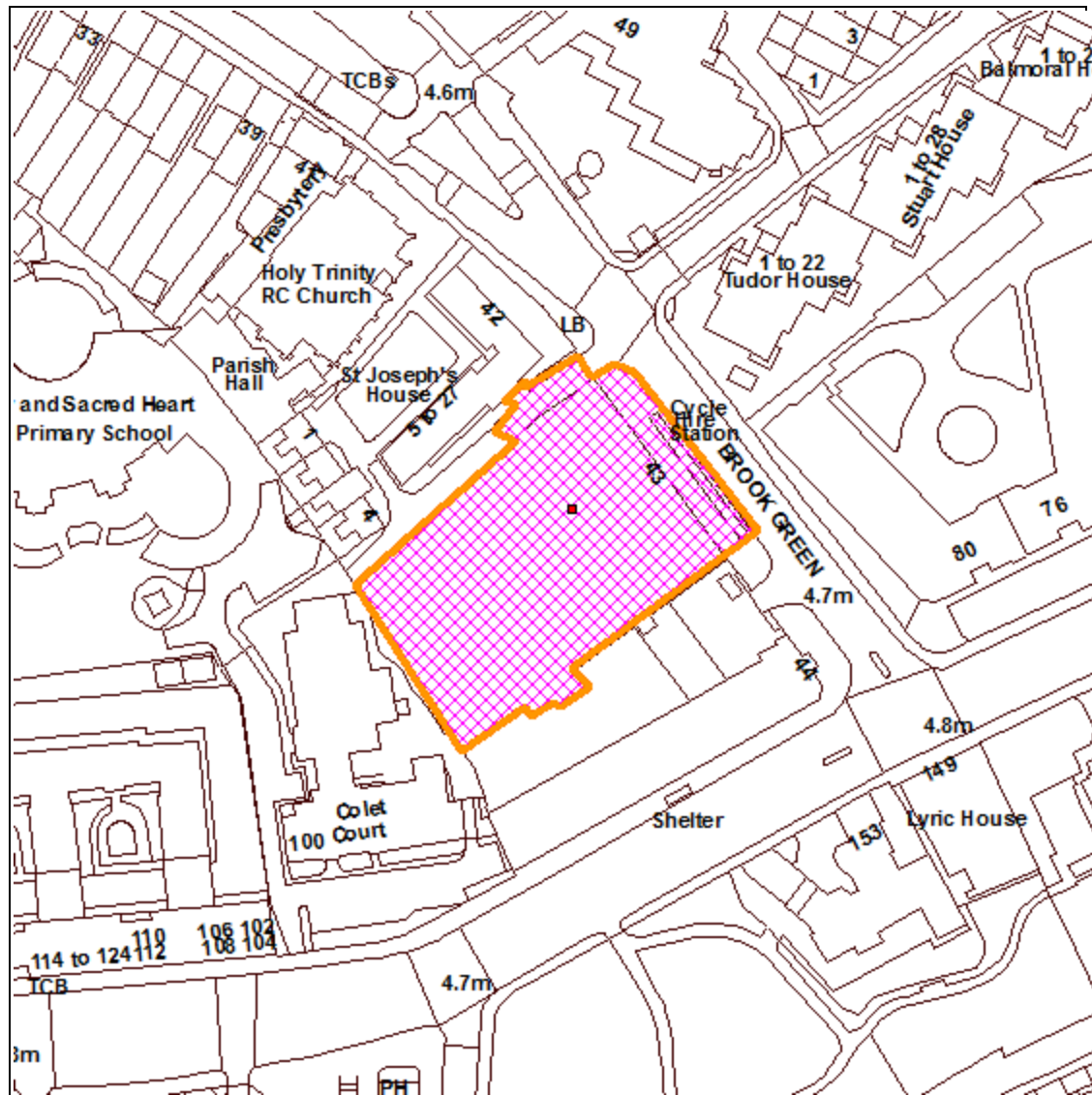

Ward: Brook Green

Site Address:

43 Brook Green London W6 7EF



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For identification purposes only - do not scale.

