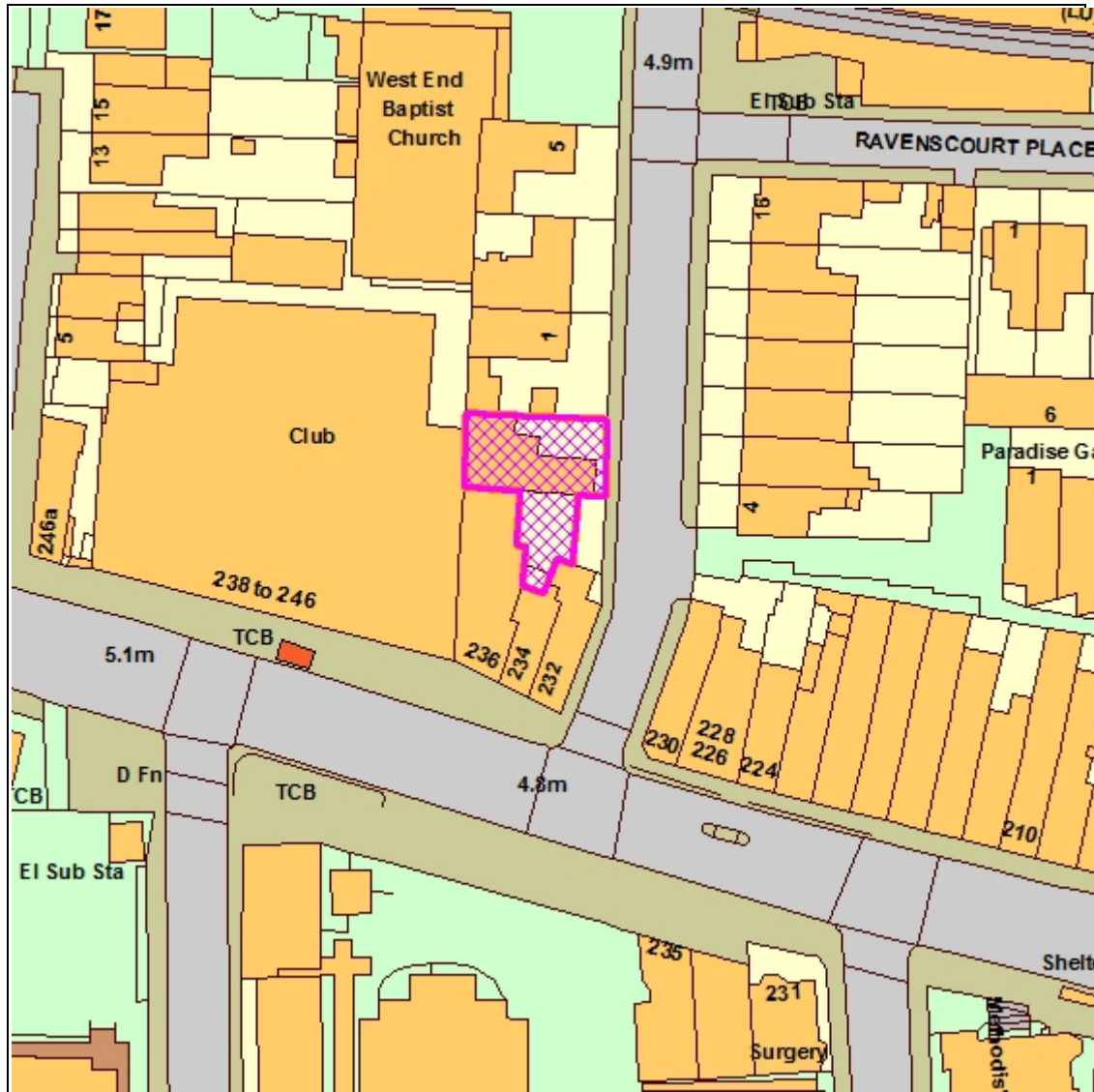


**Ward:** Ravenscourt Park

**Site Address:**

1A Ravenscourt Road London W6 0UH



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**For identification purposes only - do not scale.**

**Reg. No:**  
2020/01667/FUL

**Case Officer:**  
Grace Harrison

**Date Valid:**  
03.07.2020

**Conservation Area:**  
Constraint Name: Ravenscourt And Starch Green  
Conservation Area - Number 8

**Committee Date:**  
08.06.2021

**Applicant:**

OCARINA MANAGEMENT LTD OCARINA MANAGEMENT LTD OCARINA MAN...  
1A Ravenscourt Road London W6 0UH

**Description:**

Demolition of the existing single storey office building, erection of a replacement part 1 and part two storey office building (Class B1); alterations to the front boundary treatment and installation of new gates to the front boundary wall; associated car and cycle parking.

Drg Nos: 575/200 Rev. A; 575/201 Rev. B; 575/202 Rev. C; 575/203 Rev. C; 575/204 Rev. C; 575/205 Rev. B.

**Application Type:**

Full Detailed Planning Application

**Officer Recommendation:**

- 1) That the Committee resolve that the Chief Planning Officer be authorised to grant planning permission subject to the conditions listed below;
- 2) That the Committee resolve that the Chief Planning Officer, after consultation with the Head of Law 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.

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 drawings hereby approved:

575/200 Rev. A; 575/201 Rev. B; 575/202 Rev. C; 575/203 Rev. C; 575/204 Rev. C; 575/205 Rev. B.

To ensure full compliance with the planning application hereby approved and to prevent harm arising through deviations from the approved plans, in accordance with the policies of the London Plan (2021) and Policies DC1, DC2 and DC8 of the Local Plan (2018).

- 3) No development shall commence until a scheme for temporary fencing and/or enclosure of the site during the demolition and construction works has been submitted to, and approved in writing by, the council. Thereafter the temporary fencing and/or enclosure shall be erected in accordance with the approved details. The approved temporary fencing and/or enclosure shall 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 advertisements.

To ensure a satisfactory external appearance of the site during demolition and construction works, in accordance with Policies DC2 and DC8 of the Local Plan (2018).

- 4) Prior to commencement of the development hereby approved, a Demolition Method Statement and Construction Management Plan shall be submitted to and approved in writing by the council. The plan shall include details of control measures for dust, noise, vibration, lighting, delivery locations, restriction of hours of work and all associated activities audible beyond the site boundary to 0800-1800hrs Mondays to Fridays and 0800-1300hrs on Saturdays, advance notification to neighbours and other interested parties of proposed works and public display of contact details including accessible phone contact to persons responsible for the site works for the duration of the works. The details shall also include the numbers, size and routes of demolition and construction vehicles, provisions to ensure that all vehicles associated with the demolition construction works are properly washed and cleaned to prevent the passage of mud and dirt onto the highway, and other matters relating to traffic management to be agreed. The approved details shall be implemented throughout the project period.

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

- 5) Prior to commencement of the development hereby approved, a Demolition and Construction Logistics Plan shall be submitted to and approved in writing by the council. The plan shall be in accordance with Transport for London (TfL) requirements. This should seek to minimise the impact of demolition and construction traffic on nearby roads and restrict construction trips to off peak hours only. The approved details shall be implemented throughout the project period.

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

- 6) No development above ground level shall commence until details and samples of all external materials to be used, including walls and roof coverings, have been submitted to, and approved in writing by, the council. Thereafter the development shall be built in accordance with the approved details.

