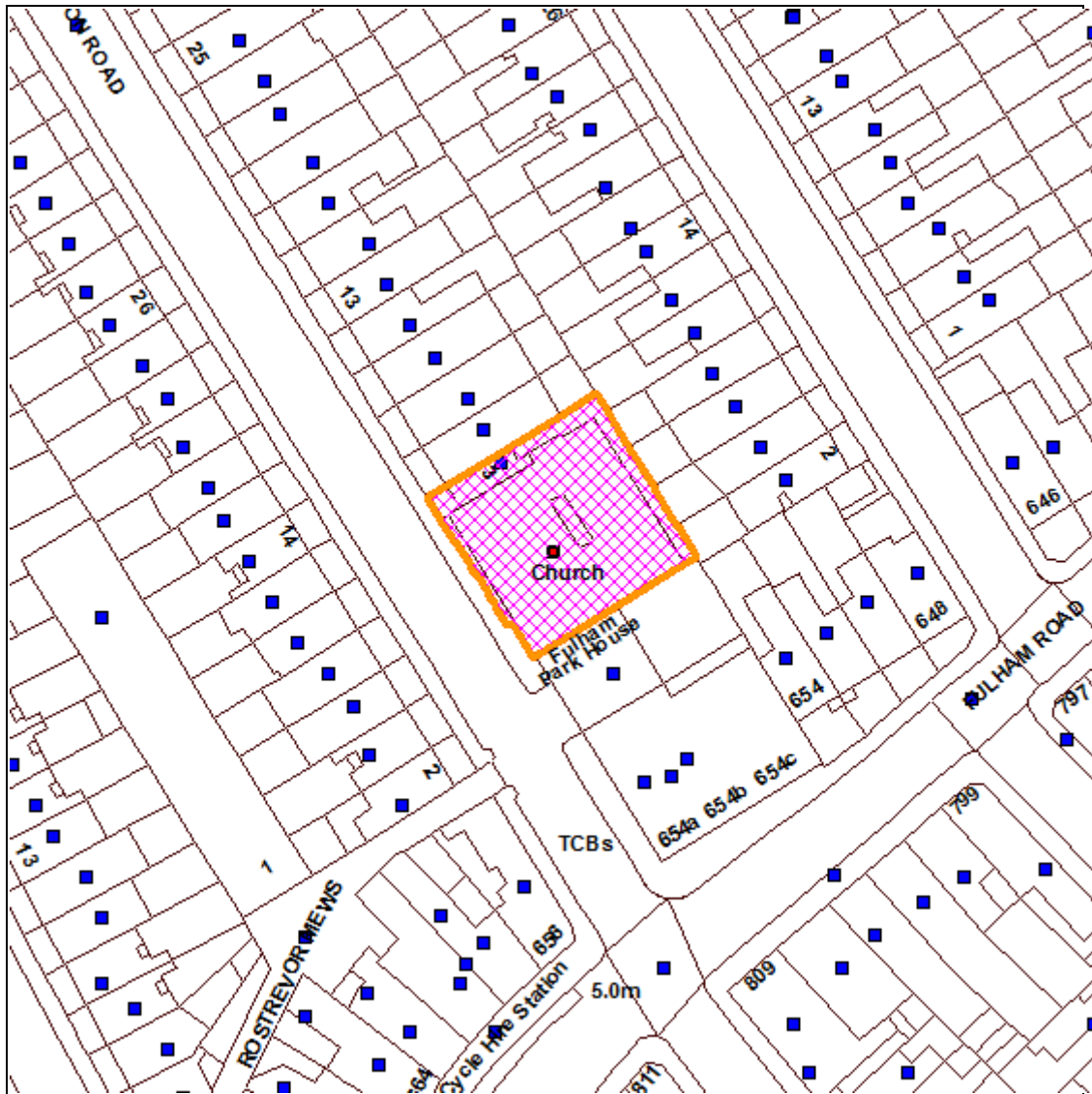


Ward: Town

Site Address:

1 - 3 Chesilton Road London SW6 5AA



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For identification purposes only - do not scale.

