courtyard: a predominantly hard landscaped area providing emergency access with a planted central space incorporating a mature Copper Beech tree transplanted from elsewhere in the site.
- 6. Public entrance area: a space that incorporates servicing access for the community facility within Block A, and soft landscaping that creates an appropriate junction between the site and Ravenscourt Park.
- 7. Care home sensory garden: a sensory garden with extensive seating and raised beds together with some play for children.



Figure 5 Landscape Masterplan

- 12.8. In addition to these key spaces, the landscape strategy includes extensive living roofs, and the landscaping is anticipated to deliver an Urban Greening factor of 0.406, which would be compliant with the target score of 0.4 for residential let developments, as set out in London Plan policy G5.
- 12.9. There are a number of existing mature trees on the site, of which 23 are being retained, and one, a category A *Fagus sylvatica* 'Purpurea' is to be relocated from a position within the footprint of the proposed replacement Block E, to the Copper Beech Courtyard. The existing TPO trees, all of which are located along the eastern side of the access leading from Ravenscourt Gardens, are to be retained.
- 12.10. 32 trees are proposed to be removed, all of which are category C except for 2No. Eucalyptus trees and a group of Eucalyptus trees which are growing within the historic garden very close to the listed building and a group of Eucalyptus trees which are growing within the original water feature within the historic garden. The group have already caused harm to the historic landscaping, and there is a risk that the individual trees may in due course cause harm to the heritage significance and fabric of Building B itself. For these reasons their loss is supported in the interests of good landscape management. It is also noted that Eucalyptus is non-native and of limited biodiversity value.

- 12.11. An Arboricultural Impact Assessment including Tree Survey has been submitted in support of the application, undertaken by Arbtech reference TSR 01B and AIA 01B, however the scope of this document is restricted to a tree survey, noting at Section 6 “Recommendations” that “we have not seen the proposed scheme”. The arboricultural impacts of the proposal are shown on the Logika drawing 13691A-30-C11-30, and no details have been provided of either tree protection measures to safeguard the trees to be retained, or a method statement for the proposed transplanting of the category A *Fagus sylvatica* ‘Purpurea’. As such, conditions requiring the submission, approval and implementation of an arboricultural impact assessment, arboricultural method statement and tree protection plan prior to any demolition or construction works commencing and a detailed method statement for the transplanting of the category A *Fagus sylvatica* ‘Purpurea’ are suggested. If the proposed transplanting of the tree is not achievable, or the tree dies as a result of the works, it is suggested that a suitable alternative is planted, and a compensatory Capital Asset Value for Trees (CAVAT) contribution, based on the proposed location of the *Fagus sylvatica* ‘Purpurea’, is secured by way of an “either/or” mechanism within the s106 legal agreement associated with the application to mitigate the loss of this specimen to the long term landscaping of the development, the funds being used to offset the loss of this mature tree and provide compensatory planting for biodiversity and to address climate change local to the site.
- 12.12. In addition, a condition requiring the submission of details of the construction, seeding and ongoing maintenance of all living roofs prior to above ground works in order to ensure a satisfactory appearance to the development and achievement of the expected biodiversity, SuDS and climate change mitigation outcomes associated with roof top planting.
- 12.13. The proposed landscaping strategy includes the provision of additional hard and soft landscaping, including the planting of 43 trees, most of which would be native species and semi-mature.
- 12.14. The proposed landscaping strategy is considered to be appropriate given the setting, however further details of the detailed planting regime and ongoing maintenance (notwithstanding the landscaping management plan included within the Residential Management Plan) are required by way of condition, alongside a maintenance and upkeep compliance condition requiring the replacement of diseased, damaged or dead plants within the following planting season. In light of the sensitive location of the site within a conservation area and adjacent to the Ravenscourt Park SINC, this condition should cover a period of 10 years.

Play space

- 12.15. London Plan Policy S4 and the Mayor’s Play and Informal Recreation SPG (2012) require developments to provide 10sqm of play space per child generated by the scheme.
- 12.16. In this case, the proposed landscape strategy allows for 470m² of child play space, which would include 270m² of doorstep plan within the public entrance area, green pedestrian street and residential amenity space, of which the first two areas would be publicly accessible between 0700 and 1900 daily, whilst the play space within the residential amenity space would be restricted to use by occupiers. In addition, a 137m² of water play space is proposed within the publicly accessible New Ravenscourt Square and green pedestrian street, which would each include a pop jet feature and playable rain gardens. The care home sensory garden would also include 63m² of multifunctional, transgenerational play space incorporating boulders and a giant swing, which would also

be restricted to private use by occupiers.

- 12.17. The level of provision exceeds the requirements of the London Plan, which based on a child yield for the development of 31.8, would only necessitate a requirement of 317sqm required, however an overprovision is welcomed as it does not impinge upon the urban greening factor metric, and offsets the fact that 28% of the play space would not be publicly accessible at any time, and only 25% available 24 hours a day to the public.
- 12.18. Notwithstanding the above, the landscape strategy provides a generous quantum of doorstep play for younger children in particular, some of which would be suitable for use by older children, and there is some provision for incidental play on the way features, such as the playable rain gardens. Although there is limited provision for older children, this is mitigated by the close proximity of the site to Ravenscourt Park which has a play area for older children (5 – 13 years) and other facilities suitable for teenagers such as tennis courts, astroturf pitches and a wildlife garden.
- 12.19. A condition is recommended requiring the submission of details of the proposed play space facilities and their implementation prior to occupation in the interests of ensuring that the children of the development are properly provided for in terms of physical and mental stimulation.

Biodiversity & Ecology

- 12.20. Changes to the Environment Act introduced a mandatory 10% Biodiversity Net Gain (BNG) target for planning applications submitted from Monday 12th February 2024. To this end, an Ecological Impact Assessment undertaken by Logika reference 13691A-30-R04-04-F dated 24th November 2023 and a Biodiversity Metric Calculation demonstrating a net increase of 33.42% have been provided in support of the application.
- 12.21. The Council's Ecology Team have commented on the proposals. Whilst noting that the proposals go beyond the national BNG target, concern is raised that habitats of value including are being lost as a result of the redevelopment and being replaced with more ecologically sterile environments. This is acknowledged at para 9.1.2.4 of the Ecological Impact Assessment which states that "the trading rules are not satisfied as the loss of scrub habitats across much of the Site means that replacement with the same broad habitat type is not being fulfilled (e.g. the masterplan shows different habitats being created), although a cogent argument is made that the increase in biodiversity units on site and the presence of scrub in the local area offsets this.
- 12.22. Nonetheless, to mitigate the loss of these on-site habitats and their replacement with a non-equivalent habitat type, it is requested that opportunities for artificial nesting are secured by way of condition.
- 12.23. The conclusions in respect of bats are supported and as such a demolition environmental management plan is not required on ecological grounds (albeit one may be necessary for other reasons), however the submission and approval of construction environmental management plan prior to commencement of works

13. Neighbouring Amenity

- 13.1. **Local Plan Policy HO11** addresses detailed residential standards and, in seeking a high standard of design, seeks to ensure the protection of existing residential amenities; 'including issues such as loss of daylight, sunlight, privacy and outlook'. **Local Plan Policy DC2** states that all new builds must be designed to respect good neighbourliness and the principles of residential amenity.
- 13.2. **Paragraph 130 (c) of the NPPF** states that Local Planning Authorities should refuse applications which they consider fail to make efficient use of land for housing, and in this context, authorities should take a flexible approach in applying policies of guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site.
- 13.3. The proposed development would introduce additional built form to the existing retained buildings in the form of single and two storey roof extensions and infill extensions, together with an additional part 3, part 5 storey building in the north of the site which would replace the existing part 2, part 3 storey building (both known as Block E), as described in detail above in section 4 of this report.
- 13.4. Consideration of the impact of development on the occupiers of neighbouring properties generally relates to daylight, sunlight and overshadowing; overlooking and loss of privacy; disturbance as a result of noise or vibration. These are considered in detail as follows.

Daylight, Sunlight and Overshadowing

- 13.5. The introduction of new built form would have the potential to result in additional impacts in respect of daylight, sunlight and overshadowing; however, the degree of impact is directly related to the scale of proposed development and the spatial relationship between existing and proposed.
- 13.6. The **BRE publication 'Site Layout Planning for Daylight & Sunlight: A Guide to Good Practice 3rd edition (2022)'** ("the BRE Guidance") is typically used to assess daylight, sunlight and overshadowing. The introduction to the guide however stresses that it should not be used as an instrument of planning policy and should be interpreted flexibly because lighting is only one design factor for any scheme.
- 13.7. The BRE Guidance sets out guidelines and methodology for assessing daylight into a room including the Vertical Sky Component (VSC) which measures the proportion of the sky that can be seen from a point in the centre of the window, and plotting of the no sky line (NSL) which is a measurement of the area of a room which can or cannot receive direct sunlight (also known as daylight distribution).
- 13.8. Sunlight assessment is based on annual probable sunlight hours (APSH) and winter sunlight hours, a measurement of the total number of hours during the day and winter respectively (allowing for average cloud conditions) that a window could be expected to receive sunshine.
- 13.9. In terms of overshadowing of gardens and open spaces the BRE guidance recommends that for an open space to appear adequately sunlit through the year, more than half of the space should receive at least two hours of sunlight at the March equinox.
- 13.10. In this case, there are residential properties located to the north (4 buildings fronting onto

Ravenscourt Square), south (10 buildings fronting onto Ravenscourt Gardens) and east (6 buildings, including a block of flats, fronting onto Ravenscourt Park) of the application site, and a nursing home located to the west. The impact on these properties is considered in a Daylight and Sunlight Report dated 20th November 2023 undertaken by Consil which was submitted in support of the application.

13.11. The report sets out the results of computer modelling undertaken of the proposed development and assesses the findings in relation to the advice set out in the BRE guidance.

13.12. The following properties were assessed:

- 20 to 23 Ravenscourt Park;
- Westside, Ravenscourt Park;
- 31 to 49 Ravenscourt Gardens (odd numbers);
- Chiswick Nursing Centre, Ravenscourt Gardens;
- 20-26 Ravenscourt Square;
- 9 to 17 Ravenscourt Square (odd numbers).

13.13. The findings of the report are summarised in the following table:

Buildings	Daylight	Sunlight	Overshadowing	Officer notes
20 to 23 Ravenscourt Park	Compliant with BRE guidance	Compliant with BRE guidance	Compliant with BRE guidance	Sunlight not assessed for north facing windows
Westside, Ravenscourt Park	Compliant with BRE guidance	Compliant with BRE guidance	Not considered - gardens are to the south of the proposed development	
31 to 49 Ravenscourt Gardens (odd numbers)	Compliant with BRE guidance	Sunlight not assessed as buildings are to the south of the site	Not considered - gardens are to the south of the proposed development	
Chiswick Nursing Centre, Ravenscourt Gardens	Compliant with BRE guidance	Compliant with BRE guidance	Not considered - main amenity space is to the west of the building	Sunlight not assessed for north facing windows
20-26 Ravenscourt Square	Compliant with BRE guidance	Compliant with BRE guidance	Not considered - main amenity spaces are to the west of the buildings	Sunlight not assessed for north facing windows
9 to 17 Ravenscourt Square (odd numbers)	Compliant with BRE guidance	Compliant with BRE guidance	Compliant with BRE guidance	Small improvement in overshadowing conditions due to proposed building being set back further than the existing in relation to the neighbouring properties

Table 3 - Summary of Daylight, Sunlight and Overshadowing Analysis

- 13.14. The submitted report finds the impact of the proposed development on the residential amenity of the occupiers of 20 – 23 and Westside, Ravenscourt Park, 31 to 49 and Chiswick Nursing Centre, Ravenscourt Gardens (odd numbers), and 9 to 17 (odd numbers) and 20-26 would be within the advised thresholds set out in the BRE Guidelines in respect of daylight, sunlight and overshadowing in respect of both internal accommodation and external amenity spaces.

Overlooking and Privacy

- 13.15. Concern has been raised by third parties in relation to the potential of the proposals to result in additional overlooking to adjacent properties.
- 13.16. In respect of the main listed buildings, these were designed and built with extensive windows to provide natural light to the interior of the building, as well as substantial external balconies to allow patients to recuperate in the open air, in line with contemporary medical theory on the treatment of tuberculosis. These structures would have been intensively used throughout the history of the complex as an intrinsic part of its function as a hospital.
- 13.17. As such, it is not considered that the change of use of the existing buildings to residential accommodation would result in any significant additional overlooking to neighbouring properties over and above that which would have been associated with its historic and current lawful use. It is also noted that the introduction of structures to change the outlook to existing openings and external amenity spaces would have a detrimental impact on the heritage value of the listed buildings, which is not justified in the context of the level of additionality of impact on the residential amenity of neighbouring occupiers resulting from the change of use.
- 13.18. Notwithstanding the above, there are additional floors being introduced to Blocks B, C and D, as well as infill extensions between Blocks B and C and Blocks C and D. Although it is recognised that these would result in the introduction of additional openings and external amenity spaces, they represent a relatively minor increase in terms of the existing situation, which would not result in significant additional loss of privacy to existing residents. In the case of the infill extensions, these are located in the heart of the complex at the greatest distance from neighbouring properties, and as a result would have a limited impact on neighbouring occupiers by way of overlooking.
- 13.19. A single storey roof extension including roof terraces is proposed to Block A, which would be used for community purposes. Although the precise nature of the proposed activities expected to take place within this block is not yet finalised, they are anticipated to fall within Use Classes E, F1 or F2, and whilst the existing building has an extensive roof terrace which would be replicated (albeit at the different storey height) in the proposed development, it is acknowledged that this may give rise to different impacts to a hospital or residential use, and as such a condition is proposed to restrict the hours of access and use of the external terraces to this Block.
- 13.20. The proposal also includes the erection of Block E, a freestanding, part 3 storey, part 5 storey residential building in the north of the site which would replace an existing hospital building. This building would provide extra care accommodation, which in terms of its functioning would have a similar character and level of activity to the conventional housing elsewhere within the site, although there may be a small amount of additional use generated by care staff, although this is expected to be comparable to the historic use of the premises (and not all occupiers would have additional care requirements).

- 13.21. The layout of the proposed building mimics the existing building in having a reversed L-shape that “wraps around” the sports facility to the northeast of the site, although it has an increased height and massing.
- 13.22. The north terminal elevation has been pulled back from the boundary of the site with the rear gardens of 9 to 17 Ravenscourt Square (odd numbers) and the north elevation of the southern (east – west axis) limb of the building has been brought further north than the existing building, so that it is to the rear of 22 and 23 Ravenscourt Park rather than 20 and 21 Ravenscourt Park as existing, to allow the provision of a landscaped area between Blocks D and E. Thus, some neighbouring properties would be closer to the proposed building than the existing structure, and others would be further away.
- 13.23. It is recognised that the existing building, which is a later addition to the main complex and designed in the context of a different prevailing medical philosophy, does not have the same level of provision of external balconies and terraces as the buildings to be retained elsewhere within the site, and therefore that here, the provision of external amenity spaces is an introduction (although the building was extensively glazed for the benefit of occupiers), in common with other buildings.
- 13.24. Nonetheless, the proposed building has been sensitively designed to mitigate impacts on the occupiers of neighbouring properties. Such measures include stepping down in height where the building approaches the site boundaries, the minimisation of openings to the north and east elevations, the use of multifaceted elevations to the building which result in angled windows rather than direct views over neighbouring properties, and the incorporation of recessed and partially recessed rather than projecting balconies, with no communal use of roofs as amenity space.
- 13.25. When considered in the round, these measures, alongside the spatial relationship between the building and neighbouring properties, are such that the impact on residential amenity of neighbouring occupiers as a result of Block E is appropriately mitigated.

Outlook and Sense of Enclosure

- 13.26. It is recognised that the proposal would introduce extensions to existing buildings and a replacement building of greater bulk than the existing to the site. As such, it is accepted that there is the potential for restriction to the outlook of some neighbouring properties and an increased sense of enclosure to occupiers of neighbouring properties, particularly to some of the buildings to the north and east of the site as a result of the introduction of the replacement Block E.
- 13.27. However, the impact is mitigated by the limited width of the terminal elevations of the north and east limbs of Block E and the separation distances involved, and the impact in respect of outlook and sense of enclosure to the occupiers of the neighbouring properties to the north and west as a result of the introduction of Block E is considered acceptable.
- 13.28. The introduction of roof and infill extensions to the existing buildings is not considered to have any significant detrimental impact on residential amenity by way of outlook or sense of enclosure due to the spatial relationships between the additions and the surrounding buildings.

Noise and Other Disturbance

- 13.29. The proposed development includes roof top plant such as air source heat pumps. Whilst these may generate some noise, the Noise Assessment provided in support of the application does not include consideration of the acoustic impact of this plant or details of any acoustic enclosure. However, the degree of disturbance resulting from it is likely to be limited by virtue of its height. A condition is proposed requiring details of the plant and the level of noise generated by it, and any mitigation measures necessary to protect the occupiers of neighbouring properties and the development.
- 13.30. There is no reason to suggest that the proposed residential use of the land would give rise to undue additional noise disturbance as a result of its operation over and above its current lawful use as a hospital.
- 13.31. It is recognised that the community use proposed for Building A could potentially give rise to noise disturbance, and it is suggested that in the absence of detailed proposals for the intended community use restrictions on the hours of operation of the building and hours of use of the roof terraces are imposed by way of condition.
- 13.32. It is also proposed that a condition requiring compliance with minimum noise standards at neighbouring residential properties is also imposed.
- 13.33. Concern has been raised in respect of the impact of increased density of occupation and the associated deliveries and servicing associated with this. Matters pertaining to Highways and Transport are discussed below in Section 14 of the report, however it is noted that this is a zero-parking development, and access to the limited parking spaces for Blue Badge holders would be accessed via the original principal vehicular access to the site on Ravenscourt Park. Servicing would be divided between Ravenscourt Square and Ravenscourt Park, both of which were historically used whilst the site accommodated an operational hospital. The use of the existing accesses and the expected limited extent of use are such that it is not considered that the proposed arrangement would give rise to undue disturbance to occupiers either of existing properties or within the development site itself. A delivery and servicing management plan will secure further details of operational arrangements and will be required to demonstrate how potential impacts upon residents would be mitigated.
- 13.34. It is noted that a community use within Block A could have a kitchen (or other) requirement necessitating a ventilation and extract system, which has not been allowed for in the proposed development. Failure to properly accommodate appropriate plant to mitigate air quality, odour and noise arising from such activities could give rise to harm to residential amenity. As such, a condition requiring the submission, approval and implementation of ventilation and extract systems prior to any such activity commencing is considered appropriate in this case, particularly given the Grade II* listed status of the building, which may restrict what mitigation can be installed without causing harm to the heritage significance of the building.
- 13.35. In terms of concerns over noise and disturbance associated with the building works, limited weight can be afforded to the consideration of noise and disturbance from construction works given the otherwise acceptable nature of the proposal and temporary nature of the construction impact, and this would not justify the refusal of the application. In addition, controls outside of the planning system exist to ensure that disturbance from construction work is minimised.

- 13.36. However, it is recognised that the application relates to a large site in close proximity to neighbouring residential properties, and so in order to safeguard residential amenity during the demolition and construction periods, conditions requiring the submission and approval of, and compliance with, a Demolition and Construction Logistics Plan and Demolition and Construction Environmental Management Plan prior to commencement of demolition and construction works, are considered to be reasonable, necessary and appropriate in the circumstances of this case given the scale of the development.
- 13.37. The application is accompanied by an External Lighting Strategy Report undertaken by Cudd Bentley Consulting reference 6391-CBC-GK-RP-E-001 rev P02 dated October 2023. This contains an indicative external lighting strategy for the purposes of safe use of the site and “visual interest”. The document includes plans showing indicative lighting types and locations (some of which are proposed along the boundaries with neighbouring properties), however no spillage maps or details of mitigation measures such as cowls or shields are given. As such, a condition is proposed requiring full details of external lighting including supporting structures, luminance and luminaires, spillage, glare and glow, mitigation measures and means of control, operation and maintenance.
- 13.38. Subject to the proposed conditions, the impact of the proposed development on the residential amenity of occupiers of neighbouring properties is considered to be acceptable in the context of the planning benefits that would accrue from the scheme, including delivery of high-quality housing and the removal of a building from the Historic England Heritage at Risk Register.

14. Highways and Transport

- 14.1. The NPPF requires that developments which generate significant movement are located where the need to travel would be minimised, and the use of sustainable transport modes can be maximised; and that development should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. All developments that would generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.
- 14.2. **London Plan Policy T6** sets out the intention to encourage consideration of transport implications as a fundamental element of sustainable transport, supporting development patterns that reduce the need to travel or that locate development with high trip generation in proximity of public transport services. The policies also provide guidance for the establishment of maximum car parking standards in relation to hotel and leisure uses as well as blue badge parking at Policies T6.4 and T6.5. **London Plan Policy T5** sets out the requirements for cycle parking in accordance with the proposed use.
- 14.3. **Local Plan Policy T1** sets out the Council’s intention to ‘work with strategic partners to improve transport provision, accessibility and air quality in the borough, by improving and increasing the opportunities for cycling and walking, and by improving connections for bus services, underground, national and regional rail’.
- 14.4. **Local Plan Policy T2** relates to transport assessments and travel plans and states “All development proposals would be assessed for their contribution to traffic generation and their impact on congestion, particularly on bus routes and on the primary route network”.
- 14.5. **Local Plan Policies T3, T4, T5 and T7** relate to opportunities for cycling and walking,

vehicle parking standards, blue badge holders parking and construction logistics. **Local Plan Policy CC7** sets out the requirements for all new developments to provide suitable facilities for the management of waste.

14.6. The following transport reports have been submitted in support of this application:

- Technical note dated February 2025
- Independent Road Safety Review dated January 2025
- Delivery and Servicing Management Plan dated January 2025
- Transport Addendum dated August 2024
- Framework Travel Plan dated November 2023
- Transport Assessment dated November 2023
- Outline Construction Logistics Plan dated July 2024
- Outline Construction Management Plan dated October 2023

Site Accessibility

14.7. The site is within proximity of two underground stations (Stamford Brook, to the south-east, and Ravenscourt Park, to the south-west), beyond which lies King Street (within the Hammersmith Major Town Centre) and Chiswick High Road, which provide town centre uses and local amenities. Such uses are also within proximity of the site to the north-east, along Goldhawk Road, which provides a range of shops and cafés leading to the main town centre of Shepherd's Bush further to the north-east.

14.8. The site is noted as falling across more than one Public Transport Accessibility Level (PTAL), with a PTAL 4 connected to Ravenscourt Square and PTAL 3 connected to Ravenscourt Park. The site is therefore considered to have moderate to good accessibility.

Access

14.9. The primary vehicle access to the site is on Ravenscourt Park. This is the main vehicle access that previously served the hospital use with on-site car parking for staff and visitors. A secondary access is located to the rear of the site, primarily used as a servicing access and serving a limited number of car parking spaces. This secondary access is shared with the Chiswick Nursing Centre (CNC) and operates as the main vehicle access serving the nursing home providing essential and emergency ambulant access.

14.10. The proposals broadly maintain this access approach, with the proposed new residential led development maintaining the primary vehicle access from Ravenscourt Park, with servicing, deliveries and essential Blue Badge access from this location and the secondary access via Ravenscourt Square, supporting low volume vehicle movements connected to waste collection and the new Care Home access.

14.11. Pedestrian and cycle access would be available from both Ravenscourt Park and Ravenscourt Square, via a new public realm space, which would be shared with the servicing and car parking access. The new public realm space would enable access through the site increasing its permeability.

14.12. Car parking provided on-site would be for occupiers in receipt of a Blue Badge parking permit and not for private general car parking use. A planning condition would be used to ensure that access to these essential parking spaces does not incur any additional service charge fees for these essential users.

Trip Generation

- 14.13. The Transport Assessment submitted sought to undertake an assessment of the relative net change in travel demand from the previous hospital use to the proposed mixed-use residential and care home use in this application. This baseline position was not supported by Highways. The former hospital site has not been operational under its lawful use as a hospital for almost 20 years, and a return to its lawful use is not likely. Using this as a baseline was not considered representative or presenting a realistic base on which to inform the access strategy or impact considerations. It was advised that the existing use should be taken as the baseline. Highways advised that the lawful use as a hospital, could form a sensitivity test only.
- 14.14. As an unsupportable baseline was originally submitted, with a basement car park rather than a car free site, the access strategy was considered flawed. Specifically, seeking to justify an intensified use of an access that provided essential access for CNC, on what is already considered a constrained and substandard highway link (Ravenscourt Square), was unacceptable and officers raised serious concerns regarding this. Officers raised objections to the approach to the basement car park and use of Ravenscourt Square for general private car access. The impacts on Ravenscourt Square were underestimated in the applicant's transport assessment owing to the use of the unsupported baseline and officers advised that amendments would be required to the submission.
- 14.15. The applicant submitted a revised scheme in January 2025 that removed the basement car park and created a car free scheme. This is in line with policy requirements for a development within PTAL 3-4. The transport assessment originally submitted with the application provided estimated vehicular trip generation, separated by use. The TA estimated that the proposed residential use would generate 18 two-way trips in the AM peak and 39 two-way trips in the PM peak. The applicant has not provided updated residential trip generation figures since the removal of the basement car park and the creation of a car-free development. As such it is expected that these vehicle trips would be significantly reduced.
- 14.16. In addition to the vehicle trip rates connected to the residential element, the vehicle trip rate connected to the Care Home was also assessed in the TA. It is estimated that the Care Home could generate 10 two-way trips in the AM peak and 6 two-way trips in the PM peak. Based on the vehicle focused trip generation assessment, it is not considered that vehicle trips would generate a significant impact. Further, the vehicle trips are likely to be reduced with the revised car-free/car lite approach now being adopted, which is welcomed.
- 14.17. As such, taking into account the car-free/car lite nature of the consented scheme, with only essential Blue Badge car parking made available on-site, a large percentage of trips generated by the residential development (as the largest component) would predominantly be undertaken by sustainable modes, with the site model split being indicated as 60%, including 40% undertaken by London Underground, 12% by London Buses and 4% by National Rail, with a further 19% being undertaken as walking and cycling trips.

Walking

- 14.18. The transport assessment includes an Active Travel Zone Assessment, covering six routes:

- Route 1A/1B, northeast connecting to Goldhawk Road and onward to Shepherds Bush;
- Route two, through Ravenscourt Park connecting to Paddenswick Road,
- Route three, southeast through park connecting to Ravenscourt Park Underground station.
- Route four, southbound connecting to Hammersmith.
- Route five, southwest connecting to Stamford Brook Underground station.
- Route six, northbound, connecting Wendell Park.

14.19. However, the outcomes of the ATZ have not been presented to enable a review of the findings. In the absence of the findings from the ATZ, Highways have identified a number of mitigation measures that could be secured within the Section 106 agreement as S278 Highway Works.

14.20. As the amended development is proposed to be car-free, the proposed development will increase pedestrian, and cycle demands and permeability into the site by providing through routes and opening up the site to these sustainable movements. However, concerns are raised regarding the gating of Ravenscourt Square, whilst acknowledging that the road is privately owned and that there has historically been some form of access barrier. The proposals submitted highlight the sub-standard road to the rear of the site, as the gates and layout do not meet any of the minimum streetscape design guides or how people use this space.

14.21. Ravenscourt Square is not a public highway as it is privately maintained. However, the route is still considered as highway. Therefore, officers would resist any measures or restrictions to the access at either end that prevent essential emergency vehicle access to CNC, safe and easy pedestrian and cycle movements being made via this link. This position is broadly supported within the results of the Safety Review, which identified the constraints connected to this highway link in conjunction with larger vehicle access and pedestrian movements. To address this concern, officers recommend a number of conditions and obligations are secured in respect of Ravenscourt Square and its surrounds.

Cycling

14.22. **London Plan Policy T5**, the London Cycling Design Standards and **Local Plan policy T2** seek to develop and promote a safe environment for cyclists across the borough to encourage future residents and businesses to consider these modes. **Policy T3** seeks to increase and promote opportunities for cycling through the provision of convenient, accessible, safe and secure cycle parking within the boundary of the site. **Appendix 8 of the Local Plan** seeks to ensure that satisfactory cycle parking is provided for all developments.

14.23. The TA and Technical Notes set out the approach to cycle parking for the proposed development, stating that provision is made for 200 long-stay cycle spaces. Although officers do acknowledge the removal of the basement car park, which has necessitated a revised approach to the provision of cycle parking, there remain concerns with the approach being set out, as this does not necessarily demonstrate that the amended considerations have been well thought out across the site in relation to the different uses proposed, the main cycle storage is not step-free and this large single area is only accessible from the Ravenscourt Square, there is no access provided from Ravenscourt Park.

- 14.24. To address this point, a planning condition is proposed that requires the applicant to submit a cycle parking scheme prior to the commencement of development, to ensure that step-free cycle storage provision can be provided in accordance with the London Plan standards, to provide a mix of cycle storage to include accessible cycle spaces and facilities to support cycling in each Block, such as drying room, maintenance and repair equipment, access to air and water and lockers. The approach adopted is to provide a single cycle storage facility, and although this may provide a quantum of cycle parking this does not provide cycle parking connected to each of the blocks and instead puts forward a shared approach which may not necessarily encourage or promote this form of sustainable travel. An informative would set out the details required for each use to satisfy the requirements of the requisite condition.

Essential Car Parking Demand

- 14.25. **London Plan Policy T6, T6.1, T6.4 and T6.5** state that proposals should encourage the reduction in the need to travel, especially by car. The London Plan sets no maximum car parking standards, but notes that in PTAL 4-6 areas, on-site car parking should be limited to operational needs, parking for disabled people and the needs for servicing as necessary, whereas the Local Plan sets out that for developments in PTAL 4 areas, these should be delivered as car-free.
- 14.26. Through the determination process the development site was highlighted as having a PTAL rating of 3/4, requiring the site to be car-free in compliance with the London Plan. The amended development has resulted in the removal of the originally proposed basement car park which is welcomed and supported. This has resulted in provision for essential and operational car parking requirements being provided at surface level. The proposals include provision for a total of six Blue Badge spaces, equating to 5% for the residential element and one space connected to the Care Home. In terms of the residential provision, 5% is below the London Plan standards that require 10% to be provided. In response to this shortfall, a Car Park Management Plan (CPMP) is will be sought as a planning condition, that shall set out how the additional 5% Blue Badge spaces would be provided on-site subject to demand. In terms of the space connected to the Care Home, the CPMP will be required to set out an alternative location as the current proposal is blocked by the servicing lay-by and is not accessible.
- 14.27. The CPMP shall also set out how the Blue Badge car parking spaces will be made available to all future occupiers on-site in receipt of a valid Blue Badge on a free of charge basis and not subject to any service charge. The CPMP will be required to set out the management of essential occupiers and staff only gaining access to on-site car parking and the management of Blue Badge spaces across the entire site and how these will be allocated and managed in relation to specific plots, and not just in respect of private occupiers only, to ensure that the essential Blue Badge spaces are provided without additional expense to any occupier who is in receipt of a valid Blue Badge. The CPMP will also be required to cover how taxis and other non-operational vehicle movements will be managed in connection to the wider site operations.
- 14.28. The site is located within the CPZ area 'M' that restricts car parking on-street during the day, between 0900-1700 Monday to Saturday. Given the potential for the proposed development to have an impact on the existing CPZ, a review of the CPZ is sought to mitigate any impacts, this would include a review of the operational hours. This would be secured by way of planning obligation and would be at the cost of the applicant. The

obligation will require that the applicant funds the review, and the subsequent cost of a TRO to mitigate any identified impacts arising from the development, prior to the first occupation of the development.

Framework Travel Plan

- 14.29. A Framework Travel Plan has been submitted alongside the Transport Assessment and Transport Addendum and Technical Notes. This document would be secured as through the Section 106 agreement as an obligation with a monitoring fee of £3,000 per annum, on first submission and on the subsequent yearly anniversary in Year One, Three and Five. The FTP sets out the objectives and measures to be incorporated in a full Travel Plan which would aim to target increased sustainable travel and increasing on-site facilities to promoted and encourage cycling and walking.
- 14.30. The travel patterns of the occupiers will be influenced by the car-free nature of the development and should be updated to reflect this amended position. The FTP should cover all occupiers, including staff connected to the Care Home and commercial/community users as well as residents.
- 14.31. In a review of the FTP a number of comments have been made that a full Travel Plan should incorporate, these include site wider measures such as:
- what consideration has been given to whether the number of taxi spaces is sufficient to support the site,
 - updating the targets to cover all modes of travel, and reduce car share mode based on the car-free approach, and
 - what improvements to on-site facilities for cycling are being embedded from the outset, such as maintenance facilities for bike repair, access to air and water to clean and maintain bikes, lockers, showers or drying room in a dedicated areas connected to the cycle parking that occupiers can use separately to own Blocks. Increase in larger cycle storage facilities being easily accessible, to ensure London Plan policies are being met.
- 14.32. It is requested that a funding breakdown is submitted within the full Travel Plan against the identified measures, including costs for appointing a Travel Plan Coordinator over the lifespan of the Travel Plan to ensure these measures are deliverable.

Waste Management Plan and Servicing and Delivery Plan

- 14.33. **London Plan Policy T7** and **Local Plan Policy CC7** seek that all developments have suitable, off-street, facilities to manage servicing and waste generated by the development. The London Plan policy T7 and Planning Guidance SPD principle TR27, sets out that adequate space servicing, storage and deliveries should be made off-street.
- 14.34. A level of operational vehicle access is provided on Ravenscourt Square to support the residential and care home operations, with servicing, deliveries, waste collection and visitor car parking being proposed to be accommodated in a layby adjacent to Block F
- 14.35. With Blocks A, B, C, D and E proposed to have a split approach with deliveries and servicing being undertaken via Ravenscourt Park and waste undertaken via Ravenscourt Square.

- 14.36. For the residential component, communal bin stores are proposed within each block. Refuse collection would take place via Ravenscourt Square. Site management would be responsible for presenting bins at the kerbside on collection days or ensuring that bin stores are accessible to collection crews. Swept path analysis confirms that refuse vehicles can safely access and egress the site via the gated entrance to Ravenscourt Square. The sustainability statement confirms that provision would be made for the separation of recyclable waste.
- 14.37. The 65-bed care home, located in Block F, would have a dedicated refuse store, also accessed from Ravenscourt Square. The nature of the waste generated by a clinical facility would likely require more frequent collections. The DSMP estimates that the care home would generate 12 servicing trips per week, but this is inclusive of waste and deliveries.
- 14.38. A dedicated bin store is proposed within Block A for the occupants of the community floorspace and café. Refuse collection for this block would take place via Ravenscourt Park.
- 14.39. A final Waste Management Plan would be secured as a condition to be submitted prior to first occupation.
- 14.40. The applicant has submitted a Delivery and Servicing Plan (DSP), which details that for the private residential blocks a central concierge post room is provided to receive goods. This is a considerable distance from the main drop-off points and will be required to be very clearly marked to ensure ease of deliveries. However, no such provision appears to have been provided for the other users on-site, such as the community/commercial use and the affordable residential block. An updated and amended DSP will be required to be submitted by way of condition to clearly set out how these essential and operational requirements will be provided for all users onsite. The DSP will further be required to include a commitment to prevent delivery/servicing to the site via residential streets, promote more environmentally friendly vehicles, manage and retime deliveries outside of peak times and reduce overall number of servicing and delivery vehicles coming to site.
- 14.41. In relation to the servicing and delivery approach, monitoring is to be secured within the Section 106 agreement as an obligation, with a monitoring fee of £3,000 per annum, payable on first submission and on the yearly anniversary of the monitoring report being submitted in Years One, Three and Five.

Construction Logistics Plan

- 14.42. **London Plan Policy T7** and **Local Plan Policy T7** seek that all developments prepare a Construction Management Plan to manage the construction impacts and ensure the smooth operation of the highway network. The applicant has submitted Outline Construction Management and Logistics Plans.
- 14.43. The initial approach does present some significant concerns, as vehicle movements associated with the demolition works of Block E, is set out as being via Ravenscourt Square. Given that this route serves as the main essential ambulant route for CNC, reliance and use of Ravenscourt Square, this proposal is not fully supported by officers. When the final CMP /CLP documents are submitted, a revised access strategy will be required that reduces large vehicle movements from this access route. The final documents will be required to provide a greater level of detail covering construction processes, details regarding environmental and amenity impacts and associated mitigation

measures, site logistics plan, traffic management (to cover a cumulative approach), vehicle routing, health and safety and advance community liaison meetings set up to inform the approach to the build-out of the site, including key stakeholders such as CNC.

- 14.44. These elements should set out how the approach to construction will minimise the likelihood of congestion during the construction phase, how strict monitoring and control of vehicles entering and exiting the site will be undertaken. The document will be required to be fully aligned with the TfL CLP guidance, ensuring the contractor is a member of CLOCS and vehicles accessing the site are FORS Silver or above and Direct Vision Standards for Star rating 4 or above are embedded into the approach. The vehicle routing to and from the site will also be expected to have had a Risk Assessment undertaken, as per Section 5.1 of the CLOCS standard.
- 14.45. A final document will be expected to include the proposed vehicle routes to the site, agreed with LBHF and TfL, cumulative considerations around delivery times and agreements in place with contractors already on-site and contractors that may be operating in close proximity to the site in order regulate deliveries and eliminate bottlenecks and construction vehicles stopping/waiting on the surrounding highway network seeking access to the site.
- 14.46. The documents will need to be fully finalised and developed to comply with the TfL Construction Logistics Plan (CLP) guidance, which seeks to minimise the impact of construction traffic on unsuitable roads and restrict construction trips to off-peak hours only. The final documents covering both demolition and construction would be secured by condition, with a monitoring fee of £5,000 per annum, covering the full duration of the works secured as an obligation.

Conclusion

- 14.47. Subject to the condition and obligations to address the concerns raised and respond on mitigation measures, officers consider that the proposed development is broadly acceptable and in accordance with London Plan policies T6, T6.1, T6.4 and T6.5 and Local Plan policies T3, T4, T5, T7 and CC7. Areas where Highways have concerns are connected to cycle parking approach, introduction of a gated community and construction impacts. To respond on these concerns several conditions and obligations are requested to be secured.

Obligations

- Car parking permit free agreement (all uses)
- Establishment of a demolition/construction community working group, to be held prior to any works (and subsequent phases of works) commencing on-site, with this to expressly requiring the applicant, appointed contractor, CNC and other key stakeholders to develop and agree the approach to demolition and construction to be submitted.
- Demolition Logistics Plan and Demolition Management Plan monitoring fee of £5,000 per annum for duration of works.
- Construction Logistics Plan and Construction Management Plan monitoring fee of £5,000 per annum for duration of works.
- S278 Highway Works – to enter into an agreement to pay for a new public realm scheme to be developed between site and park on Ravenscourt Park, to focus on an active sustainable space and reducing the dominance of the road and on-street parking. Highways works to be carried out in conjunction with CPZ review.

- S278 Highway Works – to enter into an agreement to undertake highway works at either end of the access to Ravenscourt Square to create entry features to reduce traffic speeds between the public highway and highway of Ravenscourt Square, to enhance and promote pedestrian and cycle accessibility.
- Accessibility – maintain public access in perpetuity across Ravenscourt Square for non-motorised movements, i.e. pedestrians, cyclists.
- Public Parks Improvement scheme – undertake a detailed review of the connection between the site and Ravenscourt Park Underground Station, through the park reflective of ATZ route 3, to identify improvements to lighting, signage, security and footways, and cover all identified Council costs in delivering such agreed improvement works.
- Delivery and Servicing Management Plan monitoring fee of £3,000 per annum, on first submission and then on the yearly anniversary of years one, three and five in relation to the monitoring reports to be submitted to the Council.
- Travel Plan monitoring fee of £3,000 for submission then on anniversary of year one, three and five related to on-going monitoring reports for each use
- Controlled Parking Zone Review – undertake a CPZ review within Zone M to review the demands for on-street car parking and identify opportunities to enhance control hours to prevent general car parking from being undertaken, and where identified cover identified costs to amend Traffic Regulation Order

15. Accessibility

- 15.1. **Policy S3 of the London Plan** seeks to ensure that new developments are accessible and inclusive for a range of users, including disabled people, by adopting an inclusive design approach. **London Plan Policy D5** seeks to ensure developments achieve the highest standards of accessible inclusive design.
- 15.2. **Policy DC2 of the Local Plan** states that new build development must be designed to respect the principles of accessible and inclusive design.
- 15.3. **London Plan Policy D7** (Accessible housing) and **Local Plan Policy HO6** (Accessible housing) both require residential development to ensure that at least 10% of all units meet Building Regulation requirement M4(3) 'wheelchair user dwellings' i.e., designed from the outset to be wheelchair accessible, or easily adaptable for residents who are wheelchair users with the remaining 90% to be designed to M4(2) 'accessible and adaptable dwellings'.
- 15.4. The development proposes the conversion of a historic Grade II* listed building which can provide inherent challenges to ensuring access for all users. An assessment is provided below of the inclusive design measures that have been implemented into each of the uses. The scheme has been presented twice to LBHF's Inclusive Design Review Panel (IDRP) and amended to take account of the Panel's recommendations.
- 15.5. Block A (community use) - Although the main heritage entrance retains its original steps, a new step-free entrance is proposed on the south elevation via a graded route (1:21 slope), ensuring level access to the ground floor. Internally, the building includes a lift that meets AD M Vol 2 and BS8300-2 standards, and accessible WCs are provided on each level. All rooms within the ground floor are fully accessible for all users. Blue badge parking bays are to be provided adjacent to the southern ramped access to Block A.
- 15.6. Blocks B, C and D (residential) – 119 residential units are proposed to be created in Blocks B, C and D through the conversion of the historic building and by way of extensions. Of

these 119 units, 12 have been designed as Wheelchair User Dwellings (M4(3)) which meets the 10% requirement set by Policy HO6 of the Local Plan and Policy D7 of the London Plan. The ground level of the buildings is slightly higher than the ground level of the site and therefore each primary entrance has been designed to incorporate a level or sloped (1:21 grade) access. Internally, each floor is level and can be accessed by lift.

- 15.7. Block E (residential) – Block E is proposed as a newly constructed building. Level access into the building from the street would be provided and 14.3% (3 of 21) of the residential units would be Wheelchair User Dwellings (M4(3)). All units within Block E are to be affordable and the Council would have nominations rights.
- 15.8. All residential units, that are not designed as Wheelchair User Dwellings would be delivered as accessible and adaptable dwellings (M4(2)).
- 15.9. Block F (care home) – Block F would also comprise a newly constructed building. While specific operational details would be refined by the future care provider, the building has been designed to accommodate a high proportion of accessible rooms and includes level access throughout, wide corridors, and appropriate provision for assisted bathing and mobility support.
- 15.10. Externally, all communal amenity spaces and landscaped gardens would have level access. Secure storage would be provided for 12 adapted bikes by way of wider Sheffield Stands and six accessible (Blue Badge) parking spaces would be provided adjacent to Block A. A further accessible parking space is to be provided adjacent to Block F.
- 15.11. Overall, the scheme is considered to perform very well against the relevant policies and demonstrates that inclusive design principles have been incorporated throughout the development. Conditions would secure the delivery of M4(2) and M4(3) compliant units, accessible cycle parking and accessible parking spaces as well as level/ramped access to all buildings. The proposal is considered to be in full accordance with Policies DC2 and HO6 of the Local Plan and Policies D5, D7 and S3 of the London Plan.

16. Energy and Sustainability

- 16.1. **Section 14 of the NPPF** seeks to ensure that developments plan for climate change.
- 16.2. **London Plan Policies SI 2 (Minimising greenhouse gas emissions), SI 3 (Energy infrastructure) and SI 4 (Managing heat risk)** require that development proposals should minimise carbon dioxide emissions and exhibit the highest standards of sustainable design and construction, provide on-site renewable energy generation and seek to connect to decentralised energy networks where available or design their site so it is future-proofed and capable of connecting if there are further developments in the area in the future.
- 16.3. **Policies SI 2 and SI 3** set out how new development should be sustainable and energy saving. **Under Policy SI 2 of the London Plan**, major developments must achieve net zero-carbon performance. These developments are expected to meet or exceed carbon reduction targets through on-site measures, achieving a minimum of a 35% reduction in emissions beyond Building Regulations. For major residential developments, the benchmark is a 50% reduction in carbon emissions as per the GLA Energy Assessment Guidance. Where it is clearly demonstrated that net-zero carbon cannot be fully achieved on-site, any shortfall can be provided either: 1) through a cash in lieu contribution to the borough's carbon offset fund, or 2) off-site provided that an alternative proposal is

identified, and delivery is certain.

- 16.4. The London Plan encourages Boroughs to adopt their own local cost of carbon. In 2024, the Council commissioned a Carbon Pricing Viability Assessment to assess and test the viability of different development types to accommodate a range of carbon offset rates in order to better reflect the costs of implementing local carbon reduction measures and encourage maximisation of on-site carbon reduction measures. This assessment looked at two approaches: a single higher cost or a sliding scale with lower costs for higher on-site reductions.
- 16.5. A report was approved by Cabinet on 1 April 2025 allowing the publication of a carbon offset cost guidance note. The guidance note establishes a new “sliding scale” approach to calculating carbon offset payments for major new developments based on the local carbon pricing mechanism set out in the guidelines, rather than the current GLA cost of £95/tonne. Developments are still required to maximise carbon savings through on-site measures before resorting to use of the offset payment. The “sliding scale” approach is intended to encourage this approach and incentivise developers to include more on-site carbon reduction measures.
- 16.6. **The Local Plan (2018)** outlines the Council’s goal to make the borough the greenest and environmentally sustainable by 2035. This includes requiring new developments to reduce energy use, minimize non-renewable resources, and promote low or zero-carbon technologies to cut carbon emissions and harmful air pollutants. Major developments, in particular, would be held to these standards, as buildings are the primary source of carbon emissions in H&F.
- 16.7. **Local Plan Policy CC1 (Reducing Carbon Dioxide Emissions)** requires all major developments to implement energy conservation measures with a view to reducing carbon dioxide emissions. The policy, however, refers to the previous version of the London Plan and as such has been partly superseded by the more up to date requirements contained in the new London Plan. **Local Plan Policy CC2 (Sustainable Design and Construction)** seeks to ensure the implementation of sustainable design and construction measures by implementing the London Plan sustainable design and construction policies
- 16.8. The Energy Statement submitted by the applicant demonstrates a comprehensive approach to reducing carbon emissions and improving energy efficiency, in line with the energy hierarchy outlined in **Policy SI 2 of the London Plan: Be Lean, Be Clean, Be Green, and Be Seen**.
- 16.9. The development achieves a 67% reduction in regulated carbon emissions beyond Part L 2021 of the Building Regulations, significantly exceeding the minimum 35% on-site reduction required by the London Plan. This is achieved through a combination of passive design measures, a communal Ground Source Heat Pump (GSHP) network, and the installation of Photovoltaic (PV) panels.
- 16.10. In accordance with Policy SI 2, the remaining shortfall to net-zero carbon is addressed through a carbon offsetting contribution of £241,080, calculated using the Council’s local tariff. This approach is consistent with the GLA’s Energy Assessment Guidance (2020) and is supported by Policy CC1 of the LBHF Local Plan, which encourages on-site reductions and, where necessary, offsetting through financial contributions.
- 16.11. The development also aligns with Policy SI 3 of the London Plan and Policy CC1 (4) of the

LBHF Local Plan by incorporating a sitewide communal heating network powered by GSHPs. The system is designed to be future proofed for connection to a District Heating Network (DHN), should one become available, and includes a single point of connection in accordance with best practice guidance.

- 16.12. The Energy Statement includes a detailed overheating assessment in line with CIBSE TM59 and Part O of the Building Regulations, as required by Policy SI 4 of the London Plan. The assessment confirms that the risk of overheating has been mitigated through a combination of passive design features, including high-performance glazing with low G-values, window reveals for shading, and the use of green roofs to reduce the urban heat island effect. The overheating strategy is more constrained within the historic blocks and so natural ventilation is to be more heavily relied upon than in the new build elements.
- 16.13. Where necessary, Mechanical Ventilation with Heat Recovery (MVHR) is provided, and cooling is limited to a minimal number of units. The strategy prioritizes passive and mechanical ventilation over active cooling, in line with the cooling hierarchy set out in the London Plan. The development demonstrates compliance with the GLA's overheating checklist and confirms that all residential units meet the required thermal comfort standards.
- 16.14. The sustainability statement sets out various measures across the scheme. Water conservation measures have been incorporated into the design, with residential water consumption limited to 105 litres per person per day. The development includes low-flow sanitary fittings, dual flush toilets, pulsed water meters, and leak detection systems. This is in accordance with Policy SI 5 of the London Plan. With regard to transport, electric vehicle charging is proposed along with the provision of secure and accessible cycle storage.
- 16.15. The proposed energy strategy and sustainability statement has been prepared in accordance with Policy CC1 and CC2 of the Local Plan and Policy SI 2, SI 3 and SI 4 of the London Plan. A carbon offsetting payment would be secured through a planning obligation, and a final energy strategy would be secured by condition.