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

- 7) The development hereby permitted shall not commence until details of hard and soft landscaping of all areas external to the buildings, including planting, planting schedules and paving, and detailed drawings at a scale of not less than 1:20 in plan, section and elevation of all new boundary treatments, fences, gates and other means of enclosure, and details, including samples, of boundary treatment materials have been submitted to, and approved in writing by, the council. The landscaping shall be carried out in accordance with the approved details and shall thereafter be permanently retained as such. The approved planting shall be carried out in the first planting season following first use of the development. Any planting removed or severely damaged, dying or becoming seriously diseased within 5 years of planting shall be replaced in the next available planting season with a tree or shrub of similar size and species to that originally required to be planted.

To ensure a satisfactory external appearance and satisfactory provision for permeable surfaces in accordance with Policies DC1, CC3 and CC4 of the Local Plan (2018).

- 8) No development above ground level shall commence until detailed drawings (in plan, section, and elevation at a scale of not less than 1:20) of typical bays on the front and rear elevations of the new building has been submitted to, and approved in writing by, the Council. Thereafter the development shall be built in accordance with the approved drawings.

To ensure a satisfactory external appearance and prevent harm to the street scene and the conservation area, in accordance with Policies DC2 and DC8 of the Local Plan (2018).

- 9) No development above ground level shall commence until a statement of how Secured by Design requirements are to be adequately achieved within the development has been submitted to and approved in writing by the council. The approved details shall be carried out prior to occupation of the development and permanently maintained thereafter.

To ensure a safe and secure environment for users and occupiers of the development, in accordance with Policies DC1 and DC2 of the Local Plan (2018).

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

So that the visual impact of telecommunication equipment can be considered in accordance with Policies DC1 and DC10 of the Local Plan (2018).

- 11) No alterations shall be carried out to the external appearance of the development, including the installation of air-conditioning units, ventilation fans or extraction equipment not shown on the approved drawings, without planning permission first being obtained. Any such changes shall be carried out in accordance with the approved details and permanently retained thereafter.

So that the visual impact of such installations can be considered in accordance with Policies DC1 and DC8 of the Local Plan (2018).

- 12) The development hereby permitted shall not commence until a detailed Flood Risk Assessment and Sustainable Drainage Systems (SuDS) Strategy has been submitted to and approved in writing by the council. Thereafter, the SuDS scheme and flood risk mitigation measures shall be implemented in accordance with the approved details prior to occupation of the development hereby permitted, and thereafter permanently retained and maintained in line with the agreed plan.

To ensure that surface water run-off is managed in a sustainable manner, in accordance with Policy SI 13 of the London Plan (2021), and Policy CC4 of the Local Plan (2018).

- 13) The proposed office use shall only be undertaken on Mondays to Saturdays from 8am to 8pm and between 9am to 6pm on Sundays, and there shall be no working on Bank holidays.

To ensure that the office use does not adversely affect the residential amenities of neighbouring occupiers, in accordance with Policies CC11 and CC13 of the Local Plan (2018).

- 14) Prior to the occupation of the development, a Travel Plan for the extended office shall be submitted to and approved in writing by the council. The Travel Plan shall be implemented in full compliance with the approved details, and shall thereafter continue to be fully implemented whilst the use remains in operation. The plan shall be annually monitored and reviewed and the details of the outcome of this process shall be submitted in writing to the council.

To promote and encourage sustainable and active modes of travel and to ensure that the development does not lead to an unacceptable rise in car trips, in accordance with Policy T2 of the Local Plan (2018).

- 15) Before the development hereby permitted is first brought into use, a Servicing and Delivery Management Plan shall be submitted to and approved in writing by the council. Details shall include times and frequency of deliveries and collections, vehicle movements, silent reversing methods, location of loading bays, and quiet loading/unloading measures. The use hereby permitted shall thereafter be carried out and operated in accordance with the approved Servicing and Delivery Management Plan.

To ensure satisfactory arrangements for deliveries to and servicing of the development to ensure these vehicle movements do not cause congestion or other unnecessary disruption to the local highways network, in accordance with Policy T1 of the Local Plan (2018) and Key Principle TR27 of the Planning Guidance Supplementary Planning Document (2018).

- 16) The development shall not be used or occupied before details of the proposed refuse storage and collection arrangements have been submitted to and approved in writing by the council. All refuse/recycling generated by the residential development hereby approved shall be stored within the approved refused store and this area shall be permanently retained for this use.

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

- 17) The development shall not be used or occupied before details of the proposed cycle storage arrangements have been submitted to and approved in writing by the council. Thereafter the cycle stores shall be retained in accordance with the details approved and retained for the life of the development.

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).

- 18) Prior to commencement of above ground works in the development a Ventilation Strategy Report to mitigate the impact of existing poor air quality for B1 use class for all receptor locations where the air quality objectives for NO<sub>2</sub> and World Health Organisation (WHO) targets for Particulate Matter (PM<sub>2.5</sub>, PM<sub>10</sub>) are already exceeded and where current and future predicted pollutant concentrations are within 5 % of these limits 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
- b) Details of restricted opening windows (100mm maximum opening for emergency purge ventilation only) on all floors.
- c) Details and locations of ventilation extracts, to demonstrate that they are located a minimum of 2 metres away from the air ventilation intakes, openable windows, terraces
- d) Details of the independently tested mechanical ventilation system with

Nitrogen Dioxide (NO<sub>2</sub>) and Particulate Matter (PM<sub>2.5</sub>, PM<sub>10</sub>) filtration with air intakes on the rear elevation to remove airborne pollutants. The filtration system shall have a minimum efficiency of 75% in the removal of Nitrogen Oxides/Dioxides, Particulate Matter (PM<sub>2.5</sub>, PM<sub>10</sub>) in accordance with BS EN ISO 10121-1:2014 and BS EN ISO 16890:2016.

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

To ensure satisfactory air quality for users of the development, in accordance with Policy CC10 of the Local Plan (2018).

- 19) Prior to occupation of the development, details of a post installation report of the approved ventilation strategy as required by condition 18 to mitigate the impact of existing poor air quality shall be submitted to and approved in writing by the Local Planning Authority. Approved details shall be fully implemented prior to the occupation/use of the development and thereafter permanently retained and maintained.

To ensure satisfactory air quality for users of the development, in accordance with Policy CC10 of the Local Plan (2018).

- 20) Prior to the commencement of the demolition phases of the development hereby permitted, details of Nitrogen Oxides (NO<sub>x</sub>), and Particulates (PM<sub>10</sub>, PM<sub>2.5</sub>) emission control of Non-Road Mobile Machinery (NRMM) and On Road Vehicles in order to mitigate air pollution shall be submitted to and approved in writing by the Local Planning Authority. The submitted details shall include:

a) Details of the Non-Road Mobile Machinery (NRMM) used on the site with CESAR Emissions Compliance Verification (ECV) identification that shall comply with the minimum Stage IV NO<sub>x</sub> and PM<sub>10</sub> 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<sub>x</sub> and PM. An inventory of all NRMM for the first phase of demolition shall be registered on the NRMM register <https://london.gov.uk/non-road-mobile-machinery-register> prior to commencement of demolition works and thereafter retained and maintained until occupation of the development;

b) Details of the use of on-road London Ultra Low Emission Zone (ULEZ) compliant vehicles from on-site contractors and suppliers of services and materials to the site e.g. minimum Petrol/Diesel Euro 6 (AIR Index <https://airindex.com/> Urban NO<sub>x</sub> rating A) and Euro VI;

Developers must ensure that on-site contractors follow best practicable means to minimise dust, particulates (PM10, PM2.5) and NOx emissions at all times in compliance with the Mayor of London 'The Control of Dust and Emissions during Construction and Demolition', SPG, July 2014. Approved details shall be fully implemented and permanently retained and maintained during the demolition and construction phases of the development.