Reg. No:
2021/01526/FUL

Case Officer:
Sally Moorhead

Date Valid:
17.05.2021

Conservation Area:

Committee Date:
12.10.2021

Applicant:

Antonio Neto
C/O Agent C/O Agent C/O Agent C/O Agent
C/O Agent

Description:

Erection of a front extension at second floor level, including the formation of a roof terrace.

Drg Nos:

Application Type:

Full Detailed Planning Application

Officer Recommendation:

- 1) That the Committee resolve that the Chief Planning Officer be authorised to grant permission subject to the condition(s) 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 not be erected otherwise than in accordance with the following approved drawings:

PA1.10.0.1 Rev 19; PA1.10.1.1 Rev 18; PA1.10.2.1 Rev 18; PA1.10.3.1 Rev 18;
PA1.20.0.1 Rev 18; PA1.20.0.2 Rev 18; PA1.30.0.1 Rev 18; PA.1.30.0.2 Rev 18;

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

- 3) Any alterations to the elevations of the existing building shall be carried out in the same materials as the existing elevation to which the alterations relate, unless otherwise approved.

To ensure a satisfactory external appearance and to prevent harm to the street scene, in accordance with Policies DC1 and DC4 of the Local Plan (2018).

- 4) The works shall be carried out in accordance with the relevant approved Construction Logistics Plan (Construction Management Plan 30/06/2021 Rev A).

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

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

- 5) No alterations shall be carried out to the external appearance of the building, including the installation of air-conditioning units, ventilation fans, plant, water tank, water tank enclosure, extraction equipment or any other such structure not shown on the approved drawings, without planning permission first being obtained. Any such changes shall be carried out in accordance with the approved details.

To ensure a satisfactory external appearance and to prevent harm to the amenities of the occupiers of neighbouring residential properties and nearby heritage assets, in accordance with Policies DC1, DC2 and DC8 of the Local Plan (2018).

- 6) The roof terraces shall not exceed the dimensions indicated on approved drawing no. PA1.10.2.1 Rev 18. There shall be no access to the terrace other than for essential maintenance.

The increase in size of the roof terraces, or use of any other areas as roof terraces or amenity spaces would increase the likelihood of harm to the existing residential amenities of the occupiers of neighbouring properties as a result of noise and disturbance, contrary to Policy CC11 of the Local Plan (2018).

- 7) The number of students on the school register shall not exceed 1000 per day and each of the three, 3 hour periods of instruction per day shall not exceed 350 students per period.

In order to safeguard the amenities of neighbouring occupiers and the area generally, in accordance with Policy T1 and CC11 of the Local Plan (2018).

- 8) The development hereby approved shall be carried out and completed in accordance with the materials (including colour and finish) specified on the drawings and Schedule of Materials 03/08/2021 Rev 001 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.

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

- 9) The development hereby approved shall be carried out and completed in accordance with the materials details (including colour and finish) specified below:

- The shade and texture of the render to the front elevation must match the existing building.

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.

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

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

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

- 11) Prior to the use of the development, details shall be submitted to and approved in writing by the Council, of the external sound level emitted from plant/ machinery/ equipment and mitigation measures as appropriate. The measures shall ensure that the external sound level emitted from plant, machinery/ equipment will be lower than the lowest existing background sound level by at least 10dBA in order to prevent any adverse impact. The assessment shall be made in accordance with BS4142:2014 at the nearest and/or most affected noise sensitive premises, with all machinery operating together at maximum capacity. A post installation noise assessment shall be carried out where required to confirm compliance with the sound criteria and additional steps to mitigate noise shall be taken, as necessary. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

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

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

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

- 13) The development hereby approved shall ensure the retention of 6 cycle parking spaces, in accordance with the plans, hereby approved. The development shall be permanently retained in accordance with the approved details.