BREEAM

- 16.16. A BREEAM pre-assessment report has been submitted for each of the commercial uses proposed.
- 16.17. The BREEAM Pre-Assessment for the proposed care home targets a BREEAM rating of 'Excellent' with a projected score of 81.67%. The development would incorporate measures such as the installation of energy-efficient lighting and equipment, low-carbon design features, and extensive energy monitoring systems. The development would also incorporate water-saving technologies such as flow control devices, leak detection systems, and water-efficient sanitary fittings. In terms of health and wellbeing, the scheme includes thermal comfort modelling under future climate scenarios, acoustic performance standards, and enhanced indoor air quality through low-emission materials and ventilation design.
- 16.18. The BREEAM Pre-Assessment for the community use (Block A) targets a 'Very Good' rating under the BREEAM RFO 2014 scheme. The assessment projects a score of 61.35%, although this could be raised to 68.9% if all potential credits identified could be achieved at detailed design stage. The heritage status of Block A does restrict the number of credits

that can be achieved as interventions to the building have to be sensitive and not cause unacceptable harm to the historic fabric. Nevertheless, a score of 'Very good', along with the energy efficiencies to be achieved, is acceptable.

- 16.19. A condition would require the submission of a post-completion BREEAM assessment for each commercial use that would demonstrate that the requisite BREEAM rating has been achieved. Subject to this condition, the proposal is considered to be in accordance with Policy CC2 of the Local Plan.

17. Flood Risk & Drainage

- 17.1. **Section 14 of the NPPF** seeks to meet the challenge of climate change, flooding, and coastal change by supporting the transition to a low carbon future in a changing climate taking account of flood risk and coastal change.
- 17.2. **London Plan Policies SI 12 (Flood risk management) and SI 13 (Sustainable drainage)** outline strategic objectives in relation to flood risk management and sustainable drainage. **Local Plan Policy CC2** requires major developments to implement sustainable design and construction measures, including making the most efficient use of water. **Local Plan Policies CC3 (Minimising Flood Risk and Reducing Water Use) and CC4 Minimising Surface Water Run-Off with Sustainable Drainage Systems)** contain similar requirements designed to assess and mitigate against the risk of flooding and integrate surface water drainage measures into development proposals.
- 17.3. The site is in the Environment Agency's Flood Zone 3 however it is well protected by flood defences such as the Thames Barrier and local river walls. In the event of these being breached or over-topped in the 2100 scenario, the south-eastern part of the site could be impacted by flood water. With regard to surface water flooding, modelling shows some relatively small areas around the site which could be subject to ponding of water in the event of a major storm, but these areas are not widespread across the site. Basements are included as part of the development, so groundwater and sewer flood risks would be present on the site which would need to be mitigated.
- 17.4. The FRA demonstrates that the existing and proposed finished floor levels for the site are set at 5.140mAOD which is well above the 4.390mAOD level of flood water that could impact the site from flooding from the Thames. This provides in excess of 300mm freeboard above flood water which is the minimum Environment Agency recommendation. As well as protecting from possible flooding from the river the finished floor levels can also provide protection from surface level flooding during a major storm. However, it is still intended to integrate some sustainable drainage measures into the scheme.
- 17.5. In terms of surface water management, the FRA states that rainwater harvesting would be included. With regards to infiltration, some ground investigations have taken place, but no infiltration tests carried out. It is stated that investigations would confirm suitability for infiltration, and this would be secured by way of condition.
- 17.6. About 75% of the existing roof area is proposed to be green blue roof with 80mm of cellular storage to attenuate run-off before a gradual release to the below ground drainage network. Below ground attenuation is also proposed with a controlled discharge rate of 9.5 l/s for all storm events up to the in 100 yr (+40% climate change factor). It is stated that this would provide betterment of 97%. Calculations show that for the 1-year storm event, the run off rate from the site is 91.41 l/s; for the 1 in 100 yr storm the rate is 313.78 l/s.

Greenfield run-off rates are just over 1 l/s for the 1-year storm and just under 4 l/s for the 100-year storm event. It is noted that to achieve greenfield rate there would be a requirement to provide 1400m³ of storage. Due to site constraints such as tree root protection, presence of existing building and basements, it is argued that there is limited scope to provide large amounts of underground storage. 300m³ of crate storage is proposed underground and this can be supplemented with the use of storage at roof level by adding green/blue roofs. Maintenance information for the proposed SUDS measures is provided. The greenfield rate not achieved for discharge to the sewers, but the 9.5 l/s rate is 89% better than the current discharge for the 1-year storm and 97% better than for the 100-year storm.

- 17.7. The proposed SUDS have been designed so that there is no flooding within the site for up to and including the 1 in 30-year rainfall event, but it is said in the FRA that during extreme storm periods, (greater than the 1 in 100-year + 40% climate change rainfall event), surface water may surcharge and cause localised flooding at low points within the site. Further information would be required regarding surface water exceedance and overland flows to show how water would be managed and directed away from buildings. This would be secured by way of condition.
- 17.8. Whilst there are no objections in principle to the SUDS strategy and flood risk assessment, further information would be required before works are allowed to commence on site. Conditions would secure final details of green roofs and results in infiltration testing. A final SUDS strategy would be secured by condition, informed by the infiltration testing, and providing full information on surface water exceedance and overland flows. Subject to these conditions, the proposals can be considered to comply with Policy CC3 and CC4 of the Local Plan and SI 12 and SI 13 of the London Plan.

18. Land Contamination

- 18.1. **NPPF Paragraph 196** states planning decisions should ensure that sites are suitable for their proposed new use taking account of ground conditions and after remediation the land should not be capable of being determined as contaminated land.
- 18.2. **London Plan Policies SD1 and E7** supports the remediation of contaminated sites.
- 18.3. **Local Plan Policy CC9 (Contaminated Land)** ensures that no unacceptable risks are caused to humans, controlled waters, or the wider environment during and following the development works. Key principles LC1-6 of the Planning Guidance SPG identify the key principles informing the processes for engaging with the Council on, and assessing, phasing, and granting applications for planning permission on contaminated land. The latter principle provides that planning conditions can be used to ensure that development does not commence until conditions have been discharged.
- 18.4. The application has been supported by a preliminary risk assessment and site investigation scheme to assess the risk of contamination. The assessment identifies a range of potential contamination sources associated with the site's historic use as a hospital. The risk assessment concludes that the overall risk to human health and controlled waters ranges from very low to moderate, with specific recommendations for further investigation. These include a detailed radiological survey, targeted ground gas and groundwater monitoring, and a quantitative risk assessment to inform the need for any remediation. The proposed site investigation strategy includes a comprehensive programme of intrusive works, environmental sampling, and laboratory testing. The scope includes boreholes, trial pits,

gas and groundwater monitoring wells, and radiological testing of Block D. The findings would be reported in a Phase II report, which would include an updated conceptual site model and, if necessary, a remediation strategy.

- 18.5. The assessments have been reviewed by the Council's land contamination officers who are satisfied with the methodology proposed. Conditions would be used to secure a qualitative risk assessment (i.e. Phase II report), a remediation method statement, and a verification report. Subject to these conditions, the development would comply with the requirements of the NPPF, London Plan policies SD1 and E7 and Local Plan policy CC9.

19. Air Quality

- 19.1. **NPPF Paragraph 199** relates to air quality, and states planning decisions should ensure that any new development in Air Quality Management Areas is consistent with the local air quality action plan. The Council's Air Quality Action Plan 2025-2030 was approved and adopted by the Council on the 16th of December 2024.
- 19.2. **London Plan Policy SI 1 (Improving air quality)**, supported by the Mayor's Control of Dust and Emissions during Construction and Demolition SPG (July 2014), provides strategic policy guidance on avoiding a further deterioration of existing poor air quality. All developments would be expected to achieve Air Quality Neutral status with larger scale development proposals subject to EIA encouraged to achieve an air quality positive approach.
- 19.3. **Local Plan Policy CC10 (Air Quality)**, states that the Council would seek to reduce the potential adverse air quality impacts of new developments through a range of policy measures.
- 19.4. An Air Quality Assessment (AQA) has been submitted in support of the proposed development. The site lies within a borough-wide Air Quality Management Area (AQMA) designated for exceedances of the annual mean nitrogen dioxide (NO₂) and 24-hour mean PM₁₀ objectives. Although the site is not within a GLA Air Quality Focus Area, the introduction of new receptor exposure within an AQMA necessitates an assessment of both construction and operational phase impacts.
- 19.5. The AQA identifies that the construction phase has the potential to generate dust and particulate matter emissions through demolition, earthworks, construction activities, and vehicle track out. A qualitative risk assessment, following Institute of Air Quality Management (IAQM) and GLA guidance, categorised the site as medium risk for all activities. However, with the implementation of best practice mitigation measures—including a Dust Management Plan, on-site monitoring, and compliance with Non-Road Mobile Machinery (NRMM) standards—the residual effects are expected to be 'not significant'. Such mitigation would be secured by way of condition.
- 19.6. The operational phase would not include any combustion-based energy generation, as the development would be powered by an all-electric system, including ground source heat pumps. Emergency diesel generators would be installed but are expected to operate for only three hours per year for testing purposes. Dispersion modelling of generator emissions confirmed that contributions to NO₂, PM₁₀, and PM_{2.5} concentrations at both existing and proposed receptors are negligible and well below relevant air quality objectives. Conditions would secure a range of measures to mitigate against operational air quality impacts.

- 19.7. The development has been assessed against the GLA's Air Quality Neutral benchmarks. As it includes no combustion plant and generates fewer transport emissions than the benchmark thresholds, it is considered better than air quality neutral in terms of both building and transport emissions.
- 19.8. The Council's Air Quality Officer reviewed the submitted documents and raised no objections, subject to conditions. Therefore, several conditions are recommended for various air quality control measures in relation to both construction and operational phases of the proposal to ensure compliance with Policy CC10 of the Local Plan. Furthermore, a compliance monitoring obligation is to be secured to cover monitoring of the AQDMP throughout the construction and demolition phases of the development and maintenance of the Council's Construction Site Air Quality Monitoring System. The fee is set as £24,530 annually throughout the aforementioned phases.
- 19.9. Subject to these conditions and obligations, the proposal would accord with Policy CC10 of the Local Plan and Policy SI 1 of the London Plan.

20. Archaeology

- 20.1. **London Plan Policy HC1** (Heritage conservation and growth) states that new development should make provision for the protection of archaeological resources. Local Plan **Policy DC8 sets** out the principles for the conservation and protection of heritage in the borough.
- 20.2. Historic England Greater London Archaeological Advisory Service (GLAAS) have advised that the potential for below-ground archaeological remains at the site is very low. As such, there is no requirement for any below-ground assessment. However, GLAAS have requested a condition to secure a written scheme of historic building investigation and recording. Subject to this condition, the proposals would accord with Policy HC1 of the London Plan and Policy DC8 of the Local Plan.

21. Fire Strategy

- 21.1. **London Plan Policy D12 requires** major applications to be accompanied by a detailed draft Fire Safety Statement, prepared by a suitably qualified third-party assessor, to demonstrate demonstrating how the development proposals would achieve the highest standards of fire safety. London Plan Policy D5 seeks to ensure that developments incorporate safe and dignified emergency evacuation for all building users. In all developments where lifts are installed, as a minimum, at least one lift per core (or more subject to capacity assessments) should be a suitably sized fire evacuation lift suitable to be used to evacuate people who require level access from the building.
- 21.2. The applicant has submitted a Gateway One Fire Statement and a Planning Fire Statement, both dated February 2025.
- 21.3. Residential units would adopt a "defend in place" strategy, supported by compartmentation and sprinkler systems. The care home would implement a progressive horizontal evacuation approach, allowing residents to move to adjacent compartments before full evacuation. The community use and ancillary areas would follow a simultaneous evacuation protocol. Evacuation lifts compliant with BS EN 81-76 are proposed in residential cores with lift access, and disabled refuges are included in the care home and

community hall.

- 21.4. All residential cores serving floors above 18m would include dual staircases and fire-fighting shafts, while those below this threshold would be served by single staircases. Escape routes are designed to comply with Approved Document B, with travel distances and door widths meeting or exceeding regulatory standards. The buildings are compartmentalised to provide appropriate fire resistance, ranging from 60 to 120 minutes depending on location and function. Service risers, staircases, and ancillary spaces are also protected in accordance with relevant guidance.
- 21.5. All residential units would be equipped with LD1 fire alarm systems and BS 9251 sprinkler protection. Non-residential areas exceeding 100m² would be fitted with sprinklers to BS EN 12845. Smoke ventilation is provided via mechanical shafts and automatic opening vents (AOVs) in staircases. Basement areas over 200m² would include smoke extract systems. Evacuation alert systems compliant with BS 8629 would be installed in cores serving floors above 18m.
- 21.6. Fire appliance access is facilitated via public roads and internal vehicle routes, with dry riser inlets located within 18m of parking areas. All residential accommodation is within hose distance limits from dry riser outlets. Fire-fighting shafts are included in taller blocks, and fire service premises information boxes would be provided in each core. Existing fire hydrants are sufficient to serve the development, and no new hydrants are required.
- 21.7. Designated assembly areas are located in landscaped zones around the perimeter of each building, ensuring safe evacuation without re-entry or proximity to the buildings. The Fire Statement includes provisions for maintaining fire safety during future modifications, with Regulation 38 documentation to be handed over to the landlord and used to inform fire risk assessments and maintenance regimes.
- 21.8. The proposal would be subject to a final assessment of compliance, which would be completed when the Building Regulations application is submitted. Officers, and HSE Planning Gateway One are satisfied that the submitted Fire Statement provides sufficient information for the planning stage and recommends that a condition is imposed to ensure that the fire strategy is implemented, and the development is carried out in accordance with this document. As such the proposal would comply with London Plan Policies D5 and D12.

22. Designing out crime

- 22.1. **The NPPF (2024) Paras. 96 and 102** seek to ensure that planning decisions promote public safety and take into account wider security and defence requirements. They should anticipate and address all plausible malicious threats and natural hazards and create safe, inclusive and accessible places that have high levels of amenity and do not undermine quality of life, community cohesion and resilience to crime and disorder.
- 22.2. **Local Plan Policy DC2** requires developments to be designed in line with the principles of Secured by Design.
- 22.3. The applicant has engaged with the Met's Design Out Crime Officer at the pre-application stage and have incorporated various recommendations into the proposed design. This includes the creation of active frontages along Ravenscourt Square, installation of CCTV cameras, electronic locking systems and secure bike storage. A condition would secure a

detailed statement, setting out how the scheme would achieve Secured by Design accreditation and to be prepared in consultation with the Design Out Crime Officer. Subject to this condition, the proposal has demonstrated compliance with the principles of Policy DC2 of the Local Plan.

23. Community Infrastructure Levy

- 23.1. Mayoral CIL (Community Infrastructure Levy) came into effect in April 2012 and is a material consideration to which regard must be had when determining this planning application. An amended charging schedule was adopted in February 2019 (MCIL2). Under the London wide Mayoral CIL the scheme would be liable for a CIL payment, with LBHF falling within charging Zone 1. Mayoral CIL payments are allocated to funding Crossrail 1 (the Elizabeth Line) and Crossrail 2.
- 23.2. The Council has also set a Borough CIL charge levied on the net increase in floorspace arising from development to fund infrastructure that is needed to support development. The Borough CIL Charging Schedule was presented to Council and approved 20 May and has formally taken effect since the 1 September 2015.
- 23.3. The development may qualify for Social Housing Relief. The indicative CIL figures provided are inclusive of this relief.
- 23.4. The development would generate an MCIL2 liability of £2,088,371 and a Borough CIL liability of £5,305,800. These figures are exclusive of indexation.

24. Heads of Terms

- 24.1. 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'.
- 24.2. 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.
- 24.3. Local Plan Policy INFRA1 (Planning Contributions and Infrastructure Planning) advises that the Council will seek planning contributions to ensure the necessary infrastructure to support the Local Plan is delivered using two main mechanisms 'Community Infrastructure Levy (CIL) and Section 106 Agreements (s106).
- 24.4. The planning obligations set out in the heads of terms below are however 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, including financial obligations 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.

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

Affordable Housing

- Provision of 21 units of affordable housing within Block E, comprising 13 units of social rented housing and 8 intermediate tenure units (London Living Rent).
- Payment in lieu towards the delivery of off-site affordable housing of £2.7m.
- Early-stage review mechanism triggered if meaningful implementation is not achieved within two years of the date of decision.
- Late-stage review mechanism triggered at 75% of sales of private residential.

Wheelchair Units

- 10% of residential units to be built to Part M4(3), remaining 90% to be built to Part M4(2).

Marketing

- No overseas marketing of the private residential units shall occur prior to a period of comprehensive domestic (i.e. UK) marketing.

Community Use – Block A

- Floorspace within Block A (excluding 300sqm dedicated to Class E café use) to be provided for community and/or cultural uses at a discounted rate.

Air Quality

- Monitoring fee of £24,530 per annum throughout the demolition and construction phases of the development to fund AQDMP compliance monitoring and maintenance of the Council's Construction Site Air Quality Monitoring System.

Trees

- If transplanting of the Category A *Fagus sylvatica* 'Purpurea' tree is not achievable, or the tree dies as a result of the works, a suitable alternative must be planted, and a compensatory Capital Asset Value for Trees (CAVAT) contribution, based on the proposed location of the *Fagus sylvatica* 'Purpurea', shall be secured by way of an "either/or" mechanism to provide compensatory planting for biodiversity and to address climate change local to the site.

Heritage

- To submit to the council the list of names of the design team together with confirmation that the original architect and lead designer has been retained for the development of the site in accordance with the permissions, prior to the commencement of the development and prior to the commencement of each of the Riba work stages 4,5, and 11.1.
- To submit to the council 6 months prior to first occupation, a public access scheme setting out public access to Block A and areas of other blocks subject to agreement (including participation in the Open House festival).
- To submit to the council for approval the Historical Artefacts Display and Retention Strategy prior to occupation of the development.
- To submit to the council a scope of works for the repair of the Ward Block (Block B) Clock and an annual maintenance plan.

Highways

- Car parking permit free agreement (all uses).
- Establishment of a demolition/construction community working group, to be held prior to any works (and subsequent phases of works) commencing on-site, with this to expressly requiring the applicant, appointed contractor, CNC and other key stakeholders to develop and agree the approach to demolition and construction to be submitted.
- Demolition Logistics Plan and Demolition Management Plan monitoring fee of £5,000 per annum for duration of works.
- Construction Logistics Plan and Construction Management Plan monitoring fee of £5,000 per annum for duration of works.
- S278 Highway Works – to enter into an agreement to pay for a new public realm scheme to be development between site and park on Ravenscourt Park, to focus on an active sustainable space and reducing the dominance of the road and on-street parking. Highways works to be carried out in conjunction with CPZ review.
- S278 Highway Works – to enter into an agreement to undertake highway works at either end of the access to Ravenscourt Square to create entry features to reduce traffic speeds between the public highway and highway of Ravenscourt Square, to enhance and promote pedestrian and cycle accessibility.
- Accessibility – maintain public access in perpetuity across Ravenscourt Square for non-motorised movements, i.e. pedestrians, cyclists.
- Public Parks Improvement scheme – undertake a detailed review of the connection between the site and Ravenscourt Park Underground Station, through the park reflective of ATZ route 3, to identify improvements to lighting, signage, security and footways, and cover all identified Council costs in delivering such agreed improvement works.
- Delivery and Servicing Management Plan monitoring fee of £3,000 per annum, on first submission and then on the yearly anniversary of years one, three and five in relation to the monitoring reports to be submitted to the Council.
- Travel Plan monitoring fee of £3,000 for submission then on anniversary of year one, three and five related to on-going monitoring reports for each use
- Controlled Parking Zone Review – undertake a CPZ review within Zone M to review the demands for on-street car parking and identify opportunities to enhance control hours to prevent general car parking from being undertaken, and where identified cover identified costs to amend Traffic Regulation Order.

Employment & Skills

- A financial contribution of £255,500 to support delivery of the Council's Industrial Strategy "Upstream London", including to support employment, skills and local procurement activities.
- 22 apprenticeships for H&F residents throughout the construction period.
- 7 unpaid work placements for H&F residents and/or students at H&F schools throughout the construction period.
- At least 10% of the total number of people employed on the construction of the development are local (H&F) residents.
- At least 20% of the total number of people employed by the end use(s) of the development are local (H&F) residents for a period of no less than 24 months.
- Local (H&F) businesses are procured in the supply chain of the construction of the development to a value of at least 10% of the build cost.
- Submission of a delivery plan for construction-phase and post-occupation employment & skills outputs to the council for approval.

- Prepare a Local Procurement Strategy for approval by the council.

Carbon Offsetting

- Financial contribution of £241,080 towards achieving net zero.

Council's Legal Costs

- Payment of the Council's reasonable legal and other professional costs incurred in preparing the S106 agreements.

25. Conclusion & Recommendations

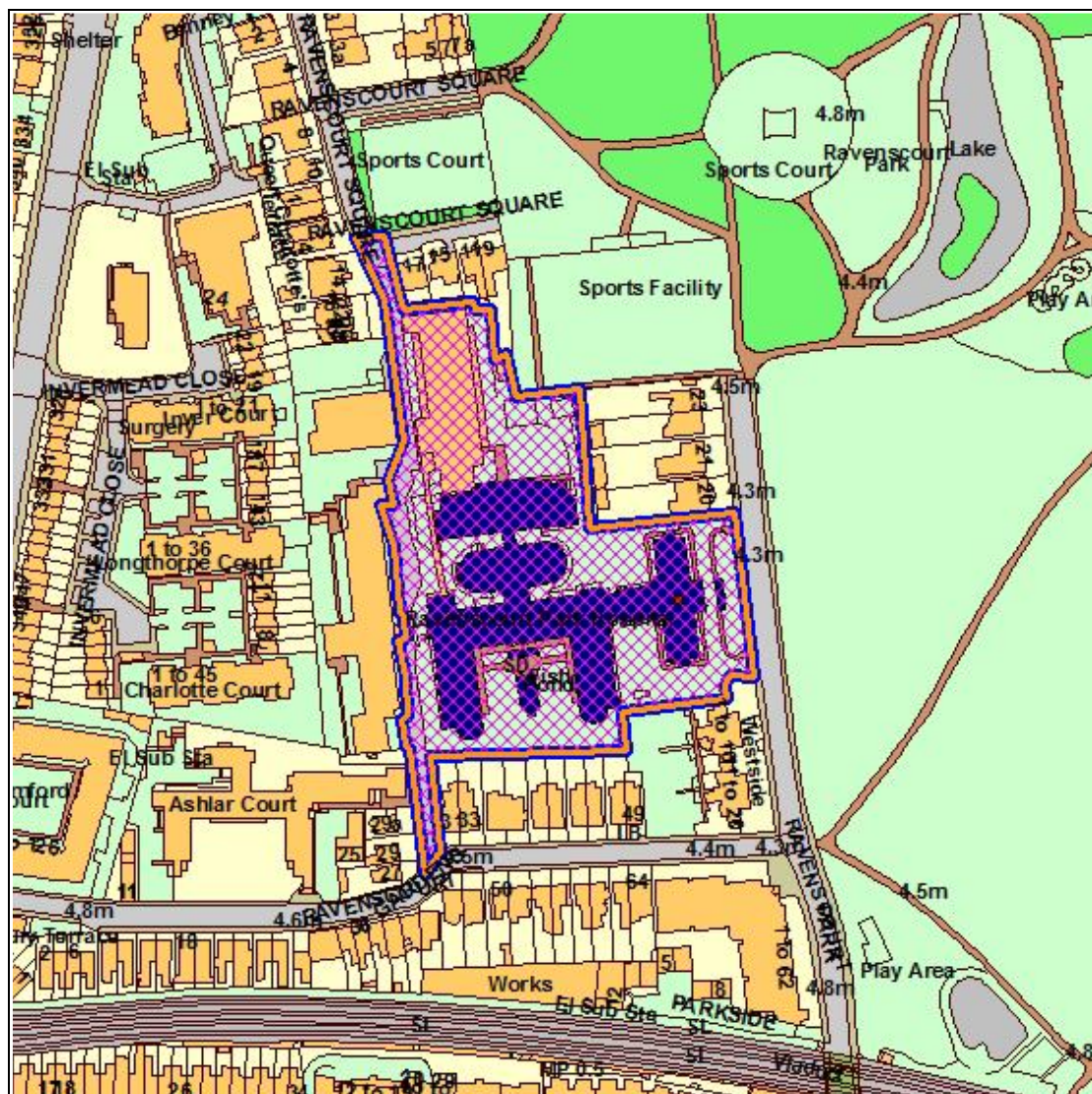
- 25.1. The proposed redevelopment of the former Royal Masonic Hospital site represents a comprehensive and heritage-led scheme that seeks to bring a long-vacant Grade II* listed building back into sustainable use. The application has been subject to extensive consultation and iterative design revisions, resulting in a proposal that balances the sensitive restoration of historic fabric with the delivery of much-needed housing, a care home, and flexible community floorspace. The scheme would deliver 140 new homes, including affordable housing, alongside a 65-bed care facility and publicly accessible community uses within Block A. The development also incorporates significant public realm improvements, biodiversity enhancements, and a robust sustainability strategy, including an all-electric energy system and a 67% reduction in carbon emissions beyond Building Regulations.
- 25.2. While the application has generated a number of objections, particularly in relation to massing, heritage impact, and amenity concerns, officers consider that these have been appropriately addressed through design amendments and mitigation measures secured by conditions and legal agreement. The proposal is considered to comply with the relevant policies of the National Planning Policy Framework, the London Plan, and the Hammersmith and Fulham Local Plan. Subject to the recommended planning conditions and completion of a Section 106 agreement to secure necessary obligations, the development is considered to deliver substantial public benefits that outweigh any residual harm.
- 25.3. It is therefore recommended that planning permission and listed building consent be granted in line with the recommendations given at the start of this report.

Agenda Item 6

Ward: Ravenscourt

Site Address:

Ravenscourt Park Hospital, Ravenscourt Park, London W6 0TU



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For identification purposes only - do not scale.

Reg. No:

2023/03130/LBC

Date Valid:

30.11.2023

Committee Date:

30.07.2025

Case Officer:

Sinead Winship-David

Jesenska Oezdalga

Conservation Area:

Ravenscourt And Starch Green Conservation Area

- Number 8

Applicant:

Ravenscourt (Stamford) Property Limited, C / O TT Group
C/o Agent

Description:

Part demolition, part extension and alteration of the existing buildings and structures, change of use of the existing buildings and the erection of a new building including provision of a basement, to provide residential units (Use Class C3) and associated ancillary communal floorspace, a Care Home (Use Class C2) and flexible non-residential floorspace (Classes E, F1 and F2), together with associated roof top installations and structures, private and communal amenity space, landscaping, access, refuse storage, parking and associated works.

Drg Nos: See condition 2

Application Type:

Listed Building Consent

Officer Recommendation:

- 1) That the Committee resolve that the Director of Planning and Property be authorised to 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.

Conditions:

- 1) The works hereby granted consent shall not commence later than the expiration of 3 years beginning with the date upon which this consent is granted.

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).

- 2) The works hereby granted consent shall be carried out and completed in accordance with the following approved documents and drawings:
 - 2210-SPP-RCZ-B1-DR-A-95-1001 REV: P03 - Masterplan - Demolition Level B1 Floor Plan
 - 2210-SPP-RCZ-0G-DR-A-95-1002 REV: P04 - Masterplan - Demolition Level 0G Floor Plan

- 2210-SPP-RCZ-01-DR-A-95-1003 REV: P02 - Masterplan - Demolition Level 01 Floor Plan
- 2210-SPP-RCZ-02-DR-A-95-1004 REV: P02 - Masterplan - Demolition Level 02 Floor Plan
- 2210-SPP-RCZ-03-DR-A-95-1005 REV: P03 - Masterplan - Demolition Level 03 Floor Plan
- 2210-SPP-RCZ-04-DR-A-95-1006 REV: P03 - Masterplan - Demolition Level 04 Floor Plan
- 2210-SPP-RCZ-05-DR-A-95-1007 REV: P03 - Masterplan - Demolition Level 05 Floor Plan
- 2210-SPP-RCZ-0R-DR-A-95-1008 REV: P03 - Masterplan - Demolition Roof Plan
- 2210-SPP-RCZ-ZZ-DR-A-95-2001 REV: PO3 - Masterplan - Demolition Section 01 & 02
- 2210-SPP-RCZ-ZZ-DR-A-95-2002 REV: PO2 - Masterplan - Demolition Section 03
- 2210-SPP-RCZ-ZZ-DR-A-95-3001 REV: PO2 - Masterplan - Demolition East & South Elevations
- 2210-SPP-RCZ-ZZ-DR-A-95-3002 REV: P03 - Masterplan - Demolition West & North Elevations
- 2210-SPP-RCZ-ZZ-DR-A-00-0020 REV: PO5 - Masterplan - Proposed Site Plan
- 2210-SPP-RCZ-B1-DR-A-20-1001 REV: P03 - Masterplan - Proposed Level B1 Floor Plan
- 2210-SPP-RCZ-0G-DR-A-20-1002 REV: P04 - Masterplan - Proposed Level 0G Floor Plan
- 2210-SPP-RCZ-01-DR-A-20-1003 REV: P04 - Masterplan - Proposed Level 01 Floor Plan
- 2210-SPP-RCZ-02-DR-A-20-1004 REV: P04 - Masterplan - Proposed Level 02 Floor Plan
- 2210-SPP-RCZ-03-DR-A-20-1005 REV: P05 - Masterplan - Proposed Level 03 Floor Plan
- 2210-SPP-RCZ-04-DR-A-20-1006 REV: P05 - Masterplan - Proposed Level 04 Floor Plan
- 2210-SPP-RCZ-05-DR-A-20-1007 REV: P05 - Masterplan - Proposed Level 05 Floor Plan
- 2210-SPP-RCZ-0R-DR-A-20-1008 REV: P05 - Masterplan - Proposed Roof Plan
- 2210-SPP-RCZ-ZZ-DR-A-25-3001 REV: P05 - Masterplan - Proposed East & South Elevations
- 2210-SPP-RCZ-ZZ-DR-A-25-3002 REV: P05 - Masterplan - Proposed West & North Elevations
- 2210-SPP-RCZ-ZZ-DR-A-26-2001 REV: P04 - Masterplan - Proposed Section 01 & 02

- 2210-SPP-RCZ-ZZ-DR-A-26-2002 REV: P04 - Masterplan - Proposed Section 03
- 2210-SPP-RCZ-ZZ-DR-A-97-4001 REV: P02 - Masterplan - Proposed Gates - Sheet 01
- 2210-SPP-RCZ-ZZ-DR-A-97-4002 REV: P02 - Masterplan - Proposed Gates - Sheet 02
- 2210-SPP-RCZ-ZZ-DR-A-97-4003 REV: PO1 - Masterplan - Proposed Gates - Sheet 03
- 2210-SPP-RCZ-ZZ-DR-A-97-4004 REV: PO2 - Masterplan - Proposed Gates - Sheet 04
- 2210-SPP-RCZ-ZZ-DR-A-97-4005 REV: PO1 - Masterplan - Proposed Gates - Sheet 05
- 2210-SPP-RCZ-ZZ-DR-A-98-4001 REV: PO1 - Masterplan - Proposed Lamp Post
- 2210-SPP-RCA-0G-DR-A-95-1001 REV: P02 - RCA - Demolition Level 0G Floor Plan
- 2210-SPP-RCA-01-DR-A-95-1002 REV: PO1 - RCA - Demolition Level 01 Floor Plan
- 2210-SPP-RCA-1M-DR-A-95-1003 REV: PO1 - RCA - Demolition Level 1M Floor Plan
- 2210-SPP-RCA-02-DR-A-95-1004 REV: P02 - RCA - Demolition Level 02 Floor Plan
- 2210-SPP-RCA-03-DR-A-95-1005 REV: P02 - RCA - Demolition Level 03 Floor Plan
- 2210-SPP-RCA-RF-DR-A-95-1006 REV: P02 - RCA - Demolition Roof Plan
- 2210-SPP-RCA-ZZ-DR-A-95-2001 REV: P03 - RCA - Demolition Section 01
- 2210-SPP-RCA-ZZ-DR-A-95-2002 REV: P02 - RCA - Demolition Section 02
- 2210-SPP-RCA-ZZ-DR-A-95-3001 REV: P02 - RCA - Demolition East Elevations
- 2210-SPP-RCA-ZZ-DR-A-95-3002 REV: P02 - RCA - Demolition South Elevation
- 2210-SPP-RCA-ZZ-DR-A-95-3003 REV: P02 - RCA - Demolition West Elevation
- 2210-SPP-RCA-ZZ-DR-A-95-3004 REV: P02 - RCA - Demolition North Elevation
- 2210-SPP-RCA-0G-DR-A-20-1001 REV: P03 - RCA - Proposed Level 0G Floor Plan
- 2210-SPP-RCA-01-DR-A-20-1002 REV: P02 - RCA - Proposed Level 01 Floor Plan
- 2210-SPP-RCA-1M-DR-A-20-1003 REV: P02 - RCA - Proposed Level 1M Floor Plan
- 2210-SPP-RCA-02-DR-A-20-1004 REV: P03 - RCA - Proposed Level 02 Floor Plan
- 2210-SPP-RCA-03-DR-A-20-1005 REV: P03 - RCA - Proposed Level 03 Floor Plan

- 2210-SPP-RCA-0R-DR-A-20-1006 REV: P03 - RCA - Proposed Roof Plan
- 2210-SPP-RCA-ZZ-DR-A-25-3001 REV: P02 - RCA - Proposed East Elevation
- 2210-SPP-RCA-ZZ-DR-A-25-3002 REV: P03 - RCA - Proposed South Elevation
- 2210-SPP-RCA-ZZ-DR-A-25-3003 REV: P03 - RCA - Proposed West Elevation
- 2210-SPP-RCA-ZZ-DR-A-25-3004 REV: P02 - RCA - Proposed North Elevation
- 2210-SPP-RCA-ZZ-DR-A-26-2001 REV: P03 - RCA - Proposed Section 01
- 2210-SPP-RCA-ZZ-DR-A-26-2002 REV: P02 - RCA - Proposed Section 02
- 2210-SPP-RCA-ZZ-DR-A-26-2003 REV: P03 - RCA - Proposed Section 03 & 04
- 2210-SPP-RCB-B1-DR-A-95-1001 REV: P01 - RCB - Demolition Level B1 Floor Plan - Part 1
- 2210-SPP-RCB-B1-DR-A-95-1002 REV: P01 - RCB - Demolition Level B1 Floor Plan - Part 2
- 2210-SPP-RCB-0G-DR-A-95-1003 REV: P01 - RCB - Demolition Level 0G Floor Plan - Part 1
- 2210-SPP-RCB-0G-DR-A-95-1004 REV: P02 - RCB - Demolition Level 0G Floor Plan - Part 2
- 2210-SPP-RCB-01-DR-A-95-1005 REV: P01 - RCB - Demolition Level 01 Floor Plan - Part 1
- 2210-SPP-RCB-01-DR-A-95-1006 REV: P02 - RCB - Demolition Level 01 Floor Plan - Part 2
- 2210-SPP-RCB-02-DR-A-95-1007 REV: P01 - RCB - Demolition Level 02 Floor Plan - Part 1
- 2210-SPP-RCB-02-DR-A-95-1008 REV: P02 - RCB - Demolition Level 02 Floor Plan - Part 2
- 2210-SPP-RCB-03-DR-A-95-1009 REV: P01 - RCB - Demolition Level 03 Floor Plan - Part 1
- 2210-SPP-RCB-03-DR-A-95-1010 REV: P02 - RCB - Demolition Level 03 Floor Plan - Part 2
- 2210-SPP-RCB-04-DR-A-95-1011 REV: P01 - RCB - Demolition Level 04 Floor Plan - Part 1
- 2210-SPP-RCB-04-DR-A-95-1012 REV: P02 - RCB - Demolition Level 04 Floor Plan - Part 2
- 2210-SPP-RCB-05-DR-A-95-1013 REV: P01 - RCB - Demolition Level 05 Floor Plan - Part 1
- 2210-SPP-RCB-05-DR-A-95-1014 REV: P02 - RCB - Demolition Level 05 Floor Plan - Part 2
- 2210-SPP-RCB-RF-DR-A-95-1015 REV: P01 - RCB - Demolition Roof Plan - Part 1
- 2210-SPP-RCB-RF-DR-A-95-1016 REV: P02 - RCB - Demolition Roof Plan - Part 2

- 2210-SPP-RCB-ZZ-DR-A-95-2001 REV: P01 - RCB - Demolition Section 01
- 2210-SPP-RCB-ZZ-DR-A-95-2002 REV: P01 - RCB - Demolition Section 02
- 2210-SPP-RCB-ZZ-DR-A-95-2003 REV: P01 - RCB - Demolition Section 03
- 2210-SPP-RCB-ZZ-DR-A-95-3001 REV: P01 - RCB - Demolition East Elevation
- 2210-SPP-RCB-ZZ-DR-A-95-3002 REV: P01 - RCB - Demolition South Elevation
- 2210-SPP-RCB-ZZ-DR-A-95-3003 REV: P02 - RCB - Demolition West Elevation
- 2210-SPP-RCB-ZZ-DR-A-95-3004 REV: P02 - RCB - Demolition North Elevation
- 2210-SPP-RCB-B1-DR-A-20-1001 REV: P01 - RCB - Proposed Level B1 Floor Plan - Part 1
- 2210-SPP-RCB-B1-DR-A-20-1002 REV: P01 - RCB - Proposed Level B1 Floor Plan - Part 2
- 2210-SPP-RCB-0G-DR-A-20-1003 REV: P03 - RCB - Proposed Level 0G Floor Plan - Part 1
- 2210-SPP-RCB-0G-DR-A-20-1004 REV: P04 - RCB - Proposed Level 0G Floor Plan - Part 2
- 2210-SPP-RCB-01-DR-A-20-1005 REV: P03 - RCB - Proposed Level 01 Floor Plan - Part 1
- 2210-SPP-RCB-01-DR-A-20-1006 REV: P04 - RCB - Proposed Level 01 Floor Plan - Part 2
- 2210-SPP-RCB-02-DR-A-20-1007 REV: P03 - RCB - Proposed Level 02 Floor Plan - Part 1
- 2210-SPP-RCB-02-DR-A-20-1008 REV: P04 - RCB - Proposed Level 02 Floor Plan - Part 2
- 2210-SPP-RCB-03-DR-A-20-1009 REV: P03 - RCB - Proposed Level 03 Floor Plan - Part 1
- 2210-SPP-RCB-03-DR-A-20-1010 REV: P04 - RCB - Proposed Level 03 Floor Plan - Part 2
- 2210-SPP-RCB-04-DR-A-20-1011 REV: P03 - RCB - Proposed Level 04 Floor Plan - Part 1
- 2210-SPP-RCB-04-DR-A-20-1012 REV: P04 - RCB - Proposed Level 04 Floor Plan - Part 2
- 2210-SPP-RCB-05-DR-A-20-1013 REV: P03 - RCB - Proposed Level 05 Floor Plan - Part 1
- 2210-SPP-RCB-05-DR-A-20-1014 REV: P04 - RCB - Proposed Level 05 Floor Plan - Part 2
- 2210-SPP-RCB-RF-DR-A-20-1015 REV: P03 - RCB - Proposed Roof Plan - Part 1
- 2210-SPP-RCB-RF-DR-A-20-1016 REV: P03 - RCB - Proposed Roof Plan - Part 2
- 2210-SPP-RCB-ZZ-DR-A-21-2001 REV: P01- RCB - Proposed External Wall Details - Sheet 01

- 2210-SPP-RCB-ZZ-DR-A-21-2002 REV: P01 - RCB - Proposed External Wall Details - Sheet 02
- 2210-SPP-RCB-ZZ-DR-A-21-2003 REV: P01 - RCB - Proposed External Wall Details - Sheet 03
- 2210-SPP-RCB-ZZ-DR-A-22-4001 REV: P01 - RCB - Proposed Typical Internal Crittall Enclosure
- 2210-SPP-RCB-ZZ-DR-A-25-3001 REV: P03 - RCB - Proposed East Elevation
- 2210-SPP-RCB-ZZ-DR-A-25-3002 REV: P02 - RCB - Proposed South Elevation
- 2210-SPP-RCB-ZZ-DR-A-25-3003 REV: P03 - RCB - Proposed West Elevation
- 2210-SPP-RCB-ZZ-DR-A-25-3004 REV: P01 - RCB - Proposed North Elevation
- 2210-SPP-RCB-ZZ-DR-A-26-2001 REV: P02 - RCB - Proposed Section 01
- 2210-SPP-RCB-ZZ-DR-A-26-2002 REV: P02 - RCB - Proposed Section 02
- 2210-SPP-RCB-ZZ-DR-A-26-2003 REV: P03 - RCB - Proposed Section 03
- 2210-SPP-RCB-ZZ-DR-A-26-2004 REV: P02 - RCB - Proposed Section 04
- 2210-SPP-RCB-ZZ-DR-A-26-2005 REV: P02 - RCB - Proposed Section 05
- 2210-SPP-RCB-ZZ-DR-A-70-3006 REV: P01 - RCB - Proposed Room Elevations - B-01 APT 05
- 2210-SPP-RCB-ZZ-DR-A-70-3010 REV: P01 - RCB - Proposed Typical Flat Entrances - Level 0G
- 2210-SPP-RCB-ZZ-DR-A-70-3011 REV: P01 - RCB - Proposed Typical Flat Entrances - Levels 01-03
- 2210-SPP-RCB-ZZ-DR-A-70-3012 REV: P01 - RCB - Proposed Typical Flat Entrances - Level 04
- 2210-SPP-RCB-ZZ-DR-A-90-4001 REV: P02 - RCB - Proposed Typical Terrace Planter
- 2210-SPP-RCB-ZZ-DR-A-90-4002 REV: P01 - RCB - Proposed Typical Terrace Details
- 2210-SPP-RCB-0G-DR-A-90-4005 REV: P01 - RCB - Proposed Typical Private Garden Access - Sheet 01
- 2210-SPP-RCB-0G-DR-A-90-4006 REV: P01 - RCB - Proposed Typical Private Garden Access - Sheet 02
- 2210-SPP-RCB-0G-DR-A-90-4010 REV: P01 - RCB - Proposed Main Garden Entrance
- 2210-SPP-RCB-0G-DR-A-90-4011 REV: P01 - RCB - Proposed Typical Main External Entrance to Flats
- 2210-SPP-RCC-B1-DR-A-95-1001 REV: P02 - RCC - Demolition Level B1 Floor Plan
- 2210-SPP-RCC-0G-DR-A-95-1002 REV: P03- RCC - Demolition Level 0G Floor Plan
- 2210-SPP-RCC-01-DR-A-95-1003 REV: P02 - RCC - Demolition Level 01 Floor Plan

- 2210-SPP-RCC-02-DR-A-95-1004 REV: P02 - RCC - Demolition Level 02 Floor Plan
- 2210-SPP-RCC-03-DR-A-95-1005 REV: P02 - RCC - Demolition Level 03 Floor Plan
- 2210-SPP-RCC-04-DR-A-95-1006 REV: P02 - RCC - Demolition Level 04 Floor Plan
- 2210-SPP-RCC-RF-DR-A-95-1007 REV: P02 - RCC - Demolition Roof Plan
- 2210-SPP-RCC-ZZ-DR-A-95-2001 REV: P01 - RCC - Demolition Section 01
- 2210-SPP-RCC-ZZ-DR-A-95-2002 REV: P02 - RCC - Demolition Section 02
- 2210-SPP-RCC-ZZ-DR-A-95-3001 REV: P02 - RCC - Demolition South Elevations
- 2210-SPP-RCC-ZZ-DR-A-95-3002 REV: P01 - RCC - Demolition East Elevations
- 2210-SPP-RCC-ZZ-DR-A-95-3003 REV: P02 - RCC - Demolition North Elevations
- 2210-SPP-RCC-ZZ-DR-A-95-3004 REV: P02 - RCC - Demolition West Elevations
- 2210-SPP-RCC-B1-DR-A-20-1001 REV: P03 - RCC - Proposed Level B1 Floor Plan
- 2210-SPP-RCC-0G-DR-A-20-1002 REV: P03 - RCC - Proposed Level 0G Floor Plan
- 2210-SPP-RCC-01-DR-A-20-1003 REV: P03 - RCC - Proposed Level 01 Floor Plan
- 2210-SPP-RCC-02-DR-A-20-1004 REV: P03 - RCC - Proposed Level 02 Floor Plan
- 2210-SPP-RCC-03-DR-A-20-1005 REV: P03 - RCC - Proposed Level 03 Floor Plan
- 2210-SPP-RCC-04-DR-A-20-1006 REV: P03 - RCC - Proposed Level 04 Floor Plan
- 2210-SPP-RCC-05-DR-A-20-1007 REV: P03 - RCC - Proposed Level 05 Floor Plan
- 2210-SPP-RCC-RF-DR-A-20-1008 REV: P03 - RCC - Proposed Roof Plan
- 2210-SPP-RCC-ZZ-DR-A-21-2001 REV: P01 - RCC - Proposed External Wall Details - Sheet 01
- 2210-SPP-RCC-ZZ-DR-A-21-2002 REV: P01 - RCC - Proposed External Wall Details - Sheet 02
- 2210-SPP-RCC-ZZ-DR-A-25-3001 REV: P03 - RCC - Proposed South Elevation
- 2210-SPP-RCC-ZZ-DR-A-25-3002 REV: P02 - RCC - Proposed East Elevation
- 2210-SPP-RCC-ZZ-DR-A-25-3003 REV: P03 - RCC - Proposed North Elevation
- 2210-SPP-RCC-ZZ-DR-A-25-3004 REV: P03 - RCC - Proposed West Elevation
- 2210-SPP-RCC-ZZ-DR-A-26-2001 REV: P03 - RCC - Proposed Section 01

- 2210-SPP-RCC-ZZ-DR-A-26-2002 REV: P03 - RCC - Proposed Section 02
- 2210-SPP-RCD-B1-DR-A-95-1001 REV: P02 - RCD - Demolition Level B1 Floor Plan
- 2210-SPP-RCD-0G-DR-A-95-1002 REV: P02 - RCD - Demolition Level 0G Floor Plan
- 2210-SPP-RCD-01-DR-A-95-1003 REV: P01 - RCD - Demolition Level 01 Floor Plan
- 2210-SPP-RCD-02-DR-A-95-1004 REV: P01 - RCD - Demolition Level 02 Floor Plan
- 2210-SPP-RCD-03-DR-A-95-1005 REV: P01 - RCD - Demolition Level 03 Floor Plan
- 2210-SPP-RCD-RF-DR-A-95-1006 REV: P01 - RCD - Demolition Roof Plan
- 2210-SPP-RCD-ZZ-DR-A-95-2001 REV: P02 - RCD - Demolition Section 01
- 2210-SPP-RCD-ZZ-DR-A-95-2002 REV: P02 - RCD - Demolition Section 02
- 2210-SPP-RCD-ZZ-DR-A-95-3001 REV: P01 - RCD - Demolition South Elevations
- 2210-SPP-RCD-ZZ-DR-A-95-3002 REV: P01 - RCD - Demolition East Elevations
- 2210-SPP-RCD-ZZ-DR-A-95-3003 REV: P01 - RCD - Demolition North Elevations
- 2210-SPP-RCD-ZZ-DR-A-95-3004 REV: P01 - RCD - Demolition West Elevations
- 2210-SPP-RCD-B1-DR-A-20-1001 REV: P02 - RCD - Proposed Level B1 Floor Plan
- 2210-SPP-RCD-0G-DR-A-20-1002 REV: P03 - RCD - Proposed Level 0G Floor Plan
- 2210-SPP-RCD-01-DR-A-20-1003 REV: P03 - RCD - Proposed Level 01 Floor Plan
- 2210-SPP-RCD-02-DR-A-20-1004 REV: P03 - RCD - Proposed Level 02 Floor Plan
- 2210-SPP-RCD-03-DR-A-20-1005 REV: P03 - RCD - Proposed Level 03 Floor Plan
- 2210-SPP-RCD-04-DR-A-20-1006 REV: P03 - RCD - Proposed Level 04 Floor Plan
- 2210-SPP-RCD-RF-DR-A-20-1007 REV: P03 - RCD - Proposed Roof Plan
- 2210-SPP-RCD-ZZ-DR-A-21-4001 REV: P01 - RCD - Proposed Facade Section 01 - Sheet 01
- 2210-SPP-RCD-ZZ-DR-A-21-4002 REV: P01 - RCD - Proposed Facade Section 01 - Sheet 02
- 2210-SPP-RCD-ZZ-DR-A-25-3001 REV: P02 - RCD - Proposed South Elevation
- 2210-SPP-RCD-ZZ-DR-A-25-3002 REV: P02 - RCD - Proposed East Elevation

- 2210-SPP-RCD-ZZ-DR-A-25-3003 REV: P02 - RCD - Proposed North Elevation
- 2210-SPP-RCD-ZZ-DR-A-25-3004 REV: P02 - RCD - Proposed West Elevation
- 2210-SPP-RCD-ZZ-DR-A-26-2001 REV: P02 - RCD - Proposed Section 01
- 2210-SPP-RCD-ZZ-DR-A-26-2002 REV: P02 - RCD - Proposed Section 02
- 2210-SPP-RCE-B1-DR-A-95-1001 REV: P01 - RCE - Demolition Level B1 Floor Plan
- 2210-SPP-RCE-0G-DR-A-95-1002 REV: P01 - RCE - Demolition Level 0G Floor Plan
- 2210-SPP-RCE-01-DR-A-95-1003 REV: P01 - RCE - Demolition Level 01 Floor Plan
- 2210-SPP-RCE-02-DR-A-95-1004 REV: P01 - RCE - Demolition Level 02 Floor Plan
- 2210-SPP-RCE-03-DR-A-95-1005 REV: P01 - RCE - Demolition Level 03 Floor Plan
- 2210-SPP-RCE-04-DR-A-95-1006 REV: P01 - RCE - Demolition Roof Plan
- 2210-SPP-RCE-ZZ-DR-A-95-2001 REV: P01 - RCE - Demolition Section 01
- 2210-SPP-RCE-ZZ-DR-A-95-2002 REV: P01 - RCE - Demolition Section 02
- 2210-SPP-RCE-ZZ-DR-A-95-3001 REV: P01 - RCE - Demolition South Elevations
- 2210-SPP-RCE-ZZ-DR-A-95-3002 REV: P01 - RCE - Demolition East Elevations
- 2210-SPP-RCE-ZZ-DR-A-95-3003 REV: P01 - RCE - Demolition North Elevations
- 2210-SPP-RCE-ZZ-DR-A-95-3004 REV: P01 - RCE - Demolition West Elevations
- 2210-SPP-RCE-B1-DR-A-20-1001 REV: P02 - RCE - Proposed Level B1 Floor Plan
- 2210-SPP-RCE-0G-DR-A-20-1002 REV: P03 - RCE - Proposed Level 0G Floor Plan
- 2210-SPP-RCE-01-DR-A-20-1003 REV: P03 - RCE - Proposed Level 01 Floor Plan
- 2210-SPP-RCE-02-DR-A-20-1004 REV: P03 - RCE - Proposed Level 02 Floor Plan
- 2210-SPP-RCE-03-DR-A-20-1005REV: P03 - RCE - Proposed Level 03 Floor Plan
- 2210-SPP-RCE-04-DR-A-20-1006 REV: P03 - RCE - Proposed Level 04 Floor Plan
- 2210-SPP-RCE-RF-DR-A-20-1007 REV: P05 - RCE - Proposed Roof Plan
- 2210-SPP-RCE-ZZ-DR-A-21-4001-S4-P01 REV: P03 - RCE - Proposed External Wall Details - Sheet 01
- 2210-SPP-RCE-ZZ-DR-A-21-4002-S4-P01 REV: P03 - RCE - Proposed External Wall Details - Sheet 02

- 2210-SPP-RCE-ZZ-DR-A-25-3001 REV: P04 - RCE - Proposed South Elevation
- 2210-SPP-RCE-ZZ-DR-A-25-3002 REV: P04 - RCE - Proposed East Elevation
- 2210-SPP-RCE-ZZ-DR-A-25-3003 REV: P04 - RCE - Proposed North Elevation
- 2210-SPP-RCE-ZZ-DR-A-25-3004 REV: P04 - RCE - Proposed West Elevation
- 2210-SPP-RCE-ZZ-DR-A-26-2001 REV: P05 - RCE - Proposed Section 01
- 2210-SPP-RCE-ZZ-DR-A-26-2002 REV: P04 - RCE - Proposed Section 02
- 2210-SPP-RC-XX-DS-A-XX-6002 REV: P01 - Schedule of Works - Listed Buildings
- 2210-SPP-RC-XX-DS-A-XX-6003 REV: P02 - Proposed Heritage Strategy
- 2210-SPP-RC-XX-DS-A-XX-6004 REV: P02 - Structural Information

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

- 3) Prior to commencement of relevant works within the relevant phase, a sample panel of new brickwork (identifying type, colour, bond, pointing style, mortar colour and mix) shall be erected on site in a location to be agreed in writing by the Local Planning Authority for the inspection of the Council's conservation officer and written approval of the Local Planning Authority. The relevant works to the listed building shall be carried out in accordance with the details as approved and thereafter permanently retained in this form.