In the interests of improving the borough's air quality in accordance with Policy CC10 of the Local Plan (2018).

- 21) Prior to the commencement of the construction phases of the development hereby permitted, details of Nitrogen Oxides (NOx), and Particulates (PM10, PM2.5 ) emission control of Non-Road Mobile Machinery (NRMM) and On Road Vehicles in order to mitigate air pollution shall be submitted to and approved in writing by the Local Planning Authority. The submitted details shall include:

c) Details of the Non-Road Mobile Machinery (NRMM) used on the site with CESAR Emissions Compliance Verification (ECV) identification that shall comply with the minimum Stage IV NOx and PM10 emission criteria of The Non-Road Mobile Machinery (Type-Approval and Emission of Gaseous and Particulate Pollutants) Regulations 2018 and its subsequent amendments. This will apply to both variable and constant speed engines for both NOx and PM. An inventory of all NRMM for the first phase of construction shall be registered on the NRMM register <https://london.gov.uk/non-road-mobile-machinery-register> prior to commencement of construction works and thereafter retained and maintained until occupation of the development;

d) Details of the use of on-road London Ultra Low Emission Zone (ULEZ) compliant vehicles from on-site contractors and suppliers of services and materials to the site e.g. minimum Petrol/Diesel Euro 6 (AIR Index <https://airindex.com/> Urban NOx rating A) and Euro VI;

Developers must ensure that on-site contractors follow best practicable means to minimise dust, particulates (PM10, PM2.5) and NOx emissions at all times in compliance with the Mayor of London 'The Control of Dust and Emissions during Construction and Demolition', SPG, July 2014. Approved details shall be fully implemented and permanently retained and maintained during the demolition and construction phases of the development.

In the interests of improving the borough's air quality in accordance with Policy CC10 of the Local Plan (2018).

- 22) Prior to occupation of the development hereby permitted an Ultra Low Emission Strategy (ULES) for the operational phase of the development in order to mitigate the impact of existing poor air quality shall be submitted to and approved in writing by the Local Planning Authority. The Ultra 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 the emissions of NOx and particulates from on-road vehicle transport by the use of Ultra Low Emission Zone (ULEZ) compliant Vehicles in accordance with the emissions hierarchy (1) Cargo bike (2) Electric Vehicle, (3) Alternative Fuel e.g. CNG, LPG, Hydrogen (4) Petrol/Diesel Euro 6 (AIR Index <https://airindex.com/> Urban NOx rating A) and Euro VI. A monitoring report of the implementation of the ULES shall be submitted on annual basis to the LPA. Approved details shall be fully implemented prior to the occupation/use of the development and thereafter permanently retained and maintained.

In the interests of improving the borough's air quality in accordance with Policy CC10 of the Local Plan (2018).

- 23) No development shall commence until a preliminary risk assessment report is submitted to and approved in writing by the Council. This report shall comprise: a desktop study which identifies all current and previous uses at the site and surrounding area as well as the potential contaminants associated with those uses; a site reconnaissance; and a conceptual model indicating potential pollutant linkages between sources, pathways and receptors, including those in the surrounding area and those planned at the site; and a qualitative risk assessment of any potentially unacceptable risks arising from the identified pollutant linkages to human health, controlled waters and the wider environment including ecological receptors and building materials. All works must be carried out in compliance with and by a competent person who conforms to CLR 11: Model Procedures for the Management of Land Contamination (Defra 2004) or the current UK requirements for sampling and testing.

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

- 24) No development shall commence until a site investigation scheme is submitted to and approved in writing by the Council. This scheme shall be based upon and target the risks identified in the approved preliminary risk assessment and shall provide provisions for, where relevant, the sampling of soil, soil vapour, ground gas, surface and groundwater. All works must be carried out in compliance with and by a competent person who conforms to CLR 11: Model Procedures for the Management of Land Contamination (Defra 2004) or the current UK requirements for sampling and testing.

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

- 25) Unless the Council agree in writing that a set extent of development must commence to enable compliance with this condition, no development shall commence until, following a site investigation undertaken in compliance with the approved site investigation scheme, a quantitative risk assessment report is submitted to and approved in writing by the Council. This report shall: assess the degree and nature of any contamination identified on the site through the site investigation; include a revised conceptual site model from the preliminary risk assessment based on the information gathered through the site investigation to confirm the existence of any remaining pollutant linkages and determine the risks posed by any contamination to human health, controlled waters and the wider environment. All works must be carried out in compliance with and by a competent person who conforms to CLR 11: Model Procedures for the Management of Land Contamination (Defra 2004) or the current UK requirements for sampling and testing.

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

- 26) Unless the Council agree in writing that a set extent of development must commence to enable compliance with this condition, no development shall commence until, 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 CLR 11: Model Procedures for the Management of Land Contamination (Defra 2004) or the current UK requirements for sampling and testing.

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

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

submitted to, and agreed in writing by, the Council. Any required remediation shall be detailed in an amendment to the remediation statement and verification of these works included in the verification report. All works must be carried out in compliance with and by a competent person who conforms to CLR 11: Model Procedures for the Management of Land Contamination (Defra 2004) or the current UK requirements for sampling and testing.

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

- 28) 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 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).

- 29) No part of any roof of the development shall be used as a terrace or other form of open amenity space. No alterations shall be carried out; nor planters or other chattels placed on the roofs. No railings or other means of enclosure shall be erected on the roofs, and no alterations shall be carried out to the elevations of the new buildings at any time to form access onto the roofs.

The use of the roofs as a terrace would increase the likelihood of harm to the existing residential amenities of the occupiers of neighbouring properties because of noise and disturbance, contrary to Policies DC4 and HO11 of the Local Plan (2018) and Key Principle HS7 of the Planning Guidance Supplementary Planning Document (2018).

- 30) Prior to the occupation of the development, the first floor windows in the side (north and south) elevations floor windows shall be fitted with obscure-glazing and be fixed shut.

To ensure that there is no overlooking into the dwellings or amenity spaces of adjacent residential properties, leading to loss of privacy, in accordance with

Policies DC4 and HO11 of the Local Plan (2018) and Key Principle HS7 of the Planning Guidance Supplementary Planning Document (2018).

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

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

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

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

- 33) No lighting, machinery or equipment operated in connection with the office use hereby permitted shall be used between the hours of 8pm to 8am Monday to Saturdays and between 6pm and 9am on Sundays and at no time on Bank holidays.

To ensure that the office use does not adversely affect the residential amenities of neighbouring occupiers, in accordance with Policies CC11 and CC13 of the Local Plan (2018).

- 34) Prior to occupation of the building hereby approved, details of any proposed external lighting shall be submitted to and approved in writing by the council. Thereafter the lighting shall be installed in accordance with the details so agreed and be permanently retained as such thereafter.

To ensure the amenities of surrounding occupiers is not adversely affected through light spillage or light pollution, in accordance with Policy CC13 of the Local Plan (2018).

- 35) Prior to the commencement of development, a detailed accessibility statement shall be submitted to and approved in writing by the Council. The statement shall include the following information:

- a) Detailed of the entrances to the site
- b) Details of the layout and fixtures and fittings within the office, confirming that

they meet required standards;

c) Details of how disabled office users and visitors would use circulation spaces, including corridor widths and levels, status of internal doors to corridors, and lift dimensions;

d) Procedures for evacuating disabled office users and visitors in an emergency or in case of lift break down.