Reg. No:

2022/00949/FUL

Case Officer:

Matthew Lawton

Date Valid:

10.05.2022

Conservation Area:

Constraint Name: Brook Green Conservation Area
- Number 3

Committee Date:

Applicant:

BROOK GREEN SARL

C/O Agent

Description:

Erection of a part one/part two storey extension to the main building at roof level following removal of existing plant; plant enclosure at seventh floor level; three-storey tiered extension to the side and rear of the building at second, third and fourth floor levels; roof terraces at first to fifth and seventh floor levels; alterations to ground floor frontage and the first floor northern elevation; replacement windows; external alterations; provision of refuse storage at ground floor level and cycle storage at basement level, in connection with the provision of an additional 4,539sqm (GEA) of high grade Class E(g)(i) office space (16,301sqm (GEA) in total).

Drg Nos:

Application Type:

Full Detailed Planning Application

Officer Recommendation:

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

That the Committee resolve that the 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 Heads of Terms of the legal agreement or conditions, which may include the variation, addition or deletion of conditions, any such changes shall be within their discretion.

Conditions:

- 1) The development hereby permitted shall not commence later than the expiration of 3 years beginning with the date of this planning permission.

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

- 2) The development shall be carried out and completed only in accordance with the following approved drawing Nos.:

TBC

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

- 3) Prior to commencement of the works above ground hereby permitted, details of the proposed soft and hard landscaping of all areas external to the building shall be submitted to and approved by the Council. These details shall include all flat roofs, roof terraces and planters and the service yard adjacent to St Joseph's House. The details shall include: planting schedules and details of the species of any shrubs, including sections through the planting areas and depth of planters; the access points to the building, pedestrian surfaces, materials, kerb details, details relating to the access to the building, pedestrian surfaces, wayfinding, signage, loading bay, means of pedestrian/cyclist conflict resolution, and lighting columns that shall all ensure a safe and convenient environment for blind and partially sighted people. The landscaping works shall be carried out in accordance with the approved details and shall thereafter be permanently retained in this form.

All planting, seeding and turfing approved as part of the submitted landscaping scheme shall be carried out in the first planting or seeding seasons following the occupation of the building or the completion of the development, whichever is the sooner; and any trees or shrubs which die, are removed or become seriously damaged or diseased within 5 years of the date of the initial planting shall be replaced in the next planting season with others of similar size and species.

To ensure a satisfactory external appearance and satisfactory provision for permeable surfaces and planting in accordance with policies DC1, DC2, DC8 and OS5 of the Local Plan (2018).

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

To ensure that the development provides an attractive natural and visual environment in accordance with Policy D4 of the London Plan (2021) and Policies DC1, DC4 and DC8 of the Local Plan (2018).

- 5) Prior to commencement of the development hereby approved the following shall be submitted to, and approved in writing by, the Council:

(i) A Demolition Management Plan

Details shall include monitoring and control measures for noise, vibration, lighting, delivery locations, contractors' method statements, waste classification and disposal procedures and locations, restriction of hours of work and all associated activities audible beyond the site boundary to 0800-1800hrs Mondays to Fridays and 0800-1300hrs on Saturdays, advance notification to neighbours and other interested parties of proposed works and public display of contact details including accessible phone contact to persons responsible for the site works for the duration of the works. The approved details shall be implemented throughout the project period.

(ii) A Demolition Logistics Plan

This shall be in accordance with Transport for London (TfL) requirements and must seek to minimise the impact of demolition traffic on nearby roads and restrict demolition trips to off peak hours only. The details shall also include the numbers, size and routes of demolition vehicles, provisions to ensure that all vehicles associated with the demolition works are properly washed and cleaned to prevent the passage of mud and dirt onto the highway, and other matters relating to traffic management to be agreed. The plan should consider the cumulative impact associated with construction activity on the nearby Olympia site. The approved details shall be implemented throughout the project period.