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

- 4) Prior to commencement of the relevant works within the relevant phase, samples of all external materials as specified on the approved drawings shall be provided on site for the inspection of the Council's conservation officer and written approval of the Local Planning Authority. The relevant works to the listed building shall be carried out in accordance with the details as approved and thereafter permanently retained in this form.

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

- 5) Any replacement bricks shall match the existing bricks, post-cleaning, in colour, texture, size and pointing finish.

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

- 6) All new mortar to Blocks A, B, C and D shall be lime-based. Where a lime-based

mortar is not proposed, a sample of the alternative mortar shall be provided on site for the inspection of the Council's conservation officer and written approval of the Local Planning Authority. The relevant works to the listed building shall be carried out in accordance with the details as approved and thereafter permanently retained in this form.

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

- 7) Prior to commencement of relevant works within the relevant phase, details of new metal flagpole brackets shall be submitted to and approved in writing by the Local Planning Authority. The relevant works to the listed building shall be carried out in accordance with the details as approved and thereafter permanently retained in this form.

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

- 8) Prior to commencement of the development (excluding the demolition, asbestos removal, strip out and sub-station installation works), detailed drawings at a scale of not less than 1:20 in plan, section and elevation of all works, repairs and restoration to external elevations and roofs; and all junctions between the approved extensions and the listed building shall be submitted to and approved in writing by the Local Planning Authority. The relevant works to the listed building shall be carried out in accordance with the details as approved and thereafter permanently retained in this form.

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

- 9) Prior to the commencement of relevant works within the relevant phase, detailed drawings at a minimum scale of 1:5 showing the method of connection of the new glass balustrades and the existing balconies shall be submitted to and approved in writing by the Local Planning Authority. The relevant works to the listed building shall be carried out in accordance with the details as approved and thereafter permanently retained in this form.

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

- 10) No new or altered hoarding shall be erected on site until a scheme for temporary fencing and/or enclosure of the site, has been submitted to and approved in writing by the Local Planning Authority, and the temporary fencing and/or enclosure has been erected in accordance with the approved details. The temporary fencing and/or enclosure shall thereafter be retained for the duration of the demolition and building works in accordance with the approved details. No part of the temporary fencing and/or enclosure of the site shall be used for the display of advertisement hoardings, unless consent has been obtained from the

Local Planning Authority.

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

- 11) Prior to the commencement of relevant works within the relevant phase, detailed drawings at a scale of not less than 1:20 plan, section and elevation of all works, including repairs and restoration of external elevations and roofs shall be submitted to and approved in writing by the Local Planning Authority. The relevant works to the listed building shall be carried out in accordance with the details as approved and thereafter permanently retained in this form.

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

- 12) Prior to commencement of relevant works within the relevant phase, detailed drawings at a scale of not less than 1:20 in plan, section and elevation of all junctions between the approved extensions and the listed building shall be submitted to and approved in writing by the Local Planning Authority. The relevant works to the listed building shall be carried out in accordance with the details as approved and thereafter permanently retained in this form.

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

- 13) Prior to commencement of relevant works within the relevant phase, detailed drawings of the proposed new rooflights including materials, projection and manufacturers details shall be submitted to and approved in writing by the Local Planning Authority. The relevant works to the listed building shall be carried out in accordance with the details as approved and thereafter permanently retained in this form.

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

- 14) Prior to commencement of the development (excluding the demolition, asbestos removal, strip out and sub-station installation works) within the relevant phase (Blocks A and B only), details of replacement ceilings, where they are proposed to be fixed into the original fabric, shall be submitted to and approved in writing by the Local Planning Authority. The relevant works to the listed building shall be carried out in accordance with the details as approved and thereafter permanently retained in this form.

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

- 15) Prior to commencement of the development (excluding the demolition, asbestos

removal, strip out and sub-station installation works) within the relevant phase, detailed drawings at a minimum scale of 1:20 showing any new insulation not shown on the approved drawings shall be submitted to and approved in writing by the Local Planning Authority. The relevant works to the listed building shall be carried out in accordance with the details as approved and thereafter permanently retained in this form.

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

- 16) Prior to the commencement of relevant works within the relevant phase, details of all proposed external lighting, including number, location, height, design, appearance, materials and method of attachment to the listed building shall be submitted to and approved in writing by the Local Planning Authority. The relevant works to the listed building shall be carried out in accordance with the details as approved and thereafter permanently retained in this form.

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

- 17) Prior to commencement of the development (excluding the demolition, asbestos removal, strip out and sub-station installation works) within the relevant phase, details of all proposed soil stacks, plumbing, pipes, vents, chimneys or flues, ductwork, grilles, security alarms, lighting, cameras shall be submitted to and approved in writing by the Local Planning Authority. The relevant works to the listed building shall be carried out in accordance with the details as approved and thereafter permanently retained in this form.

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

- 18) Prior to commencement of the development (excluding the demolition, asbestos removal, strip out and sub-station installation works) within the relevant phase, details of all proposed air-conditioning units, ventilation fans, extraction equipment, air source heat pumps shall be submitted to and approved in writing by the Local Planning Authority. The relevant works to the listed building shall be carried out in accordance with the details as approved and thereafter permanently retained in this form.

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

- 19) Prior to commencement of relevant works within Block A and Block C, details of the cycle parking provision including the connection method to the fabric of the listed building and manufacturer's details shall be submitted to and approved in writing by the Local Planning Authority. The relevant works to the listed building shall be carried out in accordance with the details as approved and thereafter permanently retained in this form.

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

- 20) Prior to commencement of relevant works within the relevant phase, detailed drawings in plan, section and elevation at a scale of not less than 1:20 of the boundary walls, posts, gates, piers and direction and method of opening shall be submitted to and approved in writing by the Local Planning Authority. The relevant works to the listed building shall be carried out in accordance with the details as approved and thereafter permanently retained in this form.

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

- 21) Prior to commencement of relevant works within Block A, detailed drawings of the accessible entrance ramp in plan, section and elevation at a scale of not less than 1:20, including details of the junction with the façade of the listed building and samples of all external and surface materials of the ramp shall be submitted to and approved in writing by the Local Planning Authority. The relevant works to the listed building shall be carried out in accordance with the details as approved and thereafter permanently retained in this form.

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

- 22) A method statement of soft strip, protection of history fabric and schedule of artefacts to be retained or removed for safe storage shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of any works to the listed building. The works shall be carried out in full accordance with the approved details and all artefacts shall be reinstated in their identified location prior to the first occupation of the development.

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

- 23) (a) Details of the methodology of removal, protection and storage and strategy for reuse of the concrete, including those to the Gilbert Bayes statues shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of relevant works to the listed building.

(b) Details of the final strategy and methodology for the repair (if required) and/or reuse of the concrete, including those to the Gilbert Bayes statues, prepared by a suitably qualified specialist, shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of relevant works to the listed building. All works identified within the approved final strategy and methodology shall be undertaken prior to the occupation of the development and shall be permanently retained thereafter.

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

- 24) (a) Details of the methodology of removal, protection and storage of marble and a strategy for reuse of marble, including details of marble cleaning and repair and colour-matching by an experienced craftsman, shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of relevant works to the listed building.

(b) Details of the final strategy and methodology for the repair (if required) and/or reuse of marble and cleaning and repair, including colour-matching by an experienced craftsman, shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of relevant works to the listed building. All works identified within the approved final strategy and methodology shall be undertaken prior to the occupation of the development and shall be permanently retained thereafter.

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

- 25) (a) Details of the methodology of removal, protection and storage and strategy for reuse of metalwork (with historic railings to be retained and repaired in-situ unless replacement is agreed) to be carried out by suitably qualified specialists, shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of relevant works to the listed building.

(b) Details of the final strategy and methodology for the repair (if required) and/or reuse of metalwork, to be carried out by suitably qualified specialists, shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of relevant works to the listed building. All works identified within the approved final strategy and methodology shall be undertaken prior to the occupation of the development and shall be permanently retained thereafter.

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

- 26) (a) Details of the methodology of removal, protection and storage, and a strategy for reuse of the gold mosaic tiles, to be carried out by suitably qualified specialists, shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of relevant works to the listed building.

(b) Details of the final methodology and strategy for reuse of the gold mosaic tiles, to be carried out by suitably qualified specialists, shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of relevant works to the listed building. All works identified within the approved final strategy and methodology shall be undertaken prior to the occupation of the development and shall be permanently retained thereafter.

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

- 27) (a) Details of the methodology of removal, protection and storage and a strategy for reuse of balconies, including protection of gold mosaic columns and glass bricks; to be carried out by suitably qualified specialists, shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of relevant works to the listed building.

(b) Details of the final strategy and methodology for repair (if required) and/or reuse of the balconies, gold mosaic columns and glass bricks, to be carried out by suitably qualified specialists, shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of relevant works to the listed building. All works identified within the approved final strategy and methodology shall be undertaken prior to the occupation of the development and shall be permanently retained thereafter.

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

- 28) (a) Details of the methodology of removal, protection and storage and a strategy for reuse of floor and wall fabric, to be carried out by suitably qualified specialists, shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of relevant works to the listed building.

(b) Details of the final strategy and methodology for the Repair (if required) and/or Reuse of floor and wall fabric, to be carried out by suitably qualified specialists, shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of relevant works to the listed building. All works identified within the approved final strategy and methodology shall be undertaken prior to the occupation of the development and shall be permanently retained thereafter.

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

- 29) (a) Details of the methodology of removal, protection and storage and a strategy for the reuse of terrazzo, to be carried out by suitably qualified specialists, shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of relevant works to the listed building.

(b) Details of the final strategy and methodology for the Repair (if required) and/or Reuse of terrazzo, to be carried out by suitably qualified specialists, shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of relevant works to the listed building. All works identified within the approved final strategy and methodology shall be undertaken prior to the occupation of the development and shall be permanently retained thereafter.

Reason: In order to safeguard the special architectural or historic interest of the listed building in accordance with policy DC1, DC2, DC4 and DC8 of the Local

Plan (2018).

- 30) (a) Details of the methodology of removal, protection and storage and a strategy for the reuse of glass blocks, to be carried out by suitably qualified specialists, shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of relevant works to the listed building.

(b) Details of the final strategy and methodology for the repair (if required) and/or reuse of glass blocks, to be carried out by suitably qualified specialists, shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of relevant works to the listed building. All works identified within the approved final strategy and methodology shall be undertaken prior to the occupation of the development and shall be permanently retained thereafter.

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

- 31) (a) Details of the methodology of removal, protection and storage and a strategy for the reuse of plaques, to be carried out by suitably qualified specialists, shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of relevant works to the listed building.

(b) Details of the final strategy and methodology for the repair (if required) and/or reuse of plaques, to be carried out by suitably qualified specialists, shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of relevant works to the listed building. All works identified within the approved final strategy and methodology shall be undertaken prior to the occupation of the development and shall be permanently retained thereafter.

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

- 32) (a) Details of the methodology of removal, protection and storage and a strategy for the reuse of brickwork, to be carried out by suitably qualified specialists, shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of relevant works to the listed building.

(b) Details of the final strategy and methodology for the repair (if required) and/or reuse of brickwork, to be carried out by suitably qualified specialists, shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of relevant works to the listed building. All works identified within the approved final strategy and methodology shall be undertaken prior to the occupation of the development and shall be permanently retained thereafter.

No brickwork cleaning is approved by this consent with the exception of a nebulous water spray. Any proposal for further cleaning should be accompanied by a report following an inspection by a suitably qualified specialist and shall be submitted to and approved in writing by the Local Planning Authority prior to relevant works being carried out. Any cleaning proposed shall involve minimal interventions to maintain the existing patina of age.

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

- 33) (a) Details of the methodology of removal, protection and storage and a strategy for the reuse of external landscape features, to be carried out by suitably qualified specialists, shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of relevant works to the listed building.

(b) Details of the final strategy and methodology for the repair (if required) and/or reuse of external landscape features, to be carried out by suitably qualified specialists, shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of relevant works to the listed building. All works identified within the approved final strategy and methodology shall be undertaken prior to the occupation of the development and shall be permanently retained thereafter.

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

- 34) (a) Details of the methodology of removal, protection and storage and a strategy for the reuse of fireplaces, to be carried out by suitably qualified specialists, shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of relevant works to the listed building.

(b) Details of the final strategy and methodology for the repair (if required) and/or reuse of fireplaces, to be carried out by suitably qualified specialists, shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of relevant works to the listed building. All works identified within the approved final strategy and methodology shall be undertaken prior to the occupation of the development and shall be permanently retained thereafter.

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

- 35) (a) Details of the methodology of removal, protection and storage and a strategy for the reuse of the wall tiles in the children's ward, 1951 column and original lighting columns, to be carried out by suitably qualified specialists, shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of relevant works to the listed building.

(b) Details of the final strategy and methodology for the repair (if required) and/or reuse of the wall tiles in the children's ward, 1951 column and original lighting columns, to be carried out by suitably qualified specialists, shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of relevant works to the listed building. All works identified within the approved final strategy and methodology shall be undertaken prior to the occupation of the development and shall be permanently retained thereafter.

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

- 36) Detailed drawings of each window type at a scale of not less than 1:20 in plan, section and elevation of all new, refurbished and replacement windows, including details of fenestration materials, frame and glazing bar profiles, opening style, subdivision and any other acoustic and environmental upgrades to existing windows shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of any works to the listed buildings (Blocks A, B, C and D), excluding the demolition, asbestos removal, strip out and sub-station installation works.

The relevant works to the listed building shall be carried out in accordance with the details as approved and thereafter permanently retained in this form.

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

- 37) The consent does not allow for any structural waterproofing interventions of the basement areas within the historic building. Should any subsequent works be found to be necessary during works, a structural engineer's report carried out by a suitably qualified built heritage professional must be submitted to and approved in writing by the Local Planning Authority. No such works shall be undertaken prior to the written approval of the Local Planning Authority. The relevant works to the listed building shall be carried out in accordance with the details as approved and thereafter permanently retained in this form.

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

- 38) Details of any new fire protection works found to be necessary during the course of works and not identified in the approved drawings, must be submitted to and approved in writing by the Local Planning Authority. Such works shall not commence prior to the written approval of the Local Planning Authority. The relevant works to the listed building shall be carried out in accordance with the details as approved and thereafter permanently retained in this form.

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

- 39) Prior to the commencement of relevant works to Blocks A, B, C and D, details of a signage strategy for the building, to include details of the number and location of signs including their materials, colour, fonts, method of illumination, and method of attachment to the building shall be submitted to and approved in writing by the Local Planning Authority. The relevant works to the listed building shall be carried out in accordance with the details as approved and thereafter permanently retained in this form.

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

- 40) Prior to the commencement of relevant works to Block A, details of a local history plaque, including the proposed size, shape, material, colour, lettering style and size, text and location for public display on the listed building shall be submitted to and approved in writing by the Local Planning Authority. The approved plaque shall be installed prior to the occupation of the development and shall be permanently retained thereafter.

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

- 41) (a) A signed building contract(s) for the demolition, asbestos removal, strip out and sub-station installation works of the site shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of works on site. The works shall be undertaken in full accordance with the approved contracts.

(b) A signed building contract(s) for the redevelopment of the site (excluding the demolition, asbestos removal, strip out and sub-station installation works) or the construction management agreement and the responsibilities for managing subcontracts or other formal construction agreements/instructions shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of works on site (excluding the demolition, asbestos removal, strip out and sub-station installation works). The works shall be undertaken in full accordance with the approved contracts.

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

- 42) Prior to the commencement of any works to the listed buildings, a method statement detailing the method of demolition and any remedial works, such as works of making good to historic fabric that may be required by the Council, shall be submitted to and approved in writing by the Local Planning Authority. The work shall be carried out in accordance with the approved drawings

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

- 43) Prior to the commencement of relevant works to each Listed Building, details including detailed drawings at a scale of not less than 1:20 in plan, section and elevation and material samples (where necessary) of all internal M&E servicing in each listed building shall be submitted to and approved in writing by the Local Planning Authority. The relevant works shall be implemented in accordance with the approved details prior to occupation of the relevant listed building and shall thereafter permanently retained.

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

Justification for Approving the Application:

It is considered that the proposals put forward a viable development which would secure a long-term sustainable use for the Grade II* listed former Royal Masonic Hospital site, which has been vacant since 2006 and is included on the Historic England, Heritage at Risk register. Demolition of modern blocks, (to the north of the site), which currently adversely impact the setting of the listed building would be removed and contextually appropriate, high quality, new buildings would be erected in their place providing assisted living care home and additional residential accommodation. The other retained buildings would be restored, amended, and extended through the introduction of high-quality extensions predominantly at roof level to facilitate their conversion to residential use. The most architecturally significant block fronting Ravenscourt Park would also be converted to community uses. Improved landscaping and publicly accessible spaces would also contribute to an improved and more accessible green setting, with sustainability maximised throughout the development. Less than substantial harm, to the low end of the range of less than substantial harm has been identified to the Grade II* Ravenscourt Park Hospital complex, and to the setting of Grade II, 11 Ravenscourt Square, the group of locally listed, (buildings of merit), (9,15 and 17 Ravenscourt Square). Less than substantial harm, to the low end of the range of less than substantial harm has been identified to the Ravenscourt and Starch Green Conservation Area. There are significant heritage and public benefits to the proposal which would outweigh the identified harm to heritage assets, including the full restoration of the host building, currently vacant on the heritage at risk register. The works are 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 are in line with national guidance in the NPPF and strategic local policies on the historic environment and urban design. As such, the Proposed Development is considered acceptable having regard to the NPPF, Policies D3, D4, D6, D8, D9 and HC1 of the London Plan (2021) and Policies DC1, DC2, DC3, DC7, DC8 and DC9 of the Local Plan (2018).

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

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

Application form received: 29th November 2023

Drawing Nos: see condition 2

Policy documents: National Planning Policy Framework (NPPF) 2024

The London Plan 2021

LBHF - Local Plan 2018

LBHF – Planning Guidance Supplementary Planning Document

Consultation Comments:

Comments from:

The Twentieth Century Society
 Historic England London Region
 Historic England London Region
 National Amenity Societies and Theatre Trusts
 Greater London Archaeology Advisory Service
 Historic England London Region
 Greater London Archaeology Advisory Service
 The Hammersmith Society

Dated:

28.02.24
 09.02.24
 31.10.24
 19.03.25
 24.09.24
 05.01.24
 31.01.24
 18.03.24

Neighbour Comments:

Letters from:

37B Ashchurch Park Villas London W12
 15 Rylett Road London W12
 Flat 3 Westside Ravenscourt Park W6
 No Address Given
 20 Ravenscourt Park London W6
 21 Ravenscourt Park London W6
 22 Ravenscourt Park London W6
 23 Ravenscourt Park London W6
 23 Ravenscourt Park London W6
 47 Ravenscourt Gardens London W6
 47 Ravenscourt Gardens London W6
 47 Ravenscourt Gardens London W6
 20 Ravenscourt Park London W6
 23 Ravenscourt Park London W6
 8 Findon Road London W12
 Ashlar Court 21 Ravenscourt Park Gardens London W6
 62 Ravenscourt Gardens London W6
 62 Ravenscourt Gardens London W6
 62 Ravenscourt Gardens London W6
 2 Carthew Villas London W6
 2 Carthew Villas London W6
 3A Ravenscourt Square London W6
 13 Wingate Road London W6
 44 Ravenscourt Gardens London W6
 Ashlar Court 21, Ravenscourt Park Gardens London W6
 22 Ravenscourt Park London W6
 20, 21, 22 and 23 Ravenscourt Park W6
 20, 21, 22 and 23 Ravenscourt Park W6

Dated:

16.10.24
 08.02.24
 30.08.24
 01.02.24
 13.02.24
 13.02.24
 13.02.24
 13.02.24
 30.09.24
 09.02.24
 15.04.25
 17.04.25
 08.02.24
 30.09.24
 10.02.24
 08.02.24
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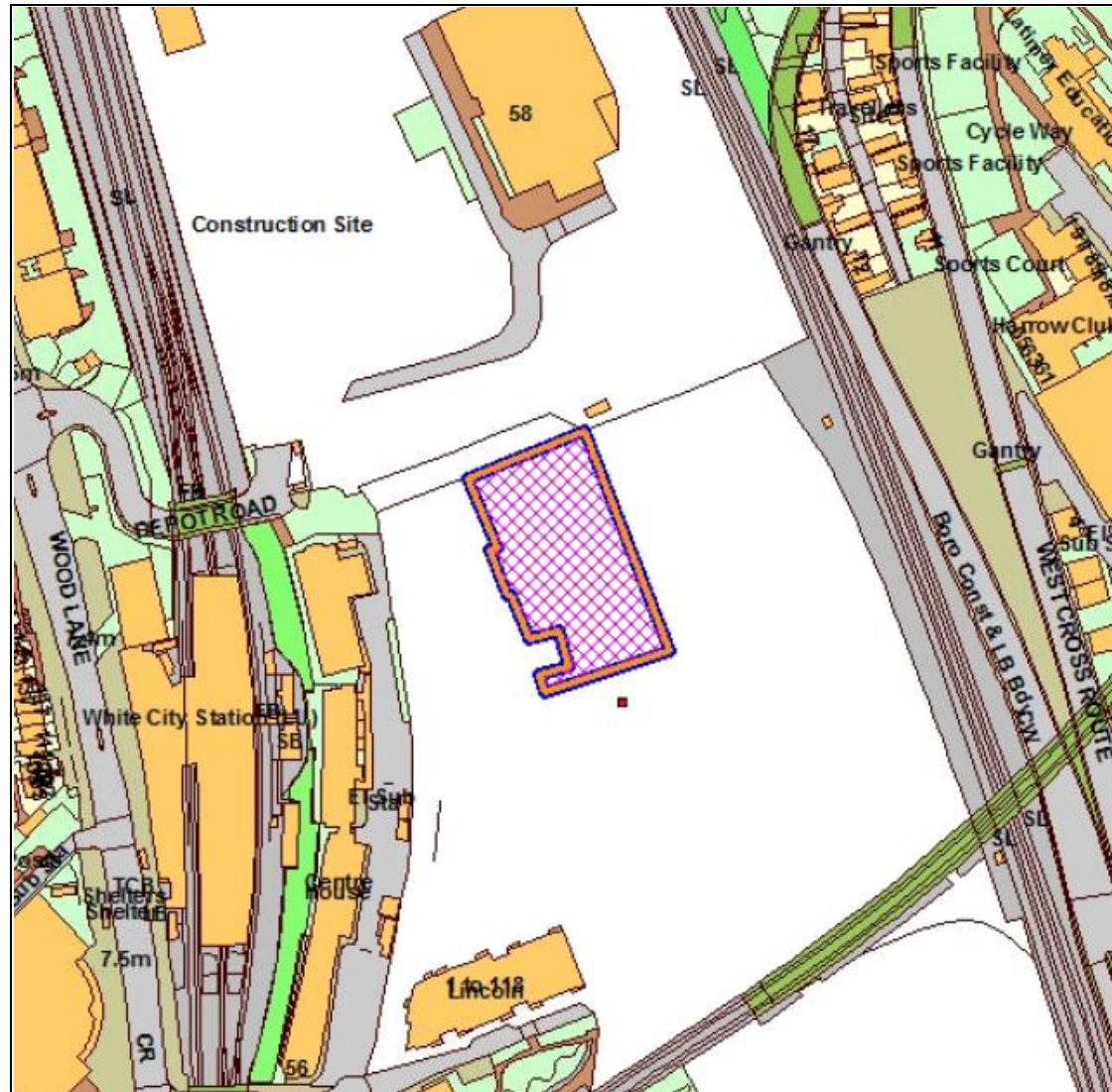
Officer Report

For the joint Officer Report please refer to application reference **2023/03129/FUL**.

Ward: College Park And Old Oak

Site Address:

White City Living 54 Wood Lane London W12 7RQ



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For identification purposes only - do not scale.

Reg. No:
2024/02570/FUL

Case Officer:
Sinead Winship-David
Jesenka Oezdalga

Date Valid:
14.11.2024

Conservation Area:
Wood Lane Conservation Area - Number 42

Committee Date:
30.07.2025

Applicant:

St James

120 Bermondsey Street London SE1 3TX

Description:

Erection of a 30-storey building (plus plant) with single storey basement for residential (C3) use, with ancillary uses at the ground floor level and including associated landscaping, access, car and cycle parking and other engineering works.

Drg Nos: See Condition 2

Application Type:

Full Detailed Planning Application

Officer Recommendation:

- 1) That the Committee resolve that the Director of Planning and Property be authorised to grant 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.
- 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 26 of this report.

CONDITIONS

1) Time Limit

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

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

2) Drawings

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

- 425-PTA-P5-00-DR-A-0012 Rev S4-PL1
- 425-PTA-P5-00-DR-A-0013 Rev S4-PL1
- PTA-425-PP-1001 Rev PL5
- PTA-425-A-PL-B1 Rev PL3
- 425-PTA-P5-B1-DR-A-0019 Rev S4-PL1
- 425-PTA-P5-XX-DR-A-0011 Rev S4-PL1
- 425-PTA-P5-ZZ-DR-A-0015 Rev S4-PL1
- 425-PTA-P5-ZZ-DR-A-0017 Rev S4-PL1
- 425-PTA-P5-ZZ-DR-A-0016 Rev S4-PL1
- 425-PTA-P5-ZZ-DR-A-0014 Rev S4-PL1
- D389-C-CUR-SW-XX-DR-5201
- D389-C-CUR-SW-XX-DR-5202
- 425-PTA-P5-ZZ-DR-A-1602 Rev S4-PL1
- 425-PTA-P5-ZZ-DR-A-1603 Rev S4-PL1
- 425-PTA-P5-ZZ-DR-A-1601 Rev S4-PL1
- 425-PTA-P5-ZZ-DR-A-1604 Rev S4-PL1
- 425-PTA-P5-B1-DR-A-1201 Rev S4-PL1
- 425-PTA-P5-00-DR-A-1201 Rev S4-PL1
- 425-PTA-P5-01-DR-A-1201 Rev S4-PL1
- 425-PTA-P5-02-DR-A-1201 Rev S4-PL1
- 425-PTA-P5-03-DR-A-1201 Rev S4-PL1
- 425-PTA-P5-04-DR-A-1201 Rev S4-PL1
- 425-PTA-P5-05-DR-A-1201 Rev S4-PL1
- 425-PTA-P5-06-DR-A-1201 Rev S4-PL1
- 425-PTA-P5-07-DR-A-1201 Rev S4-PL1
- 425-PTA-P5-08-DR-A-1201 Rev S4-PL1
- 425-PTA-P5-09-DR-A-1201 Rev S4-PL1
- 425-PTA-P5-10-DR-A-1201 Rev S4-PL1
- 425-PTA-P5-11-DR-A-1201 Rev S4-PL1
- 425-PTA-P5-12-DR-A-1201 Rev S4-PL1

- 425-PTA-P5-13-DR-A-1201 Rev S4-PL1
- 425-PTA-P5-14-DR-A-1201 Rev S4-PL1
- 425-PTA-P5-15-DR-A-1201 Rev S4-PL1
- 425-PTA-P5-16-DR-A-1201 Rev S4-PL1
- 425-PTA-P5-17-DR-A-1201 Rev S4-PL1
- 425-PTA-P5-18-DR-A-1201 Rev S4-PL1
- 425-PTA-P5-19-DR-A-1201 Rev S4-PL1
- 425-PTA-P5-20-DR-A-1201 Rev S4-PL1
- 425-PTA-P5-21-DR-A-1201 Rev S4-PL1
- 425-PTA-P5-22-DR-A-1201 Rev S4-PL1
- 425-PTA-P5-23-DR-A-1201 Rev S4-PL1
- 425-PTA-P5-24-DR-A-1201 Rev S4-PL1
- 425-PTA-P5-25-DR-A-1201 Rev S4-PL1
- 425-PTA-P5-26-DR-A-1201 Rev S4-PL1
- 425-PTA-P5-27-DR-A-1201 Rev S4-PL1
- 425-PTA-P5-28-DR-A-1201 Rev S4-PL1
- 425-PTA-P5-29-DR-A-1201 Rev S4-PL1
- 425-PTA-P5-30-DR-A-1201 Rev S4-PL1
- 425-PTA-P5-RF-DR-A-1201 Rev S4-PL1
- 425-PTA-P5-RF-DR-A-0018 Rev S4-PL1
- 425-PTA-P5-ZZ-DR-A-1650 Rev S4-PL1
- 425-PTA-P5-ZZ-DR-A-1651 Rev S4-PL1
- 425-PTA-P5-XX-DR-A-0010 Rev S4-PL1
- PTA-425-PP-1010 Rev PL10
- PTA-425-PP-1011 Rev PL11

Reason: To ensure full compliance with the planning application hereby approved and to prevent harm arising through deviations from the approved plans, in accordance with D1, D2, D3, D4, D5, D6, D7, D8, D9, D11, D12, D13, D14, HC1, HC3, HC4, G5 and G7 of the London Plan 2021 and Policies DC1, DC2, DC3, DC7 and DC8 of the Local Plan (2018).

3) Hoardings

Prior to commencement of the construction phase of the development hereby permitted, a scheme for temporary solid timber hoarded fencing (minimum height 2.5 metres) around the perimeter of the site on all site boundaries and/or enclosure of the site shall be submitted to and approved in writing by the Local Planning Authority. The temporary solid timber hoarded fencing and/or enclosure in accordance with BS 5975-2:2024 shall be installed prior to the start of any demolition/site clearance works and thereafter be retained for the duration of the building works. No part of the temporary fencing and/or enclosure of the site shall be used for the display of commercial advertisement hoardings unless the relevant advertisement consent is sought from the Local Planning Authority.

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

Reason: To ensure a satisfactory external appearance and to prevent harm to surrounding residential occupiers, the street scene and public realm, in accordance with Policy D4 of the London Plan (2021), Policies DC1, DC8 and CC12 of the Local Plan (2018) and Key Principles of the Planning Guidance SPD (2018).

4) Construction Management Plan

Prior to the commencement of the development hereby permitted (excluding Demolition Works), a Construction Management Plan (CMP) shall be submitted to and approved in writing by the Local Planning Authority. The CMP shall include:

- a detailed plan showing phasing,
- relevant foundations, basement and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent),
- contractors' method statements,
- waste classification and disposal procedures and locations,
- location of site offices, ancillary buildings, plant, wheel-washing facilities, stacking bays and car parking,
- details of storage and any skips,
- oil and chemical storage,
- membership of the Considerate Contractors Scheme,
- delivery locations and the proposed control measures and monitoring for noise, vibration, lighting, restriction of hours of work and all associated activities audible beyond the site boundary to 0800-1800hrs Mondays to Fridays and 0800-1300hrs on Saturdays,
- advance notification to neighbours and other interested parties of proposed works and public display of contact details including accessible phone contact to persons responsible for the site works for the duration of the works,
- details of the use of on-road Ultra Low Emission Zone compliant Vehicles e.g. Euro 6 and Euro VI, and
- provisions within the site to ensure that all vehicles associated with the construction works are properly washed and cleaned to prevent the passage of mud and dirt onto the highway.

The works shall be carried out in accordance with the relevant approved CMP throughout the project period.

Reason: To ensure that occupiers of surrounding premises are not adversely affected by noise, vibration, dust, lighting, or other emissions from the building site in accordance with Policies SI 1, T7 and GG3 of the London Plan (2021) Policy D14 of the London Plan, Policies DC1, DC12, CC6, CC7, CC10, CC11 and CC12 of the Local Plan (2018) and Key Principles of the Planning Guidance SPD (2018).

5) Construction Logistics Plan

Prior to the commencement of the construction phase of the development hereby permitted submit a Construction Logistics Plan in accordance with Transport for London and CLOCS guidance shall be submitted to and approved in writing by the Local Planning

Authority (in consultation with Transport for London). The Construction Logistics Plan shall cover the following minimum requirements:

- Site logistics and operations, on site plan of scale 1:500.
- Programme of works detailing the estimated number, size and routes of construction vehicles per day/week and to demonstrate how these have been reduced in relation to CLOCS planned measures and any traffic management measures.
- Establishment of a Construction Working Group detailing frequency to be held during the construction phase, involving all identified stakeholders. Stakeholders to include local neighbours, other construction sites within the vicinity of the development and other relevant stakeholders.
- Details from minutes of first Construction Working Group set up in advance of construction phase detailing stakeholder engagement and liaison undertaken in developing the CMP.
- Details on cumulative impacts and use of consolidation and co-ordination measures to be enabled to reduce impact of construction vehicle movements.
- Details on how complaints received will be actioned.
- Details on the display of contact details including accessible phone contact to persons responsible for the site works for the duration of the works.
- Construction vehicle routing and for avoidance of doubt, use of Fountain Park Way and the basement for large construction vehicle access is not supported.
- Submission of Imperial approval to use Depot Bridge access, to ensure vehicles are not directed to Fountain Park Way. Access via Fountain Park Way and the Underground link to be removed.
- Contact details for site managers and details of management lines of reporting.
- Detailed plan showing phasing.
- Location of site offices, ancillary buildings, plant, wheel-washing facilities. stacking bays and car parking.
- Storage of any skips, oil, and chemical storage etc.
- Access and egress points, with times of vehicle access restrictions to be set out at peak times,
- Details of the access arrangements and delivery locations on the site.
- Details of any vehicle holding areas, and restriction of vehicle numbers to no more than six vehicles maximum in any one hour; and other matters relating to traffic management to be agreed as required.
- Provision of any boundary hoarding to be behind any visibility zones.
- Details on monitoring, checklist and enforcement to be undertaken to ensure compliance with CLOCS.
- Highway Safety Assessment to be submitted, as set out under CLOCS section 5.1.
- Efficiency and sustainability measures to be undertaken for the works; and
- Details of Membership of the Considerate Contractors Scheme and confirmation that appointed contractors are CLOCS members and accredited to FORS Silver or above.

The works shall be carried out in accordance with the approved Construction Logistics Plan throughout the whole construction period.

Reason: To ensure that appropriate steps are taken to limit the impact of the proposed construction works on the operation of the public highway, the amenities of residents and

the area generally in accordance with Policies T4 and T7 of the London Plan (2021) and T1, T6 and T7 of the Local Plan (2018).

6) Footway, Footpath and Cycleway layout

Prior to the commencement of any above ground works, details of the road, footway, footpath and cycleway layout for the development, or relevant part thereof, shall be submitted to and approved in writing by the Council. The submitted details shall show the alignment, widths, surfacing arrangements, kerbs, access ramps (including the car park ramps with confirmation of vertical clearance), forward visibility sight lines and vision splays, speed restraint measures, turning heads, gradients, street lighting and drainage in respect of this part of the development and its connectivity with the rest of White City Living masterplan and beyond the north boundary with Imperial.

The development shall thereafter be implemented in full accordance with the approved plans and the building shall not be occupied until the approved ramps, roads, accesses, footways, footpaths and cycleways have been constructed and made available for use.

The development shall thereafter be maintained in full accordance with the approved details.

Reason: To ensure that the detailed design of the access ramps provides sufficient vertical clearance and capacity for vehicle manoeuvring in the interest of public safety and to ensure that the detailed design of the roads, footways and cycleways would avoid vehicle/pedestrian conflict in accordance with policies T1, T4 and T5 of the Local Plan (2018) and the Council's Planning Guidance Supplementary Planning Document.

Land Contamination:

7) Contamination: Verification Report

No development shall commence, save for any approved Enabling Works or (unless the Council agree in writing that a set extent of development must commence to enable compliance with this condition) until the approved remediation method statement prepared by Buro Happold (ref. 0040402, dated 6 December 2018) 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 work carried out; results of any verification sampling, testing or monitoring including the analysis of any imported soil; all waste management documentation showing the classification of waste, its treatment, movement and disposal; and the validation of gas membrane placement. If, during development, contamination not previously identified is found to be present at the site, the Council is to be informed immediately and no further development (unless otherwise agreed in writing by the Council) shall be carried out until a report indicating the nature of the contamination and how it is to be dealt with is submitted to, and agreed in writing by, the Council. Any required remediation shall be detailed in an amendment to the remediation statement and verification of these works included in the verification report. All works must be carried out in compliance with and by a competent person who conforms to CLR 11: Model Procedures for the Management of Land Contamination (Defra 2004) or the current UK requirements for sampling and testing

Reason: Potentially contaminative land uses (past or present) are understood to occur at, or near to, this site. This condition is required to ensure that no unacceptable risks are caused to humans, controlled waters, or the wider environment during and following the development works, in accordance with Policies CC9 and CC13 of the Local Plan (2018) and SPD Key Principles LC1 to LC7 (2018).

8) Contamination: Onward Long-Term Monitoring Methodology

No development shall commence, save for any approved Enabling Works or (unless the Council agree in writing that a set extent of development must commence to enable compliance with this condition) until an onward long-term monitoring methodology report, in connection with condition 7, is submitted to and approved in writing by the Council where further monitoring is required past the completion of development works to verify the success of the remediation undertaken. A verification report of these monitoring works shall then be submitted to and approved in writing by the Council when it may be demonstrated that no residual adverse risks exist. All works must be carried out in compliance with and by a competent person who conforms to CLR 11: Model Procedures for the Management of Land Contamination (Defra 2004) or the current UK requirements for sampling and testing.

Reason: Potentially contaminative land uses (past or present) are understood to occur at, or near to, this site. This condition is required to ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works, in accordance with Policies CC9 and CC13 of the Local Plan (2018) and SPD Key Principles LC1 to LC7 (2018).

Thames Water:

9) Piling Method Statement

No impact 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 would be carried out including measures to prevent and minimise the potential for damage to subsurface water or sewerage infrastructure, and the programme for the works) and piling layout plan including all Thames Water wastewater assets, the local topography and clearance between the face of the pile to the face of a pipe has been submitted to and approved in writing by the Local Planning Authority, in consultation with the relevant water or sewerage undertaker. Any piling must be undertaken in accordance with the terms of the approved piling method statement and piling layout plan.

Reason: To prevent any potential to impact on local underground water and sewerage utility infrastructure, in accordance with Policies CC3 and CC5 of the Local Plan (2018) and Key Principles of the Planning Guidance SPD (2018).

10) Foul Water Capacity

No development shall be occupied until written confirmation has been submitted to, and approved in writing by the Local Planning Authority that either:

1. Foul water Capacity exists off site to serve the development, or
2. A development and infrastructure phasing plan has been agreed with the Local Authority in consultation with Thames Water. Where a development and infrastructure phasing plan are agreed, no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan, or
3. All Foul water network upgrades required to accommodate the additional flows from the development have been completed.

Reason: To ensure any identified potential network reinforcement required to accommodate the proposed development can be carried out and to prevent sewage flooding and/or potential pollution incidents in accordance with Policies CC3 and CC5 of the Local Plan (2018) and Key Principles of the Planning Guidance SPD (2018).

Air Quality:

11) Air Quality Dust Management Plan (Construction phase)

Prior to the commencement of the construction phase (excluding installation of hoarding and MCERTS compliant Particulate (PM2.5, PM10) monitors around the perimeter of the site) of the development hereby permitted, details of an Air Quality Dust Management Plan (AQDMP) prepared in accordance with the Council's AQDMP Template 'F' 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.

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

12) Non- Road Mobile Machinery (NRMM)

Within a minimum of seven days prior to commencement of the enabling works, site clearance or demolition works of the development hereby permitted, details of the Non-Road Mobile Machinery (NRMM) to be used shall be submitted to and approved in writing by the Local Planning Authority.

The NRMM shall have CESAR Emissions Compliance Verification (ECV) identification and shall comply with the minimum Stage V NOx and PM10 emission criteria of The Non-Road Mobile Machinery (Type-Approval and Emission of Gaseous and Particulate Pollutants) Regulations 2018 and its subsequent amendments. This will apply to both variable and constant speed engines for both NOx and PM. An inventory of all NRMM shall be registered on the London GLA NRMM register GLA-NRMM-Register.

Approved details shall be fully implemented and thereafter permanently retained and maintained until occupation of the complete development.

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

13) Ventilation Strategy

Prior to commencement of above ground works of the development hereby permitted, a Ventilation Strategy Report to mitigate the impact of existing poor air quality for the residential units (Use Class C3) shall be submitted to and approved in writing by the Local Planning Authority. This is applicable to all receptor locations where Council 2030 WHO aligned Annual Mean Air Quality Targets for Nitrogen Dioxide (NO₂) - 10ug/m³, Particulate (PM₁₀) - 15 ug/m³ and Particulate (PM_{2.5}) - 5 ug/m³ are exceeded and where current and future predicted pollutant concentrations are within 5% of these limits. The report shall include the following information:

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

The whole system shall be designed to prevent summer overheating and minimise energy usage and shall be maintained in accordance with manufacturer specifications.

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

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

14) Ventilation Strategy (compliance)

Prior to occupation of the development hereby permitted, details of a post installation compliance report, including photographic confirmation of the mitigation measures as included in the approved ventilation strategy as required by Condition 13 to mitigate the impact of existing poor air quality, shall be submitted to and approved in writing by the Local Planning Authority. The report shall be produced by an accredited Chartered Building Surveyor (MRICS).

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

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

15) Indoor air quality

Prior to occupation of the development hereby permitted, details (including manufacturer specification, installation/commissioning certificates and photographic confirmation) of the installed electric induction cooking stove in the kitchens of the residential units (Use Class C3) shall be submitted to and approved in writing by the Local Planning Authority.

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

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

16) Secondary Mains Electricity Power/Uninterruptable Power Supply (UPS) compliance

Prior to occupation of the development hereby permitted, details (including manufacturer specification, installation/commissioning certificates and photographic confirmation) of secondary mains electricity power supply or Zero Emission Uninterruptable Power Supply (UPS) in accordance with BS9999, BS 9991, and BS 7671 for fire and life safety equipment shall be submitted to and approved in writing by the Local Planning Authority.

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

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

17) Local Air Quality Building Emissions Heating Plant compliance

Prior to occupation of the development, details (including manufacturer specification, installation/commissioning certificates, and photographic confirmation) of the installed Air Source Heat Pump (ASHP), to be provided for space heating and hot water for the water for the residential units (Use Class C3) shall be submitted to and approved in writing by the Local Planning Authority.

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

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

18) Ultra Low Emission Strategy

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

- Procurement policy and processes for contractors and suppliers that will incentivise and prioritise the use of Zero Exhaust Emission Vehicles in accordance with the emission hierarchy of 1) Walking Freight Trolley 2) Cargo bike (3) Electric Vehicle.
- Use of Zero Exhaust Emission Vehicles in accordance with the emissions hierarchy (1) Walking Freight Trolleys (2) Cargo bike (3) Electric Vehicle.
- Reduction and consolidation of deliveries and collections e.g., Waste
- Re-timing of deliveries and collections outside of peak traffic time periods of 07:00-10:00 and 16:00-19:00 hrs
- Facilities and measures for the residential units (Class C3) that will minimise the impact of vehicle emissions from increasing personal deliveries e.g., parcel lockers, concierge, Cargo bike bays etc
- The ULES shall be monitored and reviewed on an annual basis and any subsequent modifications or alterations to the ULES shall be submitted to and approved in writing by the Local Planning Authority.

The approved details shall be implemented prior to occupation and the ULES hereby permitted shall thereafter operate in accordance with the approved details.

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

19) Electric Vehicle Charging Points

Prior to the first occupation of the development hereby approved, details of the location and specification of the on-site electric vehicle charging points (EVCP) shall be submitted to, and approved in writing by, the Local Planning Authority. A minimum of 20% of the on-site blue badge parking bays shall have active electric vehicle charging points providing a minimum output of 7kW.

The electric vehicle charging points shall be installed in full accordance with the approved details prior to the first occupation of the development and shall be maintained and retained for the lifetime of the development.

Reason: To encourage the use of electric vehicles and to mitigate against poor air quality in accordance with Policy SI 1 and T6 of the London Plan (2021) and Policy CC10 of the Local Plan (2018). To ensure the suitable provision of electric vehicle charging within the development to meet the needs of future site occupiers and users, in accordance with policy T4 of the Local Plan (2018).

Environmental:

20) Flood Risk and Sustainable Drainage Strategy

Prior to commencement of the development (excluding Enabling Works) hereby permitted, an updated Flood Risk and Sustainable Drainage Strategy (SuDS), identifying further details of updated flood mitigation measures and details of how surface water would be managed on-site shall be submitted to and approved in writing by the Local Planning Authority. The updated Flood Risk and Sustainable Drainage Strategy shall be prepared in accordance with the principles of the approved Flood Risk Assessment.