To ensure that the development provides suitable facilities for all users, in accordance with Policy DC2 of the Local Plan (2018).

- 36) Prior to commencement of the works hereby approved, an Arboricultural Impact Assessment and Tree Protection Plan shall be submitted to, and approved in writing by, the council. In addition, all excavation beneath the current ground level, within 1.5m of the northern boundary of the site and down to a depth of 1.5m, shall be excavated by hand and with the council's Tree Officer present to inspect any roots discovered. Any roots discovered shall be severed cleanly with a sharp saw. All work shall be carried out in accordance with the tree protection measures set out in the approved Arboricultural Impact Assessment and Tree Protection Plan and in accordance with BS3998:2010 Recommendations for Tree Work.

To prevent mutilation or damage to trees within the gardens of neighbouring properties, in accordance with Policy OS5 of the Local Plan (2018).

- 37) Prior to occupation of the development hereby permitted, details of the installation of the MCS Certified Zero Emission Air/Water Source Heat Pumps, or Electric Boilers to mitigate the impact on existing poor air quality, shall be submitted to and approved in writing by the Local Planning Authority. Approved details shall be fully implemented prior to the occupation/use of the development and thereafter permanently retained and maintained.

In the interests of improving the borough's air quality in accordance with Policy CC10 of the Local Plan (2018).

- 38) The development hereby approved shall only be used as an office (Class E(c)) and shall not be used for any other purpose falling within Class E of the Town and Country Planning (Use Classes) Order 1987 (as amended).

The use of the premises for an alternative use would raise materially different Planning considerations that would require assessment in accordance with the London Plan (2021) and Local Plan (2018).

- 39) No demolition or development shall take place until a stage 1 written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works.

If heritage assets of archaeological interest are identified by stage 1 then for those parts of the site which have archaeological interest a stage 2 WSI shall be submitted to and approved by the local planning authority in writing. For land that is included within the stage 2 WSI, no demolition/development shall take place other than in accordance with the agreed stage 2 WSI which shall include:

- A. The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works
- B. Where appropriate, details of a programme for delivering related positive public benefits
- C. 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 stage 2 WSI.

To ensure the preservation or protection of any archaeological interests that may be present on the site, in accordance with Policy DC8 of the Local Plan (2018).

### **Justification for Approving the Application:**

- 1) 1. Land Use: The proposal would achieve a sustainable development by providing enhanced employment space on previously developed land, of a size that is suitable for a small-to-medium sized business. The proposal is considered to be in accordance with Policies E1 and E2 of the Local Plan (2018).
2. Design: The development is considered to comply with Local Plan (2018) Policies DC1 and DC2 which require a high standard of design in all new build developments, compatible with the scale and character of existing development and its setting, and London Plan (2021) Policies D3 and D4 which seek a high quality in design and architecture, requiring new developments to have regard to the pattern and grain of existing development. The character and appearance of the Ravenscourt and Starch Green Conservation Area would be preserved, in accordance with Policy DC8 of the Local Plan (2018).
3. Residential Amenity: The impact of the proposed development upon adjoining occupiers in terms of light, outlook, privacy and noise disturbance is considered to be acceptable. The commercial use which is for an office, would not result in any significant harmful impacts such as unacceptable noise and disturbance to nearby residents, subject to the appropriate conditions. In this regard, the development would respect the principles of good neighbourliness, and would therefore be acceptable in accordance with Policies HO11, DC2 and DC4 of the Local Plan (2018).
4. Accessibility and Safety: Subject to appropriate conditions, the development would provide a safe and secure environment for all users, and would provide ease of access for all people, including disabled people, in accordance with in accordance with Policies DC1, DC2, HO6 and HO11 of the Local Plan (2018) and Policy D5 of the London Plan (2021).

5. Highways matters: It is considered that the scheme would not have a significant further impact on the highway network or local parking conditions, and is thus considered to be acceptable. Subject to conditions satisfactory provision would be made for cycle parking and future occupiers of the net new units would be prevented from obtaining on-street parking permits, to help prevent overspill of parking onto the local highways. There are available public transport and other services nearby and adequate provision for storage and collection of refuse and recyclables would be provided. The development thereby accords with Local Plan (2018) Policies T1, T3, T4, T5, T7 and CC7 and London Plan (2021) Policies T4, T5, T6 and T7.

6. Environment: The impact of the development with regards to land contamination, flood risk and air quality are considered to be acceptable subject to the recommended conditions, in accordance with Local Plan (2018) Policies CC9, CC10, CC3 and CC4.

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## LOCAL GOVERNMENT ACT 2000 LIST OF BACKGROUND PAPERS

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

Application form received: 2nd July 2020

Drawing Nos: see above

**Policy documents:** National Planning Policy Framework (NPPF) 2019  
The London Plan 2021  
LBHF - Local Plan 2018  
LBHF – Planning Guidance Supplementary Planning Document  
2018

### **Consultation Comments:**

<b>Comments from:</b>	<b>Dated:</b>
Crime Prevention Design Advisor - Hammersmith	17.07.20
Crime Prevention Design Advisor - Hammersmith	02.02.21

### **Neighbour Comments:**

<b>Letters from:</b>	<b>Dated:</b>
2 Ravenscourt Place London W6 0UN	01.02.21
2 Ravenscourt Place London W6 0UN	03.08.20
232 King street Garden flat Hammersmith W6 ORF	20.07.20
1 Ravenscourt Road London W6 0UH	03.08.20
232A King Street Hammersmith London W6 0RF	04.08.20

3 Ravenscourt Road London W6 0UH	02.02.21
3 Ravenscourt Road London W6 0UH	31.07.20
3 Ravenscourt Road London W6 0UH	02.08.20
4 Ravenscourt Road London W6 0UG	01.08.20
4 Ravenscourt Road London W6 0UG	03.08.20
14 Ravenscourt Road London W6 0UG	04.08.20
14 Ravenscourt Road London W6 0UG	04.08.20
232a King Street Hammersmith London W6 0RF	04.02.21

## OFFICER'S REPORT

### 1.0 SITE DESCRIPTION

- 1.1 The application site is located on the western side of Ravenscourt Road, close to the junction with King Street. To the south, the site is bounded by Nos. 232-236 King Street; to the west by the Polish Cultural Centre, and to the north by No. 1 Ravenscourt Road, which is a two-storey residential dwelling. There is a terrace of two-storey dwellings opposite the site on the eastern side of Ravenscourt Road. There is an existing L-shaped single storey building on the site, the lawful use of which is as an office.
- 1.2 The site is located within the Ravenscourt and Starch Green Conservation Area. The boundary of the Hammersmith Town Hall Conservation Area lies to the South. Nos. 1, 3 and 5 Ravenscourt Road and No. 236 King Street are locally listed Buildings of Merit. The site also lies within the Ravenscourt Leper Hospital Archaeological Priority Area.
- 1.3 The site is within the Environment Agency's Flood Zones 2 and 3. Flooding from surface water and sewer flooding are known issues in the area.
- 1.4 The area is well-served by public transport, and the site has a PTAL of 4 according to Transport for London's methodology, indicating good access to public transport. The site is two minutes' walk from Ravenscourt Park underground station as well as the closest bus stop outside the Polish Centre on King Street.