To ensure cycle parking facilities are provided in accordance with Policy T2 and

T3 of the Local Plan (2018).

- 14) The development hereby approved shall not be occupied until full details of an updated School Travel Plan in line with TfL's STAR framework for the school have been submitted to and approved in writing by the council. Upon the occupation of the extended building, the School 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. Such details shall include information on how alternative methods of transport to and from school other than by car will be encouraged. Thereafter it shall be reviewed annually, in line with Transport for London's STAR Framework, to a minimum of 'Bronze' standard.

To ensure that the development does not generate an excessive number of car trips which would be contrary to the Council's policies of car restraint set down in Policies T2 and T4 of the Local Plan (2018).

- 15) Prior to commencement of above ground works in the development hereby permitted a Ventilation Strategy Report to mitigate the impact of existing poor air quality for all receptor locations where the World Health Organisation (WHO) air quality guideline values for Nitrogen Dioxide (NO₂) and Particulate Matter (PM_{2.5}, PM₁₀) 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 (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 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 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 provide further mitigation measures and ensure compliance with Local Plan Policy CC10 and London Plan Policy SI 1.

- 16) Prior to occupation of the development hereby permitted, details of a post installation compliance report of the approved ventilation strategy as required by condition 14 shall be submitted to and approved in writing by the Local Planning Authority. The post installation compliance report shall be produced by a

Chartered Building Services Engineer (CIBSE). Approved details shall be fully implemented prior to the occupation/use of the development and thereafter permanently retained and maintained.

To provide further mitigation measures and ensure compliance with Local Plan Policy CC10 and London Plan Policy SI 1.

- 17) Prior to occupation of the development hereby permitted, details of the installation of the Zero Emission MCS certified Air/ Water Source Heat Pumps or Electric Boilers to be provided for space heating and hot water 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 development and thereafter permanently retained and maintained.

To ensure compliance with Local Plan Policy CC10 and London Plan Policy SI 1.

- 18) Prior to the commencement of the demolition and construction phases of the development hereby permitted, details of Nitrogen Oxides (NOx) and Particulate (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:

- 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 NOx and PM10 emission criteria of The Non-Road Mobile Machinery (Type-Approval and Emission of Gaseous and Particulate Pollutants) Regulations 2018 and its subsequent amendments. This will apply to both variable and constant speed engines for both NOx and PM. An inventory of all NRMM for the first phase of demolition and construction works 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 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 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.

To ensure compliance with Local Plan Policy CC10 and London Plan Policy SI 1.

Justification for Approving the Application:

- 1) The proposed development with regards to the proposed extensions and alterations considered acceptable in respect of the visual amenities of the property, streetscene, the significance of the adjacent Conservation Area. Subject to conditions the proposals would not result in an undue impact upon the amenities of neighbouring residential properties, would not have an unacceptable impact upon on-street parking in surrounding streets. In this respect the proposal is acceptable with regards to the relevant provisions of the NPPF (2021), the London Plan (2021) and Policies DC1, DC4, CF1, CC10, CC11, CC12, CC13, T1, T3, and T4 of the Hammersmith and Fulham Local Plan (2018) and relevant Housing Standards, Noise and Transport 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: 6th May 2021

Drawing Nos: see above

Policy documents: National Planning Policy Framework (NPPF) 2021
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:

Flat First And Second Floors 10 Chesilton Road SW6 5AB	25.05.21
9 CHESILTON ROAD FULHAM LONDON SW6 5AA	24.05.21
63 Flood Street London SW3 5SU	30.05.21
2 Radipole Road FULHAM London SW6 5DL	01.06.21
6 Radipole Road London SW6 5DL	29.05.21
2 Radipole Road Ground floor flat London SW65DL	18.06.21
4 Chesilton Road GROUND FLOOR FLAT LONDON SW6 5AB	10.06.21
7 Chesilton Road London SW6 5AA	24.05.21
Unit 8 Fulham Park House 1a Chesilton Road SW6 5AA	24.05.21
6 Chesilton Road London SW6 5AB	28.05.21
4 Chesilton Road London SW6 5AB	15.06.21
Chesilton Road London SW6 5AB	25.05.21
18 Chesilton Road Fulham SW6 5AB	24.05.21