Information shall include details on the proposed flood mitigation measures to the proposed basement levels, the design, location, and attenuation capabilities of the

proposed sustainable drainage measures including rain gardens, green roofs and attenuation tanks. Details shall further be provided of the proposed flow controls and flow rates for any discharge of surface water to the combined sewer system, with the aim of achieving greenfield rates for final discharges. It should further be demonstrated that rainwater harvesting has been integrated to collect rainwater for re-use in the site.

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

Reason: To ensure that sufficient drainage capacity is made available to cope with the new development, and to avoid adverse environmental impact upon the community and to prevent any increased risk of flooding and to ensure the satisfactory storage of/disposal of surface water from the site in accordance with Policy SI 13 of the London Plan (2021) and Policy CC3 and CC5 of the Local Plan (2018).

21) Green/Brown Roofs

Prior to commencement of the relevant part of the development, details of all green/brown roofs within the development; including the identification of further opportunities for these roofs (if feasible), planning, maintenance schedules and ecological enhancement measures shall be submitted to and approved in writing by the Local Planning Authority.

The development shall not be occupied until the scheme has been carried out in accordance with the approved details and shall thereafter be permanently retained in this form.

Reason: To ensure the provision of green roofs in the interests of sustainable urban drainage and habitat provision, in accordance with Policies S1 13, G1 and G6 of the London Plan (2021) and Policy OS5 and CC4 of the Local Plan (2018).

22) Whole Lifecycle Carbon Assessment Post-Construction

Prior to the occupation of the development hereby permitted, the post-construction tab of the GLA's Whole Life-Cycle Carbon Assessment template should be completed in line with the GLA's Whole Life-Cycle Carbon Assessment Guidance. Together with any supporting information, it should be submitted to and approved by the Local Planning Authority in writing.

Reason: In the interests of energy conservation and reduction in carbon emissions, in accordance with London Plan Policy SI 2 (2021).

23) Circular Economy Assessment Post-Construction Report

Prior to the occupation of the development, a postconstruction monitoring report should be completed in line with the GLA's Circular Economy Statement Guidance. The report should be submitted to and approved by the Local Planning Authority in writing.

Reason: In the interests of maximising the re-use of materials and reducing waste and supporting the Circular Economy, in accordance with London Plan Policy SI 7 (2021).

24) Sustainability and Overheating

The development hereby permitted shall be undertaken in full accordance with the approved sustainability statement (v.2, dated September 2024) and dynamic overheating report (v.3 dated September 2024). All measures shall be implemented prior to the first occupation of the building and shall be permanently retained thereafter.

Reason: In the interests of sustainability, energy consumption, reduction of CO2 emissions and reduction of water usage, in accordance with London Plan Policies SI2, SI3 and SI4 and Policies CC1, CC2 and CC7 of the Local Plan (2018).

25) Energy Strategy

The development shall be carried out in accordance with the approved Energy Strategy (Dated September 2024) prepared by Hodkinson Consultancy and achieve a minimum 57% reduction in residential regulated carbon dioxide calculated using the Part L 2013 methodology and SAP 10.2 carbon dioxide emission factors.

No part of the development shall be used or occupied until it has been carried out in accordance with the approved details and shall thereafter be permanently retained in this form.

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

Noise:

26) Background Noise

Prior to the commencement of above ground works, a noise assessment shall be submitted to, and approved in writing by, the Local Planning Authority. The noise assessment shall include details of external noise levels (including reflected and re-radiated noise) and details of the sound insulation of the building envelope. Details shall further be provided to demonstrate that internal rooms and external amenity spaces shall comply with BS8233:2014.

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

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

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

Prior to the first installation of any plant, details shall be submitted to and approved in writing by the Local Planning Authority, of the external sound level emitted from plant/ machinery/ equipment and mitigation measures as appropriate. The measures shall ensure that the external sound level emitted from plant, machinery/ equipment will be lower than the lowest existing background sound level by at least 10dBA in order to

prevent any adverse impact. The assessment shall be made in accordance with BS4142:2014 at the nearest and/or most affected noise sensitive premises, with all machinery operating together at maximum capacity.

A post installation noise assessment shall be carried out where required to confirm compliance with the sound criteria and additional steps to mitigate noise shall be taken, as necessary.

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

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

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

Prior to the use of any machinery, plant/ equipment, details of anti-vibration measures shall be submitted to and approved in writing by the Local Planning Authority. The measures shall ensure that any machinery, plant, 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.

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

29) Vibration Levels

Prior to commencement of above ground works, details shall be submitted to and approved in writing by the Local Planning Authority, of building vibration levels (generated by the railway), together with appropriate mitigation measures where necessary. The criteria to be met and the assessment method shall be as specified in BS 6472:2008.

No part of the development shall be occupied until the approved details have been implemented. Approved details shall thereafter be permanently retained.

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

30) Separation of noise sensitive rooms (communal areas)

Prior to commencement of the development, details shall be submitted to and approved in writing by the Local Planning Authority, of the sound insulation of the floor/ ceiling/ walls separating the basement car park and communal facilities from noise sensitive premises (i.e. dwellings). Details shall demonstrate that the sound insulation value $D_{nT, w} + C_{tr}$ [and $L'_{nT, w}$] is enhanced by at least 15dB above the Building Regulations value and, where necessary, additional mitigation measures implemented to contain commercial noise within the commercial premises and to achieve the criteria $L_{Amax, F}$ of BS8233:2014 within the noise sensitive premises.

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

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

Artificial lighting:

31) Floodlights, Security lights and Decorative External Lighting

Prior to occupation of the development, details of external artificial lighting, including security lighting, shall be submitted to and approved in writing by the Local Planning Authority. Lighting contours shall be submitted to demonstrate that the vertical illumination of neighbouring premises is in accordance with the recommendations of the Institution of Lighting Professionals in the 'Guidance Note 01/21: Guidance Notes for the Reduction of Obtrusive Light'. Details should also be submitted for approval of measures to minimise use of lighting and prevent glare and sky glow by correctly using, locating, aiming and shielding luminaires.

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

Reason: 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).

Design and Materials:

32) Materials

Prior to the commencement of the façade installation, details of particulars and samples (where appropriate) of all the materials to be used in all external faces and roofs of the buildings; including details of the colour, composition and texture of the materials, and metal work; details of all surface windows including window opening and glazing styles (in a manner that will take into account the privacy and amenity of residential premises overlooked by the development); balustrades to balconies and roof terraces; roof top plant and general plant screening; entrances and ground floor, shall be submitted to and approved in writing by Local Planning Authority.

The development shall be carried out in accordance with the details as approved and thereafter permanently retained in this form.

Reason: To ensure a satisfactory external appearance and to prevent harm to the street scene and public realm, and to preserve the character and appearance of the surrounding conservation areas and other heritage assets; in accordance with Policies D3, D4, D8, D9 and HC1 of the London Plan, Policies DC1, DC2, DC3 and DC8 of the Local Plan (2018) and guidance contained within the Planning Guidance Supplementary Planning Document (2018).

33) Sample Panels

Prior to the commencement of the facade installations, sample panels for the development, detailing brick colour, bond, pointing style, mortar colour, and curtain walling shall be produced for on-site inspection by Council Officers, along with the submission to the Local Planning Authority of samples of these materials, for subsequent approval in writing.

A supporting statement shall further be submitted to the local planning authority for approval in writing setting out the detailed specifications of each material indicating performance, sustainability rating, impacts from weathering and exposure to pollution sources in order to demonstrate that the materials are of the highest quality.

The development must be carried out in accordance with the submitted material samples and sample panel, and the development shall thereafter be permanently retained and maintained as such.

Reason: To ensure a satisfactory external appearance and to prevent harm to the street scene and public realm, and to preserve the character and appearance of the surrounding conservation areas and other heritage assets; in accordance with Policies D3, D4, D8, D9 and HC1 of the London Plan, Policies DC1, DC2, DC3 and DC8 of the Local Plan (2018), and guidance contained within the Planning Guidance Supplementary Planning Document (2018).

34) Detailed drawings (1:20)

Prior to the commencement of the above ground works, detailed drawings at a scale not less than 1:20 (in plan, section, and elevation) of typical sections/bays of the approved buildings shall be submitted and approved in writing by the Local Planning Authority. These shall include details of the proposed façade and cladding treatment, fenestration (including framing and glazing details), balustrades (including roof terrace), entrances, and ground floor glazing details.

The development shall be carried out in accordance with the details as approved and thereafter permanently retained in this form.

Reason: To ensure a satisfactory external appearance and to prevent harm to the street scene and public realm, and to preserve the character and appearance of the surrounding conservation areas and other heritage assets; in accordance with Policies D3, D4, D8, D9 and HC1 of the London Plan, Policies DC1, DC2, DC3 and DC8 of the Local Plan (2018), and guidance contained within the Planning Guidance Supplementary Planning Document (2018).

35) Detailed drawings – boundaries (1:20)

Prior to the commencement of the public realm surface works, detailed drawings at a scale not less than 1:20 (in plan, section, and elevation) of boundary walls, fences, railings, and gates shall be submitted and approved in writing by the Local Planning Authority and no part of the development shall be used or occupied prior to the completion of the relevant works in accordance with the approved details. Details shall further demonstrate that no permanent boundary structure shall be erected that would unduly inhibit the flow of pedestrians between the development and any future development to the immediate north.

Reason: To ensure a satisfactory external appearance and to prevent harm to the street scene and public realm, in accordance with Policies D3, D4, D8, D9 and HC1 of the London Plan, Policies DC1, DC2, DC3 and DC8 of the Local Plan (2018).

36) Detailed drawings – Roof Top Plant Enclosures (1:20)

Prior to the commencement of above ground works, detailed drawings at a scale not less than 1:20 (in plan, section, and elevation) of the rooftop plant enclosures shall be submitted to and approved in writing by the Local Planning Authority. No part of the relevant building shall be used or occupied until the enclosures have been constructed in accordance with the approved details, and the enclosures shall thereafter be permanently retained in this form.

Reason: To ensure a satisfactory external appearance and to prevent harm to the street scene and public realm, in accordance with Policies D3, D4, D8, D9 and HC1 of the London Plan, Policies DC1, DC2, DC3 and DC8 of the Local Plan (2018).

37) Secure by design

Prior to the first occupation of the development hereby approved, a statement of how "Secured by Design" requirements are to be adequately achieved, shall be submitted to and approved in writing by the Local Planning Authority. The approved secured by design measures shall be implemented in accordance with the approved statement prior to occupation of the development hereby approved.

Reason: To ensure that the development incorporates suitable design measures to minimise opportunities for, and the perception of crime and provide a safe and secure environment, in accordance with Policy D11 of the London Plan (2021), and Policies DC1 and DC8 of the Local Plan (2018).

38) Obscured glass

The window glass at ground level shall not be mirrored, painted, or otherwise obscured, other than where it serves a stair core, wet riser inlet or other servicing area and shall be permanently retained as such.

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

39) Landscaping and public realm

Prior to completion of the landscape/public realm works hereby permitted, details of the proposed soft and hard landscaping of all areas external to the building shall be submitted to and approved in writing by the Local Planning Authority.

The details shall include, but are not limited to: planting schedules and details of the species, height and maturity of any trees and shrubs, including sections through the planting areas; depth of tree pits, containers and shrub beds; details relating to the access of building, pedestrian surfaces, wayfinding, disabled drop off areas, loading bays, pedestrian crossings means of pedestrian/cyclist conflict resolution, materials, kerb details, external steps and seating, street furniture, bins and lighting columns that ensure a safe and convenient environment for blind and partially sighted people. Details shall further be provided of provision made for rainwater harvesting.

The landscaping works shall be carried out in accordance with the approved details and shall thereafter be permanently retained in this form.

Reason: To ensure a satisfactory external appearance of the development and relationship with its surroundings, and the needs of the visually impaired are catered for in accordance with the Equality Act 2010, Policies D3, D4, D8, D9 and HC1 of the London Plan (2021), Policies DC1, DC2, DC3, DC8, OS2 and OS5 of the Local Plan (2018).

40) Landscape and Ecological Management Plan

Prior to the commencement of the public realm works within the development hereby permitted, a Landscape and Ecological Management Plan shall be submitted to and approved in writing by the Local Planning Authority for all the landscaped areas in the development. This shall include details of management responsibilities and maintenance schedules for all landscape areas, as well as a habitat management plan and monitoring report which shall set out objectives and prescriptions for the management of new areas of vegetation and public open spaces within the development, for a minimum period of 5 years from the date of occupation of that phase.

Any landscaping removed or severely damaged, dying or becoming seriously diseased within 5 years of first planting shall be replaced with a tree or shrub of similar size and species to that originally required to be planted.

The landscape and ecological management plan shall be implemented in accordance with the approved details and shall thereafter be permanently retained in this form.

Reason: To ensure that the development provides an attractive natural and visual environment, and that the biodiversity of the site is protected and enhanced where possible in accordance with Policies CC2, DC1, DC8, OS2, OS4, and OS5 of the Local Plan (2018).

41) Play equipment

Prior to the commencement of above ground works, a scheme detailing the play equipment, boundary treatments and ground surface treatment of the outdoor play spaces, shall be submitted to the local planning authority and approved in writing. Any play equipment will be designed to be fully inclusive to ensure the play areas are

accessible to all and will be implemented in accordance with the approved plans, to be permanently retained thereafter. No less than 310sqm of play space shall be provided in total, with the quantum required to be provided for each age group. The play space shall include the provision of play equipment as appropriate for each age group.

Reason: 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 GG1 of the London Plan (2021), policies OS1 and OS3 of the Local Plan (2018), the Council's Planning Guidance Supplementary Planning Document, and any other relevant best practice guidance.

42) Details of benches, litter bins and signage

Prior to the first occupation of the development hereby approved, details including the locations of the benches, litter bins and signage shall be submitted to and approved in writing by the local planning authority. The street furniture listed above shall be designed and sited to be fully inclusive and accessible for all users and will not provide any obstruction to disabled persons or people of impaired mobility and/or sight. The building shall not be occupied until the benches, litter bins and signage as approved have been provided, and must be permanently retained thereafter.

Reason: To ensure the satisfactory provision of facilities, in accordance with policies OS2 and OS3 of the Local Plan (2018) and the Council's Planning Guidance Supplementary Planning Document.

43) Airwaves Interference Study

There shall be no construction above the first floor to any development hereby permitted until the following details shall be submitted to and approved in writing by the Local Planning Authority:

- (i) The completion of a Base-Line Airwaves Interference Study (the Base-Line Study) to assess airwave reception within/adjacent to the site; and of required; and
- (ii) The implementation of a Scheme of Mitigation Works for the purposed of ensuring nil detriment during the Construction Works identified by the Base-Line Study.

Such a Scheme of Mitigation Works shall be first submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details prior to occupation and shall thereafter be permanently retained in this form.

Reason: To ensure that the existing airwaves reception is not adversely affected by the proposed development, in accordance with Policy D11 of the London Plan (2021).

44) Post-Construction Airwaves Study

Prior to the occupation of the Development the following information shall be submitted to the Local Planning Authority:

- i) The completion of a Post-Construction Airwaves Study (the Post-Construction Study) to minimise detrimental impacts to airwaves reception attributable to the development.
- ii) The implementation of a Scheme of Mitigation Works for the purpose of ensuring no material impact to the airwave reception attributable to the development identified by the Post-Construction Study, shall take place within 3 months of the submission of the Post Construction Study.

Such Scheme of Mitigation Works shall be first submitted to and approved in writing by the Council.

Reason: To ensure that the existing airwaves reception within/adjacent to the development site is not adversely affected by the proposed development, in accordance with Policy D11 of the London Plan (2021).

45) Permitted Development Rights - Telecommunications

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 aerials, antennae, satellite dishes or related telecommunications equipment shall be erected on any part of the development hereby permitted, without planning permission first being obtained.

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

46) Window Cleaning Equipment

Prior to the occupation of the development, details of the proposed window cleaning equipment shall be submitted to and approved in writing by the Local Planning Authority. The details shall include the appearance, means of operation and storage of the cleaning equipment. The building shall not be used or occupied until the equipment has been installed in accordance with the approved details and shall thereafter be permanently retained in this form.

Reason: To ensure a satisfactory external appearance and to prevent harm to the street scene and public realm, in accordance with Policies D3, D4, D8, D9 and HC1 of the London Plan, Policies DC1, DC2, DC3 and DC8 of the Local Plan (2018).

Highways:

47) Blue Badge Parking

Prior to the first occupation of any residential unit within the development hereby approved, blue badge accessible parking bays shall be installed and made available for eligible residents in accordance with the approved plans.

The blue badge parking bays shall be permanently retained as such for the lifetime of the development and made available for use by holders of a valid blue badge, at no additional cost to the occupier.

Reason: To ensure the provision and retention of disabled car parking facilities, in accordance with Policies D5, T6, T6.1, T6.4 and Policy T6.5 of the London Plan (2021) and Policies E3, HO6, T1 and T5 of the Local Plan (2018).

48) Cycle Parking

Prior to the first occupation of any residential unit within the development hereby approved, full details of the cycle parking and associated facilities shall be submitted to and approved in writing by the Local Planning Authority.

The details shall include, but not be limited to:

- provision of 5no. accessible cargo bike parking spaces with cargo bike stands at ground floor level,
- the secure, covered, level and weatherproof storage for a minimum of 294 long-stay bicycles within an easily accessible part of the building, with 15 larger cycle spaces to be provided at grade for ease of access,
- the secure cycle parking for 5 short-stay bicycle users at grade,
- provision of safe routes for pedestrians and cyclists to travel within the basement car park and provision of alternative access, to remove conflict with vehicles,
- provision for cycle storage areas to be step-free from outside and inside,
- facilities to include cyclist storage lockers and equipment for basic maintenance, such as pumps, water, changing and lockers.

The approved cycle storage/parking facilities shall be completed prior to the first occupation of any residential unit within the development and permanently accessible for the storage of bicycles for residents and, where applicable, visitors for the lifetime of the development.

Reason: To ensure the suitable provision of cycle parking within the development to meet the needs of future site occupiers and users, in accordance with Policy SI 1 and T5 of The London Plan (2021), Policy T5 and T7 and CC10 of the Local Plan (2018).

49) Car Parking and Cycle Parking Management Plan

Prior to the first occupation of the development hereby permitted, a Car and Cycle Parking Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Car and Cycle Management Plan shall cover the following minimum requirements:

- Detailed layout demonstrating how private general car parking spaces will either not be made available for Phase 5 occupiers or clarify how the overall number will be reduced to align with the agreed ratio of 0.4, setting out a maximum of 65 spaces.
- Detailed layout, design and location plan of the long-stay, short-stay and cargo cycle storage areas.
- Details on how allocation of 10% Blue Badge car parking spaces to specific users will be provided, location and management of blue badge car parking spaces, to ensure

these are available for residents with valid blue badge only, in accordance with the blue badge car parking condition (without charge).

- The means of lighting and security of the cycle store and car park.
- Details on who is responsible for management and monitoring of the cycle storage area,
- The means of managing, monitoring, maintaining and enforcing the servicing layby, car park and cycle parking in perpetuity.
- On site road safety scheme, to include how daytime deliveries, taxi drop off and pick-ups and stopping by blue badge holder vehicles on site will be managed to ensure the safety of pedestrians. The scheme shall demonstrate how, in the absence of kerbs and vehicular entries into the envelope of the building, the risk of collisions between stopped vehicles and pedestrians, particularly those who are blind or partially sighted shall mitigated.

The approved parking spaces shall be marked out on-site and shall be operated only in accordance with the approved details and shall thereafter be permanently retained in this form.

Reason: To ensure the satisfactory provision and retention of parking facilities, in accordance with Policy T6 and T7 of the London Plan and T4 and T5 of the Local Plan (2018) and SPD key principle TR6 (2018).

50) Delivery and Servicing Plan

Prior to the first occupation of the development a site wide Delivery and Servicing Plan in accordance with Transport for London's Delivery and Servicing Plan Guidance shall be submitted to and approved in writing by the Local Planning Authority. Details to include:

- times and frequency of servicing, waste and recycling vehicles connected to all users of the development,
- the types of vehicles to be used and hours of their operation, for all users of the development,
- location and management of servicing, waste and recycling vehicles for all users of the development,
- management strategy to prevent vehicles queuing on the internal roadway, at times when demand to access the Phase 1 concierge point is high,
- details on approach to remove bollards from essential servicing and delivery laybys, and details on how the on-site service yard will be maximised for use by Phase 5 and bins moved from the building to the main service yard for collection,
- details on how servicing and delivery vehicle movements will be reduced and how these operational trips would be promoted and encouraged to be undertake by more sustainable modes of delivery,
- mechanisms to be employed to minimise and reduce service and delivery trips accessing the site for all users of the development outside of peak traffic times,
- details that refuse storage enclosures for each permitted use, have been provided for the storage of refuse and recyclable materials, and that these identify servicing, waste and recycling areas off the public highway for all users of the development,
- the dimensions and layout of servicing and delivery laybys within the site connected to Phase 5 and associated turning spaces,

- space for vehicles to turn so that they may enter and leave the service yard in forward gear,
- details of swept path analysis to demonstrate that vehicles can enter and exit the site in forward gear without causing unreasonable delays and conflict with users on the wider masterplan site,
- details on reduction and consolidation of deliveries and collections, e.g. waste,
- quiet loading/unloading measures, in accordance with Building Design Guidance for Quieter Deliveries (TfL),
- details of measures setting out how the DSP will be managed, monitored and enforced.

The measures/scheme shall be implemented in accordance with the approved details upon the first occupation of the building hereby permitted and thereafter be permanently retained in this form.

Reason: To ensure that satisfactory provision is made for the parking and turning of delivery, refuse and servicing arrangements, do not compromise highway safety and to ensure that the amenity of surrounding properties are not adversely affected by noise and disturbance, in accordance with Policy T7 of The London Plan (2021), Policies T2, CC11 and CC13 of the Local Plan (2018) and SPD Key Principle TR28 (2018).

51) Operational Management Plan

Prior to first occupation of the development hereby approved, an Operational Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Operational Management Plan shall include:

- details of hours of operation for the different permitted users,
- unless otherwise agreed in writing with the Local Planning Authority, the core staffing hours are given as 0800-1800 Monday-Saturday and 1000-1600 on Sunday,
- details on responsibility for the car and cycle management plan to cover enforcement relating to car parking and vehicular activity on-site,
- details on measures to enforce car and cycle parking management plans in event of non-compliance being identified,
- details on monitoring long-stay and short-stay cycle parking use, to include who provision about how this would be increased should demand be identified,
- details on security, to ensure that no removal of refuse nor bottles/cans to external bins or external refuse storage areas shall be carried out other than between the hours of 08:00 to 20:00 on Monday to Friday and 10:00 to 18:00 on Saturdays; and at no time on Sundays and Public/Bank Holidays,
- details on how short-stay cycle parking spaces will be maintained and managed,
- full details of refuse storage (including provision for the storage of recyclable materials), for all users
- management details setting out how restricted vehicle access will be managed and enforced,
- No deliveries nor collections/loading nor unloading, involving vehicles larger than 7.3m, shall occur at the development hereby approved within the lay-by at grade level, and

- lighting management plan relating to the operation, management and monitoring of the site for all permitted users.

The operational management plan measures/scheme shall be implemented upon first occupation of the building hereby permitted in accordance with the approved details and thereafter be permanently retained in this form.

Reason: To ensure that satisfactory provision is made for the management, monitoring and enforcement of site users to ensure that the amenity of surrounding properties is not adversely affected by noise and disturbance, in accordance with Policy T7 of The London Plan (2021), Policies T2, CC11 and CC13 of the Local Plan (2018) and SPD Key Principle TR28 (2018).

52) Refuse

Prior to the first occupation of the development hereby permitted, provision for the storage and collection of refuse shall be made in full accordance with the approved Operational Waste Management Strategy (ref. 0040402 rev P01, dated 30 August 2024). The refuse facilities shall be maintained in their approved form permanently thereafter.

Reason: To ensure the satisfactory provision for refuse storage and recycling in accordance with policy CC6 of the Local Plan 2018 and the Council's Planning Guidance Supplementary Planning Document.

53) Inclusive Access Management Plan

Prior to the commencement of the development hereby permitted, an Inclusive Access Management Plan (IAMP) shall be submitted to the local planning authority and approved in writing which sets out a strategy for ongoing consultation with specific interests' groups with regard to accessibility of the relevant part of the site. This shall include the access between the development site and any future development to the immediate north of the site where appropriate and relevant. On-going consultation must then be carried out in accordance with the approved IAMP. The development shall not be operated otherwise than in accordance with the Inclusive Access Management Plan as approved and thereafter be permanently retained in this form.

Reason: To ensure that the proposal provides an inclusive and accessible environment in accordance with the Policy D5 of the London Plan (2021), policies HO6 and E3 of Local Plan 2018 and the Council's Planning Guidance Supplementary Planning Document.

54) Fire rated lifts

Prior to first occupation of the building hereby approved, details of fire rated lifts shall be submitted and approved in writing by the Local Planning Authority. All the lifts shall have enhanced lift repair services, running 365 days/24-hour cover, to ensure no wheelchair occupiers are trapped if a lift breaks down. The fire rated lifts shall be installed as approved and maintained in full working order for the lifetime of the development.

Reason: To ensure that the development provides for the changing circumstances of occupiers and responds to the needs of people with disabilities, in accordance with

policies D12 of the London Plan (2021), and Policy DC1 and HO6 of the Local Plan (2018).

55) Fire Strategy

The development shall be carried out and completed in accordance with the approved Stage 2 Fire Strategy prepared by Introba (version P05, dated 12 September 2024). The development shall be implemented in accordance with these details prior to occupation and shall thereafter be permanently retained in this form.

Reason: To ensure full compliance with Policy D12 of the London Plan (2021).

56) Microclimate

Prior to the first occupation of the development hereby permitted, microclimate mitigation shall be implemented in full accordance with the approved Wind Microclimate Assessment (ref. #2305377– REV D, dated 12 August 2024). The microclimate mitigation shall be permanently retained thereafter.

Reason: To ensure that suitable measures are incorporated to mitigate potential adverse wind environments arising from the development, in accordance with Policies GG1, D8 and D9 of the London Plan (2021) and Policies DC3 and CC2 of the Local Plan (2018).

57) No advertisement

No advertisements shall be displayed on or within any elevation of the building, forecourt or public spaces without details of the advertisements having first been submitted to and agreed in writing by the Local Planning Authority.

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

58) No alteration

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

Reason: To ensure a satisfactory external appearance and prevent harm to the street scene, and to safeguard the amenities of neighbouring residential occupiers, in accordance with policy DC1 and DC2 of the Local Plan (2018) and the 'Planning Guidance' Supplementary Planning Document (2018).

59) Residents' Bar

The residents' bar area, as denoted on approved dwg. no. 425-PTA-P5-00-DR-A-1201 Rev. S4-PL1, shall be used only as an amenity space for residents of the White City Living masterplan site and only in a manner that is ancillary to the approved residential (use

class C3) use of the building. The residents' bar shall not be open to members of the public and shall not be operated as a commercial premises separate from the residential building within which it is located.

Reason: A sui generis drinking establishment use would raise materially different planning considerations which would require separate consideration by the Local Planning Authority.

60) Amplified sound

Neither music nor amplified voices emitted from the residents' bar hereby permitted shall be audible at any residential/ noise sensitive premises.

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

61) Outdoor seating

Any outdoor seating areas hereby approved shall operate within the following hours only:

- Monday to Saturday: 0700 to 2200 hours
- Sunday and Public Holidays 0700 to 2200 hours

Reason: To ensure that the development does not result in conditions prejudicial to the amenities of local residents by reason of noise and disturbance in accordance with policy CC11 of the Local Plan (2018).

Reason(s) for granting planning permission:

1) Land Use and Principle of Development

The proposed development forms the final phase of the White City Living Masterplan and is consistent with the land use principles established by the outline consent (ref. 2023/01965/VAR). The development would deliver 163 residential units on previously developed land within the White City Opportunity Area, in accordance with the London Plan Policies GG2, GG4, SD1 and H1, and Local Plan Policies HO1, WCRA and WCRA1.

2) Design, Townscape and Heritage

The proposed building is of high architectural quality and responds positively to its context, completing the northern edge of the Central Gardens and acting as a gateway marker. The design is consistent with the approved Design Codes and Parameter Plans and would enhance the character and appearance of the Wood Lane Conservation Area. The proposal is in accordance with London Plan Policies D3 and HC1 and Local Plan Policies DC1, DC2 and DC8.

3) Housing Quality and Mix

The development would provide a high standard of residential accommodation, with all units meeting or exceeding minimum space standards and benefiting from

private amenity space. The scheme includes a mix of unit sizes, including family-sized homes, and 10% of units are designed to be wheelchair adaptable. The proposal accords with London Plan Policies D6 and H10 and Local Plan Policies HO4, HO5 and HO11.

4) Affordable Housing

The affordable housing provision for the masterplan, including Phase 5, has been secured through previous consents and legal agreements. The viability of Phase 5 has been independently assessed and determined to be unable to viably support additional affordable housing beyond that already secured. The masterplan scheme delivers 24% onsite affordable housing and a payment in lieu of £34.5m. The proposal is therefore in accordance with London Plan Policies H4 and H5 and Local Plan Policy HO3.

5) Transport and Accessibility

The site benefits from excellent public transport accessibility (PTAL 6a). The development includes appropriate levels of cycle parking and accessible parking, with a strategy to increase provision if required. A Delivery and Servicing Plan, and Construction Logistics Plan will be secured by condition. Travel plans will be secured through the legal agreement. The proposal is in accordance with London Plan Policies T1, T5 and T6 and Local Plan Policies T1, T2, T3, T4 and T5.

6) Environmental Impact Assessment

The Environmental Statement Addendum confirms that the proposed development would not give rise to any new or significant adverse environmental effects. All previously identified residual effects remain valid, with marginal improvements to wind microclimate conditions as a result of the mitigation included in the detailed design. The proposal complies with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017.

7) Sustainability and Energy

The development achieves a 57% reduction in regulated residential carbon emissions through on-site measures and will connect to a low-carbon site-wide energy network. A carbon offset payment will be secured to achieve net zero. The proposal is in accordance with London Plan Policies SI2, SI3 and SI4 and Local Plan Policies CC1 and CC2.

8) Flood Risk and Drainage

The site lies within Flood Zone 1 and is at low risk of flooding. The drainage strategy integrates with the wider masterplan and includes SuDS features. The proposal is in accordance with London Plan Policies SI12 and SI13 and Local Plan Policies CC3 and CC4.

9) Biodiversity and Urban Greening

The development achieves an Urban Greening Factor of 0.42, exceeding the London Plan target. The landscaping strategy supports biodiversity and includes green roofs and pollinator-friendly planting. The proposal is in accordance with London Plan Policy G5 and Local Plan Policies OS1 and OS5.

10) Amenity

The development would not result in unacceptable impacts on the amenity of existing or future residents in terms of daylight, sunlight, privacy, or overlooking.

The proposal complies with London Plan Policies D6 and D14 and Local Plan Policies DC2, DC3 and HO11.

11)Environmental Quality

The scheme includes robust strategies for air quality, noise, vibration, and waste management. The acoustic design and air quality assessments confirm compliance with relevant standards. The proposal complies with London Plan Policies SI1 and D14 and Local Plan Policies CC10, CC11 and CC13.

12)Inclusive Design and Accessibility

The development has been designed to be inclusive and accessible, with step-free access throughout and 10% of homes designed to M4(3) standards. The proposal is in accordance with London Plan Policies D5 and S3 and Local Plan Policy DC2.

13)Planning Obligations and Infrastructure

The masterplan development is subject to a legal agreement that secures planning obligations including affordable housing, financial contributions to the White City Opportunity Area Fund, delivery of public open space, employment and skills initiatives and highways initiatives. A deed of variation will amend the legal agreement to incorporate the drop in permission and to bind the permission to all obligations contained therewithin. The deed of variation will further amend the carbon offsetting clause to increase the payment in line with the Council's tariff schedule. The proposed development would therefore mitigate external impacts and would accord with Policy CF1 of the Local Plan 2018.

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

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

Application form received: 11th October 2024
Drawing Nos: See Condition 2

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:

Transport for London (TFL) - Spatial Planning
Health And Safety Executive Fire Safety
Historic England London Region
Thames Water - Development Control
London Underground Limited – Infrastructure protection
Civil Aviation Authority - Safety Regulation Group
Active Travel England
Greater London Authority (GLA)

Dated:

13.12.24
13.12.24
28.11.24
10.12.24
13.12.24
28.11.24
29.11.24
04.12.24

Neighbour Comments:

Letters from:

Dated:

Newall Court, Bronze Walk London W12	12.12.24
Apt. 307 3 Television Centre 101 Wood Lane London W12	02.12.24
H617 101 Wood Lane London W12	11.12.24
704, 3 Television Centre 101 Wood Lane London W12	11.12.24
Apt 401, 3 Television Centre 101 Wood Lane London W12	08.12.24

OFFICER REPORT

1. Background

1.1. The application site, known as Plot C1 (Phase 5), forms part of the wider White City Living (WCL) Masterplan, a comprehensive residential-led redevelopment of the former Marks & Spencer warehouse site at 54 Wood Lane, W12. The WCL Masterplan benefits from outline planning permission (ref: 2014/04726/OUT, as amended by subsequent Section 73 applications, the most recent being ref: 2023/01965/VAR) for up to 2,030 residential units, alongside commercial, community and leisure uses, extensive public realm, and associated infrastructure. The masterplan is being delivered in five phases, with Reserved Matters approvals already granted for Phases 1 to 4. Phase 5 represents the final component of the masterplan and is brought forward as a full planning application due to timing constraints.

1.2. Condition 2 of the original masterplan permission ref. 2014/04726/OUT (as amended) specifies time limits for reserved matters of each phase to be submitted. The time limit for submission of reserved matters for Phase 5 (subject of the current application) expired on 16 December 2022.

1.3. The developer has therefore submitted a standalone drop in application for Phase 5. This application does not seek to intensify the development, nor does it seek any other changes to the approved masterplan. It seeks only to rectify the departure from Condition 2(iii) as described in para. 9.1 – 9.7 below and provide a mechanism to allow for this phase to be brought forward and delivered.

Mayoral Referral

1.4. Under the terms of the Town & Country Planning (Mayor of London) Order 2008, the Greater London Authority has been notified as the proposals constitute 'Large Scale Development' as defined by the Order.

1.5. The GLA responded on 4 December 2024 and advised that given the scale and nature of the proposals, they had concluded that the current application does not give rise to any new strategic planning issues. As such, the application will not need to be referred to the Mayor of London prior to issuing a decision notice.

2. Site & Surroundings

White City Living Masterplan Site

2.1. The application site was previously occupied by a 21,807sqm Marks and Spencer warehouse with associated car parking and service yard. The site was acquired by the St James Group in 2014. The former warehouse was demolished and Phases 1, 2 and 3 of the White City Living masterplan have been delivered. Construction of Phase 4 lawfully commences in 2025. The masterplan site comprises approximately 4.28 hectares.

2.2. The current application relates only to Phase 5 of the masterplan development which is located to the northern extent of the site. This site has been cleared.

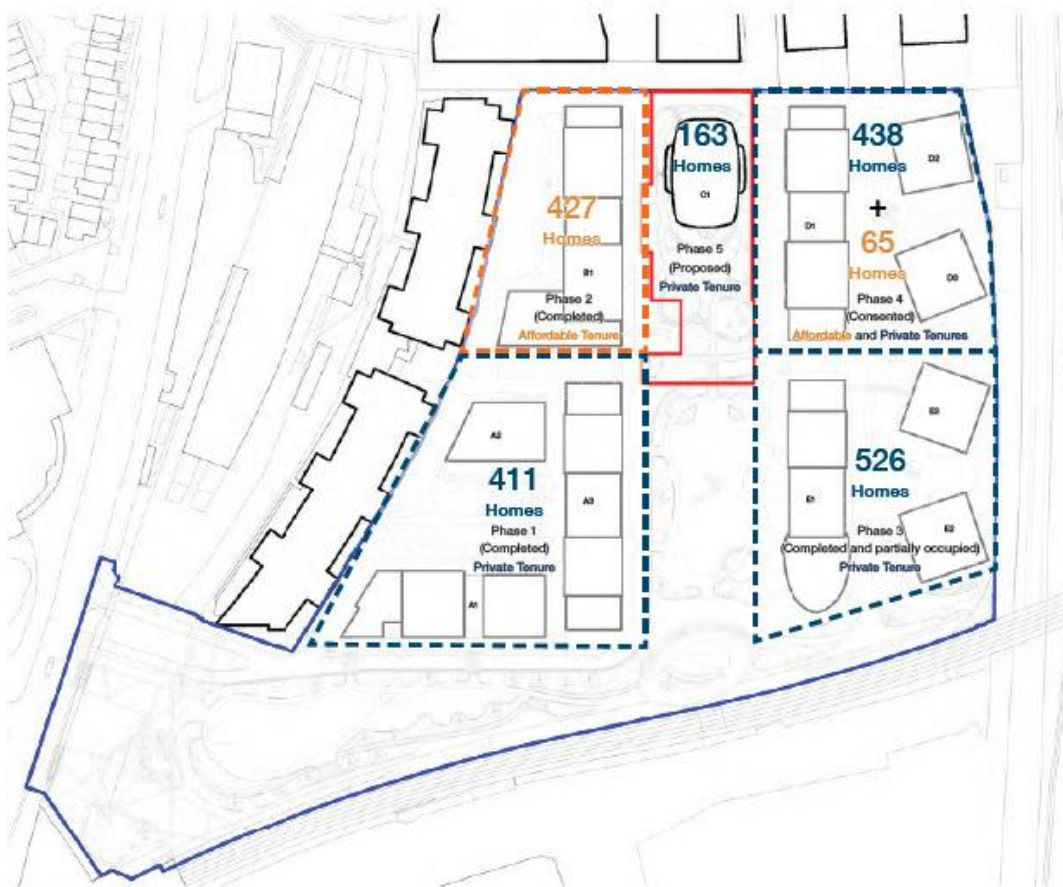


Figure 1 – Plan showing the WCL Masterplan as approved. Phase 5 is edged in red

Surrounding Area

2.3. The site is highly accessible, which is reflected in its Public Transport Accessibility Level (PTAL) of 6b. White City Bus Station with numerous bus services is located to the south of the Site and White City and Wood Lane London Underground Stations are a short walk to the north and south of the masterplan site respectively, providing access to the central, circle and Hammersmith and City Lines. Shepherd's Bush Station is also located approximately 800m to the south of the Site and is served by overground and National Rail services.

Planning Designations

- 2.4. The London Plan (2021) designates the site within the White City Opportunity Area, which is expected to deliver a substantial number of new homes and jobs through comprehensive regeneration. The White City Opportunity Area Planning Framework (WCOAPF, October 2013) identifies the site within the White City East Area and within a proposed housing area as part of mixed-use schemes.
- 2.5. The Local Plan (2018) identifies the site as being located within the Wood Lane Conservation Area, which was designated by LBHF in 1991 to principally protect the Grade II Listed BBC Television Centre which is located 100m west of the masterplan site. It is also designated the Local Plan as being within a regeneration area and the White City Opportunity Area/White City Regeneration Area, and within Strategic Site WCRA1 'White City East'. The site is affected by Aerodrome safeguarding of Heathrow 150m and Northolt 91.4m and is also located in close proximity to listed buildings most notably the BBC Television Centre and the Dimco Building off Ariel Way. The site is located within Flood Risk Zone 1 and is also located within a borough-wide Air Quality Management Area. The masterplan site does not contain any listed buildings or any nationally designated heritage assets such as scheduled monuments or registered parks and gardens and is not within an Archaeological Priority Area nor is it affected by any strategic views

3. Relevant Planning History

WCL Masterplan

- 3.1. The original planning application (Ref: 2014/04726/OUT) for the comprehensive redevelopment of the site was granted permission on 16th December 2015 with the following description.

“Planning application (part detailed/part outline) for the demolition of all existing buildings and structures and the redevelopment of the site for residential and mixed uses comprising the erection of new buildings ranging from 11 to 30 storeys to provide up to 1,465 residential units (Class C3) and use classes (A1-A5, B1, D1 & 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 and other associated works: Detailed planning application for up to 37,935 sqm. (GEA) new residential floorspace with ancillary residential facilities (C3) (excluding basement floorspace); up to 1,995 sqm. (GEA) flexible commercial floorspace (A1-A5), community (D1) and leisure (D2) (excluding basement floorspace); provision of a new basement level; provision of a new bridge over the central line cutting; means of access; and associated amenity space, landscaping, car parking and cycle parking, energy centre, and other associated infrastructure works”.

- 3.2. This permission was varied in 2017 (ref: 2016/03907/VAR - the First Variation Application dated May 2017) and varied again in 2018 (ref: 2017/04377/VAR - the Second Variation Application) dated 25th June 2018. The description of the development of the second variation application is as follows:

“Variation to conditions 1-8 of planning permission 2016/03907/VAR (for the comprehensive phased redevelopment of the site for a residential-led mixed-use development) granted 23/05/2017 in order to permit minor material amendments to the outline form of development. Amendments comprise modifications to the approved Parameters Plans and Development Specification and Parameters Report that cover design alterations to Development Plots B1 (varying the horizontal parameters (to -0.92m to +27.98m) to permit an extended southern building line), Development Plots D1 and E1 (varying parameters to extend the maximum heights by an additional +2.31m and 8.86m), Development Plots D2, D3 and E2 (varying parameters to extend maximum heights by an additional +4.79m) and incorporating a new additional Development Plot E3 (to comprise residential use within a new building up to 74.45m in height). The specified amendments would facilitate the optimisation of residential units to increase the overall maximum unit numbers from 1,477 to 1,814 units including the provision of an additional 118 affordable units (35% of the additional units)”.

3.3. Permission was granted in September 2022 for a further variation to the consent (ref. 2021/02896/VAR). The description of development reads as follows:

“Planning application under Section 73 of the Town and Country Planning Act (1990) seeking variations of Planning Conditions pursuant to planning permission Ref: 2017/04377/VAR (dated June 2018) for amendments to vertical and horizontal parameter plans of Phases 4&5 (Condition 3), amendments to Design Codes (Condition 4) increase in unit numbers (Condition 7) and in the maximum floorspace (Condition 8). The proposals will result in the demolition of all existing buildings and structures and redevelopment of the site for residential and mixed uses comprising the erection of new buildings ranging from 11-35 storeys to provide up to 2,030 residential units (Class C3) and use classes E, F1, F2 and sui generis (drinking establishment and takeaway), 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 and other associated works”.

3.4. A further application to vary the permission was approved in July 2023 (ref. 2023/01965/VAR) and remains the extant masterplan consent. The description of development was as follows:

“Planning application under Section 73 of the Town and Country Planning Act (1990) seeking variations of Planning Conditions pursuant to planning permission Ref: 2021/02896/VAR (dated September 2022) for amendments to the vertical and horizontal parameters of Phase 4 (Condition 3), amendments to Design Codes (Condition 4) and amendments to the maximum floorspace (Condition 8). The proposals will result in the demolition of all existing buildings and structures and redevelopment of the site for residential and mixed uses comprising the erection of new buildings ranging from 11-35 storeys to provide up to 2,030 residential units (Class C3) and use classes E, F1, F2 and sui generis (drinking establishment and takeaway), 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 and other associated works”.

3.5. Reserved matters approval has been granted for Phase 2 (ref: 2017/04567/RES), Phase 3 (ref: 2019/01300/RES) and Phase 4 (ref: 2023/02105/RES).

3.6. There have been numerous applications for approval of details to satisfy the requirements of various conditions attached to the Masterplan consent. Similarly, there have been multiple s96a non-material amendment applications since the grant of the original outline consent. Those that are relevant to the current application are listed below:

- **2016/02063/NMAT** approved 1 August 2016: amendments to ref. 2014/04726/OUT dated 16th December 2015 (revisions to the wording of conditions 36, 37, 39, 74 and 85 to require details to be submitted and approved, prior to commencement of the relevant works (within a development plot)).
- **2016/03806/NMAT** approved 20 October 2016: amendment to ref. 2014/04726/OUT granted 16th December 2015 (revisions to amend the wording of condition 42 to read "prior to the completion of the basement slab within each development plot...")
- **2017/02913/NMAT** approved 16 October 2017: amendment to ref. 2016/03907/VAR dated 23rd May 2017 (reconfiguration of the basement level).
- **2019/00722/NMAT** approved 1 August 2018: amendments to ref. 2017/04377/VAR dated 25 June 2018 (revisions to the approved horizontal and vertical parameter plans to allow amendments to the proposed form and height of Building E1; clarification to the ground floor land uses parameter plan (to indicate flexible ground floor uses in Building E2); and position and siting of buildings D2, D3, E2, E3; amendments to the Mandatory Design Code; and Phasing Plan; including variation of condition 4 (design codes and parameter plans) and condition 5 (phasing plan)).
- **2021/02215/NMAT** approved 3 September 2021: amendment to ref. 2017/04377/VAR dated 25 June 2018 (to revise the description of development as set out in the consented Decision Notice to omit references to building heights and quantum of residential units and to update the approved land uses in line with the current Use Class Order).
- **2024/02171/NMAT** approved 3 October 2024: amendment to ref. 023/01965/VAR dated 21 August 2024 (vary Condition 4 of planning permission ref. 2023/1965/VAR with changes to the design code relating to the height of the base component on Building C1 (reduced from 9m to 6m) and the removal of glazed terracotta as the primary facing material on Building C1)

Surrounding Sites

3.7. The surrounding area currently comprises predominantly of commercial, residential and retail uses. Immediately to the north of the site is the former Dairy Crest site. Outline consent (ref. 2018/00267/OUT) was granted in April 2021 for an application submitted by Imperial College London for the re-development of the site. The scheme for Imperial Campus South comprises predominantly of research, offices and educational use buildings, as well as 373 residential units and a new hotel.

3.8. The Westway Travellers' site is located approximately 250m to the northeast of the masterplan site underneath the A3320 flyover. To the east is the West London Line Railway, the railway embankment is designated as a Green Corridor and area of Nature Conservation and the A3320 lies beyond this. The A3320 is a major multi-lane highway

and is set at an elevated level for much of its length, therefore acting as a major physical barrier between the areas either side of it. The area immediately to the east of the West Cross Route is largely occupied by commercial buildings and lies within the Royal Borough of Kensington and Chelsea.

3.9. Approximately 300m to the south of the masterplan site is Westfield Shopping Centre. The site has planning permission for a retail/leisure extension and residential dwelling on land to the north of the existing shopping centre (ref. 2013/05115/OUT). The retail and leisure extension has been completed, along with the residential Block K. In April 2021 a new outline planning application was submitted for a mixed-use scheme at the Westfield site (ref. 2021/01101/OUT). This involves the erection of new buildings ranging from 30m-122m AOD above podium plus basement level, and the provision of up to 1700 (Class C3) residential units. Outline consent was granted in January 2024.

4. Description of Development

4.1. This application seeks full planning permission for the development of Plot C1 (Phase 5) within the White City Living Masterplan. The proposal comprises the construction of a single, predominantly residential building, completing the final phase of the masterplan and forming the northern edge of the 'Central Gardens'. The building is designed as a "marker typology" within the masterplan, signifying a key gateway at the northern entrance to the site and establishing a future connection with the adjacent Imperial College London (ICL) South campus. The proposals also include associated engineering works, access arrangements, and landscaping features that support the wider townscape and placemaking objectives of the White City Opportunity Area.