### 2.0 RELEVANT PLANNING HISTORY

- 2.1 Ref. 2014/02689/CLE - Use of the ground floor and yard as Class B1 Offices with ancillary yard. Status: Approved.
- 2.2 2015/02660/FUL - Demolition of existing office building (Class B1), ancillary walls, gates and structures, and erection of a two storey plus-basement single family dwelling house with off-street car parking to the front; associated landscaping and ancillary works. Application was withdrawn by applicant
- 2.3 2015/05682/FUL - Demolition of existing office building (Class B1), ancillary walls, gates and structures, and erection of a part one, part two storey plus-basement single family dwelling house with off-street car parking to the front; associated landscaping and ancillary works. Application was withdrawn by applicant.



2.4 2018/03313/FUL - Demolition of the existing single storey office building and erection of a replacement 3 storey office building (Class B1); alterations to the front boundary treatment and installation of new gates to the front boundary wall; associated car and cycle parking - Planning permission refused.

2.5 The above application was refused for the following reasons:

- (i) The proposed development is considered to be unacceptable in the interests of residential amenity. More particularly, due to its height, mass and proximity to the surrounding residential dwellings the proposed development would result in an overbearing, dominating and visually incongruous development that would cause an undue loss of outlook and an increased sense of enclosure for the neighbouring residential occupiers. Accordingly, the proposal would constitute an inappropriate and unneighbourly form of development and in these respects is contrary to Policies DC1, DC2 and HO11 of the Local Plan (2018), Key Principles HS6 and HS7 of the Planning Guidance Supplementary Planning Document (2018), and Policy 7.6 of the London Plan (March 2016).
- (ii) The proposed development is considered to be unacceptable in the interests of residential amenity. More particularly, the submitted daylight and sunlight report shows there would be an unacceptable loss of daylight as assessed by the Vertical Sky Component (VSC) to the ground floor habitable windows at 1 Ravenscourt Road. The report fails to accurately assess the impacts of the proposal in terms of No-Sky Component (NSC). In addition, no assessment has been undertaken in terms of overshadowing and loss of sunlight to neighbouring amenity spaces. In these regards the proposal would be harmful to the amenities of surrounding residential occupiers, contrary to Policies HO11, DC1 and DC2 of the Local Plan (2018) and Policy 7.6 of the London Plan (2016).
- (iii) The proposed development fails to provide a high standard of design. More particularly, the proposed development fails to demonstrate how adequate passive ventilation or heating would be provided for the intended occupiers. Further, no details of mechanical ventilation and heating plant or energy use have been provided. In the absence of such information, it is considered the proposal would be harmful, in terms of the quality of accommodation provided, its likely impacts upon neighbour amenity and impacts upon the character and appearance of the subject building and the Ravenscourt and Starch Green Conservation Area in which it would be situated. In these regards the proposal would be contrary to Policies CC1, CC2, CC11, CC13, DC1, DC2 and DC8 of the Local Plan (2018) and Key Principles CAG2, CAG3, and SDC1 of the Planning Guidance Supplementary Planning Guidance (2018).
- (iv) The proposed development fails to provide a high standard of design. More particularly, the proposed development fails to provide adequate access routes for all users including disabled people such as wheelchair users and other mobility impaired people and fails to provide suitable access to the facilities within the building. Therefore, the proposal would not be acceptable in terms of inclusive design would be contrary to Policies 7.1 and 7.2 of The London Plan (2016), Policies DC1 and DC2 of the Local Plan (2018) and Key Principles DA1, DA6 and DA7 of the Planning Guidance Supplementary Planning Guidance (2018).

(v) The proposal is considered to be unacceptable in the interest of highway impacts and safety. More particularly, no Transport Assessment or Construction Logistics Plan has been submitted in accordance with Transport for London Guidance to ensure highway safety, pedestrian safety and to protect the amenities of residents. In addition, full details of the proposed off-street vehicle parking space would be required. In the absence of a suitable information the development is contrary to Policies T1, T3, T6, and T7 of the Local Plan (2018) and SPD Key Principles DA1, DA6, TR1, TR2, TR3, and TR4 of the Planning Guidance Supplementary Planning Document (2018).

2.6 This was the subject of an appeal (Ref. APP/H5390/W/19/3233614) that was subsequently dismissed by the Inspector. A brief summary of the Inspector's reasons for dismissing the appeal are as follows:

- The development would have an unacceptable impact on the living conditions of the occupiers of neighbouring properties, in terms of being overbearing and creating a sense of enclosure. The overshadowing and reduced light to No. 1 Ravenscourt Road was also found to be unacceptable.
- It is not obvious that a parking space could be accommodated with the necessary additional space to allow appropriate access for either a disabled driver or passenger and also allow inhibited access to the building.

2.7 2019/03084/FUL - Demolition of the existing single storey office building, erection of a replacement part 1 and part two storey office building (Class B1); alterations to the front boundary treatment and installation of new gates to the front boundary wall; associated car and cycle parking.

2.8 The above application was subject to an appeal against non-determination (Ref. APP/H5390/W/20/3251263) that was also subsequently dismissed by the Inspector. A brief summary of the Inspector's reasons for dismissing the appeal are as follows and will be discussed in more detail later in the report:

- The proximity, height, scale and massing of the proposed building would lead to it appearing visually intrusive and dominant when viewed from well-used rooms and the garden of No.1 Ravenscourt Road.
- Discrepancies in the light report remain, similar to those identified by the previous Inspector. Light to No.1 Ravenscourt Road would be reduced so as to cause harm to the living conditions of that property.
- The proposed roof terrace at the front of the building would provide overlooking towards no. 232-236 King Street and would cause harm in this regard.
- There would be dominance of the outlook and increased sense of enclosure for Nos. 232-236 King Street.
- It is not possible to be certain that a disabled parking bay could be accommodated within the front courtyard which is a relatively constrained area.

### 3.0 CURRENT APPLICATION AND CONSULTATION RESPONSES

3.1 The current application is for demolition of the existing single storey office building, erection of a replacement part-one, part-two storey office building (Class B1); alterations to the front boundary treatment and installation of new gates to the front boundary wall; associated car and cycle parking. It is an amended version of the previous applications that were dismissed at appeal, and responds to the reasons for the dismissals.

#### FIRST CONSULTATION

3.2 This application was originally submitted whilst the most recent appeal was under consideration, and the originally submitted plans were very similar to those which were the subject of that appeal. These plans were consulted on when the application was initially advertised in July 2020, by way of a site notice and press advert as well as notification letters sent to adjoining properties.

3.3 10 responses were received to the initial consultation

3.4 A summary of concerns raised is as follows:

- Potential problems associated with the proposed intensification of the use, in particular the effect on traffic and parking pressure, means of access, visibility, car parking and effects on pedestrians/ cyclists;
- Overdevelopment of the site; the height and massing of the building and proximity to neighbouring residential properties would result in harm to them in terms of light and outlook particularly for No. 1 Ravenscourt Road;
- Non-compliance with Key Principle HS6 of the Planning Guidance SPD, in respect of the side boundary with No. 1 Ravenscourt Road, who would face an expanse of brickwork. The trellis existing does not provide any meaningful sense of enclosure;
- Concern about overlooking to No. 1. If glass bricks, would mean a loss of privacy as well as light pollution at night?
- The daylight and sunlight report submitted with this application is inadequate. One neighbour appointed a separate consultant to review it who confirmed it was inadequate;
- Plant/ equipment added at a later stage could harm the character and appearance of the building and the conservation area.;
- The design does not respect the existing grain and context provided by the residential properties opposite and to the north. The detailed design does not respect or reflect traditional local design details;
- The on-site parking bay for disabled access is not large enough;
- Planners have a statutory duty under Section 149 of the Equality Act 2010 to take account of the disabled resident at No. 1's need, give weight to the need not to impair his amenity.