Genesis Financial Planning Ltd, 1a Chesilton Rd SW6 5AA	26.05.21
28 Chesilton Road London SW6 5AB	08.07.21
23 Chesilton Road London SW6 5AA	24.05.21
2A Chesilton Road London SW6 5AB	02.06.21
10a Chesilton Road Basement Flat London SW6 5AB	26.05.21
Flat 2 Fulham Park House London SW6 5AA	25.05.21
1a Chesilton Road Fulham London SW6 5AA	25.05.21
6, Fulham Park House 1A Chesilton Road London SW6 5AA	05.06.21
Fulham Park house 1a Chesilton Road London SW6 5AA	24.05.21
LBHF Children's Services 145 King Street London W6 9XY	17.06.21
Flat 1, Fulham Park House 1A Chesilton road London SW6 5AA	21.05.21
4 Chesilton Road 1st/2nd Floor Mtte London SW65AB	14.06.21
Fulham Park House 1A Chesilton Road London SW6 5AA	26.05.21

1. SITE AND SURROUNDINGS

- 1.1. The application site comprises a two/ three storey building in use as a school on the eastern side of Chesilton Road, close to the junction with Fulham Road. The application building fronting Chesilton Road is situated between a three-storey residential terrace to the north and the three-storey Fulham Park House to the south, which comprises commercial space at ground and first floor with residential units above. The surrounding area is predominantly residential, comprising three storey terraced houses.
- 1.2. The site is not within a conservation area; however the boundary of the Central Fulham Conservation area is immediately to the rear of properties on the western side of Chesilton Street.
- 1.3. The site has a PTAL rating at 3 and within Flood Risk Zone 2.

2. RELEVANT PLANNING HISTORY

- 2.1. In 2020 a planning permission (reference: 2019/03776/FUL) was granted for the erection of a dormer roof extension; an extension at second floor level; installation of new stairs and access ramp to the front entrance alongside a double glazed entrance door, replacement of the existing fenestration with double glazed windows to the front and rear elevation, and new frameless double glazed panels above the entrance; associated external alterations. The proposal has been implemented.
- 2.2. In 2011 a planning permission (reference: 2011/01385/FUL) was granted for the erection of an additional floor at roof level to provide an additional 200 sqm of multi-functional educational space; installation of disabled ramp to front elevation. This permission was not implemented.

3. CURRENT APPLICATION

- 3.1. The application seeks planning permission for the erection of a front extension at second floor level, including the formation of a flat roof terrace.
- 3.2. The proposed development would deliver an additional 183sqm of additional floor space at the second floor level, to provide three new classrooms, corridor,

storage, staircase and toilet facilities. The remaining portion of the flat roof (20sqm) would be used for maintenance access only.

4. PUBLICITY AND CONSULTATION

4.1. In addition to the site and press notices, 74 individual notification letters were sent to neighbouring properties. In response, 25 letters of objection were received. The grounds for objections are summarised below.

- Design and not in keeping with the residential street,
- Mass/ bulk inappropriate with Victorian architecture and streetscape of Chesilton Road
- Outlook and aspect
- Noise and nuisance from air-conditioning / additional plant areas
- Overlooking
- Overshadowing and right to light
- Structural damages to party wall
- Noise and disturbance from building works
- Noise from use of roof terrace as outdoor play area, classrooms and outdoor areas as PE classrooms
- Noise disturbance limits adjoining residents from opening their windows for air circulation
- Lack of consultation / engagement from developer, original consultation advised no additional levels nor outdoor areas
- Increase in traffic and pollution
- Safety of pedestrian access
- Light pollution, overnight lights within the school
- Litter pollution
- Devaluation of residential properties
- Health and Safety concerns with children located a roof top level
- Fire escape noise disturbance
- Smoke and vape disturbance from terrace

5. 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).