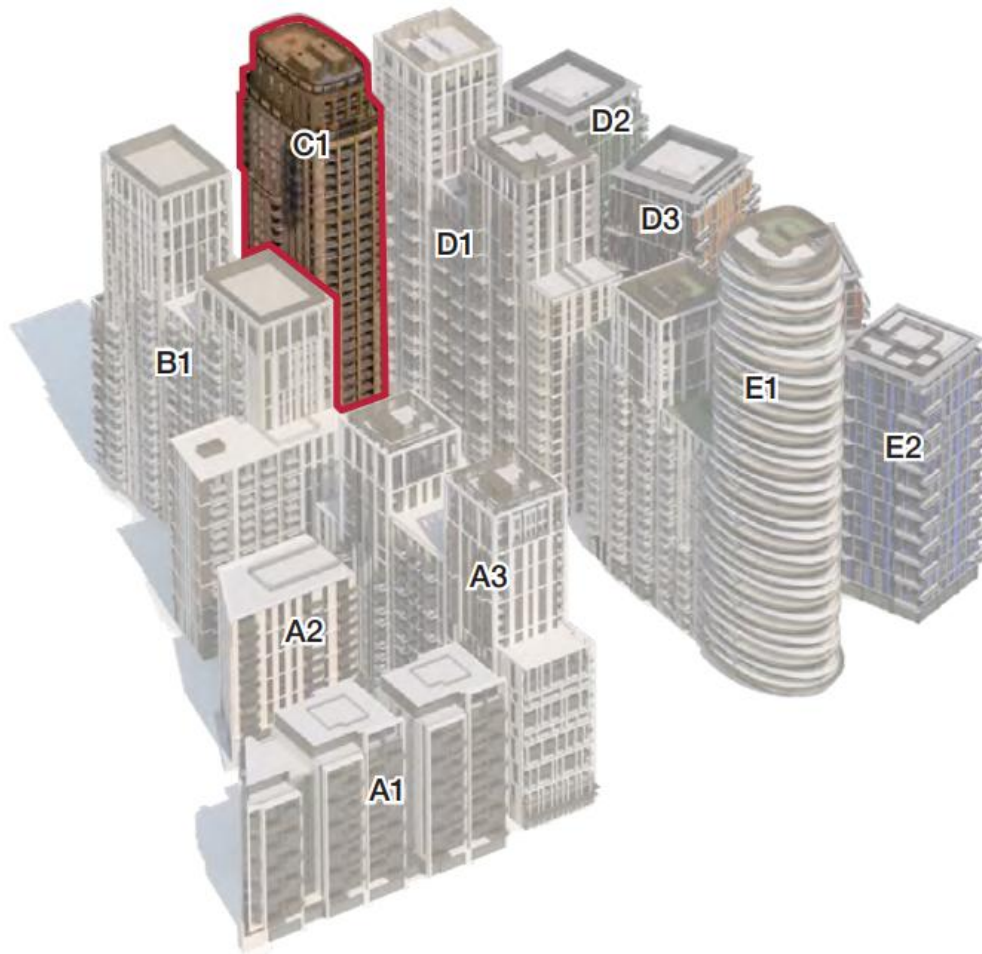


Figure 2 – Building Plot C1 showed in context of wider WCL masterplan

4.2. The development includes:

- 163 private tenure residential units, delivered in a range of apartment sizes and layouts, including M4(2) and M4(3) compliant homes.
- Residential ancillary uses at ground floor level, including resident amenities and access facilities.
- Extensive public realm and landscape enhancements, including the completion of the Central Gardens with the introduction of the Autumn Garden and a distinctive water feature surrounding the building.
- Basement-level infrastructure, integrating car and cycle parking, refuse storage, and servicing facilities, in line with the sitewide strategy.
- Architectural design that conforms to the approved Design Codes and Parameter Plans, including a curved building form, articulated massing, and a clear top-middle-bottom façade hierarchy.
- Compliance with the Outline Masterplan Consent (ref. 2021/02896/VAR as amended), including alignment with the approved Development Specification, Parameter Plans, and Design Codes.

4.3. The proposed development includes the completion of the sitewide basement strategy, with Plot C1 (Phase 5) forming the final component of the shared basement infrastructure. The Phase 5 basement accommodates:

- 90 car parking spaces, including 5 accessible bays (3% provision), with capacity to increase to 17 accessible bays (10%) if required.
- 294 long-stay cycle parking spaces, including 15 accessible spaces, and 4 short-stay visitor spaces at grade.
- Dedicated refuse and recycling stores for residential and ancillary uses, with managed transfer to the central compaction facility in Phase 1.
- Plant and servicing areas, including water treatment and sprinkler valve rooms.
- Fire-fighting and evacuation infrastructure, including protected lobbies, fire-fighting shafts, and mechanical smoke ventilation systems.

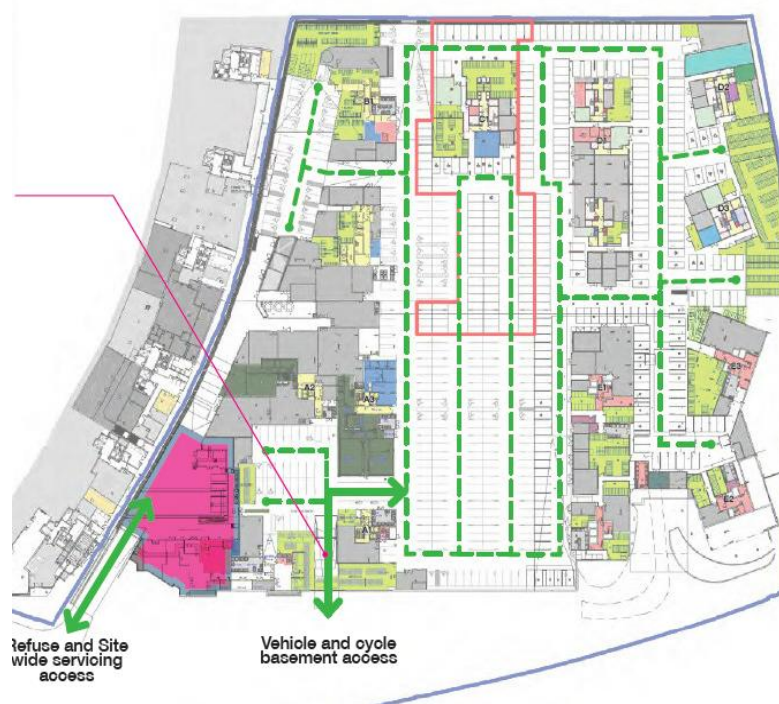


Figure 3 – Plan showing the masterplan basement as approved. Phase 5 is edged in red

4.4. Above ground, the building is arranged over 30 storeys, with a rooftop plant enclosure and private amenity terrace. The residential accommodation is configured to provide a mix of 1, 2, 3, 4, and 5-bedroom homes, including:

- 90% of homes designed to M4(2) standards (Accessible and Adaptable Dwellings).
- 10% of homes designed to M4(3) standards (Wheelchair Adaptable Dwellings).

All homes are dual or triple aspect, with no single-aspect units proposed. The number of homes around a core typically varies between 8 and 6. On upper storeys between 1 and 4 dwellings-per-floor are provided. Private amenity is provided to all homes via recessed balconies, projecting balconies, terraces, or rooftop gardens, all meeting or exceeding the Nationally Described Space Standard (NDSS) requirements. The building's layout and vertical circulation strategy includes a central core with two staircases (one fire-fighting shaft and one evacuation stair), Two lifts, including a fire-fighting lift and a dedicated evacuation lift. All corridors and lobbies designed to meet fire safety and accessibility standards.

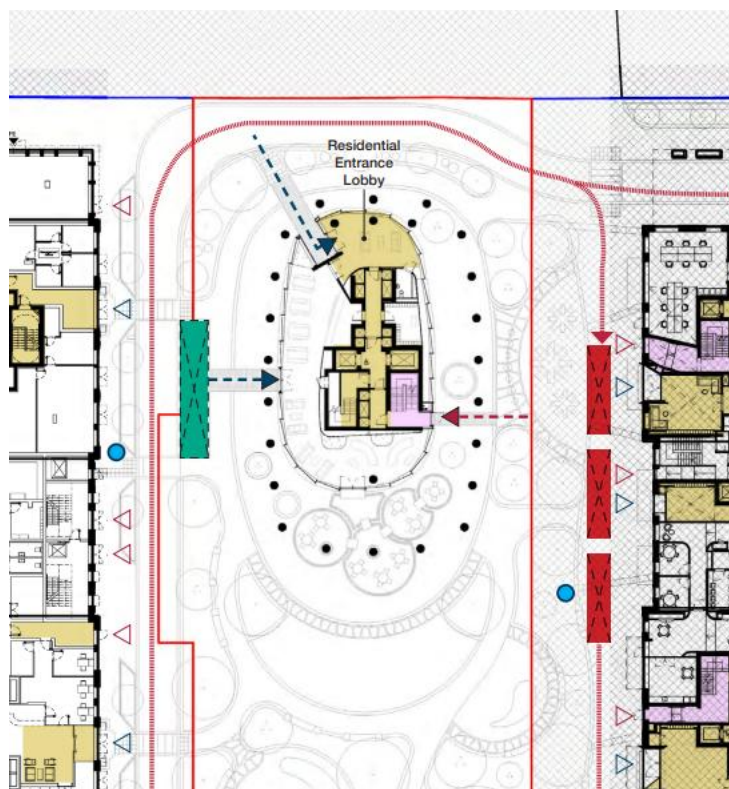


Figure 4 – Plan showing ground floor of Plot C1 building. Phase 5 is edged in red

4.5. The proposed building - Plot C1 (Phase 5) would provide a total of 163 homes, with 100% Private Market tenure. The building features a range of apartment types and sizes, including single storey apartments and a two-storey penthouse. Homes are provided in a variety of sizes as following:

1B2P	64 homes
2B4P	84 homes
3B5P	12 homes
4B7P	1 home
4B8P	1 home
5B10P	1 home
Total	163 homes

4.6. The building is designed as an “object in the round,” with a distinctive curved form and a rich, gridded façade. Key design features include a tripartite composition of Base, Middle, and Top, with each element articulated through materiality and massing. Proposed materials and colour scheme consist of metallic façade palette contrasting with the masonry tones of surrounding buildings, using bronze and copper hues with gold accents. Sawtooth-profiled infill cladding panels contribute to texture and variation. Bay windows on upper levels provide panoramic views and enhanced daylighting to internal spaces. A “Room in the Garden” concept at ground level incorporates a glazed undercroft, lily-pad terraces, and a surrounding water feature.

- 4.7. The proposed development includes a comprehensive landscape and public realm strategy that completes the northern extent of the 'Central Gardens' and enhances the setting of Plot C1 (Phase 5). The 'Autumn Garden' would complement existing 'Spring Garden' to the south and would feature semi-mature trees and specimens selected for seasonal interest and biodiversity value, amenity and play lawns, pathways, and intimate seating areas.
- 4.8. A water feature surrounding the base of Plot C1 would include a shallow, animated water body with integrated lighting and a cascade edge, "Lily pad" terraces and island planters that extend the internal amenity spaces into the landscape and stepping-stone bridges providing level access to the building entrances.
- 4.9. The "Room in the Garden" concept would integrate the building's ground floor with the landscape through a glazed undercroft space that visually and physically connects interior amenity areas with the surrounding gardens and sculptural columns and a transparent enclosure that elevate the building and enhance permeability. A dynamic lighting strategy would animate this space by night, creating a northern gateway marker.
- 4.10. Hard and soft landscaping design would be consistent with the wider masterplan, with details such as resin-bound gravel paths, granite kerbs, and dry-stone planters, integrated seating, Sheffield cycle stands, and feature lighting. A planting strategy would support pollinators and enhance biodiversity.
- 4.11. Play and amenity space provision would include 310 sqm of dedicated play space for all age groups, informal play opportunities integrated into the landscape and seating, lawns, and spill-out spaces for residents and visitors.
- 4.12. The proposal achieves a standalone Urban Greening Factor (UGF) score of 0.42 for Phase 5, therefore exceeding the London Plan target of 0.4 for residential developments. In addition, extensive green roofs, species-rich lawns, and marginal planting would be provided to support biodiversity and sustainable drainage.
- 4.13. The following documents have been submitted for approval:
 - Site Location Plan (prepared by Patel Taylor Architects)
 - Existing and Proposed Plans (prepared by Patel Taylor Architects)
 - Design and Access Statement (prepared by Patel Taylor Architects)
 - Sustainability Statement, Whole Lifecycle Carbon Assessment, Circular Economy Statement, Overheating Assessment and Energy Assessment (prepared by Hodkinson)
 - Daylight and Sunlight Assessment (prepared by eb7)
 - Access Statement (prepared by David Bonnett Associates)
 - Fire Strategy, including Gateway One form and Qualitative Design Review (prepared by Introba)
 - Affordable Housing Summary Report (prepared by St James)
 - Environmental Statement, Transport Assessment, Travel Plan, Delivery and Servicing Plan, Operational Waste Management Strategy, Biodiversity Net Gain Exemption Letter (prepared by Buro Happold)
 - Statement of Community Involvement (prepared by Iceni)
 - Lighting Strategy (prepared by Or light and Vector)
 - Urban Greening Factor Plan (Mudoch Wickham)

- Construction Management Plan (prepared by St James)
- Construction Logistics Plan (prepared by St James)
- Acoustic Planning Report (prepared by RBA)
- Drainage Strategy, including Flood Risk Assessment (prepared by Powell Tolner)
- Wind and Microclimate Assessment (prepared by RWDI) and
- Air Quality Dust Management Plan (prepared by AECOM).

5. PUBLICITY AND CONSULTATION

Consultation Responses

5.1. Greater London Authority (GLA)

The Mayor of London has responded stating that the proposal raises no new strategic issues and as such has directed that under article 5(2) of the Order above, the Mayor of London does not need to be consulted further on this application and the Council may, therefore, proceed to determine the application without further reference to the GLA. As such should planning permission be granted, this application would not need to be referred to the Mayor of London for Stage 2 prior to the issue of any decision notice.

5.2. Transport for London (TfL)

It is acknowledged that the application site, located within Phase 5 of the White City Living development, benefits from excellent public transport accessibility (PTAL 6a) due to its proximity to Wood Lane and White City Underground stations and multiple bus routes. While the proposed trip generation aligns with the previously consented scheme and is not expected to result in material changes to transport impacts, concerns have been raised regarding the overprovision of car parking (0.55 spaces per unit), which exceeds London Plan Policy T6 standards for a high PTAL location. Transport for London (TfL) recommends that the scheme be car-free, except for disabled persons' parking, and that electric vehicle charging infrastructure be provided in line with Policy T6.1(C). Cycle parking provision meets London Plan minimum standards, but further clarity is required on the proportion of two-tier racks and the usability of the northern store. A full Parking Design and Management Plan (PDMP), Construction Logistics Plan (CLP), and Delivery and Servicing Plan (DSP) should be secured by condition. The Travel Plan is acceptable and should be secured, monitored, and funded via the s106 agreement. TfL also recommends coordination with London Underground Infrastructure Protection due to the site's proximity to LU assets.

5.3. Health and Safety Executive (HSE)

The Health and Safety Executive (HSE), as a statutory consultee under the Planning Gateway One process, reviewed the application and confirmed that it is content with the fire safety design as it relates to land use planning matters. HSE noted that the proposed 30-storey residential building includes appropriate firefighting shafts and multiple stair cores. However, HSE identified several technical matters that should be addressed at later regulatory stages, including extended travel distances, open-plan apartment layouts, means of escape from balconies and cycle stores, and fire safety

considerations related to electric vehicles. While these issues do not affect the current planning determination, HSE advises that the applicant demonstrate compliance with relevant fire safety standards, including BS9991:2024, during subsequent design and building control stages.

5.4. London Underground (LU)/DLR Infrastructure Protection

LU confirmed in writing that they have no comment to make on this planning application as submitted.

5.5. Thames Water

Thames Water raised no objection to the proposed development in relation to water supply infrastructure but requested several conditions and informatives be attached to any planning permission. Thames Water also requested a piling method statement due to the site's proximity to strategic sewers and advised that petrol/oil interceptors be installed in car parking areas. Concerns were raised regarding the lack of clarity in the drainage strategy, specifically whether foul water will be discharged via gravity or pumped. Thames Water also advised that the development should incorporate protection against sewer flooding and avoid construction within 3 metres of water mains or underground assets.

5.6. Active Travel England

Active Travel England confirmed they will not be submitting detailed comments on this planning application as submitted.

5.7. Airport Safeguarding

Airport Safeguarding authority has confirmed that it has no safeguarding objections to the proposed development. However, it advises that if a crane is required during construction, and it exceeds 100 metres in height, the crane operator should notify the Civil Aviation Authority (CAA) and the Defence Geographic Centre in advance. Notification should include the crane's precise location, maximum height, and the start and completion dates, in accordance with CAA guidance on crane notification procedures.

5.8. Historic England

Historic England has confirmed that it is not offering advice on this application, noting that this should not be interpreted as a comment on the merits of the proposals. The local planning authority is advised to seek the views of its specialist conservation and archaeological advisers. Historic England requests not to be reconsulted unless there are material changes to the proposals and notes that its response relates only to designated heritage assets. For archaeological matters, the Greater London Archaeological Advisory Service (GLAAS) should be consulted if the proposals meet their published criteria.

Residents and Amenity Groups

- 5.9. Neighbour notification letters were sent to 1,781 properties. Additionally, a site notice was posted on 4 December 2024, and a press advert was also published on 4 December.
- 5.10. A total of five objections were received from local residents. The contents of the representations received are summarised below.
- 5.11. In terms of concerns relating to transport and highways, objections were raised to the level of car parking proposed, which is considered to exceed the maximum standards set out in local and regional policy and that additional parking will exacerbate existing congestion on Wood Lane and Ariel Way, impacting bus services, pedestrian safety, and cycle routes. Further concerns were raised that the submitted Transport Assessment is lacking reference to relevant policy and not including a Healthy Streets or Active Travel Zone assessment. Requests were made for the Council to clarify how the development will contribute to active travel improvements and how White City Regeneration Area funds will be used to mitigate highway impacts.
- 5.12. In terms of height, scale and design, objections were raised to the proposed 30-storey height which is considered out of character within the surrounding low-rise context and conservation area. Concerns were raised that tall buildings erode community cohesion, block daylight, and negatively affect mental well-being. Comments were made that high densities can be achieved through mid-rise development and that towers are driven by developer profit rather than community need. Specific reference was made to overshadowing of nearby heritage assets, including the BBC Television Centre and Hammersmith Park.
- 5.13. Concerns were raised that the development will worsen air pollution, noise, and traffic congestion in an already busy area with increased delivery traffic, e-scooter use, and lack of supporting infrastructure such as affordable shops, pharmacies, and community facilities. Objections were raised to the loss of daylight and privacy, particularly for residents in nearby buildings such as Newall Court. Calls for more green space, trees, and biodiversity-enhancing features to mitigate the urban heat island effect and improve local well-being.
- 5.14. In some representations the Council was requested to consider the long-term environmental and social impacts of the development, including its effect on future generations and to consider more “person-centred” approach to planning that prioritises community needs, environmental sustainability, and quality of life over density and profit.

Public Engagement

- 5.15. A Statement of Community Involvement (SCI) prepared by Iceni dated August 2024 has been submitted in support of the application. The submitted SCI outlines the public engagement undertaken by the applicant, St James, in relation to the proposed development of Plot C1 (Phase 5) of the White City Living masterplan. The consultation period ran from 8th to 28th July 2024 and included the following activities:

- 5.16. Community Newsletter: A four-page A4 newsletter was distributed via Royal Mail to 3,603 local homes and businesses. The newsletter provided a site-wide update, information on a community summer fair, employment and training opportunities, and a planning update on the Phase 5 proposals. It explained that the Drop-In Planning Application aligns with the Outline Planning Consent (ref: 2023/01965/VAR), with no changes to the total number of homes (2,030), building heights, parking provision, phasing, or environmental impacts. Clear annotations were used to highlight proposed changes, and contact details were provided for feedback via email and phone.
- 5.17. Stakeholder Engagement: Emails were sent to local ward councillors (College Park & Old Oak, Shepherd's Bush Green, Wormholt), the MP for Hammersmith, local residents' associations, the Hammersmith Society, and key stakeholders including TfL, Westfield, and Imperial College London. A copy of the newsletter was included in all correspondence.
- 5.18. Two responses were received: One from a local resident expressing concern about building proximity, and one from the MP for Hammersmith, requesting clarification on the number of homes, tenure, and accommodation mix.
- 5.19. The submitted SCI concludes that the applicant has actively engaged with the local community and key stakeholders and remains committed to ongoing dialogue throughout the planning process.

6. Environmental Impact Assessment

- 6.1. The White City Living development falls within Part 10 (b) (Infrastructure Projects – Urban Development Projects) of Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) Regulation 2017. Phase 5, which is the subject of the current application, would fall within the schedule 2 criteria as the development includes more than 150 dwellings. However, it would have been unlikely to have required an Environmental Statement as a standalone development given that the surrounding area is heavily urbanised.
- 6.2. An Environmental Statement (ES) addendum has been submitted by the applicant. The ES addendum has been presented as an update to the previous site-wide ES reporting to avoid artificially segmenting the development.
- 6.3. Case law has established that development sites must be considered in their entirety when determining whether or not they constitute EIA development. The principle of segmenting or 'salami slicing' refers to the practice of dividing a single, larger project into smaller, seemingly independent parts which would avoid triggering the relevant EIA thresholds. Courts have held that where project components are functionally or physically interdependent—such as infrastructure built to serve a development - they must be assessed together as one project. The Courts interpretation of the EIA Regulations (2017) has most recently been reaffirmed in *Ashchurch Rural Parish Council v Tewkesbury Borough Council [2023]*. The Courts ruled that dividing functionally interdependent parts of a development for the purposes of EIA is unlawful and that the environmental impacts of the whole development must be considered cumulatively.

- 6.4. The application site, referred to as Phase 5, was designed as part of the White City Living masterplan. The site delivers roads, outdoor spaces and landscaping that is functionally interdependent to the masterplan development. Vehicular access to the site can only be achieved through the masterplan site. Phase 5 cannot be considered in isolation from the Masterplan for the purposes of EIA.
- 6.5. The approach adopted by the applicant, in preparing an ES addendum to the Masterplan ES, is therefore considered to be sound and consistent with the Courts interpretation of the EIA Regulations (2017).
- 6.6. As established above, the original Masterplan development was subject to an EIA due to the scale of the proposals and the potential for significant environmental effects to occur. The Environmental Impact Assessment (EIA) comprised an Environmental Statement (ES) which was submitted with the planning application (the 2014 ES). The amendments made in 2015 (subject to the original but revised development scheme) were further supported by additional environmental information in the form of an ES Addendum (the 2015 ES Addendum).
- 6.7. Further amendments were made to the consented scheme, through a planning application to vary the proposals for Phase 1 in 2016. An ES Statement of Conformity (the 2016 ES Statement of Conformity) was prepared and submitted with the planning application (ref: 2016/03907/VAR) prior to a permission being granted. It concluded that the amendments to the proposed development would not lead to any previously unidentified significant environmental effects and that the conclusions of the 2014 ES and 2015 ES Addendum remained valid.
- 6.8. An application was approved in July 2018 which (ref: 2017/04377/VAR) varied conditions 1-8 of the planning permission for 2016/03907/VAR, and sought amendments to the approved parameter plans, development specifications, and parameter reports to allow for alterations to horizontal and vertical parameters. This, in turn, revised the maximum allowable residential units and floorspace on site. An ES Addendum (the 2017 ES Addendum) was prepared in support of this application which concluded that all environmental effects, and their significance, for the proposed development reported within the 2014 ES, and as updated by the 2015 ES Addendum, remained unchanged. This was except for several effects which saw minor increases and decreases in effect significances. No new significant effects were predicted except for the interactive effect of air quality and noise on Wood Lane residents and Imperial College Block C, which would be temporarily significant due to traffic noise.
- 6.9. Since the 2017 ES Addendum was completed, there have been changes to the cumulative developments in the surrounding area in addition to further non-material amendment applications at White City Living. Specified Non-Material Amendment applications included ES Statements of Conformity and Addenda which identified that there were no changes to the conclusions in the previous ES and Addenda.

- 6.10. A further application was approved in September 2022 (ref: 2021/02896/VAR) which varied conditions 3, 4, 7 and 8 of the masterplan consent. An ES addendum (the 2021 ES Addendum) was prepared to support this application. The Addendum identified one previously unidentified significant environmental impact relating to operational traffic noise 15 years post full build out. This had previously been assessed to be negligible and was increased to moderate to minor adverse.
- 6.11. An application to vary conditions 3, 4 and 8 of the extant permission, (ref. 2021/02896/VAR) was approved in August 2024 (ref. 2023/01965/VAR). An ES Statement of Conformity was prepared which concluded that environmental effects, and their significance, for the proposed development remained as reported within the 2021 ES and its predecessors where relevant.
- 6.12. The current application does not seek any changes to the approved Masterplan with Phase 5 having previously benefited from outline consent (ref. 2023/01965/VAR). However, the applicant was unable to achieve the reserved matters submission deadline set within condition 2 of the outline consent. Condition 2 required applications for approval of reserved matters pursuant to Plot C1 (i.e. Phase 5) before the expiration of 7 years from 16th December 2015 - so by 16th December 2022. The applicant has therefore submitted a 'drop in' application for full planning permission for Phase 5/Plot C1 to allow the Masterplan to be delivered in its entirety.
- 6.13. The ES Addendum includes a review of cumulative schemes that have come forward since the 2023 Statement of Conformity. It concludes that the cumulative effects remain unchanged and that the proposed development does not give rise to any new or significant cumulative impacts.
- 6.14. The ES Addendum confirms that
- All residual environmental effects previously predicted within the 2021 ES Addendum and subsequent 2023 ES Statement of Conformity remain valid and unchanged
 - The only exception is wind microclimate, where updated modelling based on the detailed design of Phase 5 has identified marginal improvements in pedestrian comfort levels due to the inclusion of landscaping and mitigation measures.
 - No further supplementary mitigation is required beyond that already embedded in the design.
- 6.15. The ES Addendum has been reviewed by the Council's Environmental Policy, Land Contamination, Environmental and Highways Officers who have raised no objections to the contents of the report, subject to the imposition of planning conditions. The Environmental Statement (2014), the subsequent Environmental Statement Addendums and Statements of Conformity (between 2015-2023) and the submitted further information to the Environmental Statement and their various technical assessments together with the consultation responses received from statutory consultees and other stakeholders and parties, enable the Council to determine this application with knowledge of the likely significant environmental impacts of the proposed development.

7. Planning Policy Framework

- 7.1. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning decisions to be made in accordance with the development plan unless material considerations indicate otherwise.
- 7.2. The Town and Country Planning Act 1990, the Planning and Compulsory Purchase Act 2004 and the Localism Act 2011 are the principal statutory considerations for town planning in England.
- 7.3. Collectively the three Acts create a plan led system which requires local planning authorities to determine planning applications in accordance with an adopted statutory development plan unless there are material considerations which indicate otherwise (section 38(6) of the 2004 Act as amended by the Localism Act).
- 7.4. The statutory development plan comprises the London Plan (2021); the Local Plan (2018) and the Planning Guidance Supplementary Planning Document (2018) (hereafter referred to as Planning Guidance SPD). 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)

- 7.5. The National Planning Policy Framework (NPPF) (2024) is a material consideration in planning decisions. The NPPF, as supported by the Planning Practice Guidance (PPG), sets out national planning policies and how these are expected to be applied.

The London Plan (2021)

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

LBHF Local Plan (2018)

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

8. Planning Considerations

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

- Principle of development and land use
- Design and heritage
- Residential amenity
- Highways
- Environmental considerations
- Accessibility

9. Principle of Development and Land Use

Outline Consent and Expiration of RMA Deadline

- 9.1. The application site lies within the wider White City Living masterplan development site. The application site accommodates Phase 5 of the masterplan, which comprises Plot C1 and a large area of outdoor amenity space. The masterplan site was granted outline planning permission on 16 December 2015, for the demolition of existing buildings and structures and redevelopment of the Site for residential and mixed uses under reference 2014/04726/OUT subject to various conditions including deadlines for approval of reserved matters.
- 9.2. Condition 2(iii) of the outline consent required the reserved matters for Plot C1 (Phase 5) to be submitted to the Council before the expiration of 7 years from the date of the permission (i.e. by 15 December 2022). Condition 2(iii) further required development to be commenced within Plot C1 within 2 years of the approval of the last of the reserved matters approvals (RMA) for Plot C1. The RMA for Plot C1 was not submitted before the deadline December 2022. The outline consent has been subject to various amendments as detailed within the Planning History section of this report.
- 9.3. The developer wished to continue to build out Phase 5/Plot C1 to allow for completion of the masterplan, in line with the outline consent. However, as the relevant time limit condition – Condition 2(iii) – could no longer be complied with, an application for reserved matters approval could no longer be accepted. Furthermore, the Town and Country Planning Act 1990 (as amended) explicitly prohibits the approval of applications under s73 that would have the effect of extending the time within which an application for reserved matters approval must be made. The relevant provision is contained within section 73, subsection 5 of the TCPA 1990 (as amended).
- 9.4. LBHF legal services sought King's Counsel (KC) opinion to establish if (a) an application could be approved under s96a that would have the effect of extending the time within which an RMA application must be made; and (b) whether a drop-in application could alternately be used to grant full planning permission for Phase 5/Plot C1.
- 9.5. Regarding the use of an application under s96a, commonly referred to as an application for a 'non-material amendment', the advice in Counsel's opinion confirmed that such an application could not be used to vary Condition 2(iii) and extend the RMA deadline. The effect of granting such an amendment would be to allow for Plot C1 to be developed under the outline consent, where the current outline consent no longer

allows for Plot C1 to come forward. Plot C1 would not be considered immaterial in the context of the outline consent as a whole and therefore the amendment sought could not be considered non-material.

- 9.6. Counsel advised that a drop-in application for full planning permission could be an appropriate legal remedy to allow for the delivery of Plot C1, and therefore the final phase of the masterplan, to be brought forward. Such an application would need to be consistent with the approved outline consent, so as not to render it physically impossible to build out the remainder of the masterplan development.
- 9.7. The current application has been prepared as a drop-in application for full planning permission. The proposals within the application are consistent with the approved masterplan (as amended) and would not render any part of the wider development unimplementable. Officers are therefore satisfied that the use of a drop in application, in this instance, is procedurally acceptable and an appropriate mechanism to allow for the delivery of the final phase of the masterplan development.

Land Use

- 9.8. **NPPF (2024) Para. 61** states: “to support the Government’s objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.”
- 9.9. **The London Plan** policy focuses on optimising brownfield sites, particularly for new housing development, removing the restrictive density matrix and placing the emphasis on design-led sustainable development. The following strategic policies are considered most relevant to the application:
- 9.10. **Policy GG2** states that to create successful sustainable mixed-use places which make the best use of land.
- 9.11. **Policy GG4** (Delivering the Homes Londoners Need) sets out the criteria that must be addressed to create a housing market that works better for all Londoners. This includes:
- ensuring that more homes are delivered; and
 - supporting the delivery of the strategic target of 50 per cent of all new homes being genuinely affordable.
- 9.12. **Policy D3** (Optimising Site Capacity through a Design-led Approach) requires all development to make the best use of land by following a design led approach. This policy contains a number of design principles which developments should incorporate, which whilst not repeated verbatim, are summarised below:
- Enhance the local context by delivering buildings which respond to local distinctiveness and character through their layout, orientation, scale, appearance and shape, whilst having regard to the existing and emerging street hierarchy, building types, forms and proportions.
 - Be of high design quality, using attractive and robust materials.
 - Be street-based with a clearly defined public and private environment.

- Deliver appropriate outlook, privacy and amenity.

- 9.13. **Policy H1** (Increasing Housing Supply) set out annualised housing targets for London Boroughs over the next 10 years, with a strategic target to deliver 64,935 homes in London per annum. The Borough of Hammersmith & Fulham has been assigned with a ten-year housing target of 16,090. To optimise the potential for housing delivery, the Plan promotes delivery of housing on small sites, brownfield land, in areas with PTAL equal or superior to 3, on car park and low-density retail park sites, on public sector owned sites, and on identified industrial sites.
- 9.14. **Local Plan (2018) Policy HO1 (Housing Supply)** states that the Council will work with partner organisations and landowners to exceed the London Plan (2016) minimum target of 1,031 additional dwellings a year up to 2025 and to continue to seek at least 1,031 additional dwellings a year in the period up to 2035. It adds that new homes to meet London's housing need will be achieved by a number of measures, including the development of windfall sites.
- 9.15. Local Plan **Policy WCRA** outlines that development proposals within the WCRA should contribute to the creation of 6,000 new homes across a range of tenures and the creation of 10,000 jobs, primarily in White City East, but also through smaller-scale developments in White City West.
- 9.16. The application seeks permission for the delivery of a wholly residential building (Plot C1) and associated resident's amenity space, car parking and cycle parking. The principle of residential development at this site was established through the granting of outline consent for the White City Living masterplan (ref. 2014/04726/OUT). Phases 1 – 3 of the development have been completed and work on Phase 4 is due to lawfully commence imminently. Plot C1 comprised the fifth, and final, phase of the masterplan development. The current application does not seek to intensify the development, nor does it seek any other changes to the approved masterplan. It seeks only to rectify the departure from Condition 2(iii) as described in para. 9.1 – 9.7 above and provide a mechanism to allow for this phase to be brought forward and delivered. It is considered that the principle of residential development at the site has been well established through the implementation of the earlier phases of the masterplan. The delivery of Phase 5/Plot C1 would allow for the full benefits of the masterplan, as approved, to be realised and would help meet the local identified housing need. The proposed land use is therefore considered acceptable in principle and in accordance with Policies GG2, GG4, SD1 and H1 of the London Plan (2021). Policies HO1, WCRA and WCRA1 of the Local Plan (2018) and the White City Opportunity Area Planning Framework (2013).
- 9.17. A residents' bar is proposed to the ground floor of Building C1 which is described within the supporting documents as being a residential amenity space, rather than a commercial use. There is no objection in principle to this, noting that the scheme does provide a comprehensive mix of amenities for residents. However, a condition will be attached to this consent to prevent the residents' bar being used in a manner that is not ancillary to the residential use of the building.

Affordable Housing

- 9.18. **Paragraph 64 of the NPPF** states that where a need for affordable housing is identified, planning policies should specify the type of affordable housing required and expect it to be met on-site.
- 9.19. **London Plan Policy H4** sets a strategic target of 50% of all new homes to be genuinely affordable. **Policy H5** provides for the 'threshold' approach to affordable housing, setting a requirement of 35% of new homes to be affordable subject to the development's compliance with all other relevant policies.
- 9.20. **Policy HO3** of the Local Plan (Affordable Housing) states that affordable housing will be sought on all developments capable of providing 11 or more self-contained dwellings and will be negotiated based on a borough wide target of 50% provision.
- 9.21. The masterplan consent has secured the delivery of 492 on-site affordable homes which is equivalent to 24% of all units. 427 (87%) of these affordable units have been completed within Phase 2 and the remaining 65 affordable units will be delivered within Phase 4.
- 9.22. A payment in lieu was secured against the Masterplan consent to contribute towards the funding and delivery of off-site affordable housing. The contribution secured totalled £34.5m and has been paid in full by the developer.
- 9.23. The current drop-in application does not propose any additional residential units. The viability assessment undertaken as part of the masterplan consent, and its subsequent amendments, were inclusive of the 163 units to be delivered within Phase 5/Plot C1. Nonetheless, it was considered pertinent to undertake a further review of the viability of Phase 5, to establish whether there had been any changes to the previously agreed viability inputs.
- 9.24. The Council instructed BPS Chartered Surveyors to undertake a review of the financial viability assessment (FVA) submitted by the developer. The scope of BPS's work comprised a review of the cost and value inputs within the Phase 5 appraisal to determine whether the scheme could viably make any additional affordable housing contributions. A number of site-wide inputs have previously been agreed in the assessment of the masterplan applications and were therefore not revisited in BPS's assessment. This includes the benchmark land value (£100,000,000) and target IRR (15%).
- 9.25. The developer provided an updated build cost plan for Phase 5 which was reviewed by a cost consultant appointed by BPS. The cost consultant concluded that the costs broadly appeared to be appropriate and in line with current BCIS data results.
- 9.26. The developer's FVA calculated expected sales values at Phase 5 to be marginally higher than achieved values at Phase 3 of White City Living. The earlier phases of WCL provide a robust comparable for expected sales values in Phase 5 and thus the assumptions made by the developer were considered appropriate by BPS.
- 9.27. The BPS review concluded that Phase 5 would run an IRR deficit of -6.23%, against the agreed IRR of 15%. On that basis, BPS concluded that the scheme could not viably support any further contribution towards the delivery of affordable housing.

BPS further undertook a sensitivity analysis to establish if the viability could be expected to improve should there be changes to sales values or construction costs. The sensitivity testing demonstrated that, even with an 80% improvement in private market sales values and an 80% reduction in build costs, the scheme still could not viably support an additional contribution towards affordable housing.

- 9.28. Officers have considered the advice provided by BPS regarding the viability of the scheme and are satisfied that the scheme cannot feasibly support any further contribution to affordable housing. On-site provision has been secured by the masterplan consent and included a payment in lieu, towards the delivery of offsite affordable housing paid in full by the developer. Viability testing for the masterplan development included Phase 5. Accordingly, the affordable provision already secured can be considered to cover the policy requirements arising from Phase 5. The on-site affordable units will be delivered prior to the first occupation of Phase 5/Plot C1 within Phases 2 and 4. The overall affordable provision, when both onsite and offsite contributions are considered cumulatively, have been reported as 35% in the assessment of the masterplan consent, most recently in ref. 2021/02896/VAR. It is therefore considered that the affordable housing provision is in accordance with the overarching aims of the NPPF, Policy H4 of the London Plan and Policy HO3 of the Local Plan.

Housing Mix

- 9.29. **The NPPF** requires local planning authorities to deliver a wide choice of high-quality homes and to plan for a mix of housing in terms of size, type, tenure and range based on local demand.
- 9.30. **London Plan Policy H10** (Housing size mix) considers that schemes should consist of a range of unit sizes and should seek to deliver mixed and inclusive neighbourhoods. The policy further acknowledges the role that an appropriate housing mix can play in optimising the housing potential on sites. The supporting policy text also recognises that well designed 1 and 2- bed units have an important function as they can attract those wanting to downsize from their existing homes and free up existing family housing stock. 2-bed/4-person units are further considered to play a role in delivering homes which are suitable for families.
- 9.31. **Local Plan Policy HO5** (Housing Mix) sets out the housing mix which developments should aim to meet. Market housing should propose a mix of unit sizes including larger family accommodation.
- 9.32. Phase 5/Plot C1 comprises only of market housing and thus policy seeks a balanced mix of sizes, including family sized units, rather than a prescriptive target. As show in the table below, Plot C1 would provide a mix of smaller sized units with 15 family sized units. The housing mix is therefore considered to be in accordance with the requirements of Policy HO5 of the Local Plan and H10 of the London Plan.

Type	Quantum	Percentage
1 bed	64	39%
2 beds	84	52%
3 beds	12	7%
4 beds	3	2%

Employment and Skills

- 9.33. **Local Plan Policy E4** requires the provision of appropriate employment and training initiatives for local people of all abilities in the construction of major developments including visitor accommodation and facilities.
- 9.34. A comprehensive package of employment, skills and training obligations have been secured under the masterplan consent. This includes initiatives to cover the demolition, construction and operational phases. A financial contribution of £1m was secured towards the provision of workplace co-ordinators, vocational training, local business engagement and consultation. This was paid by the developer as part of the White City Opportunity Area Fund (WCOAF). The contribution was ringfenced within the masterplan legal agreement to be spent only on the aforementioned initiatives.
- 9.35. The masterplan legal agreement further secured the submission of a jobs, employment and training strategy (JEBS) for construction and operational jobs at the site. The developer has submitted a JEBS for each phase as they commenced and engage with the Council to provide relevant data to monitor compliance with the strategy. The developer will be required to submit a strategy specific to Phase 5.
- 9.36. The masterplan legal agreement further secures 55 apprenticeships and 40 trainees during the construction phase, for a period of ten years following the commencement of Phase 2. Should the developer be unable to provide the total quantum of apprenticeships and trainees then a payment of £1,500 will be due for each vacancy upon practical completion.
- 9.37. The original outline masterplan consent was granted in 2015 and the borough's initiatives and priorities in relation to employment and skills have shifted to meet current needs. Officers acknowledge the practical difficulties that would be presented if the JEBS requirements and on-site apprenticeship and training provisions were amended for Phase 5 – noting that it is the final phase of the masterplan development. Funding remains available via the WCOAF masterplan contribution which could be used to fund initiatives in line with the current needs of the borough's residents.
- 9.38. Subject to compliance with the remaining employment and skills obligations, it is considered the proposal would be in accordance with Policy E4 of the Local Plan.

10. Standard of Accommodation

- 10.1. Housing quality is a key consideration in the assessment of applications for new developments. **London Plan Policy D6** (Housing quality and standards) requires all new dwellings to have 'high quality design and adequately sized rooms' in line with space standards. This is reinforced in **Local Plan Policy HO4** (Housing Quality and Density).
- 10.2. **The Mayor's Supplementary Planning Guidance** on 'Housing' makes clear that a key priority is to 'improve standards for the quality and design of housing, making sure that homes meet the needs of a changing population throughout their lives and are built to the highest environmental standards'

- 10.3. **Local Plan Policy DC2** (Design of New Build) and **Policy DC3** (Tall Buildings) state that all new builds and tall buildings must be designed to respect good neighbourliness and the principles of residential amenity. **Local Plan Policy DC2**, at part E states that all proposals must be designed to respect good neighbourliness and the principles of residential amenity. **Key Principles HS6 and HS7** (iii) of the Planning Guidance SPD are also applicable.
- 10.4. **Local Plan Policy HO11** (Detailed Residential Standards) states several criteria which should be taken into account when ensuring that the design and quality of all new housing is of a high standard, meets the needs of future occupants and respects the principles of good neighbourliness.

Dual Aspect

- 10.5. Policy D6 of the London Plan requires that developments maximise the number of dual-aspect units. A single aspect dwelling should only be provided where it is considered a more appropriate design solution to meet the requirements of Policy D3 (optimising site capacity through the design led approach).
- 10.6. All units within Plot C1 will benefit from at least two aspects, although in some instances this is achieved through secondary views onto a balcony. Most units, however, would benefit from a true dual aspect as defined by the London Plan. Where single aspect units, with secondary aspects onto balconies, are proposed, the units are not north facing and could still achieve cross-ventilation in the primary living spaces. The proposed layout is therefore considered to be in accordance with the aims of Policy D6 and would afford an acceptable standard of accommodation.

Amenity Space

- 10.7. **The London Plan Policy D6** states that a minimum of 5sqm of private outdoor space should be provided for each 1- 2 person dwelling, plus an additional 1sqm for each additional occupant.
- 10.8. **Key principle HS1** (Amenity Space) states the Council will expect to see a more generous provision of outdoor amenity space than the minimum provision standards in the London Plan Housing SPG and the Play and Informal Recreation SPG. Key Principle HS1 states that:
- Every new family (3 or more bedrooms) dwelling should have access to amenity or garden space of no less than 36 sqm.
 - Family dwellings with accommodation at garden level should have at least one area of private open space with direct access to it from the dwelling.
 - For family dwellings on upper floors this space may be provided either as a balcony or terrace and/or communally within the building's curtilage.
- 10.9. Each unit will have access to at least one private balcony or terrace. Balconies servicing one-bed units are a minimum of 5sqm and two-bed units are served by balconies of at least 7sqm. The private amenity space provided for each unit size does accord with the London Plan space standard. The larger, family sized units would again benefit from private amenity space but would not achieve the standard set in Key Principle HS1. However, the provision would meet or exceed that required by London Plan Policy D6 and residents would also benefit from access to the

various large open spaces that are provided as part of the development including play areas for children. Therefore, on balance, the amenity provision is considered acceptable.

Unit Sizes

- 10.10. All units would meet or exceed the minimum space standards set in Policy D6 of the London Plan, which are consistent with the Nationally Described Space Standards.

Daylight and Sunlight

- 10.11. **Paragraph 130c of the NPPF** states that Local Planning Authorities should refuse applications which they consider fail to make efficient use of land for housing, and in this context, authorities should take a flexible approach in applying policies of guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site, so long as the resulting scheme would provide acceptable living standards. This signals a policy shift away from rigid application of such guidance, which may unduly preclude new housing development.
- 10.12. Daylight and sunlight to proposed dwellings is assessed against Building Research Establishment's (BRE) guidance 'Site layout planning for daylight and sunlight: A guide to good practice' (BRE 209 3rd edition, 2022), which in turn references the British Standard BS EN17037:2018 'Daylight in buildings'. The 2022 update introduced a new method of assessment for internal daylight and sunlight amenity within new developments. These standards are generally considered more rigorous than those within the previous 2011 edition of the guidance.
- 10.13. A daylight and sunlight assessment has been submitted in support of the application to demonstrate the natural lighting that would be achieved within each home. The masterplan scheme was assessed under the superseded 2011 BRE guidance. The daylight and sunlight assessment therefore provides an assessment of Plot C1 under both the 2022 and 2011 methodology to allow for a comparison of the standards achieved across the wider masterplan. The model used for the assessment includes consented developments in the vicinity of the site, including Imperial Campus South which is to the immediate north of Plot C1.
- 10.14. The assessment shows that 188 out of 450 habitable rooms will achieve the daylight illuminance target. Units to the lower floors would suffer from the lowest compliance with the daylight illuminance target with compliance generally improving at higher floors. One-bedroom units at lower floors see particularly poor compliance with the daylight illuminance target with a number of units having no floorspace that would achieve compliance with the target lux. The scheme does perform better when assessed against the 2011 BRE criteria with 294 of 450 rooms (65%) achieving the requisite average daylight factor target. Other plots across the masterplan achieved a similar level of compliance, ranging between 65% - 84%.
- 10.15. The site is within an opportunity area where high density development within clusters of tall buildings does restrict the ability of residential units to achieve compliance with the relevant BRE criteria. The NPPF is clear that a rigid application of daylight and sunlight guidance should be avoided where an otherwise good standard of accommodation would be provided. The units are generously sized, with

private amenity space and good, functional layouts. Having regard to the otherwise good standard of accommodation, and the site context and nature of the development, it is considered that the daylighting results can be accepted. Regard is also given to the higher standards of compliance with the 2011 BRE guidance, noting that the scheme was originally designed to achieve the now superseded ADF targets.

- 10.16. With regard to sunlight, 65 of the 163 units would achieve compliance with the BRE standard. The current BRE guidance sets a target for each dwelling to achieve 1.5 hours of direct sunlight on March 21st, ideally within the main living room. Units to the lower floors, and those without a direct southern aspect, perform poorly against this metric. Compliance with the 2011 BRE APSP test is similarly poor. However, it is again considered that this standard of compliance is largely unavoidable at this site, given the particularly high density of development surrounding Plot C1. Options to improve both daylight and sunlight compliance have been explored by the developer but ultimately considered unfeasible. Increased areas of glazing are reported within the daylight and sunlight assessment to result in overheating and unacceptable levels of noise penetration. It is accepted that the site is heavily constrained by virtue of the scale of development in the immediate vicinity, including consented but not yet implemented schemes.
- 10.17. The proposed amenity spaces within Phase 5 have been assessed against the Sunlight Amenity test which evaluates the proportion of open space receiving at least two hours of direct sunlight on 21st March. The assessment confirms that the amenity provision meets the BRE target, with at least 50% of the area receiving the required sunlight exposure. While some areas show a slight reduction in compliance compared to previous assessments, this is primarily attributed to the cumulative impact of neighbouring consented developments, such as the Westfield Block C scheme, rather than the proposed Building 10 itself. Notably, the central courtyard (Area A05) would achieve full compliance in the absence of the updated Westfield scheme, and Area A06 continues to perform strongly with 92.6% of its area sunlit. Overall, the proposed development maintains a high standard of sunlight access to its outdoor spaces, ensuring a good level of amenity for future residents.

Outlook and privacy

- 10.18. Building C1 is within a high-density urban development which by its nature is defined by having some degree of mutual overlooking. The eastern façade is set back approx. 11.6m from Building B1 (Phase 2) at its nearest point, and the western façade is set back approx. 10.9m from Building D1 (Phase 4). The floorplans have been designed to mitigate against both perceived and actual overlooking as far as can feasibly be achieved within a high-density scheme. The northern façade would be set back approx. 18m from the southern façade of the residential blocks proposed within the ICL South development to the immediate north of the site. This is considered to be an appropriate distance within an urban environment that would allow for an adequate level of privacy for residents of each development. On balance, officers consider that the level of mutual overlooking and privacy would be appropriate in a high-density urban development and the proposal is therefore broadly consistent with the aims of Policy DC2, DC3 and HO11 of the Local Plan.
- 10.19. In line with the assessment provided above, it is considered that the standard of accommodation that would be afforded to future residents would be acceptable

and largely meet or exceed the minimum requirements set in the London Plan and Local Plan. The proposals are therefore in accordance with Policy DC2, DC3 and HO11 of the Local Plan and Policy D6 and HO4 and the London Plan.

11. Design, Heritage and Townscape

Design

- 11.1. The NPPF seeks to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings. The NPPF also requires that proposals should conserve heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations.
- 11.2. **Chapter 3 (Design) of the London Plan 2021** seeks to secure the delivery of good design through a variety of ways. Policies D3 (Optimising Site Capacity through the Design-Led Approach), D4 (Delivering Good Design), D8 (Public Realm) and D9 (Tall Buildings) are particularly relevant to the consideration of this application.
- 11.3. **Policy D3** highlights that all development must make the best use of land by following a design-led approach that optimises the capacity of sites, through careful consideration of issues such as form and layout, experience, alongside consideration of quality and character.
- 11.4. **Policy D4** highlights that where appropriate, visual, environmental and movement modelling / assessments should be undertaken to analyse potential design options for an area, site, or development proposal.
- 11.5. **Policy D8** sets out criteria to ensure that the public realm is well-designed, safe, accessible, inclusive, attractive and well-connected.
- 11.6. **Policy D9** requires local authorities to establish appropriate locations for tall building development and provides a framework for assessing the impacts of tall buildings to ensure that, among other things, they reinforce the spatial hierarchy of their context, are of exemplary architectural quality and take account of the significance of London's heritage assets and their settings.
- 11.7. **Local Plan (2018) Policies DC1, DC2 and DC3** are relevant to the assessment of design.
- 11.8. **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.
- 11.9. **Policy DC2 (Design of New Build)** sets out to ensure that new build development will be of a high standard of design and compatible with the scale and character of existing development and its setting.
- 11.10. **Policy DC3 (Tall Buildings)** identifies areas within the borough where tall buildings may be appropriate and seeks to ensure, among other things, that tall buildings have a positive relationship to the surrounding townscape context, are of the highest quality of architectural design and materials, have an acceptable impact

on the skyline, have regard to the significance of heritage assets and respect the principles of accessible and inclusive design.