To ensure that demolition works do not adversely impact on the operation of the public highway, and that the amenity of occupiers of surrounding premises is not adversely affected by noise, vibration, lighting or other emissions from the building site, in accordance with policies T1, T6, T7, CC10, CC11, CC12 and CC13 of the Local Plan (2018).

- 6) Prior to commencement (excluding site clearance and demolition) of the development hereby approved the following shall be submitted to, and approved in writing by, the Council:

(i) A Construction Management Plan

Details shall include monitoring and control measures for noise, vibration, lighting, delivery locations, contractors' method statements, waste classification and disposal procedures and locations, restriction of hours of work and all associated activities audible beyond the site boundary to 0800-1800hrs Mondays to Fridays and 0800-1300hrs on Saturdays, advance notification to neighbours and other interested parties of proposed works and public display of contact details including accessible phone contact to persons responsible for the site works for the duration of the works. The approved details shall be implemented throughout the project period.

(ii) A Construction Logistics Plan

This shall be in accordance with Transport for London (TfL) requirements and must seek to minimise the impact of construction traffic on nearby roads and restrict construction trips to off peak hours only. The details shall also include the numbers, size and routes of construction vehicles, provisions to ensure that all vehicles associated with the construction works are properly washed and cleaned to prevent the passage of mud and dirt onto the highway, and other matters relating to traffic management to be agreed. The plan should consider the cumulative impact associated with construction activity on the nearby Olympia site. The approved details shall be implemented throughout the project period.

To ensure that construction works do not adversely impact on the operation of the public highway, and that the amenity of occupiers of surrounding premises is not adversely affected by noise, vibration, lighting or other emissions from the building site, in accordance with policies T1, T6, T7, CC10, CC11, CC12 and CC13 of the Local Plan (2018).

- 7) Prior to commencement of the works above ground hereby permitted (excluding site clearance, demolition and basement works), details and samples of all the materials to be used in all external faces and roofs of the building to include entrances, cladding, fenestration, roofing and plant, shall be submitted to and approved in writing by Council. External material sample panels, including samples of brickwork, stonework, concrete, pointing style and mortar colour shall be erected onsite for the inspection by Council's Conservation Officer and written approval by Council. The development shall be carried out in accordance with the details as approved and thereafter permanently retained in this form thereafter.

To ensure a satisfactory external appearance and to prevent harm to the character and appearance of the Conservation Area and preserve the settings of adjacent listed buildings, in accordance with Policy D4 of the London Plan (2021) and Policies DC1, DC4 and DC8 of the Local Plan (2018).

- 8) The development hereby permitted shall not be commenced above ground (excluding site clearance, demolition and basement works) until detailed drawings at a scale not less than 1:20 (in plan, section, and elevation) of shopfronts, doors, windows, balustrades, glazed screen and planters and of typical bays of each elevation shall be submitted to and approved in writing by the Council. The development shall be carried out in accordance with the details as approved and thereafter permanently retained in this form.

To ensure a satisfactory external appearance and to prevent harm to the character and appearance of the Conservation Area and preserve the settings of adjacent listed buildings, in accordance with Policy D4 of the London Plan (2021) and Policies DC1, DC4 and DC8 of the Local Plan (2018).