National Planning Policy Framework (NPPF)

5.4. The NPPF came into effect on 27 March 2012 and was subsequently revised in 2019 and more recently in 2021 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.

The London Plan

- 5.6. The London Plan was published in March 2021 and is the Spatial Development Strategy for Greater London (hereafter referred to as London Plan 2021). It sets out a framework for how London will develop over the next 20-25 years and the Mayor's vision for Good Growth.

The Local Plan

- 5.7. The Council adopted the new Local Plan on 28 February 2018. The policies in the Local Plan (hereafter referred to as Local Plan 2018) 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 (hereafter referred to as Planning Guidance SPD). It provides supplementary detail to the policies and is organised around key principles.

6. PLANNING CONSIDERATIONS

- 6.1. The main planning considerations in the assessment of this application are summarised as follows: -

- a) Acceptability of the land use
- b) Heritage and Design
- c) Neighbour Amenities
- d) Highways and Transportation

7. ACCEPTABILITY OF LAND USE

Land Use

- 7.1. Policy S3 (Education and Childcare Facilities) of the London Plan (2021) seeks to ensure there is a sufficient supply of good quality education and childcare facilities to meet demand and offer educational choice.
- 7.2. Policy CF1 (Supporting Community Facilities and Services) of the Local Plan (2018) seeks to provide borough-wide high quality accessible and inclusive facilities and services for the community including the improvement and/or expansion of secondary schools.
- 7.3. The existing lawful use of the site is as a school., The proposal involves an extension at roof level to provide enhanced additional school floor space including new classrooms, storage and toilet facilities.
- 7.4. Overall, the proposal seeks to retain and enhance the existing school use and

complies with Policy S3 of the London Plan (2021) and Policy CF1 of the Local Plan (2018).

8. DESIGN, TOWNSCAPE AND HERITAGE

- 8.1. 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.
- 8.2. 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 127 sets out that planning policies and decisions should ensure that developments:
 - o 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;
 - o are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
 - o 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);
 - o 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;
 - o 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
 - o 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.
- 8.3. Chapter 3 (Design) of the London Plan (2021) seeks to secure the delivery of good design through a variety of ways. Policies D4 (Delivering Good Design) is particularly relevant to the consideration of this application.
- 8.4. Local Plan Policies DC1 and DC4 are particularly relevant to the assessment of design. Policy DC1 (Built Environment) states that all development within the borough should create a high-quality urban environment that respects and enhances its townscape context and heritage assets. There should be an approach to accessible and inclusive urban design that considers how good design, quality public realm, landscaping and land use can be integrated to help regenerate places. Policy DC4 (Alterations and Extensions, Including Outbuildings) sets out to ensure that a high standard of design will be achieved in all alterations and extensions to existing buildings.

- 8.5. The application site does not lie within a Conservation Area, nor does it contain a Listed Building or a locally listed Building of Merit. Nevertheless, it is still important that the proposal preserves the character and appearance of the parent building, adjacent conservation area and the surrounding streetscene.
- 8.6. The proposals result in an additional storey at second floor along Chesilton Road. The extension would measure 2.6m in height, atop the existing parapet and be set back 2.0m from the building frontage. In terms of scale, when viewed from Chesilton Road, the resulting three-storey building would appear visually recessive against the existing three-storey buildings either side and would sit comfortably in the streetscene.
- 8.7. The proposed front elevation would include aluminium frame double glazed windows, colour to match the existing front windows and some smooth coloured render. The windows would be framed by smooth textured vertical stone fins to match the entrance. The proposed vertical fins respond to the smooth textured vertical fins approved and implemented under the recent 2020 planning permission (reference 2019/03776/FUL) and therefore and together with the proposed materials, unifies the front elevation.
- 8.8. Overall, the extension would appear lightweight and would successfully integrate with the architectural design of the host building and being compatible with the scale, form and grain of neighbouring properties. The development would visually acceptable and designed in accordance with the principles of the NPPF (2019), Policies D4 of the London Plan (2021), and Policies DC1, DC2 and DC4 of the Local Plan (2018).