- 11.11. The proposed detailed design described in this drop-in application has been developed in compliance with Design Codes approved in planning consent 2014/04726/OUT and subsequently amended by planning consent 2021/02896/VAR. It has been subject to design review and scrutiny by LPA officers and the GLA during the pre-application stages.
- 11.12. The proposed scheme is an appropriate response to the Design Codes and other control documents and would complement the remainder of the White City Living masterplan. It would achieve a good standard of design that responds to its place as a “marker” building, being composed with a clear base, middle and top and with a façade characterised by a framework of bronze-colour ribs and inset copper-colour metal cladding panels. By virtue of its compliance with the approved outline consent Design Codes, it is considered to be in accordance with the NPPF; London Plan Policies D3, D4, D8, D9, and Local Plan Policies DC1, DC2 and DC3.

Built Heritage, Views and Townscape

- 11.13. **Section 66(1) and Section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990** states that when considering whether to grant planning permission for development which affects a listed building or its setting, or buildings or land in conservation areas, the LPA shall have special regard to the desirability of preserving the building or its setting, or the desirability of preserving or enhancing the character or appearance of that area. In this context, "preserving" means doing no harm.
- 11.14. **Paragraph 215 of the National Planning Policy Framework (2024)** states that where a proposal will lead to less than substantial harm to the significance of a designated heritage asset, such harm should be weighed against the public benefits of the proposal.
- 11.15. **London Plan Policy HC1 (Heritage Conservation and Growth)** states, among other things, 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.
- 11.16. **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.
- 11.17. Revisions to the proposed vertical and horizontal parameters of Phases 4 and 5 were approved by planning consent (ref: 2021/02896/VAR), with further revisions to the vertical and horizontal parameters of Phase 4 by planning consent (ref: 2023/01965/VAR). The built heritage, views and townscape impacts of these revisions were assessed in ES Addenda Built Heritage, Townscape Character and Visual Impact Assessments (HTVIA) and it was considered that the revisions did not materially change the previous conclusions that the development, as a whole would, in overall heritage terms, enhance the built heritage and townscape of the area and would not result in additional harm to heritage assets beyond what had been previously identified and considered, on balance, to be acceptable.

11.18. The detailed proposals for Phase 5 comply with approved vertical and horizontal development parameters in planning consent (ref: 2023/01965/VAR) and therefore would give rise to no additional THVIA impacts. The proposals are considered to be in accordance with Sections 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990. The proposals are also considered to be in accordance with the NPPF, London Plan Policy HC1 and Local Plan Policies DC1 and DC8.

12. Landscaping, Open Space, Biodiversity and Play Space

- 12.1. **NPPF Section 8** emphasises the importance of healthy and safe communities (including play spaces), **Section 12** emphasises the importance of achieving well-designed places and **Section 15** emphasises the importance of conserving and enhancing the natural and local environment.
- 12.2. **London Plan Policy D6 (Housing quality and standards)** requires developments to consider the provision of public, communal and open spaces. **Policy G5 (Urban Greening)** states that major development should contribute to the greening of London, incorporating measures such as high-quality landscaping, green roads, green walls and nature-based sustainable drainage. **Policy S4 (Play and informal recreation)** further requires the provision of good quality, well-designed and stimulating play and informal recreation provision for children, including trees and greenery where possible. **NPPF. Para. 135** states that planning decisions should ensure that developments will function well and add to the overall quality of the area and are visually attractive as a result of appropriate and effective landscaping as well as good architecture and layout.
- 12.3. **Local Plan Policy OS1 (Parks and Open Spaces)** states that the Council will protect, enhance, and increase the provision of parks, open space and biodiversity in the borough. **Policy OS3 (Play space for Children and Young People)** states that proposals should not result in the loss of existing play space or an increased deficiency in the availability of such play space. It requires well-designed provision of accessible, inclusive, safe and secure communal play space in new residential developments to cater to the needs of all children. The scale and nature of its provision should be proportionate to the scale and nature of the Proposed Development. **Policy OS5 (Greening the Borough)** seeks to enhance biodiversity and green infrastructure in the borough by (inter alia) maximising the provision of gardens, garden space and soft landscaping, and seeking green and brown roofs and planting as part of new development; seeking retention of existing trees and provision of new trees on development sites; and adding to the greening of streets and the public realm.

Biodiversity and Ecology

- 12.4. Changes to the Environment Act 2021 introduced a mandatory 10% Biodiversity Net Gain (BNG) target for planning applications submitted from Monday 12 February 2024. This application was submitted after the relevant date; however, it is inextricably linked to the delivery of the Masterplan that was approved in December 2015 (ref: 2014/04726/OUT). The application site, when considered in isolation, is exempt from the mandatory BNG assessment as it does not impact any on-site priority habitat and the impact on the non-priority habitat on site is less than 25sqm.

The wider Masterplan site has not been subject to a mandatory BNG assessment as this consent pre-dates the introduction of the requirement.

- 12.5. The application includes an Urban Greening Factor (UGF) plan to demonstrate compliance with **Policy G5 (Urban Greening)** of the London Plan. Policy G5 sets a target UGF score of 0.4 for predominantly residential developments and a lower score of 0.3 commercial schemes. The UGF score is calculated by assigning weighted values to various surface cover types – for example green roofs, grassland or planted areas. Surfaces are assigned a higher value where they offer greater environmental and ecological benefits such as improved rainwater infiltration and enhanced biodiversity.
- 12.6. The site area of Phase 5, when assessed in isolation, achieves a UGF score of 0.42 thus exceeding the Policy G5 target score for residential developments. The site will deliver areas of semi-natural vegetation, an extensive green roof, flower rich perennial and groundcover planting and amenity grassland. The scheme will therefore contribute positively towards the enhancement of biodiversity and ecology at a previously developed site. The proposals are therefore in accordance with Policy G5 of the London Plan.

Play Space

- 12.7. **London Plan Policy S4** and the Mayor's **Play and Informal Recreation SPG** (2012) require developments to provide 10sqm of play space per child generated by the scheme.
- 12.8. The play space requirement, across the entirety of the Masterplan has previously been calculated as 4,101sqm. This figure incorporates the child yield arising from all subsequent amendments to the original outline consent whereby the quantum of residential units was increased. The figure is inclusive of the provision required for Phase 5 to meet the requirements of Policy S4. Provision for play space across the site will be made within publicly accessible open spaces. The majority of the consented play space is within Phase 1, which has been completed, and Phase 3 with completion imminent. The remaining play space is to be delivered within the Phase 5 application site and will comprise a minimum area of 310sqm. Full details of the Phase 5 play provision will be secured by way of condition. This will require the delivery of the final quantum of play space prior to first occupation of any residential unit within Phase 5. It is noted that there is ample open space within the application boundary to deliver the requisite quantum of play space. The proposal is therefore considered to be in accordance with Policy S4 of the London Plan and Policy OS3 of the Local Plan, subject to a condition.

Open Space

- 12.9. The White City Living development is structured around a series of interconnected landscape character areas, with Phase 5 (Plot C1) completing the northern end of the Central Gardens. Phase 5 will deliver the Autumn Garden, a continuation of the Central Gardens, which includes amenity lawns, seasonal planting, and accessible pathways. A reflective water feature surrounds the base of the building, incorporating island terraces and marginal planting to enhance visual interest and biodiversity.
- 12.10. The landscape design for Phase 5 integrates with the wider masterplan through

consistent use of materials, planting palettes, and street furniture. It provides a mix of formal and informal spaces, including play areas for different age groups, seating, and areas for social interaction.

- 12.11. The open space across the masterplan site is publicly accessible, including all play space delivered across the various phases. This has been secured by way of the legal agreement pursuant to the outline masterplan consent and all open space within Phase 5 will similarly be subject to this obligation.
- 12.12. The open space within Phase 5 of White City Living is designed to be publicly accessible, inclusive, and integrated with the wider masterplan. It provides a high-quality public realm that supports recreation, social interaction, and biodiversity, while enhancing pedestrian connectivity across the site and to surrounding developments. The open space provided within Phase 5 is therefore considered to positively contribute towards the delivery of genuinely usable open space within the borough and is in line with the aims of Policy OS1 of the Local Plan.

13. Amenity Impacts

- 13.1. **Local Plan Policy HO11** addresses detailed residential standards and, in seeking a high standard of design, seeks to ensure the protection of existing residential amenities; 'including issues such as loss of daylight, sunlight, privacy and outlook'. Local Plan **Policy DC2** states that all new builds must be designed to respect good neighbourliness and the principles of residential amenity.
- 13.2. **Paragraph 130 (c) of the NPPF** states that Local Planning Authorities should refuse applications which they consider fail to make efficient use of land for housing, and in this context, authorities should take a flexible approach in applying policies of guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site.

Daylight and Sunlight, Privacy and Overlooking

- 13.2.1. **The BRE Guidelines** are typically used to assess daylight and sunlight. The Guideline sets out methods for assessing daylight into a room including the Vertical Sky Component (VSC) method and plotting of the no-skyline method. The introduction to the guide however stresses that it should not be used as an instrument of planning policy and should be interpreted flexibly because lighting is only one design factor for any scheme. Sunlight assessment is based on annual probable sunlight hours (APSH) and winter sunlight hours. In terms of overshadowing of gardens and open spaces the BRE guide recommends that for an open space to appear adequately sunlit through the year, more than half of the space should receive at least two hours of sunlight at the March equinox.
- 13.2.2. The daylight, sunlight and overshadowing impacts upon neighbouring developments, both those already constructed and those with extant consents, was considered most recently in the assessment of (ref. 2021/02896/VAR). The 2021 consent granted an increase to the horizontal and vertical parameters of Building C1 and reflects the bulk, scale and massing of the building as proposed within this drop in application. The daylight, sunlight and overshadowing report formed part of the 2021 ES addendum, which in turn has informed the 2024 ES addendum that has been prepared for the drop in application. Prior to this, the amenity impacts upon

neighbouring sites were assessed under (ref. 2017/04377/VAR). Officers accepted that the development, as then proposed, would not result in significant harm to the amenities of the nearest adjoining existing residential occupiers on Wood Lane or within the Wood Lane Estate. It was considered that the proposals were designed so that they do not unduly prejudice the development potential of the adjoining sites to the north, south or west which have the capacity to contribute towards the comprehensive regeneration of the White City Regeneration Area, by virtue of the extent of the daylight, sunlight, overshadowing and privacy impacts.

- 13.2.3. The 2021 ES addendum daylight, sunlight and overshadowing report further considered the impacts of the revised Building C1 massing on the other phases of the masterplan. The assessment concluded that there would be some additional reductions in light within Phase 2 and Phase 4 of the masterplan but was nevertheless considered acceptable in the 2021 assessment.

Imperial South

- 13.2.4. The Imperial South (ICL South) site is located to the immediate north of Phase 5. ICL South benefits from an extant outline planning permission granted in 2021 for 373 residential dwellings within the southern blocks (phases 4 and 5), in addition to research, office, educational and academic uses elsewhere in the site (ref. 2018/00267/OUT). The ICL South southern blocks, phases 4 and 5, are planned to accommodate a hotel and residential dwellings from levels 1 up to 30. Plot 4 is located approx. 18m from Building C1 which has been accepted within the outline consent as being sufficient to ensure adequate levels of privacy for occupiers of the respective buildings. There have been no changes to either scheme or the context of either development that would lead officers to a different conclusion at this time.
- 13.2.5. The bulk, scale and massing of Building C1 has changed since the granting of the ICL South outline consent. Accordingly, the additional impacts were assessed under (ref. 2021/02896/VAR). The 2021 ES Addendum Daylight and Sunlight Assessment demonstrates that the proposed building would reduce daylight and sunlight levels below the former levels, as consented. Although the development, as revised does not considerably affect existing occupiers within surrounding residential accommodation, the future occupiers will be subject to lower levels of daylight/sunlight as a result of the revised development, as approved by ref. 2021/02896/VAR.
- 13.2.6. Notwithstanding the lowering of daylight and sunlight levels within the development to the north, it is considered subject to good design being secured at the reserved matters stage that a good standard of accommodation could still be secured in the adjoining development. It is important to note that the WCL development will only impact apartments in the southern elevation of the adjoining ICL development to the north. Again, there have been no material changes to either scheme or the context of either development that would lead officers to a different view than that presented in the assessment of (ref. 2021/02896/VAR). Accordingly, officers consider that, on balance, Building C1 would not have an unduly adverse effect on the standard of accommodation that would be afforded to future occupiers of the ICL South site.
- 13.2.7. The impacts of the WCL masterplan development on existing and proposed residential units in the wider area have been fully assessed under the outline consents. ICL South is the nearest future residential receptor to Phase 5 and

benefits from outline consent. Given the assessment outlined above, officers are satisfied that there would be no unduly adverse impacts upon daylight, sunlight, privacy or overlooking arising from Building C1 and that the conclusions drawn in the previous assessments under the masterplan consent remain valid. The proposal therefore complies with the aims of Policy HO11 and DC2 of the Local Plan.

14. Highways and Transport

14.1. Policy Context

- 14.1.1. **The NPPF** requires that developments which generate significant movement are located where the need to travel would be minimised, and the use of sustainable transport modes can be maximised; and that development should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.
- 14.1.2. **London Plan Policy T6** sets out the intention to encourage consideration of transport implications as a fundamental element of sustainable transport, supporting development patterns that reduce the need to travel or that locate development with high trip generation in proximity of public transport services. The policies also provide guidance for the establishment of maximum car parking standards in relation to hotel and leisure uses as well as blue badge parking at **Policies T6.4 and T6.5**. **London Plan Policy T5** sets out the requirements for cycle parking in accordance with the proposed use.
- 14.1.3. **Local Plan Policy T1** sets out the Council's intention to 'work with strategic partners to improve transport provision, accessibility and air quality in the borough, by improving and increasing the opportunities for cycling and walking, and by improving connections for bus services, underground, national and regional rail'.
- 14.1.4. **Local Plan Policy T2** relates to transport assessments and travel plans and states "All development proposals would be assessed for their contribution to traffic generation and their impact on congestion, particularly on bus routes and on the primary route network".
- 14.1.5. **Local Plan Policies T3, T4, T5 and T7** relate to opportunities for cycling and walking, vehicle parking standards, blue badge holders parking and construction logistics. **Local Plan Policy CC7** sets out the requirements for all new developments to provide suitable facilities for the management of waste.

Site Accessibility

- 14.2. The application site is located within the White City Opportunity Area and benefits from excellent public transport accessibility, with a PTAL rating of 6a. The site is within a short walking distance of White City and Wood Lane Underground stations, providing access to the Central, Circle, and Hammersmith & City lines. Additionally, Shepherd's Bush Overground and National Rail stations are located approximately 800 metres to the south, and numerous bus routes serve the area via White City Bus Station and Wood Lane. The site is also well connected to the strategic road network,

with the A40 (Westway) approximately 500 metres to the north.

- 14.3. Vehicle access to the White City Living (WCL) site, including Phase 5, is primarily provided via the A219 Wood Lane, which connects to Fountain Park Way—a private internal road serving the wider masterplan. Vehicular movements within the site at the ground level are restricted to essential access only, including emergency services, deliveries, servicing, and drop-off. Access to the basement car park and servicing areas is managed via controlled ramps on Fountain Park Way, with bollards at key junctions regulating entry. For Phase 5 specifically, a managed service bay is located to the west of the building to facilitate deliveries and drop-off, while emergency access is provided via a north-south pedestrian axis between Phases 4 and 5. The proposed access strategy maintains the one-way circulation route established in earlier phases and integrates with the site-wide logistics and management systems.
- 14.4. Pedestrian and cycle access to the site at the ground level is facilitated through the internal network established by earlier phases of the WCL development. It is noted that concerns have been raised regarding the integration of Phase 5 with the wider pedestrian and cycle spine at the ground level, particularly in relation to the adjacent Imperial College London (ICL) campus to the north. The current layout does not address or include details of north-south pedestrian and cycle corridor, potentially undermining wayfinding and the prioritisation of sustainable travel modes. Therefore, it is recommended that further design revisions be considered to enhance permeability and connectivity through the site and further details with this regard would be secured by condition.
- 14.5. Cycle access to the White City Living (WCL) site, including Phase 5, is facilitated via the internal network established through earlier phases of the development, with primary access from Fountain Park Way. The site benefits from proximity to existing on-street cycle infrastructure along Wood Lane and is within a 20-minute cycling catchment of key destinations such as Kensington, Paddington, and Hammersmith.
- 14.6. The ICL South Campus to the north will provide stepped and level access between phase 5 and ICL. The landscape design proposes a highly permeable development providing important pedestrian and cycle connections with the Westfield shopping centre to the south and the existing Imperial College Campus development to the north beyond the A40 Westway. From the main site entrance on Wood Lane via a new bridge over the Central Line, a comprehensive network of vehicular and pedestrian routes will connect the development phases and associated public open spaces with links to the WCL site.

Car Parking

- 14.7. Car parking for Phase 5 of the White City Living development is provided within the site-wide basement, accessed via a ramp located in Phase 1. This consolidated approach aligns with the masterplan strategy to minimise surface-level vehicle movements and maximise public realm and amenity space. The basement accommodates residents' car parking, with access managed through a controlled entry system. No surface-level residential parking is proposed within Phase 5, in keeping with the wider development's emphasis on pedestrian-priority design.

- 14.8. Car parking provision for Phase 5 includes 90 spaces (85 standard and 5 accessible), which is within the overall masterplan cap of 586 spaces. However, this would result in a ratio of 0.55 spaces per unit which exceeds the previously accepted ratio of 0.4 spaces per unit within the earlier phases. As such, a condition will restrict the overall number of spaces allocated to Phase 5 to ensure compliance with the previously approved ratio of 0.4 spaces per unit. It is acknowledged that the provision of on-site parking would be unlikely to be supported if the masterplan application were assessed against the current London Plan. However, the original outline consent predates the adoption of the current London Plan in 2021 and associated transport policies. The basement has been constructed, and the overall quantum of parking has been established under the masterplan consent. As such, it would be considered unreasonable to require that Phase 5 be car free given the special circumstances of the site and the application.
- 14.9. Provision of Disabled Persons Parking within this “Drop-In” application is provided at the level described in the London Plan 2021. This states that for developments exceeding ten homes, Disabled Persons Parking should be provided at 3% of the total number of homes at completion of development. The proposal for Phase 5 comprises of 5x No. ‘Wheelchair Accessible’ parking spaces. This corresponds to a 3% provision of all homes. Furthermore, the proposed layout of the Phase 5 basement will have the ability to increase the disabled parking provision to 10% overall provision of total homes if demand requires (as per London Plan 2021 requirements). This would necessarily reduce the total number of car parking spaces as Wheelchair Accessible spaces are larger.
- 14.10. A Car Parking Management Plan is to be secured by appropriate condition to ensure compliance with accessibility and electric vehicle charging standards, alongside the existing car permit-free agreement to restrict on-street parking within the masterplan legal agreement.

Cycle Parking

- 14.11. Phase 5 will deliver 294 long-stay cycle parking spaces, including 15 accessible spaces, in accordance with the London Plan (2021) and London Cycle Design Standards. These spaces are located at basement level and accessed via a shared vehicle ramp. A mix of storage options are provided to balance spatial demands with residents’ needs. A mix of ‘two tier, stacking’ stands and Sheffield stands are provided.
- 14.12. In line with recommendations in the LCDS, 5% of the bicycles provision (total of 15 spaces) has been configured to accommodate larger, accessible cycles for disabled users or cargo bicycles. Short-stay cycle parking will be provided at ground level, with additional provision across the wider WCL site. While the quantum of cycle parking is policy-compliant, conditions are recommended to secure further details and improvements to the layout, access routes and supporting facilities to ensure the cycling infrastructure is inclusive, convenient, and encourages active travel.

Walking

- 14.13. The proposals for White City Living Phase 5 demonstrate a strong commitment to promoting active travel and enhancing pedestrian connectivity. The development integrates a comprehensive network of pedestrian routes, including primary and

secondary footpaths, link bridges, and level access throughout. These routes would connect with the wider White City Living masterplan and adjacent developments, including Westfield London to the south and the Imperial College campuses to the north. The Residential Travel Plan outlines a clear strategy to encourage walking as a primary mode of travel, supported by initiatives such as Travel Information Packs, walking isochrones, and the promotion of local amenities within a 15-minute walk. The Stage 1 Road Safety Audit has informed design interventions to improve pedestrian safety, including enhanced visibility at junctions, surface treatments to alert drivers to pedestrian crossings, and relocated street furniture to reduce obstructions. The Transport Assessment confirms that the anticipated pedestrian trip generation from Phase 5 is modest and can be accommodated within the existing and proposed infrastructure without adverse impact. Therefore, the submitted strategy with the emphasis on walkability is supported and continued monitoring and coordination with neighbouring developments to ensure a cohesive and safe pedestrian environment is recommended and secured by the condition.

Framework Travel Plan

- 14.14. The submitted Residential Travel Plan (RTP) for Phase 5 of the White City Living development outlines a framework for promoting sustainable travel behaviour among future residents. While the RTP builds upon the previously approved site-wide Framework Travel Plan and includes a range of initiatives—such as Travel Information Packs, cycle parking provision, and modal shift targets—it is considered to not fully address current policy expectations, notably the London Plan’s Healthy Streets approach or the Borough’s climate emergency objectives.
- 14.15. Therefore, the submitted RTP is considered acceptable as a framework at this stage and further details and monitoring would be secured by way of a planning obligation to include details on targets for reducing private car use, details on how active travel will be prioritised through design and updated monitoring data from completed phases with contact details for the Travel Plan Coordinator. Final travel plan details and the associated monitoring fee are secured by way of planning obligation within the masterplan legal agreement, which the current application would be bound by should permission be granted. Subject to this the proposal is in line with London Plan Policy T1 and the Borough’s Local Plan.

Delivery and Servicing

- 14.16. The delivery and servicing strategy for Phase 5 of the White City Living development will integrate with the wider masterplan arrangements, with most deliveries managed via the central concierge facility located in Phase 1. Servicing vehicles will access the site via Fountain Park Way and utilise designated kerbside loading bays, including a dedicated layby adjacent to Phase 5. The Delivery and Servicing Plan (DSP) estimates approximately 18 two-way servicing trips per day, with peak hour activity expected to remain low and within acceptable limits. Waste collection will be managed by the estate team, with refuse transferred to the existing basement service yard for collection. Concerns have been raised regarding the reliance on Phase 1 facilities, which were not designed to accommodate the full masterplan demand. Therefore, a revised DSP will be secured by condition to ensure appropriate provision and management of servicing infrastructure, including the removal of bollards from designated laybys and the promotion of sustainable delivery modes such as cargo bikes. Further details should include measures to prevent vehicle queuing and ensure

that all servicing activity is managed to minimise impacts on pedestrian and cycle movements within the site.

Construction Logistics Plan

- 14.17. The Construction Logistics Plan (CLP) for Phase 5 outlines a detailed strategy to manage construction traffic and minimise disruption to the surrounding area. The plan proposes access via Depot Road and Fountain Park Way, supported by a subterranean haul road beneath completed phases. A Delivery Management System (DMS) will coordinate all deliveries, with traffic marshals and holding zones ensuring safe and efficient vehicle movement. Even though, the concerns were raised about the use of Fountain Park Way and the underground link, particularly as this route is intended to serve Blue Badge parking and cycle access for other phases, officers note, following site visit that this route has been used for the construction of Phase 4 of the masterplan. Furthermore, subject to Imperial College approval, construction access would be available via the Depot Bridge and Imperial College site.
- 14.18. Therefore, it is recommended that a revised and updated CLP be secured via planning condition and include detailed phasing, vehicle routing, site layout, and compliance with CLOCS and FORS Silver standards. Additionally, the plan should demonstrate how construction vehicle numbers will be minimised, how complaints will be managed, and how site safety will be maintained. Given the site's proximity to London Underground infrastructure, consultation with LU Infrastructure Protection would be advised at that stage. These measures are essential to ensure that construction activities are managed in a way that supports sustainable transport, protects pedestrian and cyclist safety, and aligns with the Borough's climate and transport policies. The CLP must also address cumulative construction impacts in the wider White City area, including coordination with the delivery of the Wood Lane cycleway.

15. Accessibility

- 15.1. **Policy S3 of the London Plan** seeks to ensure that new developments are accessible and inclusive for a range of users, including disabled people, by adopting an inclusive design approach. **London Plan Policy D5** seeks to ensure developments achieve the highest standards of accessible inclusive design.
- 15.2. **Policy DC2 of the Local Plan** states that new build development must be designed to respect the principles of accessible and inclusive design.
- 15.3. The proposed development Plot C1 - Phase 5 of White City Living has been designed with an emphasis on inclusive and accessible design, in line with the London Plan and Building Regulations Approved Document M. The scheme provides step-free access throughout, with 90% of homes designed to M4(2) standards for accessible and adaptable dwellings, and 10% to M4(3) standards for wheelchair user dwellings. These wheelchair adaptable homes are located to maximise access, daylight, and views, and are designed with generous internal layouts, accessible bathrooms, and kitchens that can be adapted to suit individual needs. Communal areas, including corridors and lift lobbies, meet or exceed minimum width requirements, and all homes benefit from level access to private balconies or terraces.

- 15.4. Beyond the residential units, the development incorporates inclusive design principles across the wider site. Safe, legible, and accessible pedestrian routes are provided throughout the public realm, with clear wayfinding and separation from vehicular traffic. The building's entrances are clearly defined and sheltered, and the landscaping strategy includes accessible amenity spaces and play areas. The design also allows for future adaptability, with non-loadbearing partitions and flexible layouts that can accommodate changing needs over time. These measures ensure that the development is welcoming and usable for all residents and visitors, regardless of age or ability, and align with the borough's objectives for inclusive growth and sustainable communities.
- 15.5. The proposed development demonstrates inclusive and accessible design in both car parking and cycle storage provision. Within the basement of Phase 5, 90 car parking spaces are proposed, including 5 designated wheelchair accessible bays, equating to 3% of the total homes, in line with London Plan requirements. The layout has been designed to allow for future expansion to 10% accessible provision (17 bays) without structural alterations, ensuring flexibility to meet future demand. These accessible bays are located at ground level and close to residential cores to support ease of use. For cycle storage, 294 long-stay spaces are provided, including 15 accessible spaces (5%) for larger or adapted cycles such as handcycles and cargo bikes. These are located near the residential entrance and designed with sufficient clearance and Sheffield stands to accommodate a range of user needs. Additionally, four short-stay visitor cycle spaces are provided at ground level. The design of both facilities aligns with the London Cycle Design Standards and ensures that all residents, including those with mobility impairments, can access secure and convenient transport options.

16. Energy, Sustainability, Circular Economy and Overheating

- 16.1. **Section 14 of the NPPF** seeks to ensure that developments plan for climate change.
- 16.2. **London Plan Policies SI 2 (Minimising greenhouse gas emissions), SI 3 (Energy infrastructure) and SI 4 (Managing heat risk)** require that development proposals should minimise carbon dioxide emissions and exhibit the highest standards of sustainable design and construction, provide on-site renewable energy generation and seek to connect to decentralised energy networks where available or design their site so it is future-proofed and capable of connecting if there are further developments in the area in the future.
- 16.3. **Policies SI 2 and SI 3** set out how new development should be sustainable and energy saving. **Under Policy SI 2 of the London Plan**, major developments must achieve net zero-carbon performance. These developments are expected to meet or exceed carbon reduction targets through on-site measures, achieving a minimum of a 35% reduction in emissions beyond Building Regulations. For major residential developments, the benchmark is a 50% reduction in carbon emissions as per the GLA Energy Assessment Guidance. Where it is clearly demonstrated that net-zero carbon cannot be fully achieved on-site, any shortfall can be provided either: 1) through a cash in lieu contribution to the borough's carbon offset fund, or 2) off-site provided that an alternative proposal is identified, and delivery is certain.
- 16.4. The London Plan encourages Boroughs to adopt their own local cost of carbon. In

2024, the Council commissioned a Carbon Pricing Viability Assessment to assess and test the viability of different development types to accommodate a range of carbon offset rates in order to better reflect the costs of implementing local carbon reduction measures and encourage maximisation of on-site carbon reduction measures. This assessment looked at two approaches: a single higher cost or a sliding scale with lower costs for higher on-site reductions.

- 16.5. A report was approved by Cabinet on 1 April 2025 allowing the publication of a carbon offset cost guidance note. The guidance note establishes a new “sliding scale” approach to calculating carbon offset payments for major new developments based on the local carbon pricing mechanism set out in the guidelines, rather than the current GLA cost of £95/tonne. Developments are still required to maximise carbon savings through on-site measures before resorting to use of the offset payment. The “sliding scale” approach is intended to encourage this approach and incentivise developers to include more on-site carbon reduction measures. The local tariff came into force on the 1 July 2025.
- 16.6. **The Local Plan (2018)** outlines the Council’s goal to make the borough the greenest and environmentally sustainable by 2035. This includes requiring new developments to reduce energy use, minimize non-renewable resources, and promote low or zero-carbon technologies to cut carbon emissions and harmful air pollutants. Major developments, in particular, will be held to these standards, as buildings are the primary source of carbon emissions in H&F.
- 16.7. **Local Plan Policy CC1 (Reducing Carbon Dioxide Emissions)** requires all major developments to implement energy conservation measures with a view to reducing carbon dioxide emissions. The policy, however, refers to the previous version of the London Plan and as such has been partly superseded by the more up to date requirements contained in the new London Plan. **Local Plan Policy CC2 (Sustainable Design and Construction)** seeks to ensure the implementation of sustainable design and construction measures by implementing the London Plan sustainable design and construction policies

Energy and Sustainability

- 16.8. The applicant has submitted an energy strategy that is specific to Phase 5. However, there are some areas where Phase 5 cannot be considered in isolation as Plot C1 will be connected to the site-wide energy network and therefore the overall methodology for reducing carbon emissions has been established through the outline consent.
- 16.9. The strategy follows the London Plan’s energy hierarchy—Be Lean, Be Clean, Be Green, and Be Seen—exceeding a 35% reduction in regulated CO₂ emissions through on-site measures. The development will connect to the existing White City Living heat network, which is being decarbonised via air source heat pumps (ASHPs) installed in Phase 4, ensuring low-carbon heating provision.
- 16.10. Under the Be Lean stage, the scheme incorporates enhanced building fabric performance, air tightness, and mechanical ventilation with heat recovery (MVHR) systems to reduce energy demand. These measures exceed the London Plan’s minimum energy efficiency target of 10% for residential spaces. The strategy also integrates passive design features to mitigate overheating, including solar control

glazing, external shading, and natural ventilation, aligning with Policy SI4 and Building Regulations Part O.

- 16.11. The Be Clean stage confirms that Phase 5 will connect to the site-wide heat network, which prioritises ASHPs over Combined Heat and Power (CHP) engines, in line with Policy SI3. The network is designed to deliver 80% of heat from ASHPs and 20% from the existing CHP and gas boilers.
- 16.12. In the Be Green stage, the feasibility of additional renewable technologies was assessed. While rooftop solar PV was deemed unfeasible due to limited space, the connection to the ASHP-led heat network already provides substantial renewable energy benefits. The strategy achieves a 57% reduction in regulated CO₂ emissions for residential units, exceeding the London Plan's minimum requirements.
- 16.13. A carbon offsetting contribution will be required to achieve net zero. Using the locally adopted tariff, the carbon offsetting contribution will be £849,360 based on the Local Plan rates.
- 16.14. The sustainability statement reiterates the energy efficiency measures outlined above. It also supports Local Plan policies CC1 and CC2 by implementing energy conservation, sustainable construction, and low-carbon heating strategies. The development includes energy-efficient lighting, smart meters, and appliances. The development also meets overheating mitigation standards (CIBSE TM59), targets water consumption of 105 litres/person/day and includes sustainable drainage systems such as living roofs. Overheating mitigation is as set out in the relevant section of this report. Landscaping and planting strategies are intended to enhance ecological value, and green roofs are included to support biodiversity and manage surface water runoff. The developer has confirmed that they would introduce rainwater harvesting into Phase 5 and full details of this will be secured by way of condition.
- 16.15. The proposal is therefore in accordance with Policy CC1 of the Local Plan and Policy SI2 of the London Plan, subject to conditions requiring compliance with the energy strategy and the aforementioned carbon offsetting payment. This will be secured through the legal agreement.

Circular Economy Statement and Whole Life-Cycle Carbon Assessment

- 16.16. The application includes a Whole Lifecycle Carbon Assessment (WLCA), following the GLA's guidance and using the One Click LCA Tool for calculations.
- 16.17. A Whole Life Cycle Carbon Emissions (WLCCE) Assessment has been submitted in support of the application. The assessment evaluates both operational and embodied carbon emissions over a 60-year period, in line with the methodology set out in the GLA guidance. The development achieves a total WLCCE of 1,155 kgCO₂/m² (including sequestered carbon), which is within the GLA's benchmark of <1,200 kgCO₂/m² for referable developments. The assessment demonstrates compliance with London Plan Policy SI 2 (Minimising Greenhouse Gas Emissions), confirming that the scheme has taken all reasonable steps to reduce lifecycle emissions through design measures such as high recycled content in materials and prefabricated components.

- 16.18. The Circular Economy Statement demonstrates the measures in place to incorporate Circular Economy principles within the design, construction, and use of the buildings. It outlines the key principles that will be adopted for the implementation of the scheme to conserve resources and minimise waste (eliminating it where possible). The Statement shows that the 95% target for the recycling of non-hazardous construction waste can be met. Energy, water and waste will be monitored throughout construction and 100% of timber used on site, including timber used in the construction phase, will be sourced from sustainable forestry sources. The statement demonstrates that various strategies can be implemented throughout the lifetime of the development to support a circular economy approach.

Overheating

- 16.19. The application is supported by an overheating report which assesses the development's compliance with overheating mitigation requirements under CIBSE TM59 (2017) and Approved Document O (2021). The report evaluates a representative sample of dwellings and communal corridors using dynamic thermal modelling, incorporating passive design measures such as solar control glazing, external shading, thermal mass, and enhanced mechanical ventilation. All tested units and corridors meet the TM59 criteria under the mandatory DSY1 weather file (2020s, high emissions, 50% percentile scenario), demonstrating that the design effectively mitigates overheating risk. Where noise constraints limit window opening, active cooling is proposed to ensure compliance.
- 16.20. The strategy aligns with the London Plan Policy SI4 (Managing Heat Risk), which prioritises passive measures and minimising reliance on air conditioning. The design follows the London Plan cooling hierarchy and integrates efficient building fabric, shading, and ventilation. It also supports LBHF Local Plan Policy DC3 (Tall Buildings), which requires minimising energy use and overheating risk through sustainable design. The report confirms that the development meets national, regional, and local policy requirements, ensuring thermal comfort for future residents while addressing climate resilience and sustainability.

17. Flood Risk Drainage and Water Resources

- 17.1. **Section 14 of the NPPF** seeks to meet the challenge of climate change, flooding, and coastal change by supporting the transition to a low carbon future in a changing climate taking account of flood risk and coastal change.
- 17.2. **London Plan Policies SI 12 (Flood risk management) and SI 13 (Sustainable drainage)** outline strategic objectives in relation to flood risk management and sustainable drainage. **Local Plan Policy CC2** requires major developments to implement sustainable design and construction measures, including making the most efficient use of water. **Local Plan Policies CC3 (Minimising Flood Risk and Reducing Water Use) and CC4 Minimising Surface Water Run-Off with Sustainable Drainage Systems)** contain similar requirements designed to assess and mitigate against the risk of flooding and integrate surface water drainage measures into development proposals
- 17.3. A Phase 5 Drainage and SuDS Strategy Report has been provided with this application. A Flood Risk Assessment (FRA) has previously been carried out for the entire site. This has also been included with this submission. The site is situated

entirely within Flood Zone 1. Flood Zone 1 is defined as an area with an annual probability of flooding from rivers or the sea of less than 0.1%, which is classified as low.

- 17.4. As previously set out in supporting documents for the earlier applications, the drainage arrangements for Phase 5 will integrate into the wider drainage strategy for the wider White City Living site.
- 17.5. Surface water run-off will be collected and conveyed through the drainage network which is linked to the network developed for earlier phases, particularly Phase 1 where an attenuation tank is used to store surface water for controlled release into the Thames Water sewer network. This has been designed to have capacity for all Phases of the development so can accommodate flows from this Phase 5 proposal. Discharges from this system are limited to 15 l/s for the whole site, which has previously been agreed.
- 17.6. Consideration has been given to including Sustainable Drainage Systems (SuDS) in Phase 5 such as infiltration-based measures, although there is an extensive basement below the site which limits this. However, there are some planted areas at roof and podium levels, including living roofs.
- 17.7. Subject to conditions, the proposal is considered to be in accordance with Policy SI 12 and SI 13 of the London Plan and Policy CC2, CC3 and CC4 of the Local Plan.

18. Waste and Recycling

- 18.1. **Local Plan Policies CC6 (Strategic Waste Management) and CC7 (Onsite Waste Management)** sets out the Council's intention to pursue the sustainable management of waste and requires all new developments to 'include suitable facilities for the management of waste generated by the development, including the collection and storage of separated waste and where feasible on-site energy recovery'.
- 18.2. The Operational Waste Management Strategy (OWMS) for Phase 5 outlines a comprehensive approach to managing residential waste for the proposed 163 residential units. The strategy includes internal waste segregation facilities within each unit, a dedicated basement-level waste storage room, and a centralised service yard for collection. Waste will be separated into mixed recyclables, residual, and organic streams, with provision for future food waste collection.
- 18.3. Weekly waste generation is estimated at approximately 33,705 litres, including 16,445 litres each of mixed recyclables and residual waste, and 815 litres of organic waste. To accommodate this, the development will provide a basement-level waste storage room with 13 bins: 4 for recyclables (1,280L), 5 for residual waste (1,100L), and 4 for organics (240L). This provision ensures at least two days' storage capacity for recyclables and residuals, and one week for organics, in line with LBHF's 2018 Planning Guidance SPD. Waste will be transferred by the Facilities Management (FM) team to a central service yard using electric towing vehicles, where it will be compacted into four 10,700L portable compactors (two each for recyclables and residuals).

- 18.4. The OWMS has been designed to effectively manage domestic waste for the lifetime of the development and is in accordance with Policy CC6 and CC7 of the Local Plan.

19. Land Contamination

- 19.1. **NPPF Paragraph 196** states planning decisions should ensure that sites are suitable for their proposed new use taking account of ground conditions and after remediation the land should not be capable of being determined as contaminated land.
- 19.2. **London Plan Policies SD1 and E7** supports the remediation of contaminated sites.
- 19.3. **Local Plan Policy CC9 (Contaminated Land)** ensures that no unacceptable risks are caused to humans, controlled waters, or the wider environment during and following the development works. Key principles LC1-6 of the Planning Guidance SPG identify the key principles informing the processes for engaging with the Council on, and assessing, phasing, and granting applications for planning permission on contaminated land. The latter principle provides that planning conditions can be used to ensure that development does not commence until conditions have been discharged.
- 19.4. Given the nature of land contamination in existence, sitewide reports have been produced and previously approved that cover Phases 2 – 5 of the development. A sitewide remediation strategy demonstrated that no gas membrane is required throughout the site and therefore no further site investigations were required. A sitewide remediation method statement was approved under (ref. 2018/02701/DET) and has been resubmitted as part of this application. The RMS was prepared following detailed site investigation and monitoring and sets out the scope of works required on site. A verification report and long-term monitoring report is then required for each phase to confirm that the RMS works have been undertaken, and suitable monitoring will be in place. The verification report and long-term monitoring report for Phase 5 will be secured by way of condition. Subject to these conditions, the development can be considered to be in accordance with Policy CC9 of the Local Plan.

20. Air Quality

- 20.1. **NPPF Paragraph 199** relates to air quality, and states planning decisions should ensure that any new development in Air Quality Management Areas is consistent with the local air quality action plan. The Council's Air Quality Action Plan 2025-2030 was approved and adopted by the Council on the 16th of December 2024.
- 20.2. **London Plan Policy SI 1 (Improving air quality)**, supported by the Mayor's Control of Dust and Emissions during Construction and Demolition SPG (July 2014), provides strategic policy guidance on avoiding a further deterioration of existing poor air quality. All developments will be expected to achieve Air Quality Neutral status with larger scale development proposals subject to EIA encouraged to achieve an air quality positive approach.

- 20.3. **Local Plan Policy CC10 (Air Quality)**, states that the Council will seek to reduce the potential adverse air quality impacts of new developments through a range of policy measures.
- 20.4. White City Living Phase 5 development is located within an Air Quality Management Area (AQMA), which applies to the entire London Borough of Hammersmith and Fulham. The air quality assessment for the White City Living Phase 5 development concludes that the proposed scheme is acceptable in air quality terms, both during construction and once operational. During the construction phase, the scale and duration of works present a high risk of dust emissions; however, with best practice mitigation measures in place—such as dust suppression, wheel washing, and site management—the residual effects are expected to be minor adverse and not significant. The operational phase modelling shows that emissions from road traffic and the on-site energy centre (CHP and boilers) will result in negligible impacts at all assessed receptors. Predicted increases in NO₂, PM₁₀, and PM_{2.5} concentrations are imperceptible, and all short- and long-term air quality objectives are expected to be met. The development also meets the GLA's air quality neutral benchmarks for transport emissions, although building emissions slightly exceed benchmarks, suggesting a Low Emission Strategy and potential off-site mitigation may be required. This would be secured by appropriate conditions.
- 20.5. The Environmental Statement, which includes air quality considerations, concludes that there are no changes to the predicted effects of the development compared to previous assessments. Therefore, the environmental impacts, including air quality, remain acceptable and consistent with the conclusions of the 2021 Environmental Statement Addendum and the 2023 Statement of Conformity.
- 20.6. The proposed development will connect to the existing site-wide infrastructure and heat network, which is being supplemented with air source heat pumps in Phases 4 and 5. This approach supports the reduction of emissions and aligns with the London Plan's "Be Lean, Be Clean, Be Green" energy hierarchy. The Whole Life Cycle Carbon Assessment confirms that the development meets the Greater London Authority's benchmarks for carbon emissions. Additionally, the Sustainability Statement highlights measures such as energy-efficient design, water-saving fixtures, and the use of locally sourced materials to reduce environmental impact. These strategies collectively contribute to maintaining and improving air quality in the borough, supporting the planning policy objectives of both the London Plan and the LBHF Local Plan.
- 20.7. Council's Environmental Quality Officer (Air Quality) reviewed the submitted documents and raised no objections, subject to conditions. Therefore, several conditions are recommended for various air quality control measures in relation to both construction and operational phases of the proposal to ensure compliance with Policy CC10 of the Local Plan. Conditions relating to ventilation strategy, low emissions, delivery and servicing plan and Zero Emissions Heating (Air Source Heat Pump) would be secured to ensure compliance with Policy CC10 of the Local Plan. A compliance monitoring fee for the AQDMP can be drawn down from the WCOAF obligation already secured for the construction phase. Subject to conditions and obligation, the proposal would accord with Policy CC10 of the Local Plan and Policy SI 1 of the London Plan.

21. Noise and Vibration

- 21.1. **London Plan Policy D14 (Noise)** sets out measures to reduce, manage and mitigate noise to improve health and quality of life.
- 21.2. **Local Plan Policy CC11 (Noise)** advises that noise and vibration impacts will be controlled by locating noise sensitive development in appropriate locations and protected against existing and proposed sources of noise through design, layout, and materials. Noise generating development will not be permitted if it would materially increase the noise experienced by occupants/users of existing or proposed noise sensitive areas in the vicinity.
- 21.3. **Local Plan Policy CC13 (Control of Potentially Polluting Uses)** seeks to control pollution, including noise, and requires Proposed Developments to show that there will be 'no undue detriment to the general amenities enjoyed by existing surrounding occupiers of their properties'.
- 21.4. **SPD Key Principle NN3**, concerning the sound insulation between dwellings, states that 'Careful consideration should be given to stacking and layout of rooms in relation to adjoining walls/floors/ceilings. To ensure the amenity of occupiers is not adversely affected by noise, the Council expects all parts of adjoining dwellings to enhance the sound insulation, including where the adjoining room is of a similar use'.
- 21.5. An acoustic planning report has been submitted in support of the application. The report evaluates internal and external noise levels, sound insulation, plant noise, and vibration. The assessment confirms that the proposed design can meet the required internal noise criteria for residential use, including enhanced sound insulation between dwellings and between residential and non-residential uses.
- 21.6. The report confirms that external noise intrusion has been modelled using validated survey data and that the proposed building fabric, glazing, and mechanical ventilation strategy (MVHR) will ensure compliance with BS8233:2014 internal noise targets. External amenity areas, including balconies and terraces, are generally predicted to meet or be close to the 55 dB LAeq,16hr guideline. Where exceedances occur, they are minor and limited to a small number of balconies with direct exposure to nearby transport routes. The report concludes that these exceedances are acceptable in the context of the urban environment and the overall design.
- 21.7. Sound insulation between residential units is designed to exceed Building Regulations requirements by at least +5 dB, and by +10 dB where residential units adjoin non-residential spaces such as the residents' bar. The proposed wall and floor constructions have been reviewed and are considered capable of achieving these enhanced performance levels. The report also includes detailed specifications for mitigating flanking transmission through curtain walling systems and addresses potential wind noise issues from perforated panels.
- 21.8. Railway vibration has been assessed and found to be negligible due to the distance between Plot C1 and the nearest railway lines. Vibration Dose Values (VDVs) are well below thresholds for adverse comment, and no mitigation is required. Mechanical plant noise has also been assessed, with proposed rooftop plant screened and designed to meet noise limits relative to background levels.

- 21.9. A Level 1 Acoustic Ventilation and Overheating (AVO) assessment has been undertaken, identifying most façades as low/medium risk and the southern façade as negligible risk. This indicates that openable windows are generally suitable for mitigating overheating without compromising internal noise levels.
- 21.10. Overall, the acoustic design of Phase 5 is considered compliant with London Plan Policy D14 (Noise), as well as Local Plan Policy CC11 (Noise) and CC13 (Control of Potentially Polluting Uses). The report demonstrates that the development will provide a high standard of residential amenity in terms of acoustic environment, with appropriate mitigation measures incorporated into the design to address potential noise and vibration impacts. A condition will secure compliance with the acoustic planning report.

22. Archaeology

- 22.1. **London Plan Policy HC1** (Heritage conservation and growth) states that new development should make provision for the protection of archaeological resources. **Policy DC8 of the Local Plan** sets out the principles for the conservation and protection of heritage in the borough.
- 22.2. The site is not located within a locally defined Archaeological Priority Area.
- 22.3. An archaeological desktop study was submitted as part of the original outline application and a condition was attached to that permission requiring the submission of a full archaeological statement. A sitewide archaeological statement was submitted and approved under (ref. 2016/00728/DET). This report has been resubmitted as part of the current application. Given the nature of the content of the report, it is considered appropriate to accept this document as the findings and conclusions will remain valid.
- 22.4. The submitted Archaeological Statement, prepared by CgMs, expands upon the desktop assessment submitted with the approved outline. The statement clarifies the extent of post-depositional impacts, the lack of identifiable archaeological potential and that further archaeological fieldwork is unnecessary. Historic England reviewed the archaeological statement and have advised that they concur with the content and recommendations of this statement and the comprehensive work that has taken place to prepare this document. Having considered the submitted document. Historic England advises that no further archaeological work is necessary. This is therefore considered sufficient to satisfy the requirements of London Plan Policy HC1 and Local Plan Policy DC8.

23. Fire Strategy

- 23.1. With the introduction of **Policy D12** in the **London Plan** and updates to Planning Practice Guidance in relation to fire safety, the applicant has submitted a Stage 2 Fire Strategy prepared by a suitably qualified third-party assessor. This document seeks to demonstrate that the proposed development has been designed to offer a safe environment for residents. A London Plan Fire Statement has also been provided.