## SECOND CONSULTATION (following the previous appeal dismissal)

3.5 Following the appeal decision, revised plans were submitted, and neighbouring properties were reconsulted. The main changes made to the application can be summarised as follows:

- Reduction in the height of the single storey side wing on the boundary with No. 1 Ravenscourt Road, so that the massing no longer infringes an angle of 45 degrees taken from the top of the brick garden wall at No.1;
- Reductions in the overall height of the building, and a reduction in the size and scale of the metal-clad roof form;
- Reductions in height of the single storey wings on the south side of the building, on the boundaries with King Street properties.

3.6 8 additional/ further objections to the revisions were received

3.7 A summary of concerns raised is as follows:

- Minimal changes have been made to the previous proposal, which was refused and dismissed at appeal., the new plan would still damage the neighbours' quality of life; and is still out of keeping with the rest of the street;
- Height, scale and massing does not enhance the conservation area nor its Buildings of Merit;
- The angling of the corner does nothing to address the impact on No.1 Ravenscourt Road. It makes the design even more of a messy hotchpotch;
- The disabled parking bay is still unsuitable.

3.8 Other external consultation responses (as they relate to the revised proposal):

Metropolitan Police Crime Prevention Design Advisor - Strongly advise that Secured by Design principles are incorporated into the layout (a condition is recommended to this effect).

## 4.0 PLANNING CONSIDERATIONS

4.1 The main planning issues in this development are considered to be:

- o Design, visual amenity and the impact on the character and appearance of the conservation areas
- o Accessibility
- o Impact on neighbouring amenity
- o Transport and highways considerations including car parking, cycle storage, refuse storage and collection
- o Protection of trees
- o Flood risk and sustainable drainage

- 4.2 These matters will be assessed in terms of the London Plan (2021), the Hammersmith and Fulham Local Plan (2018) and Planning Guidance Supplementary Planning Document (2018).

## LAND USE

- 4.3 The existing lawful use of the site is for an office, which is now incorporated into Class E of the Town and Country Planning (Use Classes) Order 1987 (as amended) as of 1 September 2020. However, this application is to be determined with reference to the former use classes, being those in place at the time the application was made (office space being Class B1(a)). For any planning applications submitted before 1 September 2020, the Use Classes in effect when the application was submitted will be used to determine the application.
- 4.4 The proposal would increase the amount of employment floorspace on the site from approximately 106sq.m. to 230sq.m (GIA) thereby increasing employment opportunities within the borough and providing a smaller office suitable for small-to-medium size companies seeking their own premises. The proposed new office would also be an improvement in the quality of accommodation provided compared to the existing low-grade office accommodation on the site. Accordingly, Officers consider the proposal to be acceptable in land use terms. This report also considers the impact of the proposed office use on the amenities of neighbours as well as the local highways network, below.

## DESIGN, APPEARANCE AND CONSERVATION

- 4.5 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. It is key to the assessment of these applications that the decision making process is based on the understanding of specific duties in relation to listed buildings and Conservation Areas required by the relevant legislation, particularly the s.72 duties of the Planning (Listed Buildings and Conservation Areas) Act 1990 and the requirements set out in the NPPF. s72 of the above Act states in relation to Conservation Areas that: 'In the exercise, with respect to any buildings or other land in a conservation area, of any functions under or by virtue of any of the provisions mentioned in subsection (2), special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.'
- 4.6 Paragraph 184 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 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. Paragraph 190 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. Paragraph 193 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. Paragraph 197 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.

- 4.7 Case law indicates that following the approach set out in the NPPF will normally be enough to satisfy the statutory tests. However, when carrying out the balancing exercise in paragraphs 195 and 197, 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.
- 4.8 Local Plan policy DC1 requires all development within the borough to create a high quality urban environment that respects and enhances its townscape context and heritage assets. Local Plan policy DC8 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. Officers have carried out an assessment of the impact of the proposal on visual amenity and of the potential impact on the character and appearance of the Ravenscourt and Starch Green Conservation Area. and the potential impact on the setting of the adjacent local listed, building of merit 1-5 Ravenscourt Road.
- 4.9 It appears that the site was left undeveloped during the development of the surrounding land in Victorian times. The existing single storey buildings are of no architectural or historic interest and appear to be relatively modern. The site also has a walled frontage to Ravenscourt Road which means that the buildings make a negligible contribution to the street scene. Redevelopment of the site presents a significant opportunity to enhance the character and appearance of the Ravenscourt and Starch Green Conservation Area, and there are no objections to the demolition of the existing buildings provided the proposed replacement is of a high standard of design, does not have a harmful effect on neighbouring properties, and is accordance with all other relevant planning policies. This report considers this issue below.
- 4.10 The proposed development would be part-one, part-two storeys with a standing seam metal roof protruding above the first-floor parapet. The two-storey element would be positioned centrally within the site, with single storey wings to the north and south with flat roofs. The proposal is for the building to be completed in stock brickwork, with hit-and-miss feature brickwork at first floor level. The fenestration would be metal framed, with the main windows addressing the street, with two (fixed obscure glazed) windows to the north and south elevations. A small front courtyard behind the vehicle gate (which is existing but will be replaced) would also provide 1 vehicle parking space and refuse and cycle storage areas. A small area to the south, adjacent to the boundary Nos. 232, 234 and 236 King Street would be external amenity space.

- 4.11 From Ravenscourt Road, the building would be viewed against the considerable massing of the Polish Centre to the rear, and the two-storey element would help in a small way to conceal the unrelieved flank wall of these buildings. In this context, its contemporary design is not considered to be incongruous and the scale and massing of the building would sit comfortably within the street scene, as far as visual amenity is concerned. Subject to conditions to ensure a suitably high quality of materials and finish, Officers consider that the character and appearance of the Ravenscourt and Starch Green Conservation Area would be preserved.
- 4.12 Considering the impacts of the development upon adjacent heritage assets, particularly the locally listed, buildings of merit; 1-3 Ravenscourt Road and 236 King Street. Given the modest scale and high quality design of the proposal scheme, the development is not considered to cause harm to the character or appearance of these non-designated heritage assets.
- 4.13 Officers have assessed the impact of the proposal on the heritage assets and consider that it is compliant with Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990. The proposal is also in line with national guidance in the NPPF, Policy HC1 of the London Plan and Policies DC1, DC4, and DC8 of the Local Plan (2018) and Key Principle CAG3 of the Planning Guidance SPD (2018).