9. RESIDENTIAL AMENITY

- 9.1. Local Plan Policies DC1 and DC4 requires the Council to ensure that applications consider the principles of good neighbourliness in particular the amenities of the neighbouring properties and other properties most directly affected by the proposed. SPD Housing Key Principles HS6, HS7, HS8 contain safeguards against sense of enclosure, loss of outlook, loss of privacy, loss of daylight and disturbances against neighbouring occupiers.
- 9.2. Key Principle HS6 (Housing Standards) seeks to protect the existing amenities of neighbouring residential properties in terms of outlook, privacy, light and noise and disturbance. Key Principle HS7 (iii) requires new windows to positioned at least 18 metres away from existing windows or if the standard cannot be met, then they must be designed to ensure no loss of privacy. Key Principle HS8 requires that balconies and terraces do not cause harm to the existing amenities of neighbouring occupiers by reasons of noise and disturbance or opportunities for overlooking.

Outlook

- 9.3. Key Principle HS6 of the Planning Guidance SPD requires that all new development enable an unobstructed angle of 45 degrees from a point at 2 metres above ground floor level on the boundary of the site, or at ground level where rear gardens are less than 9m in depth. Where the proposed building infringes an

angle of 45 degrees on site judgement will be the determining factor.

- 9.4. There are residential properties on all three sides of the application site. To the north is no. 5 Chesilton Road, a three storey residential property which is built to the shared boundary and does not have any windows which face towards the subject site. To the east are the properties in Radipole Road - the proposed extension would be located towards the front of the existing flat roof and would be visually screened from properties in Radipole Road by the existing rear dormer on the rear part of the flat roof (reference 2019/03776/FUL). To the south is Fulham Park House - the proposed extension would abut the shared side boundary of this property, which does not include any facing windows. To the west, on the opposite side of Chesilton Road (even Nos, 4 - 12) are subdivided into flats at basement, ground, first and second floor levels. These properties are located 19m from the proposed front extension at roof level.
- 9.5. In terms of outlook, the proposals would have no adverse impact on neighbouring property and would comply with Policy DC1 and DC4 of the Local Plan and Key Principle HS6 of the Planning Guidance SPD.

Privacy

- 9.6. SPD Key Principle HS7 (iii) states that new windows should be positioned at least 18 metres from existing habitable room windows to ensure no loss of privacy. If the standard cannot be met, then windows should be designed to ensure that no loss of privacy will occur.
- 9.7. The nearest opposing windows are road are at Nos. 4-12 Chesilton Road and these are at least 19m away. The proposed front roof terrace (20sqm), facing Chesilton Road would be used for maintenance only and would be screened by the existing vertical fin parapet to the front elevation. This will be secured by condition.
- 9.8. Overall, the proposals would not result in any loss of privacy and would accord with Planning Guidance SPD Key Principle HS7.

Noise and disturbance

- 9.9. London Plan Policy (2021) D14 seeks to ensure developments reduce, manage and mitigate noise to improve health and quality of life.
- 9.10. Local Plan (2018) Policy CC11 seeks to control the noise and vibration impacts of developments, requiring the location of noise and vibration sensitive development in the most appropriate locations. Design, layout and materials should be used carefully to protect against existing and proposed sources of noise, insulating the building envelope, internal walls floors and ceilings, and protecting external amenity areas. Noise assessments providing details of noise levels on the site are expected 'where necessary'. In addition, Local Plan (2018) 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'.
- 9.11 The current use of the site as a school is long established and the proposals do

not include any increase in the existing number of pupils. A condition would be attached to any permission requiring the submission of a further separate should additional numbers be sought in the future. Furthermore, the proposed front roof terrace (20sqm) would only be used for maintenance purposes and this would also be secured by condition.