- 23.2. The submission has been reviewed by the HSE Planning Gateway One team who have confirmed that they are content with the details provided by the applicant. It is pertinent to note that many requirements related to fire safety are dealt with at later regulatory stages that fall outside the remit of planning.
- 23.3. The fire strategy adopts a "stay put" evacuation policy for residential units, with simultaneous evacuation for ancillary and amenity spaces. Two stair cores serve the building, each with firefighting shafts, and all apartments are fitted with sprinklers and appropriate fire detection. Mechanical smoke ventilation systems (MSVS) are proposed. Building C1 will include a wet riser system, firefighting lifts, and secure information boxes for fire services. Structural elements will achieve 120 minutes of fire resistance, and compartmentation is provided throughout, including 60-minute fire-rated apartment enclosures and 30-minute protected internal hallways. External wall materials will meet Class A2-s1, d0 or Class A1, and balconies will be constructed to the same standard. The car park and ancillary areas are treated independently with their own fire safety measures, including sprinklers and mechanical smoke ventilation.
- 23.4. Access for fire and rescue services has been designed in accordance with Approved Document B and London Fire Brigade guidance, ensuring fire appliance access within 18m of wet riser inlets and hydrants within 90m. The firefighting shaft includes a protected stair, firefighting lift, and ventilated lobby. Emergency power supplies will support all life safety systems, including alarms, sprinklers, and smoke control systems. The strategy also includes an evacuation alert system and secure information boxes, as required for buildings over 18m in height.
- 23.5. Accordingly, it is considered that the proposal accords with the London Plan and Policy D12 of the Local Plan in respect of safety and resilience to emergencies. Compliance with the fire statement and fire strategy will be secured by way of condition and the developer will be required to adhere to additional regulatory requirements that fall outside the remit of planning.

24. Designing Out Crime

- 24.1. **The NPPF (2024) Paras. 96 and 102** seek to ensure that planning decisions promote public safety and consider wider security and defence requirements. They should anticipate and address all plausible malicious threats and natural hazards and create safe, inclusive, and accessible places that have high levels of amenity and do not undermine quality of life, community cohesion and resilience to due crime and disorder.
- 24.2. **Local Plan Policy DC2** requires developments to be designed in line with the principles of Secured by Design.
- 24.3. A condition shall be attached to any permission granted requiring the submission of a statement demonstrating how Plot C1 will achieve the relevant secured by design requirements. The developer has worked with the Metropolitan Police's design out crime team throughout the delivery of the masterplan to ensure all feasible best practice standards are met. There is a sitewide external CCTV network and internal CCTV within communal spaces and the basement. Full details of safety measures, specific to Phase 5/Plot C1 will be provided when discharging the relevant condition.

25. Community Infrastructure Levy (CIL)

- 25.1. Mayoral CIL (Community Infrastructure Levy) came into effect in April 2012 and is a material consideration to which regard must be had when determining this planning application. An amended charging schedule was adopted in February 2019 (MCIL2). Under the London wide Mayoral CIL, the scheme would be liable for a CIL payment, with LBHF falling within charging Zone 1. Mayoral CIL payments are allocated to funding Crossrail 1 (the Elizabeth Line) and Crossrail 2.
- 25.2. The Council has also set a Borough CIL charge levied on the net increase in floorspace arising from development to fund infrastructure that is needed to support development. The Borough CIL Charging Schedule was presented to Council and approved 20 May and has formally taken effect since the 1 September 2015.
- 25.3. The application site is within White City East Opportunity Area. Development within this defined area attracts a nil charge for Borough CIL as set out in LBHF's CIL charging schedule. Financial contributions towards the White City Opportunity Area Fund (WCOAF) have instead been secured within the Masterplan consent's legal agreement. The total WCOAF financial contribution secured under the Masterplan consent is £14,081,899. The contribution is inclusive of Phase 5 and a final payment will be due upon commencement of construction of Plot C1.

26. Heads of Terms and Legal Agreement

- 26.1. The site-wide masterplan outline consent (ref. 2014/04726/OUT) was approved subject to a s106 legal agreement. There have been nine subsequent Deed of Variations since the original permission was granted. At each stage in amending the s106, LBHF officers have considered that the s106 obligations were required in order to make the development acceptable in planning terms and were compliant with the CIL regulations (at the time) given the obligations are/were reasonable, proportionate and would be directly related to the development.
- 26.2. The development proposed by the current application for full planning permission is intrinsically linked to the masterplan development. Building C1/Phase 5 was granted by way of the WCL outline consent. The planning obligations secured within the masterplan legal agreements had been negotiated so as to mitigate the impact of the whole development, including Phase 5. The current application does not seek an intensification of the development granted by the outline consent, nor does it seek any deviation from the approved scheme. As such, the impacts of the Phase 5 development have been suitably and appropriately mitigated by way of the planning obligations secured within the masterplan legal agreement.
- 26.3. It is therefore proposed that the masterplan s106 legal agreement is amended by way of a further deed of variation to incorporate the Phase 5 drop in permission. The amendments would not change the nature of the obligations sought, other than where specifically stated in this section. All obligations within the legal agreement would still apply.
- 26.4. The DoV would append the Phase 5 drop in decision notice and insert the reference number of the permission where necessary and relevant.

- 26.5. An amendment will be secured to the carbon offsetting obligation within the legal agreement to capture the enhanced local tariff which has been adopted as of the 1 July 2025.
- 26.6. The amendment shall secure a financial contribution of £849,360 to allow Phase 5 to achieve net zero. The existing wording within the legal agreement secured a carbon offset fund pot to cover both Phases 4 and 5, with the final contribution for each phase confirmed and paid at reserved matters stage. The pot comprised £1,416,165. Phase 4's offsetting cost was confirmed at reserved matters stage as £732,450. This leaves £683,715 in the pot to cover Phase 5 which falls short of the £849,360 required to achieve net zero.
- 26.7. As such, the carbon offsetting fund will be increased by £165,645 to £1,581,810 to cover this shortfall.

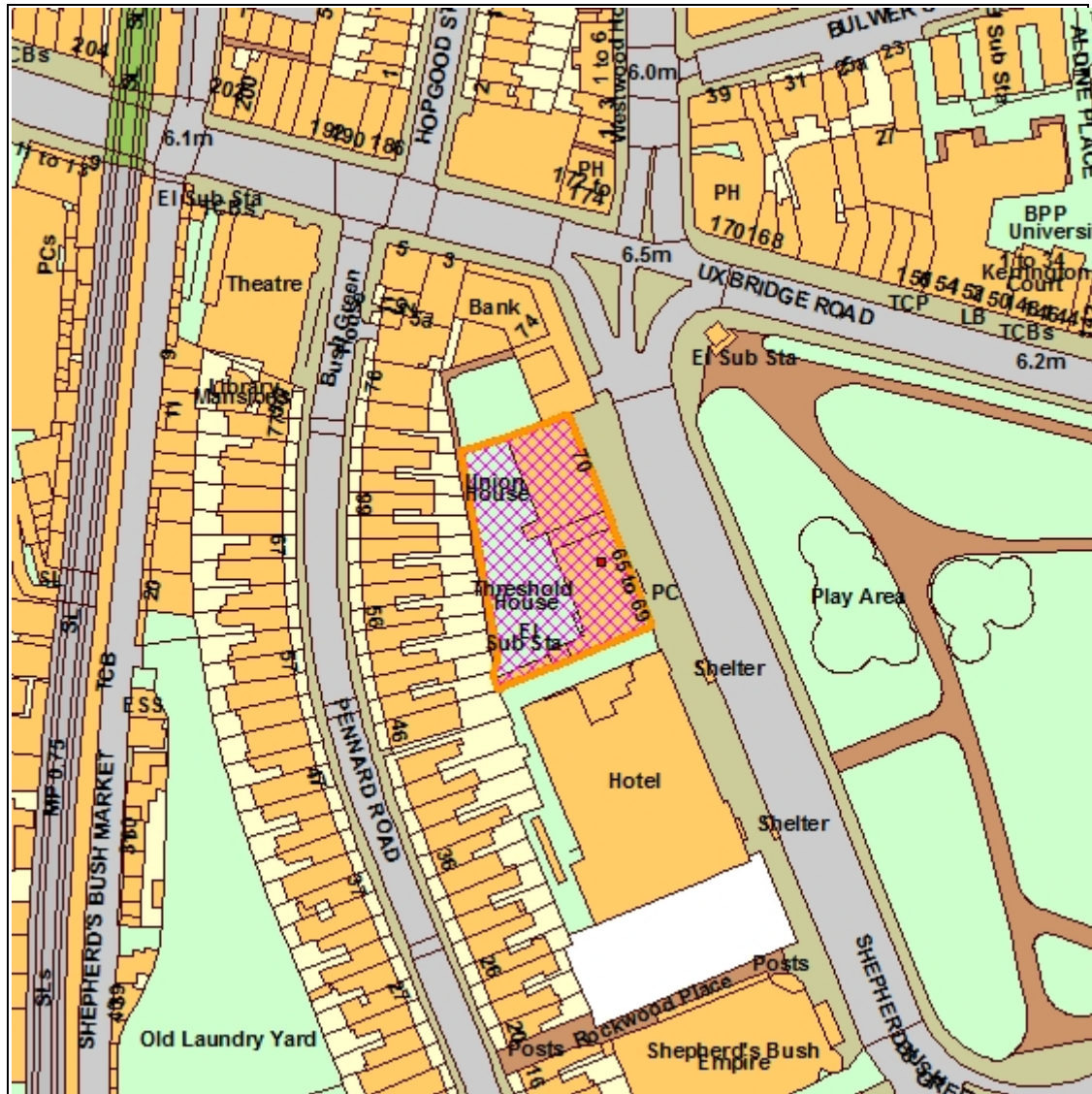
27. Conclusion and Recommendations

- 27.1. 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.
- 27.2. The application has been assessed against all relevant planning policies in the Development Plan including the Local Plan (2018) and London Plan (2021) and against the guidance set out in the National Planning Policy Framework (2024). The proposed development is in accordance with the aims and objectives of the policies contained within the relevant development plan documents.
- 27.3. It is therefore recommended that planning permission be granted in line with the recommendations given at the start of this report.

Ward: Shepherd's Bush Green

Site Address:

Threshold And Union House 65 Shepherd's Bush Green London W12 8TX



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For identification purposes only - do not scale.

Reg. No:
2024/00917/VAR

Case Officer:
Elliot Brown

Date Valid:
23.04.2024

Conservation Area:
Constraint Name: Shepherds Bush Conservation
Area - Number 21

Committee Date:
30.07.2025

Applicant:

Newco Newco 8915 Ltd

Ennismore Sessions House 23 Clerkenwell Green London EC1R 0NA

Description:

Variation to the wording of Condition 41 (rear outside terrace) of planning permission reference: 2020/01790/VAR dated 15th December 2020 for the "Minor material amendments to planning permission reference: 2017/01898/FUL dated 14/08/2019 for Demolition of existing building and erection of part 7, part 8 storey plus basement building for use as Class C1 Hotel with ancillary restaurant and bar; new retail unit (Class A1), and supporting facilities, ancillary plant, servicing, cycle parking, plus highway, public realm and landscaping improvements. Current wording of Condition 41 reads: 'The rear outside terrace at ground floor level to the west of the building shall only be used between 09:00 and 18:00 hours Mondays to Sundays, Including Bank Holidays.' Proposed wording of Condition 41 to read: 'For a temporary consent of 18-months, the rear outside terrace at ground floor level to the west of the building shall only be used between 09:00 and 21:00 hours Mondays to Sundays, Including Bank Holidays.'

Drg Nos: See Condition 2.

Application Type:

Vary or Delete Conditions Full/Outline

Officer Recommendation:

- 1) That the Committee resolve, that the Director of Planning and Property be authorised to grant planning permission subject to the condition 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 condition, which may include the variation, addition or deletion of conditions, any such changes shall be within their discretion.

Conditions:

- 2) The development shall be carried out and completed only in accordance with the following approved drawing nos:

10383-EPR-00-GF-TP-A-01-0100 Rev 3; 10383-EPR-00-GF-TP-A-01-0101 Rev. 4; 10383-EPR-01-BA-TP-A-02-0199 Rev 3; 10383-EPR-01-GF-TP-A-02-0200 Rev. 4; 10383-EPR-01-01-TP-A-02-0201 Rev 3; 10383-EPR-01-02-TP-A-02-0202 Rev 3;

10383-EPR-01-03-TP-A-02-0203 Rev 3; 10383-EPR-01-04-TP-A-02-0204 Rev 3; 10383-EPR-01-05-TP-A-02-0205 Rev 3; 10383-EPR-01-06-TP-A-02-0206 Rev 3;

10383-EPR-01-07-TP-A-02-0207 Rev 3; 10383-EPR-01-RF-TP-A-02-0208 Rev 3; 10383-EPR-01-NO-TP-A-04-0401 Rev 3; 10383-EPR-01-WE-TP-A-04-0402 Rev 3;

10383-EPR-01-EA-TP-A-04-0403 Rev 3; 10383-EPR-01-SO-TP-A-04-0404 Rev 3; 10383-EPR-01-EA-TP-A-04-0407 Rev 3; 10383-EPR-01-EA-TP-A-04-0410 Rev 3; 10383-EPR-01-AA-TP-A-05-0501 Rev 3; 10383-EPR-01-BB-TP-A-05-0502 Rev 3; 10383-EPR-01-CC-TP-A-05-0503 Rev 3; 10383-EPR-01-DD-TP-A-05-0504 Rev 3;

10383-EPR-00-GF-DR-A-48-0500 Rev 1.

In order to ensure full compliance with the planning application hereby approved and to prevent harm arising through deviations from the approved plans, in accordance with Policies 7.1, 7.2, 7.3, 7.4, 7.6, and 7.21 of the London Plan (2016) and Policies DC1 and DC2 of the Local Plan (2018).

- 3) The development hereby approved shall be implemented in accordance with the following documents relating to demolition logistics throughout the project period:

- Site Logistics Plan (John F Hunt Ltd. Rev 02, 09.04.2018).

To ensure that demolition works do not adversely impact on the operation of the public highway, in accordance with Policy T7 of the Local Plan (2018).

- 4) The development hereby approved shall be implemented in accordance with the following documents relating to demolition management throughout the project period:

Demolition Method Statement (John F Hunt Ltd. Rev 04)
Demolition Environmental Management Plan (John F Hunt Ltd. second issue, 18.04.2018).

To appropriately mitigate the impact of the development during demolition in terms of noise, vibration, dust, lighting or other emissions from the building site, in accordance with Policies CC11 and CC13 of the Local Plan (2018).

- 5) The development hereby approved shall be implemented in accordance with the following documents relating to construction logistics and road safety throughout the project period:

- Construction Logistics Plan Pro Forma dated 29.09.20;
- Road Safety Audit Decision Log dated 29.09.20;
- Road Safety Audit Brief dated 09.09.20;
- Figure 1 Pit Lane Location Plan;
- DWGS 2826A 001-006;
- Road Safety Audit Combined Stage 1 and 2 Ref. 15849 dated 17.09.20;
- Information required to carry out Road Safety Audit Stage 2 or Combined Stage 1 and 2 Road Safety Audit (Detailed Design).

To ensure that construction works do not adversely impact on the operation of the public highway and ensure impacts on air quality are not adversely affected in accordance with Policies CC11, CC13 and T7 of the Local Plan (2018) and London Plan (2016) Policy 7.14.

- 6) The development hereby approved shall be implemented in accordance with the Construction Management Plan dated July 2020 (Revision 03) throughout the project period.

To appropriately mitigate the impact of the development during construction in terms of noise, vibration, dust, lighting or other emissions from the building site, in accordance with policies CC11 and CC13 of the Local Plan (2018) and London Plan (2016) Policy 7.14.

- 8) With the exception of the set extent of development as set out within the following documents agreed by the Council:

Letter from Capita dated 11.09.2019 (ref. CS/087871-190911-1),
Letter from Capita dated 22.05.2018 outline the set extent of development previously agreed with the Council (ref. CS087871-PE-18-051-L Rev A)
Email dated 01.10.20 from Portfolio Town Planning.

No development shall commence until a remediation method statement is submitted to and approved in writing by the Council. This statement shall:

1. Detail the proposed depths of imported soils (if required)
 2. Confirm that any imported soils (if required) will be tested against CLEA compatible values (e.g. public open space- residential) calculated by McLaren (or other instructed specialist/soil provider) or an off the shelf set of published values plus the category 4 screening level (C4SL value) for lead. Testing will be at least one sample per 50 cubic metres and at least three samples per source of soil. Testing to take place when delivered on site.
 3. Detail the validated soil depths once on site (see notes at 1 above).
- and shall be designed to mitigate any remaining risks identified in the approved quantitative risk assessment. All works must be carried out in compliance with and by a competent person who conforms to CLR 11: Model Procedures for the Management of Land Contamination (Defra 2004) or the current UK requirements for sampling and testing.

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

[details approved under application ref. 2021/00860/DET]

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

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

[details approved under application ref. 2022/03320/DET]

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

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

[details approved under application ref. 2022/03320/DET]

- 11) The development shall be carried out and completed in accordance with the Secured by Design measures set out in the 'Secured by Design Discharge Report' by EPR Architects dated June 2020 and permanently retained as such thereafter.

To ensure a safe and secure environment for users of the development, in accordance with Policy DC2 of the Local Plan (2018).

- 14) The development hereby approved shall be carried out and completed in accordance with the Planning Stage Acoustic Assessment Report, Rev. 01 dated 24 September 2020 by Hoare Lee. 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/use 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).

- 15) The development hereby approved shall be carried out and completed in accordance with the Noise Assessment Report Rev. 00 16 April 2020 by Hoare Lee. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

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

- 16) Prior to occupation/use of the development hereby permitted, details of anti-vibration measures shall be submitted to and approved in writing by the Council. The measures shall ensure that machinery, plant/ equipment and 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 Policy CC13 of the Local Plan (2018).

[details approved under application ref. 2022/02708/DET]

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

To ensure that the amenity of occupiers of the development site/ surrounding premises is not adversely affected by noise, in accordance with Policies TLC5, CC11 or CC13 of the Local Plan (2018).

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

To ensure that the amenity of occupiers of the development site/surrounding premises is not adversely affected by noise/ odour/ smoke/ fumes, in accordance with Policies TLC5, CC11 and CC13 of the Local Plan (2018).

- 19) Prior to occupation/use of the relevant part of the development hereby permitted, details shall be submitted to and approved in writing by the council of the hours of use of each commercial part of the development. The uses hereby approved shall only operate as per the details approved.

To ensure that the amenity of the occupiers of the development site/surrounding premises is not adversely affected by noise from activities or people at or leaving the site, in accordance with Policies TLC5, CC11 and CC13 of the Local Plan (2018).

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

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

- 21) The development hereby approved shall be carried out and completed in accordance with the details of external artificial lighting set out in the report 'Exterior Lighting Design' by Hoare Lea (dated 30 June 2020, Rev. 6). The approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

To ensure that the amenity of occupiers of surrounding premises is not adversely affected by lighting, in accordance with Policy CC10 of the Local Plan (2018).

- 22) The development hereby approved shall be carried out and completed in accordance with the Air Quality and Dust Management Plan dated 25.02.20). The approved details shall be fully implemented and permanently retained and maintained during the demolition and construction phases of the development

In the interest of air quality, to comply with the requirements of the NPPF, Policies 7.14 a-c of The London Plan (2016) and Policy CC10 of the Local Plan (2018).

- 23) Prior to commencement of above ground works in the development a Ventilation Strategy Report to mitigate the impact of air pollution shall be submitted to and approved in writing by the Local Planning Authority. The report shall include the following information:
- a) Details and locations of the air intake locations for C1 use class at rear roof level
 - b) Details and locations of openable windows for C1 use class
 - c) Details and location of the air intakes for A1 use class at rear elevations
 - d) Details and locations of ventilation extracts, chimney/boiler flues, to demonstrate that they are located a minimum of 2 metres away from the fresh air ventilation intakes, openable windows, balconies, roof gardens, terraces
 - e) Details of the independently tested mechanical ventilation system for C1 use with Nitrogen Dioxide (NO₂) and Particulate Matter (PM_{2.5}, PM₁₀) filtration to remove airborne pollutants. The filtration system shall have a minimum efficiency of 75% 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 minimize 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. A post installation certificate of the approved ventilation strategy shall be submitted to the Council prior to the occupation/use of the development. Approved details shall be fully implemented prior to the occupation/use of the development and thereafter permanently retained and maintained.

In the interest of air quality, to comply with the requirements of the NPPF, Policies 7.14 a-c of The London Plan (2016) and Policy CC10 of the Local Plan (2018).

[details approved under application ref. 2022/03324/DET]

- 24) Prior to occupation of the development hereby permitted a Low Emission Strategy for the operational phase of the development in order to mitigate the impact of air pollution shall be submitted to and approved in writing by the Local Planning Authority. The Low Emission Strategy must detail the remedial action and mitigation measures that will be implemented to protect receptors (e.g. design solutions). This Strategy must make a commitment to implement the mitigation measures that are required to reduce the exposure of poor air quality and to help mitigate the development's air pollution impacts, in particular non-combustion energy generation sources the emissions of NO_x and particulates from on-road vehicle transport by the use of Ultra Low Emission Vehicles in accordance with the emissions hierarchy (1) Cargo bike (2) Electric Vehicle, (3) Hybrid (non-plug in) Electric Vehicle (HEV), (4) Plug-in Hybrid Electric Vehicle (PHEV), (5) Alternative Fuel e.g. CNG, LPG. Approved details shall be fully implemented prior to the occupation/use of the development and thereafter permanently retained and maintained.

In the interest of air quality, to comply with the requirements of the NPPF, Policies 7.14 a-c of The London Plan (2016) and Policy CC10 of the Local Plan (2018).

[details approved under application ref. 2022/03053/DET]

- 25) Prior to the occupation of the development hereby permitted, a report with details of the combustion plant in order to mitigate air pollution shall be submitted to and approved in writing by the council. The report shall include the following:
- a) Details to demonstrate that the termination height of the shared Flue stack for the combustion Plant has been installed a minimum of 2 metres above any openable window and/or roof level amenity area of the development plot and meet the overriding minimum requirements for Chimney heights memorandum of the third edition of the 1956 Clean Air Act.
 - b) Details of emissions certificates, and the results of NOx emissions testing of each Ultra Low NOx gas boiler and Emergency Diesel Generator Plant to demonstrate that the Ultra-Low NOx Gas fired boilers, Emergency Diesel Generator Plant and associated abatement technologies shall meet a minimum dry NOx emissions standard of 25 mg/Nm-3 (at 5% O2), 30 mg/kWh (at 0% O2) and 95 mg/Nm-3 (at 5% O2) respectively by an MCERTS accredited laboratory shall be provided following installation and thereafter on an annual basis to verify compliance of the relevant emissions standards in part b). Where any combustion plant does not meet the relevant emissions Standards in part b) above, it should not be operated without the fitting of suitable secondary NOx abatement Equipment or technology as determined by a specialist to ensure comparable emissions.
 - c) Details to demonstrate where secondary abatement is used for the Emergency Diesel Generator the relevant emissions standard in part b) is met within 5 minutes of the generator commencing operation. During the operation of the emergency Diesel generators there must be no persistent visible emission. The maintenance and cleaning of the systems shall be undertaken regularly in accordance with manufacturer specifications. The diesel fueled generators shall only be used for a maximum of 48 hours when there is a sustained interruption in the mains power supply to the site, and the testing of these diesel generators shall not exceed a maximum of 12 hours per calendar year.

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

In the interest of air quality, to comply with the requirements of the NPPF, Policies 7.14 a-c of The London Plan (2016) and Policy CC10 of the Local Plan (2018).

- 26) Prior to commencement of any landscaping works, details of the hard and soft landscaping of all areas external to the building, including replacement tree planting and paving, detailed drawings at a scale of not less than 1:20 shall be submitted to and approved in writing by the Council, and the development shall not be occupied or used until such landscaping as is approved has been carried out. This shall include planting schedules and details of the species, height and maturity of any trees and shrubs and proposed landscape maintenance and management. Any landscaping removed or severely damaged, dying or becoming seriously diseased within 5 years of planting shall be replaced with a tree or shrub of similar size and species to that originally required to be planted.

To ensure a satisfactory external appearance and biodiversity in accordance with policies OS4, DC2 and DC8 of the Local Plan (2018) and in the interest of air quality, to comply with the requirements of the NPPF, Policies 7.14 a-c of The London Plan (2016) and Local Plan (2018) Policy CC10.

[details approved under application ref. 2022/01501/DET]

- 27) The development hereby permitted shall not be occupied or used until a Refuse Management Plan, including for recycling, has been submitted to and approved in writing by the council. The development shall thereafter be permanently occupied/used in accordance with the approved plan.

To ensure that there is sufficient waste and recycling management provision, in accordance with Policy CC7 of the Local Plan (2018)

[details approved under application ref. 2022/02735/DET]

- 28) No demolition or construction shall commence prior to the temporary enclosure of the site being erected in accordance with approved drawing no. 17072-05 Rev A. The enclosure shall be retained for the duration of the demolition and construction works.

To ensure that the site remains in a tidy condition during demolition works and the construction phase and to prevent harm to the street scene, in accordance with policies DC1, DC2 and DC8 of the Local Plan (2018).

- 29) Details of methods proposed to identify any television interference caused by the proposed development, including during the construction process, and the measures proposed to ensure that television interference that might be identified is remediated in a satisfactory manner shall be submitted to and approved in writing by the council prior to the commencement of any above ground works hereby permitted. The approved remediation measures shall be implemented immediately that any television interference is identified.

To ensure that television interference caused by the development is remediated, in accordance with Policy 7.7 of The London Plan 2016 and Policies DC2 and DC10 of the Local Plan (2018).

[details approved under application ref. 2021/00860/DET]

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

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

- 31) The development hereby permitted shall be carried out in accordance with the 'Design Stage BREEAM Assessment Report, Stage 4 (Revision 02, dated 13 December 2018) and with the recommendations set out in the Sustainability Statement prepared by Hoare Lea Rev 02. Within 6 months of first occupation/use of the premises, confirmation that the development meets the requirements of the agreed BREEAM rating shall be submitted (in the form of a post-construction BREEAM assessment), to the council for its written approval.

To ensure that sustainable design is implemented, in accordance with Policy 5.3 of The London Plan 2016 and Policies CC1 and CC2 of the Local Plan (2018).

[details approved under application ref. 2023/03278/DET]

- 32) No water tanks, water tank enclosures or other structures shall be erected upon the flat roofs of the building hereby permitted, without having first been submitted to and approved in writing by the council. The development shall only be carried out in accordance with the details hereby approved. The development shall be permanently maintained as such thereafter.

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

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

- a) Details including samples of all external materials to be used in the development including:
 - i) Brickwork, including colour, composition, texture, bond, pointing style, mortar mix and colour to be used;
 - ii) Window and door openings (including RAL colour, composition, texture and joints;
 - iii) Balustrades
 - iv) Shopfront treatments and entrance gateways
 - v) Plant screening and
 - vi) Roofing material(s).

and

b) A sample panel of the approved brickwork types, shown in context with each other as appropriate, shall be erected onsite for the inspection and approval of Officers;

c) A mock-up panel of a typical front façade window bay, including junctions between different materials and the window reveal.

To ensure a satisfactory external appearance and to prevent harm to the street scene and public realm, to preserve the character and appearance of the conservation area; and the setting and special architectural and historic interest of the neighbouring listed building in accordance with policies 7.1, 7.6 and 7.9 of the London Plan (2016) and policies DC1 and DC2 of the Local Plan (2018).

[details approved under application ref. 2021/01882/DET]

- 34) Prior to commencement of the relevant part of the works hereby permitted, detailed drawings of the following relevant building sections in plan and elevation at scale of no less than 1:20 shall be submitted to, and approved in writing by, the Council:

- a) Brickwork, to include section build-up, corners, and joints;
- b) Fenestration (including framing, opening and glazing details);
- c) Building entrances (including canopies and soffit treatments) and gateways;
- d) Shopfronts
- e) Junctions between the ground floor and upper floor elevations and different types of cladding, in particular those used at the top floor level on the north and south wings;
- f) Roof installations (such as lift overrun, flues) and rooftop plant enclosures.

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

To ensure a satisfactory external appearance and to prevent harm to the street scene and public realm, to preserve the character and appearance of the conservation area; and the setting of the neighbouring listed building in accordance with policies 7.1, 7.6 and 7.9 of the London Plan (2016) and Policies DC1, DC2 and DC8 of the Local Plan (2018).

[details partially discharged under application refs. 2021/01881/DET and 2022/00758/DET]

- 35) No advertisements shall be displayed on the external faces of the development hereby permitted, or within the site, unless full details of the proposed signage have been previously submitted to and approved in writing by the Council.

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

- 36) The development hereby permitted shall only be carried out in accordance with the submitted Flood Risk Assessment, including the implementation of the identified flood resilient design measures it contains.

To reduce the risk of flooding to the proposed development and future occupants in accordance with Policy CC4 of the Local Plan (2018) and policies 5.11, 5.13, 5.14 and 5.15 of the London Plan (2016) and part 10 of and the Technical Guidance to the National Planning Policy Framework (2012).

- 37) The development hereby permitted shall be carried out and completed in accordance with the details of the on and off-site below-ground drainage works set out in the following documents:

- Updated Below Ground Drainage Strategy Report 17 June 2020;
- Water Reclamation Options Design Note Rev. P02;
- Rainwater Harvesting Proposals Rev. P01.

No foul or surface water from the site shall be discharged into the public system until the drainage works referred to in the strategy as approved have been completed.

To reduce the risk of flooding to the proposed development and future occupants in accordance with Policy CC3 of the Local Plan (2018), policies 5.11, 5.13, 5.14 and 5.15 of the London Plan (2016) and part 10 of and the Technical Guidance to the National Planning Policy Framework (2019).

- 38) The development hereby permitted shall not be occupied or used until the Low & Zero Carbon (LZC) Technologies and renewable energy options, as identified within the Sustainability Energy Strategy Revision 5 dated 24.04.20 submitted with the application, have been implemented. The development shall thereafter be permanently retained in this form. Any revised energy strategy for the development site shall be submitted to and approved in writing by the Local Planning Authority and shall result in carbon reductions which would not be less than 54.2%.

To ensure that the development is consistent with the Mayor's carbon emissions objectives in accordance with Policies 5.5, 5.6, 5.7, 5.8 and 5.9 of the London Plan (2016) and in accordance with Policies CC1 and CC2 of the Local Plan (2018).

- 39) All trees to be retained on this and adjoining the development site shall be protected from damage in accordance with BS5837:2012. No construction shall take place until any such trees are adequately protected as per BS5837:2012.

To ensure that trees on site are retained and to prevent harm during the course of construction, in accordance with policy OS5 of the Local Plan (2018).

- 41) The rear outside terrace at ground floor level to the west of the building shall only be used between 0900 and 21:00 hours Mondays to Sundays, including Bank holidays, on a temporary 18-month basis from the date of this decision notice. After the 18-month period has elapsed, the rear outside terrace at ground floor level to the west of the building shall only be used between 09:00 and 18:00 hours Mondays to Sundays, including Bank holidays.

To ensure that control is exercised over the use of these terraces so that undue harm is not caused to the amenities of the occupiers of neighbouring residential properties as a result of noise and disturbance, particularly in the quieter night time hours, in accordance with policy CC11 of the Local Plan (2018).

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

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

[details approved under application ref. 2022/03054/DET]

- 43) The permitted use shall not commence until the parking spaces for use by disabled persons (which shall be clearly marked out as such) as detailed on drawing no. 10383-EPR-01-GF-TP-02-0200 Rev. 4 have been provided. This arrangement shall thereafter be retained permanently.

To ensure the provision and permanent retention of space for parking purposes for disabled persons, in accordance with London Plan (2016) Policy 7.2, Policy T5 of the Local Plan (2018), and Key Principles DA1, DA2 and DA3 of the Planning Guidance Supplementary Planning Document (2018).

- 44) There shall be no access to the open areas to the rear (west) of the building at roof level, except for maintenance purposes.

To ensure that the amenities of the surrounding residential occupiers are not duly affected by overlooking and noise and disturbance, in accordance with policies DC2 and HO11 and Key Principle HS8 of the Planning Guidance Supplementary Planning Document (2018).

- 45) The hotel use hereby permitted shall have a maximum of 237 bedrooms as detailed on approved drawing nos. 10383-EPR-01-BA-TP-A-02-0199 Rev 3; 10383-EPR-01-GF-TP-A-02-0200 Rev. 4; 10383-EPR-01-01-TP-A-02-0201 Rev 3; 10383-EPR-01-02-TP-A-02-0202 Rev 3; 10383-EPR-01-03-TP-A-02-0203 Rev 3; 10383-EPR-01-04-TP-A-02-0204 Rev 3; 10383-EPR-01-05-TP-A-02-0205 Rev 3; 10383-EPR-01-06-TP-A-02-0206 Rev 3; 10383-EPR-01-07-TP-A-02-0207 Rev 3; 10383-EPR-01-RF-TP-A-02-0208 Rev 3.

To safeguard the amenities of surrounding neighbours from noise disturbance, in accordance with Policies CC11 and CC13 of the Local Plan (2018).

- 46) The development shall not be occupied until the cycle storage arrangements indicated on approved drawing no. 10383-EPR-01-GF-TP-A-02-0200 Rev. 4 which shall include no less than 16 bicycle parking spaces to serve staff and guests of the hotel have been provided and made available. The facilities shall be permanently retained thereafter.

To ensure the suitable provision of cycle parking within the development to meet the needs of future site occupiers, in accordance with policy 6.9 of The London Plan 2016 and Policy T3 of the Local Plan (2018).

- 47) Prior to the first use or occupation of the retail unit hereby approved, 14 short stay cycle parking spaces shall be created in accordance with the details shown on approved drawing no. 10383-EPR-00-GF-DR-A-48-0500 Rev 1. Thereafter all of the cycle parking spaces shall be permanently retained in this form thereafter.

To ensure the satisfactory provision of cycle parking, in accordance with policy 6.9 of The London Plan 2016 and Policy T3 of the Local Plan (2018).

- 48) Prior to the occupation of the basement hereby approved, a non return valve and pump device should be installed to prevent sewage 'back-surfing' into the basement in times of heavy rain and to allow the property's sewage to continue to flow properly into the sewer network.

To protect the new units from flooding, as recommended by Thames Water and in accordance with Policies DC11 and CC4 of the Local Plan (2018).

- 50) The development hereby approved shall be carried out and completed in accordance with the Piling Method Statement set out in drawing nos. HOX-CAP-XX-XX-SK-S-0140 Rev. P01 and CFA Piling Rev. 0 (Rock & Alluvium date 08/04/20). 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 water utility infrastructure. Piling has the potential to impact on local underground water utility infrastructure.

- 51) Prior to the occupation of the development hereby permitted, details of the construction of green infrastructure (including details of planting species and maintenance) in order to mitigate air pollution for public and private amenity area's on the site boundaries with Shepherds Bush Green (A219) shall be submitted to and approved in writing by the Council. The green infrastructure shall be constructed and planted in full accordance with 'Using Green Infrastructure to Protect People from Air Pollution', Mayor of London, GLA, April 2019 guidance document within the first available planting season following completion of Buildings. Any plants which die, are removed, become seriously damaged and diseased within a period of five years from completion of these buildings shall be replaced in the next planting season with others of similar size and species. Approved details shall be fully implemented prior to the occupation/use of the development and thereafter permanently retained and maintained.

In the interest of air quality, to comply with the requirements of the NPPF, Policies 7.14 a-c of The London Plan (2016) and Policy CC10 of the Local Plan (2018).

[details approved under application ref. 2022/03407/DET]

- 52) Prior to commencement of development of above ground works, full details the Sustainable Urban Drainage System (SUDS) proposed above basement level as described within the submitted SUDs Strategy Document (September 2020), comprising details of green/brown roofs (including planting and maintenance schedules, and ecological enhancement measures), permeable paving and soft landscaping, and a maintenance strategy, shall be submitted to and approved in writing by the Council.

To ensure that surface water run-off is managed in a sustainable manner, in accordance with policy 5.13 of The London Plan 2016 and Policy CC3 of the Local Plan (2018).

[details approved under application ref. 2022/01679/DET]

- 53) At no time shall roller shutters, either internal or external, be fitted to any glazing or other openings within the ground floor frontage to Shepherd's Bush Green.

To ensure a satisfactory external appearance and to prevent harm to the street scene and public realm, to preserve the character and appearance of the conservation area; and the setting of the neighbouring listed building in accordance with policies 7.1, 7.6 and 7.9 of the London Plan (2016) and Policies DC1, DC2 and DC8 of the Local Plan (2018).

- 54) All bedroom windows shall be securely locked and non-openable by guests, and shall only be opened by maintenance staff for the purposes of window cleaning and maintenance.

To prevent harm to the amenities of neighbouring properties by way of noise disturbance, in accordance with Policies CC11 and CC13 of the Local Plan (2018).

Justification for Approving the Application:

- 1) 1) Land Use: The principle of the proposed hotel development is considered to be appropriate in land use terms. The loss of office is considered acceptable under Policy E2 of the Local Plan (2018). The loss of the college is considered acceptable under Policy CF2 of the Local Plan (2018). The proposed development would promote the vitality and viability of Shepherd's Bush Town Centre. The new hotel use together with the ancillary retail, restaurant and bar use is considered to be an appropriate use for this town centre location, which is highly accessible by public transport. Section 1 of the NPPF (2019), London Plan (2016) Policies 4.5, and 4.7, and policies
- 2) Design and heritage: The proposal would use innovative design principles to redevelop this site. The proposal would respect the local architectural and townscape importance and the setting of the adjacent listed buildings and buildings of merit. The visual amenities of the area would be enhanced through improved aesthetics. The proposal would use contemporary yet acceptable materials, that would preserve and enhance the appearance, character and views of the conservation area. Policies DC1, DC2 and DC8 of the Local Plan (2018) and Policies 7.6 and 7.9 of The London Plan 2016 are thereby satisfied.
- 3) Highways matters: There would be no adverse impact on traffic generation and the scheme would not result in congestion of the primary road network. No general car parking would be provided and the development is not considered to contribute significantly towards pressure on on-street parking, subject to satisfactory measures to discourage the use of the private car which would be contained in a Travel Plan, secured by legal agreement. Subject to the completion of a satisfactory legal agreement preventing coach party bookings, the development would not generate congestion or disturbance as a result of coach parking. Acceptable provision would be made for cycle parking. The public transport accessibility level of the site is high. Acceptable provision for servicing and the storage and collection of refuse and recyclables would be provided. The proposal is thereby in accordance with policies CC7, T1, T3, T4 and T7 of the Local Plan (2018).
- 4) Sustainability: The application proposes a number of measures to reduce CO2 emissions from the baseline using passive design measures. Any shortfall would be off-set by a developer contribution towards off-site carbon reduction measures. Renewable technologies would also be included as part of the development. The proposal would seek to reduce pollution and waste and minimise its environmental impact. Policies CC1 and CC2 of the Local Plan (2018) and Policies 5.2, 5.5, 5.6 and 5.7 of The London Plan 2016 are therefore satisfied.

5) Amenity: On balance, the impact of the proposed development upon adjoining occupiers is not considered unacceptable. Measures would be secured by conditions to minimise noise and disturbance to nearby occupiers from the development. In this regard, the development would respect the principles of good neighbourliness, and thereby satisfy Policies DC1, DC2 and HO11 of the Local Plan (2018).

6) Safety and Access: The development would provide a safe and secure environment for all users in accordance with London Plan Policy 7.3 and Local Plan (2018) Policy DC2. The proposal would provide ease of access for all people, including disabled people, in accordance with London Plan Policy 4.5, Core Strategy Policy H4 and Key Principles DA1, DA22 and DA3.

7) Land Contamination: Conditions would ensure that the site would be remediated to an appropriate level. The proposed development therefore accords with policy 5.21 of The London Plan, and Policy CC9 of the Local Plan (2018).

LOCAL GOVERNMENT ACT 2000 LIST OF BACKGROUND PAPERS

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

Application form received: 22nd April 2024

Drawing Nos: see above

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

Consultation Comments:

Comments from:

London Fire And Emergency Planning Authority Fulham Station	10.12.24
Environment Agency - Planning Liaison	22.05.24
Crime Prevention Design Advisor - Hammersmith	08.05.24
Historic England London Region	29.04.24
London Fire And Emergency Planning Authority	21.10.24
Transport For London - Land Use Planning Team	30.04.24

Dated:

Neighbour Comments:

Letters from:

Dated:

12 Pennard Road London W12 8DS	08.05.24
Flat 2 Library Mansions Pennard Road London W12 8DR	10.05.24
68 Pennard Road First Floor Flat London W12 8DS	20.04.25
70 Pennard Road London W12 8DS	14.04.25
45 Stanlake Road London W12 7HG	16.05.24
29 Pennard Road London W12 8DW	27.04.25
74 Pennard Road, London W12 8DS	21.05.24
72 Pennard Road London W12 8DS	17.05.25
37 Pennard Road Shepherds Bush London W12 8DW	07.05.24
70 Pennard Road London W12 8DS	15.05.24
74 Pennard Road London W12 8DS	18.05.24
62 Pennard Road Shepherds Bush London W12 8DS	09.06.24

COMMITTEE REPORT

1.0 SITE DESCRIPTION

- 1.1 The application site comprises a part 8/part 9 storey plus basement hotel on the west side of Shepherd's Bush Green in Shepherd's Bush town centre. It was formerly occupied by a pair of commercial buildings, Threshold House and Union House, dating from the late 1950s.
- 1.2 The site lies within the Shepherd's Bush Conservation Area and there are a number of heritage assets in the wider area, including the neighbouring Dorsett Hotel which is Grade II listed; the Odeon cinema at Shepherd's Bush Green, also Grade II listed; and the former Walkabout nightclub, identified as a Building of Merit by the council and currently being redeveloped for visitor accommodation.
- 1.3 The area is well-served by public transport and the site has a Public Transport Accessibility Level (PTAL) of 6a, according to TfL's methodology, which is excellent. The Circle/ Hammersmith and City line stations at Goldhawk Road and Shepherd's Bush Market are both approximately 300m from the site and the Central line station at Shepherd's Bush is approximately 450m away. There are also numerous bus routes which stop outside the site on Shepherd's Bush Green en route to Acton, White City and Central London.

2.0 RELEVANT PLANNING HISTORY

2022/01761/NMAT - Non-material amendments to Condition 2 (Drawing Numbers) and Condition 43 (Disabled Parking) of planning permission reference: 2020/01790/VAR dated 15th December 2020, which was for "minor material amendments to planning permission reference: 2017/01898/FUL dated 14/08/2019 for Demolition of existing building and erection of part 7, part 8 storey plus basement building for use as Class C1 Hotel with ancillary restaurant and bar; new retail unit (Class A1), and supporting facilities, ancillary plant, servicing, cycle parking, plus highway, public realm and landscaping improvements

comprising the variation of conditions 2 (approved drawings), 45 (no. of bedrooms), 43 (parking spaces for disabled persons, 46 (cycle storage), 47 (short stay bicycle parking) to allow for: Changes to internal hotel layout, including omission of ancillary basement restaurant area and rationalisation of back of house, the provision of 23 additional bedrooms, and minor external detailed design. Also the variation of conditions 12 (Sustainable Urban Drainage Strategy), 13 (SUDs Management Programme), 14 (details of the external sound level emitted from plant/machinery/equipment and mitigation measures), 15 (Noise Assessment), 21 (external artificial lighting), 31 (BREEAM Assessment) to enable the deemed consent of these conditions." Amendments sought result from an identified requirement to increase the size of the generator to serve the development, and therefore results in a need to change the positions of the generator and disabled parking space. Granted consent.

2021/01995/NMAT - Non-material amendments to planning permission reference: 2020/01790/VAR dated 15th December 2020, which was for minor material amendments to planning permission reference: 2017/01898/FUL dated 14/08/2019 for the "Demolition of existing building and erection of part 7, part 8 storey plus basement building for use as Class C1 Hotel with ancillary restaurant and bar; new retail unit (Class A1), and supporting facilities, ancillary plant, servicing, cycle parking, plus highway, public realm and landscaping improvements", comprising the variation of conditions 2 (approved drawings), 45 (no. of bedrooms), 43 (parking spaces for disabled persons, 46 (cycle storage), 47 (short stay bicycle parking) to allow for: Changes to internal hotel layout, including omission of ancillary basement restaurant area and rationalisation of back of house, the provision of 23 additional bedrooms, and minor external detailed design. Also the variation of conditions 12 (Sustainable Urban Drainage Strategy), 13 (SUDs Management Programme), 14 (details of the external sound level emitted from plant/machinery/equipment and mitigation measures), 15 (Noise Assessment), 21 (external artificial lighting), 31 (BREEAM Assessment) to enable the deemed consent of these conditions.

Amendments comprised the relocation of an external service access door, plus minor internal amendments at 7th floor level, requiring the replacement of approved drawings within Conditions 2 and 45. Granted consent.

2021/00964/NMAT - Non-material amendment to planning permission reference: 2020/01790/VAR dated 15th December 2020, which was for minor material amendments to planning permission reference: 2017/01898/FUL dated 14/08/2019 for 'Demolition of existing building and erection of part 7, part 8 storey plus basement building for use as Class C1 Hotel with ancillary restaurant and bar; new retail unit (Class A1), and supporting facilities, ancillary plant, servicing, cycle parking, plus highway, public realm and landscaping improvements. Amendments sought were to vary the wording of Condition 52 (above ground Sustainable Drainage Systems) to allow submission of details prior to the commencement of external ground floor areas and works to roofs. Granted consent.

2020/01790/VAR - Minor material amendments to planning permission reference: 2017/01898/FUL dated 14/08/2019 for Demolition of existing building and erection of part 7, part 8 storey plus basement building for use as Class C1 Hotel with ancillary restaurant and bar; new retail unit (Class A1), and supporting facilities, ancillary plant, servicing, cycle parking, plus highway, public realm and landscaping improvements comprising the variation of conditions 2 (approved drawings), 45 (no. of bedrooms), 43 (parking spaces for disabled persons, 46 (cycle storage), 47 (short stay bicycle parking) to allow for: Changes to internal hotel layout, including omission of ancillary basement restaurant area and rationalisation of back of house, the provision of 23 additional bedrooms, and minor external detailed design. Also the variation of conditions 12 (Sustainable Urban Drainage Strategy), 13 (SUDs Management Programme), 14 (details of the external sound level emitted from plant/machinery/equipment and mitigation measures), 15 (Noise Assessment), 21 (external artificial lighting), 31 (BREEAM Assessment) to enable the deemed consent of these conditions. Granted consent.

2020/01374/NMAT - Non-material amendment to planning permission reference: 2017/01898/FUL dated 14th August 2019 for the "Demolition of existing buildings and erection of part 7, part 8 storey plus basement building for use as Class C1 Hotel with ancillary restaurant and bar; new retail unit (Class A1), and supporting facilities, ancillary plant, servicing, cycle parking, plus highway, public realm and landscaping improvements." Amendments sought were variations of timings of some planning Conditions 11, 12, 13, 15, 21, 29, 31, and 34 to require discharge in advance of piling and/or above ground works. Granted consent.

2017/01898/FUL - Demolition of existing buildings and erection of part 7, part 8 storey plus basement building for use as Class C1 Hotel with ancillary restaurant and bar; new retail unit (Class A1), and supporting facilities, ancillary plant, servicing, cycle parking, plus highway, public realm and landscaping improvements. Granted consent.

3.0 PROPOSAL

3.1 This Section 73 application seeks the variation of Condition 41 (Opening hours of ground-floor external terrace) of the planning application ref. 2020/01790/VAR, to allow for the following amendments:

- To extend the opening hours of the external terrace area at ground-level until 9pm, for a temporary 18-month period. The proposed opening hours would be 09:00 - 21:00 (Mondays - Sundays, including Bank Holidays).

3.2 Officers note that the current wording of Condition 41 specifies that the external terrace at ground-level shall only be used between 09:00 - 18:00 (Mondays - Sundays, including Bank Holidays).

3.3 Officers would highlight that the original submission sought consent to extend the opening hours of the external terrace area at ground-level until 11pm, seven days a week on a permanent basis. Following concerns raised during the consultations, the applicants amended their submission to the temporary proposal outlined in Paragraph 3.1 of this report.

- 3.4 As part of their submission the applicants have confirmed that as per their Management Plan, there will be no loud amplified or live music externally; and the terrace will continue to be monitored and supervised by staff and coverage of CCTV. Rules relating to appropriate behavior and use of the terrace will continue to be enforced to ensure ongoing respectful operation. The current restrictions and monitoring of numbers to prevent over intense use and overcrowding will continue to be enforced. The continued operation and supervision of the area in line with current regulations and rules will ensure that the terrace will continue to function over the amended hours in a way that does not raise issues in terms of noise or disturbance to occupiers in the surrounding area.