- 9) Prior to the commencement of the demolition phase of the development hereby permitted, an Air Quality Dust Management Plan (AQDMP) in order to mitigate air pollution shall be submitted to and approved in writing by the Local Planning Authority. The AQDMP submitted shall be in accordance with the Councils AQDMP Template 'A' and shall include the following details:

- a. Site Location Plan indicating sensitive off-site receptors within 50m of the red line site boundaries
- b. Construction Site and Equipment Layout Plan
- c. Inventory and Timetable of dust generating activities during Demolition site activities.
- d. Air Quality Dust Risk Assessment (AQDRA) that considers the potential for dust soiling and PM10 (human health) impacts for sensitive receptors off-site of the development within 250 m of the site boundaries during the demolition phase and is undertaken in compliance with the methodology contained within the Mayor of London 'The Control of Dust and Emissions during Construction and Demolition', SPG, July 2014 and its subsequent amendments
- e. Site Specific Dust, and NO_x Emission mitigation and control measures including for on-road and off-road construction traffic as required by the overall Medium/High Dust Risk Rating of the site and shall be in a table format.

- f. Details of Site Particulate (PM10) and Dust Monitoring Procedures and Protocols including locations of a minimum of 2 x MCERTS compliant Particulate (PM10) monitors on the site boundaries used to prevent levels exceeding predetermined PM10 Site Action Level (SAL) of 190 $\mu\text{g}/\text{m}^3$, measured as a 1-hour mean. Prior to installation of the PM10 monitors on site the calibration certificates of MCERTS compliant PM10 monitors and the internet-based log-in details to enable access to the real-time PM10 monitoring data from the PM10 monitors shall be issued to Hammersmith & Fulham Council by e-mail to constructionairqualitymonitoring@lbhf.gov.uk. The data from the on-site Particulate (PM10) monitors shall also be made available on the council's construction site air quality monitoring register website <https://www.envimo.uk>
- g. 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 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.
- h. Details of the use of on-road Ultra Low Emission Zone (ULEZ) compliant vehicles 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. Approved details shall be fully implemented and permanently retained and maintained during the demolition phases of the development.

To comply with the requirements of the NPPF (2019), Policy SI1 of the London Plan (2021) and policy CC10 of the Local Plan (2018).

- 10) Prior to the commencement of the construction phase of the development hereby permitted, Air Quality Dust Management Plan (AQDMP) in order to mitigate air pollution shall be submitted to and approved in writing by the Local Planning Authority. The AQDMP submitted shall be in accordance with the Councils AQDMP Template 'C' and shall include the following details:
 - a. Site Location Plan indicating sensitive off-site receptors within 50m of the red line site boundaries
 - b. Construction Site and Equipment Layout Plan
 - c. Inventory and Timetable of dust generating activities during construction site activities.
 - d. Air Quality Dust Risk Assessment (AQDRA) that considers the potential for dust soiling and PM10 (human health) impacts for sensitive receptors off-site of the development within 250 m of the site boundaries during the demolition phase and is undertaken in compliance with the methodology contained within the Mayor of London 'The Control of Dust and Emissions during Construction and Demolition', SPG, July 2014 and its subsequent amendments
 - e. Site Specific Dust, and NOx Emission mitigation and control measures shall

be in a table format and include mitigation for on-road and off-road construction traffic as required by the overall Medium/High Dust Risk Rating of the site.

f. Details of Site Particulate (PM10) and Dust Monitoring Procedures and Protocols including locations of a minimum of 2 x MCERTS compliant Particulate (PM10) monitors on the site boundaries used to prevent levels exceeding predetermined PM10 Site Action Level (SAL) of 190 $\mu\text{g}/\text{m}^3$, measured as a 1-hour mean. Prior to installation of the PM10 monitors on site the calibration certificates of MCERTS compliant PM10 monitors and the internet-based log-in details to enable access to the real-time PM10 monitoring data from the PM10 monitors shall be issued to Hammersmith & Fulham Council by e-mail to constructionairqualitymonitoring@lbhf.gov.uk. The data from the on-site Particulate (PM10) monitors shall also be made available on the council's construction site air quality monitoring register website <https://www.envimo.uk>.

g. 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.

h. Details of the use of on-road Ultra Low Emission Zone (ULEZ) compliant vehicles 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. Approved details shall be fully implemented and permanently retained and maintained during the construction phases of the development.