9.12. The Council's Public Protection team has been consulted on the application and raises no objection subject to conditions regarding sound installation, external noise from machinery and anti-vibration mounts and silencing of machinery.

9.13. Regarding, noise and disturbance the proposals accord with London Plan D14 and Policy CC11 and CC13 of the Local Plan.

Light Pollution

9.14. Policy CC12 of the Local Plan 2018 seeks to control the adverse impacts of lighting arrangements including that from signage and other sources of illumination. The proposed extension would introduce new openings. In this instance, the proposal is located at third floor level, setback 2m from the front of the existing building line and 2.6m in height above the existing parapet. The new openings would be located 19m from the opposing terrace and would be further away than the existing school windows at ground and first floor. Overall, officers do not consider the level of illumination is out of character with the location and would not be unduly harmful to residential amenity.

Daylight / Sunlight

9.15. Under Policy DC4 of the Local Plan, proposals should have regard to good neighbourliness in particular the amenities of the neighbouring properties, and other properties most directly affected by the proposal.

9.16. The British Research Establishment (BRE) guide on 'Site layout planning for daylight and sunlight', set out good practice for assessing daylight and sunlight impacts for new development. In urban and city centre areas, BRE Guidelines advise that the guidance be applied flexibly.

9.17. The extension at second floor is located to the front of the existing flat roof, The recessive design includes a set back of 2.0m along the front elevation and siting of the proposed extension behind the recently implemented extension on the rear part of the roof would have no undue daylight and sunlight impacts to adjacent residential properties. The proposals would accord with Policy DC4 of the Local Plan.

10. TRANSPORT AND HIGHWAYS

Policy Context

10.1. Policies T1, T3 T4 of the London Plan seeks to ensure that the impacts of development in transport capacity and the transport network are fully assessed. 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'. 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". Policies T3, T4, T5 and T7 relate to opportunities for cycling and walking, vehicle parking standards, blue badge holders parking and construction and demolition logistics. Policy CC7 sets out the requirements for all new developments to provide suitable facilities for the management of waste.

Cycle Parking

- 10.2. Local Plan Policy T2 states borough wide targets are to develop and promote a safe environment for cyclists to encourage residents and businesses to consider these modes. Policy T3 seeks to increase and promote opportunities for cycling through the provision of convenient, accessible, and safe secure cycle parking within the boundary of the site. The Cycle parking is required to be designed and laid out in accordance with the guidance contained in Chapter 8 of the London Cycling Design Standards (LCDS). London Plan Policy T5 sets the specific quantum of long and short term cycle parking required for each use.
- 10.3. The London Plan would require that provision is made for 30 bicycles.
- 10.4. A total of 6 cycle parking spaces are proposed as part of this development - no additional staff or students are proposed. The cycle parking provision has been reviewed by the Council's Highways Officers - they acknowledge that the number of spaces is less than the target. However, the proposals are considered acceptable in this instance because the floorspace involved is relatively modest and there is no uplift in either pupils or staff (secured by condition). In this instance, the proposals accord with Policy T2 and T3 of the Local Plan and Policy T5 of the London Plan

Construction Logistics

- 10.5. To reduce the effects of construction vehicles and construction activity on the local highway network and the surrounding area, an Outline Construction Logistics Plan (CLP) has been prepared and submitted with the planning application. The CLP includes further information on the type and management of construction vehicles, construction vehicle access and routing arrangements, and measures to ensure pedestrian, cyclist and vulnerable road user safety during construction activity.
- 10.6. A detailed Construction Logistics Plan has been reviewed by Council's Highways and Transportation Officers who raised no objection, this will be secured by condition.