#### INCLUSIVE ACCESS

- 4.14 In respect of providing an accessible and inclusive environment for all people, the relevant standards for offices are British Standard BS 8300:2018. The ground floor of the office is accessible by way of a door (1000m wide) straight from the street, and also includes an accessible WC at ground floor level, and a platform lift to the first floor. As such, Officers consider that the fundamental elements of inclusive access can be achieved. A condition is proposed requiring the submission of a detailed Access Statement prior to the commencement of above ground works on the site, to confirm that the requirements of BS8300:2018 have been met.
- 4.15 An on-site parking space for disabled staff/visitors is proposed in the front courtyard area. The space is 2.4m wide and 4.8m long with a buffer zone of 1.2m to the side and rear. Concerns about this space were originally raised by the Inspector in the most recent appeal decision:
- "No indication as to the precise placement within the courtyard or size of this parking bay has been provided [...] I cannot be certain that a disabled parking bay which would have the additional space to allow access for those with additional needs could be provided whilst also allowing unimpeded access to the doorway" (Para 24 of the appeal decision).
- 4.16 The revised plans clearly identify the proposed placement of a disabled parking bay which would comply with the space dimension requirements of Key Principle TR6 (2.4m x 4.8m, with a 1.2m space provided between the car parking space and the outside traffic zone to enable a driver to get in or out and access the boot safely). In addition, space for cycle and refuse storage are also shown on the plan. Although this space is constrained, Officers consider that there would still be enough space for unimpeded access for a person to walk to the front door even if the cycle parking and car parking spaces were both in use. Officers also note that

there is no policy requirement for a development of this size to provide on-site disabled parking. It would be equally acceptable for Blue Badge holders to utilise the existing on-street parking bays in front of the site if necessary. Indeed, this would be a viable alternative if someone did not wish to use the on-site space. Given that the alternative option is deleting the space from the proposals altogether, the provision of a usable on-site space is considered to be a benefit, and storing refuse and cycles in the remaining space is considered to be an acceptable arrangement. It is noted that access for pedestrians or wheelchair users is also available straight from the street through the front door, rendering the courtyard door secondary in terms of pedestrian access.

- 4.17 For these reasons it is considered that the proposed development would be acceptable in terms of inclusive design in accordance with Policies DC1 and DC2, SPD Key Principles DA1, DA6 and DA7.

## RESIDENTIAL AMENITY

### No. 1 Ravenscourt Road

- 4.18 The previous schemes were refused/objected to by the Council on the grounds of an unacceptable impact on the residential amenities of No. 1 Ravenscourt Road, particularly with respect to a loss of outlook and sense of enclosure. The Inspector for the most recent non-determination appeal shared these concerns, noting that:

"The proximity, height, scale and massing of the proposed building would lead to it appearing as a visually intrusive and dominant form of development when viewed from a number of well used internal rooms and the garden area of No 1. This, combined with the effect of the Polish Centre, would result in an oppressive sense of enclosure for the occupiers of No 1. The harm to the living conditions of the occupiers of No 1 Ravenscourt Road in this respect would be significant." (Para 9).

- 4.19 The current proposal sees the eaves height of the single storey north wing dropped towards the existing brick wall which forms the side boundary of No. 1's Garden. It then features a pitched section, angled at 45 degrees, which rises up to the main flat roof level of approximately 3.2m from pavement level. The overall height of the second storey has also been reduced, from 7.7 metres (as originally proposed in previous applications) to 6.26m with a considerably lower-profile roof form. The building now respects an angle of 45 degrees taken from the top of No.1's garden wall on the boundary line. Previously, under the dismissed scheme, the north elevation of the building rose to the top of the existing wooden trellis on top of the wall.

- 4.20 Key Principle HS6 of the Planning Guidance SPD is considered to be relevant for consideration here, even though No. 1's garden is to the side of the house, it is still the private amenity space for the house and functions as the 'rear' garden. Given the garden is less than 9m in depth/width (it is approximately 7.5m wide), the relevant parts of the Key Principle HS6 are parts (i) and (iii). Part (i) states that "proposals that adjoin residential properties with rear gardens less than 9 metres in length to the adjoining rear boundary, the line [of 45 degrees which shall not be infringed by new development] should be measured from a point at the rear residential boundary at ground level. The development would clearly infringe this;



and given the relatively small size of the site, strict adherence to the angle would preclude virtually any development on the site. Part (iii) of the key principle states that in cases where the angle is infringed, Officers' on-site judgement will be the deciding factor.

4.21 Having visited the site, Officers consider that the reduced scale on the boundary represents an acceptable compromise. Although the bulk of the single storey north wing would still be visible from No.1's garden and the south and east-facing habitable rooms, the effect of the bulk being pitched away from the boundary would help to reduce the sense of enclosure and overbearing compared to the previously dismissed scheme. The revised proposal is considered to be acceptable, considering the untypical layout of the neighbouring house and garden, and recognising the benefits the scheme would provide in terms of the regeneration of an under-utilised brownfield site together with additional employment opportunities in the borough.

4.22 In respect of light, concerns were previously raised as to the validity of the submitted Daylight and Sunlight report that accompanied previous applications, which included errors and a lack of clarity; for example concerning the way the trellis at No.1 had been modelled as a solid feature; and the internal layout of the neighbouring house had been misrepresented. The Inspector shared these concerns, noting that:

- "The No-Sky Contour drawings show a single room labelled 'Ground R2' served by three windows (W17, W18 and W19), however, in reality this room is, in fact, two separate rooms; a kitchen and a reception room. Window W19 is the only opening serving the reception room [...] it is not unreasonable to expect that such discrepancies would be addressed as part of any revised assessment." (Para. 12)
- "The Daylight and Sunlight Report Explanatory Note dated 11 July 2019 was submitted as part of both appeals. This note states that the eastern part of the garden space belonging to No 1 Ravenscourt Road is heavily enclosed by the mature tree and boundary walls such that the 'real-world' amenity in this area is likely to be somewhat compromised. The Note, however, does not identify that the top section of the boundary is a section of permeable trellis thus ensuring that any reduction of light is minimal. Consequently, I share the view of the previous Inspector that it is unclear to what extent the nature of the boundary treatments, in respect of their impact on light, has been taken into account in the assessment. I therefore concur with the previous Inspector in giving only very limited weight to the Daylight and Sunlight report and the associated assessments." (Para. 13)

4.23 A revised report by eb7 dated June 2020 corrects these issues. The ground floor layout plan of No. 1 Ravenscourt Road identified in Appendix 3 accurately reflects the layout of the neighbouring property (as confirmed by the case officer during a site visit in summer 2020). The 3D model prepared to model the daylight results (Appendix 1) removes the wooden trellis from the analysis of both the existing and proposed condition, as its open nature means it does not provide any meaningful block in terms of ambient daylight or sunlight to the rooms of the house. The daylight results indicate full compliance with the BRE's guidance.

- 4.24 The sunlight results for No. 1 shows that all tested rooms will experience good levels of sunlight in the proposed condition, in excess of the BRE targets of at least 25% for total annual levels and at least 5% for the winter. In terms of the percentage reduction, the results will also be in line with the limits recommended in the BRE guidance.
- 4.25 In terms of sunlight to No.1's garden, it does need to be acknowledged that the site is immediately to the south of No. 1 and their garden. The sunlight amenity analysis in eb7's report has included two scenarios; modelling one as if the trellis on top of No. 1's garden wall were a solid structure; and one as if it was not there at all. The analysis with the trellis in place indicates that the garden will maintain sunlight levels in line with the existing condition, with no reduction experienced. Without the trellis, the analysis indicates that retained levels of sunlight will meet the BRE targets of retaining at least 0.8 times their former value and would therefore be considered as unnoticeable.
- 4.26 The light report dated June 2020 has not been revised to take into account the January 2021 revisions to the scheme, namely the chamfered northern elevation. However, as this represents a further reduction in the bulk, the impact could only be a further improvement than the results presented in the June 2020 report.
- 4.27 The occupants of No. 1 Ravenscourt Road have submitted, as part of their objection comment, a letter from Anstey Horne (light consultants) dated 05 November 2018 which comments on an earlier version of the light report (Anstey Horne has not carried out any form of technical assessment themselves). Anstey Horne's initial conclusions and recommendations as per that report highlight the following:-
- The report estimates the internal arrangements of No. 1 and may not therefore be reporting accurate results;
  - The reduction in winter sunlight to what is described as Room 1 is material and not surprising given the change in height proposed due south of No. 1;
  - Overshadowing of the garden has not been assessed.
- 4.28 Officers have assessed the report and consider that the revised version of the report presented with this application overcomes these previous issues, as it reflects the layout of No. 1 and also considers overshadowing of the garden (as per Paragraph 4.18). Further the sunlight report presented in the eb7 June 2020 report suggests that there will be no significant reduction in Annual Probable Sunlight Hours for any of the rooms that face within 90 degrees of due south and are therefore relevant for testing.
- 4.29 There are two windows proposed in the side elevations of the building at first floor level, one looking north and one south. A condition is recommended that these windows are to be obscurely glazed and fixed shut to prevent any opportunities of overlooking and loss of privacy, either towards No. 1 Ravenscourt Road or No. 232 King Street. In terms of concerns about light pollution from these or other windows, a condition is recommended that the lights in the development are turned off outside of the approved opening hours.