To comply with the requirements of the NPPF (2019), Policy SI1 of the London Plan (2021) and policy CC10 of the Local Plan (2018).

- 11) The development hereby permitted shall not be occupied until 222 long-stay secure, covered cycle parking spaces have been provided. The cycle parking shall be permanently retained for the lifetime of the development and shall be permanently accessible for the storage of bicycles for staff and visitors to the development.

To ensure the suitable provision of cycle parking within the development to meet the needs of future site occupiers and users, in accordance with policy T5 of the London Plan (2021) and policy T7 of the Local Plan (2018).

- 12) With the exception of the terrace areas indicated on the approved drawings, no part of any other roof of the approved development shall be used as a terrace or other amenity space. The upper floor terrace areas shall not be used after 18:00 and before 09:00 the following day Mondays to Fridays and shall not be used at all on Saturdays, Sundays and Bank Holidays. No live or amplified music shall be

played or performed on the external terrace areas hereby approved.

To safeguard the amenities of the occupiers of neighbouring properties, and to avoid overlooking and loss of privacy and the potential for additional noise and disturbance, in accordance with policies CC11 and HO11 of the Local Plan (2018).

- 13) The Class E(g)(i) office use hereby permitted shall only be used as an office and for no other purpose (including any other separate purpose in Class E) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

In granting this permission, the Council has had regard to the special circumstances of the case. Certain other uses within the same use class may be unacceptable due to effect on residential amenity or traffic generation, in accordance with policies CC13 and T3 of the Local Plan (2018).

- 14) Prior to commencement of above ground works in the development hereby permitted, a Ventilation Strategy Report to mitigate the impact of existing poor air quality for the Office Use (Class E) shall be submitted to and approved in writing by the Local Planning Authority. This is applicable to all receptor locations where the Annual Mean Nitrogen Dioxide (NO₂), and Particulate (PM₁₀, PM_{2.5}) concentrations are equal to 30ug/m³, 20ug/m³ and 10 ug/m³ respectively and where current and future predicted pollutant concentrations are within 5 % of these limits. The report shall include the following information:
- a) Details and locations of the ventilation intake locations at rear roof level or on the rear elevations of all office floors
 - b) Details and locations of ventilation extracts, to demonstrate that they are located a minimum of 2 metres away from the air ventilation intakes, in order to minimise the potential for the recirculation of extract air through the supply air ventilation intake in accordance with paragraph 8.9 part 'C' of Building Standards, Supporting Guidance, Domestic Ventilation, 2nd Edition, The Scottish Government, 2017
 - c) Details of the independently tested mechanical ventilation system with Nitrogen Oxides (NO_x) 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 comply with the requirements of the NPPF (2019), Policy SI1 of the London Plan (2021) and policy CC10 of the Local Plan (2018).

- 15) Prior to occupation of the development hereby permitted, details of a post installation compliance report of the approved ventilation strategy for the Office use (Class E) as required by condition 14 to mitigate the impact of existing poor air quality shall be submitted to and approved in writing by the Local Planning Authority. The report shall be produced by an accredited Chartered Building Services Engineer (CIBSE). Approved details shall be fully implemented prior to the occupation/use of the development and thereafter permanently retained and maintained.

To comply with the requirements of the NPPF (2019), Policy SI1 of the London Plan (2021) and policy CC10 of the Local Plan (2018).

- 16) The development hereby permitted shall not commence above ground (excluding site clearance, basement works and demolition) until a statement of how ##### security improvements are to be adequately achieved has been submitted to, and approved in writing by, the Council. Such details shall include, but not be limited to, CCTV coverage, access controls, basement security measures, the approved details shall be carried out prior to occupation of the development hereby approved and permanently retained thereafter.

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

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

In order to ensure that the Council can fully consider the effect of telecommunications equipment upon the appearance of the building, in accordance with policies DC1, DC2 and DC8 of the Local Plan (2018).