Travel Plan

- 10.7. A travel plan for the site has been submitted in accordance with Policy T2. The travel plan sets out objectives and targets for staff to utilise sustainable modes of transport along with measures to encourage this.
- 10.8. The submitted Travel Plan was reviewed by Council's Highways and Transportation Officers and considered inadequate to mitigate the requirement for

a pre-commencement condition, as such further detail will be submitted by way of a travel plan. This will be secured by condition.

11. ACCESSIBILITY

- 11.1. Policy D5 of the London Plan requires that all new developments achieve the highest standards of accessible and inclusive design and can be used safely, easily and with dignity by all; are convenient and welcoming with no disabling barriers; are flexible and responsive; and realistic. Policy D2 (h) of the Local Plan requires that new developments incorporate the principles of accessible and inclusive design. Council's SPD Key principle - DA1 'Inclusive design' states that a design and access statement for a school extension should explain how it will assist in improving accessibility for pupils and other users of the building.
- 11.2. The entrances to the building will continue to be step free from Chesilton Road and includes a disabled access ramp. In addition, lift access will be extended to the additional floorspace at second floor.
- 11.3. The proposal would provide a high standard of accessible and inclusive design that can be used safely and easily by all in accordance with Policy D5 of the London Plan and Policy D2 of the Local Plan and in accordance with Key Principle DA1 of the Planning Guidance SPD.

12. FIRE SAFETY

- 12.1. Policy D12 of the London Plan 2021 states that 'all development proposals must achieve the highest standards of fire safety'. Based on the proposed small-scale development, a Fire Statement is not required, however, the following should be considered by the applicant prior to the building control stage, and is outlined in supporting text 3.12.1 to 3.12.8 of the London Plan 2021:
- demonstrate on a site plan that space has been identified for the appropriate positioning of fire appliances. These spaces should be kept clear of obstructions and conflicting uses which could result in the space not being available for its intended use in the future.
 - show on a site plan appropriate evacuation assembly points. These spaces should be positioned to ensure the safety of people using them in an evacuation situation.
 - issues of fire safety should be included at outset - particularly in blocks of flats, as building users and residents may be less familiar with evacuation procedures
 - suppression systems (such as sprinklers) should be explored
 - include stair cores which are suitably sized, should also be explored and provided wherever possible.
 - In line with inclusive design (Policy D5), where provided fire evacuation lifts and associated provisions should be appropriately designed and constructed, and should include the necessary controls suitable for the purposes intended.
- 12.2. The applicant has submitted a statement regarding Fire Safety which makes clear that there is an existing fire strategy for the building, and in line with Building Regulations, the strategy will take into account the new facilities included in the proposed extension. The proposals have been considered by an approved Building Control inspector to ensure that the proposed development achieves the highest fire safety standards. Fire safety has been considered early in the design

process, and will also be formally considered again as part of the building control process.

13. AIR QUALITY

13.1. The Fulham Senior School development site is within the borough wide Air Quality Management Area (AQMA) and an area of existing poor air quality due to the road traffic emissions from Fulham Road (A304). The development proposal will introduce new sensitive school children receptors into an area of very poor air quality. In respect to this development site the air quality specifically the NO₂, PM₁₀, and PM_{2.5} concentrations at the proposed property even in the background currently fail the WHO Air Quality Guideline values.

13.2. Further Mitigation measures will be required to make the development acceptable in accordance with Local Plan Policy CC10 and London Plan Policy SI 1. This will be secured by condition.

14. CONCLUSION

14.1. The proposed erection of a front extension at second floor level, including the formation of a roof terrace is acceptable in principle and would support the enhancement of the school facilities. The proposed alterations are modest in scale and acceptable in visual terms, and would not have an adverse impact on the character and appearance of the adjacent conservation area. The impacts on the neighbouring amenities and highways impacts are satisfactory. The proposals are in accordance with the NPPF (2021), the London Plan (2021) and the Local Plan (2018).

15. RECOMMENDATION

1) Therefore, officers support the proposals in line with the recommendations at the start of the report.