## Nos. 232-236 King Street

- 4.30 These properties address the northern side of King Street and comprise commercial units on the ground floor, with residential on floors above. The built form of No. 236 King Street extends all the way to the rear boundary of the site, which adjoins the application site and therefore would meet the flank wall of the proposed building.
- 4.31 No. 234 does not appear to have been significantly extended but has a very small rear outdoor space. It appears that the space may have existed originally but was incorporated into the application site at some time in the past. The single storey south wing of the proposed building would be located directly behind No. 234, but would not extend all the way to the boundary. It has been reduced in height since the previous appeal was dismissed; Officers are satisfied the impact is now acceptable. A planning permission from 2011 granted consent to convert the upper floors to residential but the ground floor remained in commercial use as an office; that still seems to be the case (a money transfer business). As the first floor would be situated above the proposed extension, Officers are satisfied that the outlook from the rear habitable room windows at first floor and above would not be significantly adversely affected.
- 4.32 No. 232 is occupied by a café at ground floor. The proposed south wing would be set away from the boundary with No. 232; and would also appear to be adjacent to built form on that boundary, ensuring that no significant adverse effects would occur.
- 4.33 The light report indicates that there will be no significant effects for any of the King Street properties in terms of loss of daylight or sunlight, and all the results indicate compliance with the BRE guidance.

## Opposite side of Ravenscourt Road

- 4.34 Residential properties on the east side of Ravenscourt Road would be directly opposite the proposed office. The new first floor windows would be approximately 20m from the front windows of the office, and therefore the separation distance would exceed the minimum of 18m set out in Key Principle HS7 of the Planning Guidance SPD. The relationship of buildings on the opposite side of the road is also considered to be a typical one and the windows at first floor level on the office are not so large as to be unusually or especially intrusive, especially given the separation distance.
- 4.35 Overall Officers are satisfied that any impacts on the amenities of neighbouring properties in terms of light, outlook, loss of privacy or increased sense of enclosure are not likely to be significant. It is considered that any impacts may be balanced against the benefits of the scheme. In this respect the proposals are considered to be in accordance with Policies DC1, DC2 and HO11 of the Local Plan (2018) and no objections are raised in terms of Policies HS6 or HS7 of the Planning Guidance SPD (2018).

## HIGHWAYS

- 4.36 The site is located in an area with excellent public transport accessibility (it has a PTAL of 4 according to TfL's methodology); but is directly opposite an area identified as PTAL 5, and is also located less than two minutes' walk from Ravenscourt Park Underground station as well as bus routes on King Street (outside the Polish Centre). Santander cycles are also available underneath the railway bridge. In view of the location, Officers consider it highly likely that employees and visitors would travel to the site either by public transport or walking/ cycling. The drawings identify that two cycle parking spaces are provided on site, in the courtyard; however, the London Plan Policy T5 requirement is for 1 space per 75 sqm, and therefore a total of 3 would be required for this development comprising 230sq.m. office space. A condition is recommended requiring details of the required number of cycle parking spaces to be agreed prior to occupation of the development. It is also noted that there are other public cycle stands provided outside Ravenscourt Park underground station.
- 4.37 Although no trip generation information has been submitted, in view of the office's small size and excellent location, Officers consider that the development would not lead to additional trip generation or vehicle movements that would cause congestion on local streets. A condition is recommended for a Travel Plan to be agreed prior to occupation to ensure that employees are encouraged to arrive at the site by sustainable modes. On-street parking bays are outside the site, and the site is within a local Controlled Parking Zone. The Inspector for the previous appeal was satisfied that these details could be dealt with by condition and that the development would not result in harm to the highway network or highway safety.
- 4.38 Given the site's location a condition is also recommended for a Construction Logistics Plan to be agreed prior to work commencing, in accordance with Policy T7 of the Local Plan as well as Construction Management Plan, in accordance with Policies CC11 and CC13. No further objections are raised on highways grounds in terms of Policies T1, T3, T6 or T7 of the Local Plan (2018).

## FLOOD RISK AND SUSTAINABLE DRAINAGE

- 4.39 The site is within the Environment Agency's Flood Zone 3, which triggered the requirement for a Flood Risk Assessment (FRA) to be included with the planning application. It should be noted that rather than provide an FRA document, a letter dated October 2018 was provided with the application, responding to the LPA's comments on the FRA submitted with a previous application (Ref. 2018/03313/FUL) for the site which was dismissed at appeal.
- 4.40 In terms of flood risk issues, although located in Flood Zone 3 the site is protected by flood defences, but if these were breached or over-topped, there is a risk that the site could be impacted by floodwater. The letter states that as flooding is unlikely to impact the site and that the proposed use is regarded as `a less vulnerable use` in relation to flooding, no flood mitigation measures are proposed. The FRA submitted with the previous application recommended that the site manager sign up to the EA's free Flood Warning Service. With regards to provision of sustainable drainage issues, as required by Local Plan Policy CC4, the letter states that this will be provided by including permeable paving as well as an

attenuation tank. The principles outlined in the original FRA and letter supplied with this application are accepted, however a condition is recommended for an updated Flood Risk Assessment and SuDS strategy to be submitted prior to commencement of development.

## LAND CONTAMINATION

4.41 The council's Land Contamination Officers have advised that potentially contaminative land uses are understood to have occurred at, or near to, this site; or a sensitive use is proposed. As such conditions are 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.

## AIR QUALITY

4.42 The site is located within the borough-wide Air Quality Management Area (AQMA). This site is an area of very poor air quality, due to the road traffic emissions from King Street. In respect to this development site, the air quality, specifically NO<sub>2</sub>, concentrations at the proposed property even in the background currently fail the National Air Quality Objective values. The development proposal will introduce new receptors into an area of very poor air quality. Further mitigation measures (notably a ventilation strategy), is specified in the recommended conditions, and will be required to make the development acceptable in accordance with Policy CC10.

## TREES

4.43 There is a cherry tree in the rear/side garden of No. 1, close to the boundary with the application site. A condition is recommended for an Arboricultural Impact Assessment and Tree Protection Plan to be submitted prior to commencement of the development, to ensure the tree is protected as far as possible, in accordance with Policy OS5 of the Local Plan (2018).

## NEIGHBOURING RESIDENT

4.44 It is noted that No. 1 Ravenscourt Road is the home of a resident who is seriously ill (MSA) and confined to one of the reception rooms, which has its only window looking south towards the proposed development. Officers have visited the site and met with the resident, and have had regard to these personal circumstances, in making their assessment and recommendation on this planning application.

## 5.0 RECOMMENDATIONS

5.1 That planning permission be approved subject to conditions.