4.0 CONSULTATIONS

- 4.1 The application was publicised by means of a site notice and a press advertisement, together with letters of notification to surrounding properties. In response to the original consultation, 8 no of objections were received. These can be summarised as follows:

- An objection to the planned building works is raised on the grounds that this will impact surrounding residents Right to Light, impact on congestion and parking stress, cause excessive noise associated with building works, result in a loss of light and would impact upon the character and appearance of the Conservation Area.
- The proposal to extend the opening hours of the external terrace at ground-level from 09:00 - 18:00 to 09:00 - 23:00 would result in harmful levels of noise and disturbance, affecting the quality of life of surrounding residents. This would be exacerbated by the close proximity of the external terrace to the residential properties along Pennard Road.
- The hotel development was established after the residential houses along Pennard Road, and concerns were raised about the opening hours of the terrace during the original planning application (ref. 2017/01898/FUL).
- The Council must consider Protocol 1, Article 1 and Article 8 of the Human Rights Act, which state that a person has the right to peaceful enjoyment of all their possessions which includes the home and other land and respect for their private and family life.

- 4.2 Following receipt of a revised proposal a re-consultation was carried out, and a further 4 no of objections were received. The following new issues were raised:

- The external terrace is used by people to smoke cigarettes, and the smell of smoke comes into the houses of properties along Pennard Road. The extended opening hours would harmfully exacerbate this.
- It is highly likely that careful noise controls would be in place during the temporary period, that may subsequently relax over time, with the long-term result being harmful levels of noise and disturbance to surrounding residents.

4.3 Officer response:

- Officers note that the planning merits of the hotel building were assessed as part of the original application ref. 2017/01898/FUL. The current application has been made under Section 73 of the Town and Country Planning Act (1990, as amended), and only the proposed material amendment sought can be assessed as part of this application;
- The material planning considerations raised will be assessed within this committee report.

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 (December 2024)

- 5.4 The National Planning Policy Framework (NPPF) came into effect on 27 March 2012 and was 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 new Local Plan on 28 February 2018. The policies in the Local Plan together with the London Plan make up the statutory development plan for the borough. The Planning Guidance Supplementary Planning Document (SPD) (February 2018) is also a material consideration in determining planning applications. It provides supplementary detail to the policies and is organised around key principles.

6.0 PLANNING CONSIDERATIONS

- 6.1 Officers consider that the proposal would raise the following material planning considerations:

- Impact upon neighbouring amenity (including noise and disturbance).

IMPACT UPON NEIGHBOURING AMENITY

- 6.2 Policy HO11 of the Local Plan (2018) specifies that any proposal should ensure an acceptable impact upon the amenity of neighbouring residential occupants, especially with regard to outlook, privacy, daylight/sunlight and a sense of enclosure.
- 6.3 Policies CC11 and CC13 of the Local Plan (2018) specify that all proposed development will be required to demonstrate that there will be no undue detriment to the general amenities enjoyed by existing surrounding occupiers as a result of nuisances (including noise).
- 6.4 Policy D13 of the London Plan (2021) sets out that new noise generating development proposed close to residential and other noise sensitive uses should put in place measures to mitigate and manage any noise impacts for neighbouring residents and businesses. Policy D14 of the London Plan (2021) sets out that residential and other non-aviation development proposals should manage noise to avoid significant adverse noise impacts on health and quality of life. Where it is not possible to achieve separation of noise sensitive development and noise sources without undue impact on other sustainable development objectives, then any potential adverse effects should be controlled and mitigated by applying good acoustic design principles.

+ Noise and privacy

- 6.5 The current proposal would seek to extend the opening hours of the external terrace at ground-level from 09:00 - 18:00 (Mondays - Sundays, including Bank Holidays) to 09:00 - 21:00 (Mondays - Sundays, including Bank Holidays), for a temporary 18-month period. This would result in the existing external terrace being open for an additional 3 hours each day, in comparison to the existing situation. The agent has confirmed in writing that the external terrace area's primary use is to accommodate tables associated with the hotel's restaurant ('Chet's').

- 6.6 The submitted Planning Statement confirms that as part of the current proposal, there would be no changes to the building and no physical changes to any outdoor area, or access to and from the ground-floor terrace.
- 6.7 The application site is located within the Shepherd's Bush Town Centre, close to busy main roads and existing commercial activity (including late night activity associated with the Shepherd's Bush Empire) and is therefore in an area with a high level of background noise. Based on the current opening hours of the outside areas of the Hoxton Hotel (including the subject terrace), The Council's Environmental Health team have confirmed that they have not received any complaints regarding the use of the outside areas associated with the Hoxton Hotel.
- 6.8 Officers highlight that Pennard Road, which is predominantly residential in character, is located to the rear of the application site, with the rear boundaries of these properties adjoining the external terrace at ground-level. Accordingly, it is important that any extension to the opening hours of the terrace mitigates against detrimental harm to the amenity of residents within Pennard Road, with regard to noise and disturbance associated with usage of the terrace. The applicant has therefore agreed to an 18-month temporary consent, which would provide a reasonable time period to enable the Council to assess the potential impacts of the extended opening hours of the terrace; given this would enable the terrace to operate under the extended opening hours during two summer periods (2025 and 2026), when the terrace would be most frequented.
- 6.9 Following the expiration of this 18-month period, the opening hours of the terrace would revert back to the hours specified in the original consent, and the applicant would be required to submit a further application in the event that they wished to make the extended terrace hours permanent. Any future application would be judged on its merits at that time.
- 6.10 Furthermore, officers note that management controls relating to the external terrace include: no loud music being played, supervision of the external areas by staff and coverage by CCTV and strict adherence to the permitted hours of use.
- 6.11 With regard to privacy, officers note that the external terrace is an existing feature of the Hoxton Hotel, and the submitted Planning Statement confirms that there would be no physical changes to any outdoor area, or access to and from the ground-floor terrace. Accordingly, officers are satisfied that the current proposal would not harmfully exacerbate any existing levels of overlooking.

+ Outlook, light and a sense of enclosure

- 6.12 Given that no physical changes are proposed to any outdoor area, officers are satisfied that the current proposal would mitigate against detrimental harm to the amenity of neighbouring residents, with regard to outlook, light and a sense of enclosure.

7.0 CONCLUSION

- 7.1 In considering planning applications, the Local Planning Authority needs to consider the development plan as a whole and planning applications that accord with the development plan should be approved without delay, unless material considerations indicate otherwise and any adverse impacts of doing so would significantly and demonstrably outweigh the benefits.
- 7.2 In summary, the proposed development would result in a minor material change to the previously approved opening hours of the ground-level external terrace, for an additional 3 hours each day, for a temporary 18-month period. This allows for the impacts of the extended hours to be the subject of further review, were a further application to be submitted. Officers consider that the extended hours would strike an acceptable balance between the neighbouring amenity of residents within Pennard Road and the existing commercial activity within the Town Centre location of the application site.
- 7.3 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 temporary planning permission should be granted in line with the recommendations above.

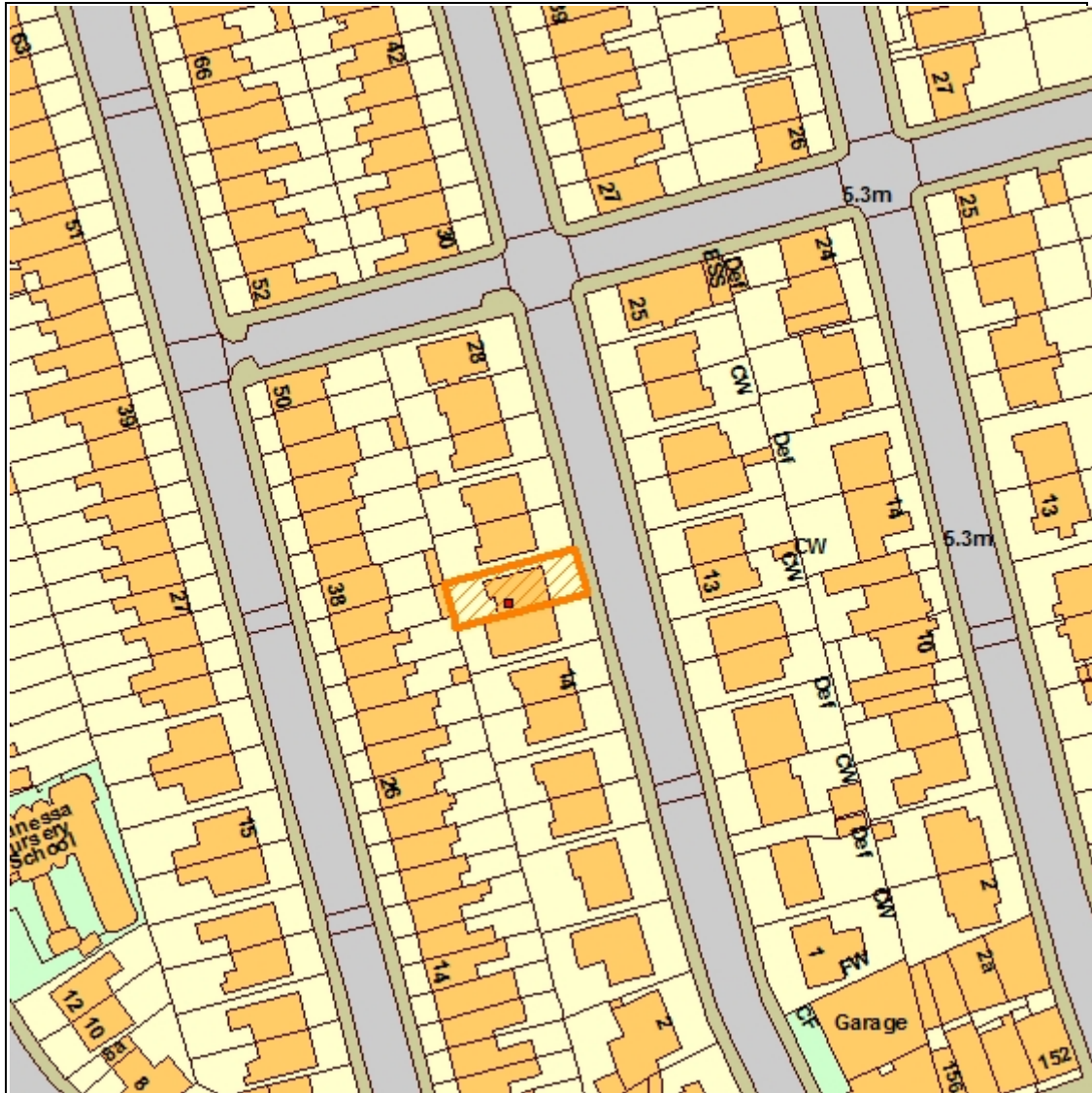
8.0 RECOMMENDATION

- 8.1 Grant permission, on a temporary basis for 18 months, subject to conditions and a Legal Agreement (Deed of Variation).

Ward: Coningham

Site Address:

Flat A Basement 18 Stowe Road London W12 8BN



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For identification purposes only - do not scale.

Reg. No:

2025/00018/FUL

Case Officer:

George Shakir

Date Valid:

07.01.2025

Conservation Area:

Constraint Name: Coningham And Lime Grove
Conservation Area - Number 33

Committee Date:

30.07.2025

Applicant:

Fiona Petch

Flat A Basement 18 Stowe Road London W12 8BN

Description:

Erection of a single storey brick-built outbuilding with a green roof and a rooflight to be used as a home office to the rear of the rear garden; erection of a glazed link corridor from the existing single storey rear extension at lower ground floor level to the proposed outbuilding; alterations to the front boundary with the restoration of the existing gateposts to their original height, restoration of the existing metal gate and installation of new metal railings; installation of new metal railings to the side boundaries with adjacent properties; erection of a new concealed cycle store with new steps down from entrance level to the south of the main house entrance.

Drg Nos: 30004 REV 3;30005 REV 3; 30006 REV 3, 30007 REV 330008 REV 3; 30009 REV 3; 30011 REV 3Flood Risk Assessment Rev. 02 18/06/2025 18A Stowe Road, Lon

Application Type:

Full Detailed Planning Application

Officer Recommendation:

- 1) That the Committee resolve, that the Director of Planning and Property be authorised to refuse planning permission for the following reason (s).

Conditions:

- 1) The proposed development by reason of its overall bulk, scale and massing would take an overly dominant, discordant and conspicuous form which would appear as obtrusive, cramped and contrived when viewed in the context of the rear garden area. This would negatively impact on the character and appearance of the garden setting and the openness between buildings of the Conservation Area. The less than substantial harm identified on the heritage assets would not be outweighed by any public benefits. Therefore, the proposed development would not preserve the character and appearance of the conservation area contrary to S72 of the Planning (Listed Buildings and Conservation areas) Act 1990, and is also considered contrary to the National Planning Policy Framework (2024), Policies HC1 and D4 of the London Plan (2021) and Policies DC1, DC4 and DC8 of the Local Plan (2018).

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

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

Application form received: 6th January 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:

Neighbour Comments:

Letters from:

Dated:

18D Stowe Road London W12 8BN	17.01.25
Flat B Ground Floor 18 Stowe Road London W12 8BN	08.07.25
20 Stowe Road London W12 8BN	15.07.25

OFFICER REPORT

1.0 SITE DESCRIPTION

- 1.1 The application site comprises the basement flat within a four -storey semi-detached property located on the West side of Stowe Road. The site sits within the Coningham and Lime Grove Conservation Area; it is not a listed building nor a building of merit. The site is not subject to any Article 4 Directions.
- 1.2 The application site lies within the Environment Agency's Flood Risk Zone 2 and 3. The site is located in Parking Control Zone J and has a Public Transport Accessibility Level (PTAL) rating of 3.

2.0 RELEVANT PLANNING HISTORY

- 2.1 2024/01978/FUL - Erection of a single storey brick-built outbuilding with a green roof to be used as a home office to the rear of the rear garden - Approved 02.10.2024

3.0 PROPOSAL

- 3.1 The current application seeks planning consent for the following:

- The erection of a single storey brick-built outbuilding (with a slightly reduced depth when compared with permission detailed above), connected to the main building via an enclosed glazed corridor, to be used as a home office in the rear garden. The outbuilding will have a green roof and rooflights.
- Alterations to the front boundary with the restoration of the existing gateposts to their original height, restoration of the existing metal gate and installation of new metal railings; installation of new metal railings to the side boundaries with adjacent properties;
- The erection of a new concealed cycle store with new steps down from entrance level to the south of the main house entrance.

4.0 CONSULTATIONS

4.1 PUBLIC CONSULTATION RESPONSES

- 4.2 The application was publicised by means of a site and press notice, in addition, twenty-nine (29) surrounding properties were notified of the proposal via letter.

- 4.3 Following the consultation, one representation was received in support of the proposal for the following summarised reasons:

- proposed extension would provide a positive addition.
- revised massing is consistent with the existing consent, in so far as the massing will have no negative consequences on the adjacent properties, nor to the character of the area.
- the use of a glazed corridor to link the outbuilding to the existing dwelling suggests a thoughtful approach, using a materiality that will appear unobtrusive when considered against the historic fabric of the existing building

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 (December 2024)

- 5.4 The National Planning Policy Framework (NPPF) came into effect on 27 March 2012 and was 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 new Local Plan on 28 February 2018. The policies in the Local Plan together with the London Plan make up the statutory development plan for the borough. The Planning Guidance Supplementary Planning Document (SPD) (February 2018) is also a material consideration in determining planning applications. It provides supplementary detail to the policies and is organised around key principles.

6.0 PLANNING ASSESSMENT

- 6.1 Officers consider that the proposal raises the following planning considerations:
- Design and impact upon the character and appearance of the application property and the surrounding area, including impacts on the Lakeside/Sinclair/Blythe Road Conservation Area.
 - Impact on neighbouring residential amenity
 - Impact on environmental factors, including flooding.

6.2 The following policies are considered to be relevant to this application:

Hammersmith and Fulham Local Plan (2018):

Policies T1, T3, CC1, CC3, CC4, DC1, DC4, DC8, HO11 and OS5.

Planning Guidance Supplementary Planning Document (2018):

Key Principles HS4, HS7, HS6, SuD6, CAG2, CAG3 and CAG6.

Lakeside/Sinclair/Blythe Road Conservation Area Character Profile (2017)

DESIGN AND HERITAGE

- 6.3 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 demonstrates how good design, quality public realm, landscaping, heritage assets and land use can be integrated to help regenerate places.
- 6.4 Local Plan Policy DC4 'Alterations and extensions' requires a high standard of design in all alterations and extensions. These should be compatible with the scale and character of existing development, their neighbours and their setting. In most cases, they should be subservient to the original building. Alterations and extensions should be successfully integrated into the architectural design of the existing building. The Council will consider the impact of alterations and extensions by taking 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; and
 - i) The principles of accessible and inclusive design
- 6.5 Local Plan Policy DC8 states that the Council will aim to protect, restore or enhance the quality, character, appearance and setting of the borough's conservation areas and historic environment, including listed buildings, historic parks and gardens, buildings and artefacts of local importance and interest, archaeological priority areas and scheduled ancient monuments.
- 6.6 Section 72 of the Planning (Listed Buildings and Conservation areas) Act 1990 requires that in the exercise, with respect to any buildings or other land in a conservation area, of any functions under or by virtue of any of the provisions mentioned in subsection (2) (which includes the planning Acts), special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.

- 6.7 Planning Guidance SPD Key Principle CAG2 (Urban Design in Conservation Areas) states that new development should contribute positively to the townscape and visual quality of the area and achieve a harmonious relationship with its neighbours to preserve or enhance the character and appearance of the conservation area. A successful design will take account of the characteristics of setting, urban grain, key townscape features, architectural details, landscape features, views, landmarks of the conservation area.
- 6.8 Planning Guidance SPD Key Principle CAG3 (New Development in Conservation Areas) 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.
- 6.9 The application site is the basement flat of a four -storey semi-detached located at 18 Stowe Road. The site falls within the Coningham and Lime Grove Conservation Area; it is not a listed building nor a building of merit. The site is not subject to Article 4 Direction. This sub-area of the conservation area is typified by a series of paired villas featuring an abundance of stucco detailing to their front façades. The properties feature a modest scale of amenity space to the rear, providing consistent separation and regularity to the form, and character of the conservation area overall. Whilst some properties feature rear extensions or outbuildings, these are generally modest in scale and are considered to preserve the open character of the area.
- 6.10 The current application seeks planning consent for:
- The erection of a single storey brick-built outbuilding with a green roof and a rooflight to be used as a home office to the rear of the rear garden together with the erection of a glazed corridor from the existing main building at lower ground floor level to the proposed outbuilding;
 - Alterations to the front boundary with the restoration of the existing gateposts to their original height, restoration of the existing metal gate and installation of new metal railings;
 - Installation of new metal railings to the side boundaries with adjacent properties
 - The erection of a new concealed cycle store with new steps down from entrance level to the south of the main house entrance.
- 6.11 Officers highlight that the applicant has submitted the request for planning permission as an 'outbuilding' linked to the parent flat via a glazed corridor link. Paragraph 4.28 of the Planning Guidance Supplementary Planning Document - February 2018 states that "Any outbuilding should be clearly subservient in height, volume and purpose to the original property". An outbuilding is intended to be secondary or additional structure to be used in connection with, and ancillary to, a dwelling. Officers consider that the current proposal would result in a linked-rear extension rather than a standalone outbuilding, or rear extension in the rear garden area which would cover the full depth of the rear garden. As such the proposal has been assessed against Key principle - HS4 Rear extensions of the Planning Guidance Supplementary Planning Document - February 2018.

- 6.12 The proposed rear extension is single storey and measures circa 25 square metres in area. The fully glazed corridor extends from the existing entrance to the basement flat connecting the parent flat and the proposed rear extension with a depth of 3.39 metres. The rear extension has a maximum height of 2.5 metres, the glazed hallway is 2.2 metres in height. The rear extension has glazed windows looking back towards the parent building facing east. The proposed glazed corridor link will have doors in the flank elevations to provide access to the rear garden area from this structure. Four rooflights are proposed to the roof of the outbuilding. The building will be constructed in facing brickwork to match the existing parent building.
- 6.13 The rear extension abuts the rear boundary line which is shared with Nos 34 and 36 Coningham Road; the rear gardens of the parent building and those of Nos 34 and 36 Coningham Road abut. No 36 has an outbuilding which adjoins its rear boundary line. The glazed corridor is sited in a fairly centralised location in the rear garden, set some 2 metres off the northern boundary and some 3 metres off the southern boundary. The proposed rear extension is set down, within the site, so that only the upper most portion of the green roof will be visible from Nos 34 and 36 Coningham Road. The proposed rear extension also abuts the flank boundary fence of the rear garden area of No 20 Stowe Road on the northern flank and the flank boundary fence of the rear garden area of No 16 Stowe Road on the southern boundary. The rear extension will be set against a 2 metres high boundary fence with hedges on the northern boundary with No 20. The proposed glazed corridor is set down, within the site and would not be visible from Nos 34 and 36 Coningham Road. It will be visible from No 20 Stowe Road on the northern boundary and No 16 to the south, but only to a limited degree due to the existing boundary fencing and hedging.
- 6.14 The proposal has been assessed using Local Plan Policy DC4 and DC8 and Key principle - HS4 Rear extensions of the Planning Guidance Supplementary Planning Document (adopted February 2018). 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.

- 6.15 The proposal as submitted does not comply with parts (i) and (ii) as it is more than 3.5M in length and it clearly abuts the rear boundary. As such it is considered that the proposed rear extension is unacceptable in principle on the grounds of its scale, bulk and design. The proposed rear extension extends the entire depth of the rear garden and therefore would not be subservient to the parent building as required in Local Plan Policy DC4. The proposal would be out of scale in relation to the existing rear elevation and in terms of design would fail to integrate successfully with the character of the host building and neighbouring properties and their setting as required in Local Plan Policy DC4.
- 6.16 Officers highlight that the proposal, if approved, would be the only rear extension, in the terrace which would extend to the rear site boundary and would negatively impact upon the established character and appearance of the application property and adjacent properties. Whilst the principle of an outbuilding is not considered unacceptable, the linking of this structure with the main form of the host property is considered to be out of character with the prevailing context of the site, and would cause harm to the open character of this sub-area of the Coningham and Lime Grove Conservation Area. Officers consider that this could set a precedent for future developments, which would further impact upon the character, and appreciation of the plot form of the villas within this sub-area of the conservation area. As such the proposed rear extension would be inconsistent with the character and appearance of Coningham and Lime Grove Conservation Area, resulting in less than substantial harm to the conservation area as a result. There are not considered to be any public benefits that would outweigh this harm.
- 6.17 Furthermore, considering the statutory duties of 72 of the Planning (Listed Buildings and Conservation areas) Act 1990. Overall, the proposal is not considered to preserve the character of appearance of the conservation area, and would not accord with national guidance in the NPPF, alongside Policies DC1, DC4 and DC8 of the Local Plan (2018) and Key Principle HS4 and CAG3 of the Planning Guidance SPD (2018).

Other Alterations

- 6.18 The application also proposes minor alterations to the front boundary with the restoration of the existing gateposts to their original height (2M), restoration of the existing metal gate and installation of new metal railings, the installation of new 1M high metal railings to the side boundaries with adjacent properties. Officers raise no objection to this portion of the proposal as the gateposts and the railings will be consistent with and complementary to neighbouring terraces. Finally, a new concealed cycle store for two cycles and new steps down from entrance level to the south of the main house entrance. The cycle store will be cut into the topography with a folding/lifting lid for access to cycles. Officers raise no objection to this portion of the proposal.
- 6.19 Overall, however, officers are of the opinion that the proposal would result in less than substantial harm to the character and appearance of the Coningham and Lime Grove conservation area, without any significant public benefit to offset the harm. The development would be inconsistent with the character and appearance of Coningham and Lime Grove Conservation Area, setting a negative precedent which contradicts Policies DC1, DC4 and DC8 of the Local Plan (2018) and Key Principle CAG3 of the Planning Guidance SPD (2018).

- IMPACT UPON NEIGHBOURING AMENITY

6.20 Policy HO11 of the Local Plan (2018) specifies that any proposal should ensure an acceptable impact upon the amenity of neighbouring residential occupants, especially with regard to outlook, privacy, daylight/sunlight and a sense of enclosure. Key Principles HS6, HS7 and HS8 of the Planning Guidance SPD (2018) also provide guidance with regard to the impact upon neighbouring amenity.

6.21 The rear extension abuts the rear boundary line which is shared with the Nos 34 and 36 Coningham Grove; No 36 has an outbuilding which abuts its rear boundary line. The proposed rear extension is set down within the site with only the upper most portion of the green roof visible from Nos 34 and 36 Coningham Grove and any views into neighbouring properties would be mitigated by the orientation of the outbuilding (which faces back towards the parent building). The proposed rear extension also abuts the flank boundary fence of the rear garden area of No 20 Stowe Road on the northern and the flank boundary fence of the rear garden area of No 16 Stowe Road on the southern boundary. The proposed rear extension is set against a 2M high boundary fence with hedges on the northern boundary with No 20. Any views into neighbouring properties would be mitigated by the orientation of the outbuilding (which faces towards the parent building), the setting of the building in relation to the existing boundary treatments and the distances between the proposal and neighbouring dwellings.

6.22 Nevertheless, As highlighted earlier, officers consider that the setting of the proposed rear extension, in relation to the existing rear garden boundaries and its proximity to Nos 34 and 36 Coningham Grove and No 20 and 16 Stowe Road, to be detrimental to the existing openness between properties. Hammersmith & Fulham Local Plan 2018 Policy HO11 states that proposals for extensions will be considered acceptable where it can be demonstrated that there is no detrimental impact on openness between properties. The proposed rear extension extends the full depth and width of the rear garden and abuts the rear and flank boundaries. As such it fails to maintain the current openness between properties in this terrace. Planning applications are assessed using Key principle HS4 (i, ii and iii) as the borough already has a high density of development, with little space between buildings. And the council considers it necessary to limit the size of rear extensions to ensure that they do not adversely affect the existing sense of openness between buildings to a degree which could be considered un-neighbourly or harmful to the existing established character of the area.

6.23 While the proposal would not specifically impact upon the amenities of the adjacent properties in terms of outlook, light to habitable rooms and sense of enclosure, Officers consider that the proposal would have a significant adverse impact on the existing sense of openness between buildings, contrary to Policy HO11 of the Council's Local Plan (2018). Officers consider that this would set a precedent that if and/or replicated will be detrimental to the existing sense of openness between buildings, both within this terrace and the wider conservation area.

6.24 It is noted that the proposed development would result in a loss of open space in the rear garden as a result of the proposed full length structure proposed. This has the potential to impact on ecology and biodiversity in the rear garden area, whilst we would not sustain a reason for refusal on these grounds on their own, it is noted that if replicated elsewhere, then the cumulative impact on ecology/biodiversity in the area would be a concern.

7.0 CONCLUSION

7.1 The proposed development by reason of its overall bulk, scale and massing would take an overly dominant, discordant and conspicuous form which would appear as obtrusive, cramped and contrived when viewed in the context of the rear garden area. This would negatively impact on the established character and appearance of the garden setting and the openness between buildings within this sub-area of the Conservation Area. As such the proposal would result in less than substantial harm to the conservation area as a designated heritage asset. Officers consider that there are no public benefits which would outweigh this harm. As such, considering the statutory duties of 72 of the Planning (Listed Buildings and Conservation areas) Act 1990 the development would not preserve the character of appearance of the conservation area. Furthermore, the proposed development is considered contrary to the National Planning Policy Framework (2024), Policies HC1, D4 and SD6 of the London Plan (2021) and Policies DC1, DC4 and DC8 of the Local Plan (2018).

8.0 RECOMMENDATION

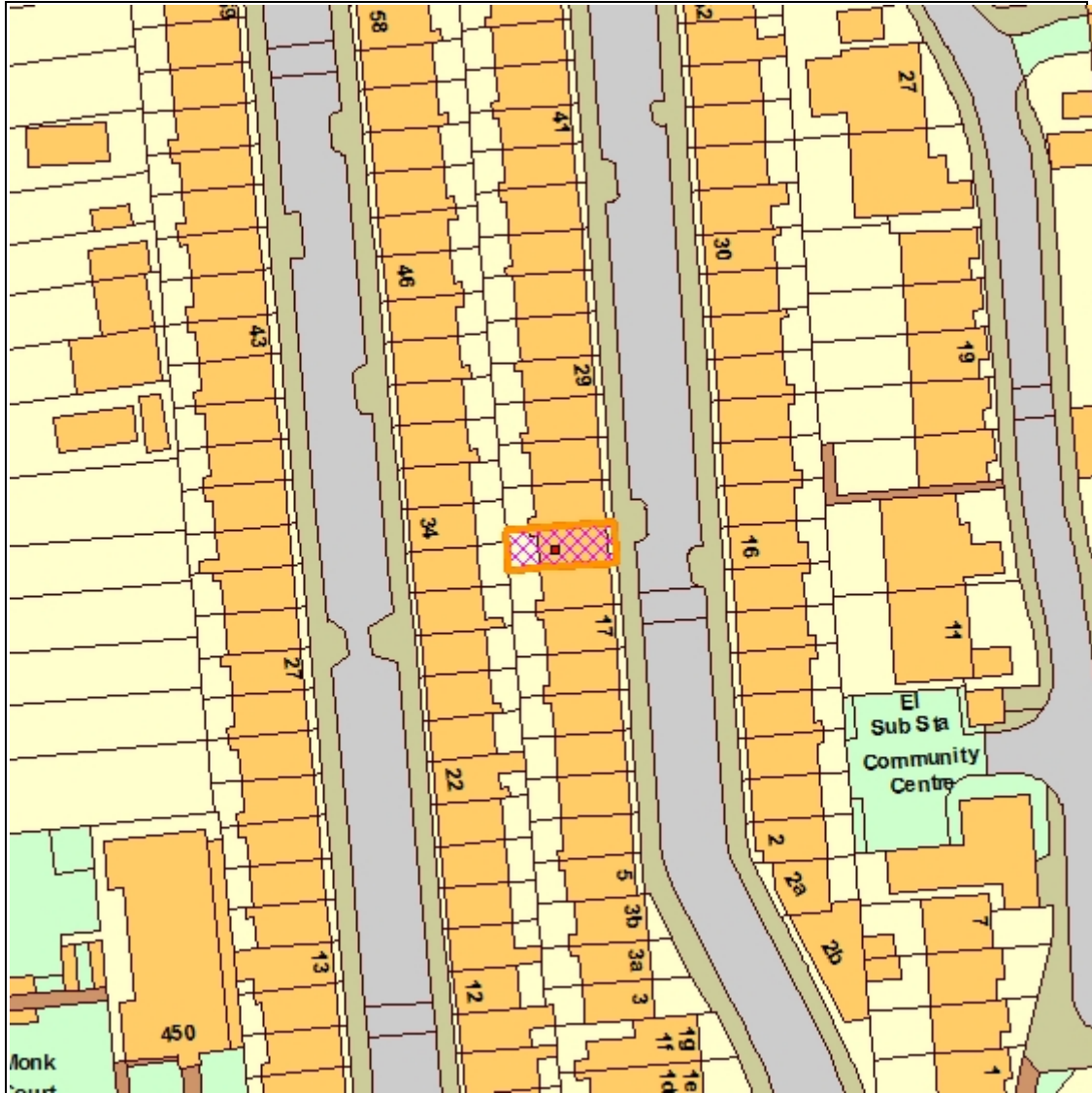
8.1 Refuse planning permission for the reason stated.

Agenda Item 10

Ward: Wormholt

Site Address:

21 Thorpebank Road London W12 0PG



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For identification purposes only - do not scale.

Reg. No:

2024/03132/FUL

Case Officer:

Megan Smith

Date Valid:

09.12.2024

Conservation Area:

Committee Date:

30.07.2025

Applicant:

Mrs Alsuwaidi & Silva

21 Thorpebank Road London Hammersmith And Fulham W12 0PG

Description:

Erection of a rear roof extension; erection of a single storey rear extension, following the demolition of existing single storey lean-to rear extension; installation of 3no. rooflights in the front roofslope; installation of a new door following the removal of an existing door and a window, to the rear elevation at ground floor level.

Drg Nos: Refer to condition 2.

Application Type:

Full Detailed Planning Application

Officer Recommendation:

- 1) That the Committee resolve, that the Director of Planning and Property be authorised to grant planning permission 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 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.

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 development shall be carried out and completed in accordance with the following approved drawings; other than where those details are altered pursuant to the conditions of this planning permission:

Drawings:

- P2000 REV. 02, P2001 REV. 01, P2200 REV. 04, P2250 REV.02, P2251 REV. 02 (all received: 28.03.2025)

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

- 3) The development hereby approved shall be carried out and completed in accordance with the materials (including colour and finish) specified on the drawings hereby approved. The development shall be permanently retained in accordance with the approved details. Any works of making good to existing elevations shall be carried out in materials to match the elevation to which the works relate.

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

- 4) No external air-conditioning units, ventilation fans, extraction equipment, flues or other plant equipment and associated external pipework or ducting shall be fitted to the exterior of the building unless otherwise shown on the approved drawings.

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

- 5) The roofs of the extensions hereby approved shall not be converted into or used as a terrace or other open amenity space. No alterations shall be carried out; nor planters or other chattels placed on the roofs of the extensions hereby approved. No railings or other means of enclosure shall be erected around the roofs and no alterations shall be carried out to the property, including the extension hereby approved, to form an access onto the roofs.

Reason: Such a use would be detrimental to the amenities of neighbouring properties by reason of overlooking and loss of privacy and potential noise and disturbance, contrary to Policies CC11 and HO11 of the Local Plan (2018).

- 6) The single storey ground floor rear extension shall not exceed a height of 2.1 metres on the boundary with No. 23 Thorpebank Road, measured from the existing ground level along the party boundary of the adjoining property, as indicated on approved drawings.

Reason: To ensure that the extension is built in accordance with the approved plans and does not result in an unacceptable sense of enclosure to the adjoining residential property, and in accordance with Policies DC1, DC4 and HO11 of the Local Plan (2018).

- 7) Prior to occupation of the development, details (including manufacturer specification, installation/commissioning certificates, gas supply/meter site clear certificate, and photographic confirmation) of the installed Air Source Heat Pump (ASHP), Heat Battery Boiler, Electric Boilers or alternative electrical only heating/cooling systems to be provided for space heating, hot water and cooling for the self-contained dwellinghouse use (Class C3) shall be submitted to and approved in writing by the Local Planning Authority. Approved details shall be fully implemented prior to the occupation/use of the development and thereafter permanently retained and maintained.

Reason: In order to reduce carbon-based gas connections and to safeguard local air quality in the councils boroughwide air quality management area, in accordance with NPPF (2024), Local Plan (2018) Policies CC1 and CC10, and the councils Air Quality Action Plan.

- 8) Prior to occupation of the development hereby permitted, details (including manufacturer specification, installation/commissioning certificates and photographic confirmation) of the installed Wastewater Heat Recovery System (WWHRS) in the two bathrooms of the self-contained dwellinghouse use (Class C3) shall be submitted to and approved in writing by the Local Planning Authority. Approved details shall be fully implemented prior to the occupation/use of the development and thereafter permanently retained and maintained.

Reason: In order to increase energy efficiency in domestic buildings and to safeguard local air quality in the councils boroughwide air quality management area, in accordance NPPF (2024), Local Plan (2018) Policies CC1 and CC10, and the councils Air Quality Action Plan.

- 9) Prior to occupation of the development hereby permitted, details (including manufacturer specification, installation/commissioning certificates, gas supply/meter site clear certificate, and photographic confirmation) of the installed electric induction cooking appliance in the kitchen of the self-contained dwellinghouse use (Class C3) shall be submitted to and approved in writing by the Local Planning Authority. Approved details shall be fully implemented prior to the occupation/use of the development and thereafter permanently retained and maintained.

Reason: In order to reduce carbon-based gas connections and to ensure adequate levels of indoor air quality in the councils boroughwide air quality management area, in accordance with NPPF (2024), Local Plan (2018) Policy CC10, and the councils Air Quality Action Plan.

Justification for Approving the Application:

- 1) The proposals considered to be of an acceptable appearance, in keeping with the character and visual appearance of the application property, wider street scene, and the surrounding area. The proposal would have an acceptable impact on neighbouring residential amenity. In these respects, the proposal would be in accordance with Policies DC1, DC4 and HO11 of the Local Plan (2018) and Key Principles HS4, HS6 and HS7 of the Planning Guidance Supplementary Planning Document (2018).

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

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

Application form received: 7th December 2024
Drawing Nos: see above

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

Consultation Comments:

Comments from:

Dated:

Neighbour Comments:

Letters from:

Dated:

19 Thorpebank Road Shepherds Bush London W12 0PG	11.01.25
29 Thorpebank Road Shepherds Bush London W12 0PG	07.04.25
29 Thorpebank Road Shepherds Bush London W12 0PG	13.04.25
29 Thorpebank Road Shepherds Bush London W12 0PG	17.12.24
23 Thorpebank Road London W12 0PG	23.04.25
29 Thorpebank Road Shepherds Bush W12 0PG	15.07.25
23 Thorpebank Road London W12 0PG	16.04.25
16 Thorpebank Road London W12 0PQ	15.04.25

1.0 SITE DESCRIPTION

1.1 The application site comprises a two-storey mid terrace property on the western side of Thorpebank Road. The building is not within a Conservation Area, nor is it subject to any local or statutory listing.

1.2 The property comprises of a single dwelling, as reflected by council tax records.

1.3 The property is not located within a flood risk zone.

2.0 RELEVANT PLANNING HISTORY

2.1 No relevant planning history.

3.0 PROPOSAL

3.1 This application seeks planning permission for the erection of a rear roof extension; erection of a single storey rear extension, following the demolition of an existing single storey lean-to extension; installation of 3 no. rooflights in the front roof slope; and installation of new doors following the removal of an existing door and a window to the rear elevation at ground floor level.

4.0 CONSULTATIONS

4.1 Eleven (11) surrounding properties were notified of the proposal via letter.

4.2 Two (2) representations were received (one being the Thorpebank Road Residential Amenity Group), which object to the proposal on the following grounds:

- Unprecedented development - no other examples along odd-numbered side of Thorpebank Road.
- Overdevelopment and overbearing - narrow plots.
- Out of character with terrace's appearance.
- Loss of light - overshadowing to No. 23.
- Noise impact/disturbance to neighbours.
- Architectural harm/loss of lavatory feature.
- Negative impact on rear properties due to height of rear wall.

4.3 Following receipt of revised drawings, in respect to the ground floor extension, a re-consultation was carried out. Five (5) representations were received including two (2) from the same occupier and two (2) from previous objectors/occupiers including the Residential Amenity Group raising objection on the following grounds:

- Excessive height on rear boundary/fence lacks planning history.
- Design concerns/materials - modern, futuristic style clashes with the area's character.
- Overflowing/noise from rain/hail from sloped metal roof.
- Overshadowing and privacy impact on No.23.
- Parking and traffic impact/safety issues.
- Concerns relating to Party wall.
- Decreasing property value.

4.4 Officer response:

- The material planning considerations have been considered and assessed as part of this committee report.
- The Design and Heritage Team were consulted and raised no objections to the proposed development. The size, scale and design of the extensions, overall effect on the character and appearance of the area and impact on neighbours are considered under the relevant policies in this report.
- Issues relating to the party wall fall under the remit of the Party Wall Act, not planning.
- The parking will remain a single-family dwelling house and therefore would not impact upon parking stress levels.
- The impact upon property values is not a material planning consideration.

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 (December 2024)

- 5.4 The National Planning Policy Framework (NPPF) came into effect on 27 March 2012. The NPPF has subsequently been amended several times, most recently in 2024 and is a material consideration in planning decisions. The NPPF, as supported by the Planning Practice Guidance (PPG) sets out national planning policies and how these are expected to be applied.
- 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 new London 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 Guidance (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 CONSIDERATIONS

6.1 Officers consider that the proposal would raise the following material planning considerations:

- Design and impact upon the character and appearance of the application property and the surrounding area.
- The proposal's impact upon the amenity of surrounding residents/occupants.

DESIGN AND IMPACT UPON THE CHARACTER AND APPEARANCE OF THE APPLICATION PROPERTY AND SURROUNDING AREA

- 6.2 Paragraphs 135 and 139 of the National Planning Policy Framework (NPPF, 2024) specify that development should be visually attractive as a result of good architecture and be sympathetic to local character and history, including the surrounding built environment and permission should be refused for development that is not well designed and fails to reflect local design policies and government guidance on design.
- 6.3 Policy DC1 of the Hammersmith and Fulham Local Plan (2018) notes that all development should seek to create a high-quality urban environment which respects and enhances its townscape setting, whilst Policy DC4 notes that all alterations and extensions to existing buildings should be a subservient addition to the parent building and compatible with the scale and character of existing development, neighbouring properties and their settings.
- 6.4 The application site is not situated within a Conservation Area, nor does it contain a Listed Building or a locally listed Building of Merit.

+ Rear roof extension

- 6.5 Rear roof extensions are a common and established form of development to this type of property within the subject terrace and wider surrounding area. The proposed rear roof extension would extend the full width of the roof slope, with a total volume of 18.29m³.
- 6.6 The proposed rear roof extension is set at 90 degrees and would not increase the ridge height of the main roof. Typically, officers would seek a 70-degree mansard design, however, in this instance as a result of permitted development rights, there are a variety of properties within the terrace that have been altered and extended over recent years, which have resulted in 90-degree rear roof extensions setting a precedent along Thorpebank Road including No. 53 Thorpebank Road (ref. 2022/02664/FUL), No. 15 Thorpebank Road (ref. 2016/05259/CLP), No.32 Thorpebank Road (ref. 2018/02045/FUL) and No. 26 Thorpebank Road (ref. 2017/00932/CLP).
- 6.7 The proposed rear roof extension is to be finished with bronze metal featuring bronze framed windows. Although the choice in materials deviates from the use of more traditional materials, following receipt of further details, the Design and Heritage Team are satisfied the proposed roof extension would be of a high quality and would not detract from the character and appearance of the subject property or wider terrace.

6.8 Separately, there is no objection to the installation of three (3) Velux rooflights on the front roof slope.

6.9 On the basis of the above the proposed roof extension complies with Local Plan Policies DC1 and DC4.

+ Ground floor rear extensions and alterations to rear elevation

6.10 The existing ground floor lean-to extension on the rear elevation is to be removed and replaced with a new single storey rear extension measuring 3.9 sqm, comprising a small utility room. The proposed ground floor extension will measure 2.1m in width and project the full depth of the garden (3.6m) extending along the party boundary with No. 23 Thorpebank Road to the north and abutting the rear boundary with nos. 32 and 34 Galloway Road to the west. The extension would incorporate the same palette of materials as the proposed rear roof extension.

6.11 SPD Key Principle HS4 states 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 percent 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.

6.12 Due to the limited size of the rear garden the proposal does not technically comply with Key Principle HS4 (i) and (ii). However, the proposed ground floor single storey extension covers only 38% of the rear open area, and retains 62% of the rear garden and therefore is in accordance with HS4 part (iii). On balance, given its modest size the extension would remain subservient to the subject property and would not reduce the sense of openness both within the subject site and between neighbouring properties to such a degree that would justify refusing planning permission. Separately, although the rear garden is limited in size officers are satisfied the remaining area would be sufficient to maintain a useable rear amenity space for the occupiers of the site.

6.13 Officers also raise no objection to the design of the extension and proposed materials, which would not detract from the character and appearance of the subject property or wider terrace. Separately, there is no objection to the new doors to the rear elevation of the main building.

6.14 On this basis, the proposed development is considered to be acceptable in accordance with Local Plan Policies DC1 and DC4.

IMPACT ON NEIGHBOURING AMENITY

- 6.15 Policy HO11 of the Local Plan (2018) specifies that any proposal should ensure an acceptable impact upon the amenity of neighbouring residential occupants, especially regarding outlook, privacy, daylight/sunlight and a sense of enclosure. Policies DC1 and DC4 require all proposals for new builds and extensions to be formulated to respect the principles of good neighbourliness.
- 6.16 Key Principles HS6 and HS7 of the Planning Guidance SPD (2018) provide guidance on how proposals should mitigate against detrimental harm to the amenity of neighbouring occupants, in regard to a loss of outlook, privacy and noise levels.
- 6.17 In this case the properties which stand to be most affected would-be nos. 19 and 23 Thorpebank Road to the north and south respectively, and nos. 32 and 34 Galloway Road which adjoin the site to the rear (west).
- + No. 23 and No. 19 Thorpebank Road
- 6.18 In consideration of the rear roof extension, given the extension would be set within the existing roof slope, it is considered that the proposal would not have any significant detrimental amenity impact to the occupiers of the adjoining properties in terms of increased sense of enclosure, and loss of light, outlook or privacy.
- 6.19 In respect to the single storey ground floor extension, given the location of the extension to the northern part of the site and taking into account existing boundary treatment it is not considered the proposal would impact upon the light, outlook, sense of enclosure or privacy of no.19 Thorpebank Road.
- 6.20 The proposed extension will extend along the party boundary (2-metre-high timber fence) with no.23 Thorpebank Road to the north. Similar to the existing subject property, no. 23 Thorpebank Road also features a lean-to extension on the rear elevation, adjacent to the shared boundary with the application site. Additionally, a window is positioned on the rear elevation of the main building at ground floor level, beyond the lean-to extension.
- 6.21 The proposed extension would be predominantly screened from the abovementioned window by the existing lean-to extension at no.23; however, it would be visible from within the rear garden of the neighbouring property. To ensure the proposed single storey extension will not impact upon light, outlook or sense of enclosure to the small rear garden of no.23, amendments were sought to reduce the height of the extension on the shared boundary. The revised drawings show the proposed extension with a sloped roof measuring 3m in height falling to 2.1m on the shared boundary. As a result of the amended design and reduction in height on the shared boundary, the proposed extension is considered to not have an unacceptable impact on the amenity of no.23 Thorpebank Road.

+ No. 32 and No. 34 Galloway Road

6.22 No. 32 and 34 Galloway Road adjoin the application site to the rear (west).

Officers are satisfied that the proposed rear roof extension and single storey ground floor extension would not cause undue harm to the amenity of the properties to the rear in terms of loss of light, outlook, privacy or increased sense of enclosure.

6.23 SPD Key Principle SPD states:

Any proposed new development and/or extensions to existing buildings should as a general rule, not result in an infringing angle of more than 45 degrees. Therefore, depending on the circumstances of the site the following rules will apply:

- (i) proposals that adjoin residential properties with rear gardens less than 9 metres in length to the adjoining rear boundary, the line should be measured from a point at the rear residential boundary at ground level or,
- (ii) proposals that have rear gardens (or distance to adjoining residential properties) of more than 9 metres in length to the rear boundary, should be measured at a height of 2 metres from ground level from a point of the adjoining boundary or,
- (iii) if any part of the proposed building extends beyond these lines, then on-site judgement will be a determining factor in assessing the impact the extension will have on the existing amenities of neighbouring properties.

6.24 Key Principle HS7 (iii) of the Planning Guidance SPD (2018) specifies that any new windows should be positioned at least 18m away from existing habitable room windows, measured by an arc of 60-degrees taken from the centre of the proposed new window to ensure there is no loss of privacy. If this standard cannot be met, then windows should be designed to ensure that no loss of privacy will occur.

6.25 Officers acknowledge that the proposed rear roof extension does not technically comply with Key Principles HS6 (i) and HS7 (iii) as the proposed windows would be less than 18m away from the windows of the property's opposite, and the extension would breach an angle of 45 degrees taken from the adjoining ground level. However, due to the existing proximity between the opposing rear elevations of the properties on Thorpebank Road and Galloway Road, these standards are already breached. It is also noted that a significant proportion of dwellings on both terraces have similar roof extensions, and that the rear roof extension would follow this established pattern of development. On this basis it is not considered that the development would lead to significant further loss of privacy or outlook to such a degree that would justify a refusal of planning permission. Separately, the new windows would be no closer than the existing windows below.

6.26 Similarly, the proposed single storey rear extension does not technically comply with Key Principle HS6 (i). However, there is an existing 2-metre-high brick wall with a 1-metre-high timber fence on top separating the rear gardens, which acts as an effective buffer. The proposed extension measures 3 metres at its maximum height on the rear boundary of the application site (matching the height of the existing timber fence and wall) sloping up from the neighbouring boundary with no 23. The existing timber fence does not appear to have been granted planning permission and this is under separate investigation. Nonetheless, the proposal has been assessed in terms of both the fence being retained or removed, and given its limited height with the pitched roof it is considered that the proposed extension would not result in undue loss of light, outlook or increased sense of enclosure to the properties to the rear that would warrant withholding planning permission.

6.27 In summary, the proposals would not be considered detrimental to the amenity of neighbouring occupants, with regards to outlook, privacy and a sense of enclosure, consistent with Policies DC1, DC4 and HO11 of the Local Plan (2018) and Key Principles HS6 and HS7 of the Planning Guidance (2018).

7.0 CONCLUSION

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

7.2 The proposals are considered acceptable in terms of visual amenity. The proposed scale, massing and design of both the rear roof extension and single storey ground floor extension would ensure a high standard of design which would preserve the character and appearance of the subject property, wider terrace and surrounding area. Furthermore, the proposed development has been designed to mitigate any negative impacts, maintaining adequate light, privacy and outlook for neighbouring properties.

7.3 Officers have taken into 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 in line with the recommendations above.

8.0 RECOMMENDATION

8.1 Grant permission, subject to conditions.