- 18) The development hereby approved shall not be occupied before a Refuse Management Plan, including full details of refuse storage (including provision for the storage of recyclable materials) have been submitted to, and approved in writing by, the Council. The approved details shall be implemented prior to the occupation of the development and shall thereafter be permanently retained. All refuse/recycling generated by the development hereby approved shall be stored within the agreed areas. These areas shall be permanently retained for this use. Refuse and recyclables shall be stored only within the curtilage of the application site except on collection days.

To ensure that the use does not give rise to smell nuisance and to prevent harm

arising from the appearance of accumulated rubbish, in accordance with policies DC4 and CC7 of the Local Plan (2018) and Key principles WM1 to WM11 of the Planning Guidance Supplementary Planning Document (2018).

- 19) Other than structures shown on the plans hereby approved, or in details required by condition, no water tanks, water tank enclosures or other structures shall be erected upon the flat roofs of the building hereby permitted.

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

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

To ensure that the amenity of occupiers of the surrounding premises is not adversely affected by vibration, in accordance with policies CC11, CC13 and HO11 of the Local Plan (2018).

- 21) Other than as shown on the plans hereby approved, or in details required by condition, no plumbing, extract flues or pipes, other than rainwater pipes, may be fixed on the elevations of the building hereby permitted.

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

- 22) No trees surrounding the site shall be topped, lopped, felled or wilfully destroyed without the prior approval in writing of the Council.

To ensure that the Council is able to properly assess the impact of the development on any trees and prevent their unnecessary loss, in accordance with policies DC1, DC4, DC8 and OS5 of the Local Plan (2018).

- 23) The development hereby approved shall not be commenced before an Arboricultural Method Statement and Tree Protection Plan in accordance with BS5837:2012 have been submitted to, and approved in writing by, the Council. The approved details shall be implemented prior to the commencement of the development and retained until construction works are completed. The development shall be implemented only in accordance with the recommendations made in the Arboricultural Survey and Impact Assessment, V.1 dated 22/3/19 submitted with the application, and in accordance with BS5837:2012.

To ensure that trees within the site to be retained are protected during the course of the construction and to ensure that tree works are acceptably carried out, in accordance with policies DC1, DC4, DC8 and OS5 of the Local Plan (2018).

- 24) Prior to the commencement of development details including drawings of a painted timber site hoarding shall be submitted to the Council for approval. No part of the site hoarding and/or enclosure of the site shall be used for the display of advertisement hoardings. The works shall be implemented in accordance with the approved details and the hoarding shall be in place throughout the duration of the construction works.

In order to provide a satisfactory external appearance to the site and to preserve the character and appearance of the Conservation Area during construction works in accordance with Policies DC1 and DC8 of the Local Plan 2018.

- 25) No external roller shutters shall be attached to the building at ground floor level.

To ensure a satisfactory external appearance and to prevent harm to the street scene and to preserve the character and appearance of the area and nearby conservation areas in accordance with Policies DC1, DC4 and DC8 of the Local Plan (2018).

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

To ensure a satisfactory external appearance and to prevent harm to the amenities of the occupiers of neighbouring residential properties, in accordance with policies DC1, DC4 and DC8 of the Local Plan (2018).

- 27) Prior to commencement, confirmation of the flood risk mitigation measures to be integrated into the development shall be provided in writing for approval by the Council. Proposals should be based on the recommendations of the submitted Flood Risk Assessment dated 25/10/22. Measures to manage all potential sources of flooding for the site should be included such as structural water-proofing and sewer surcharge protection measures for the basement and additional flood resilience methods where appropriate. All measures shall be retained and maintained for the lifetime of the development.

To ensure flood risks are managed in accordance with Policy CC3 of the Local Plan (2018).

- 28) Neither music nor amplified voices emitted from the building hereby permitted shall be audible at any residential/noise sensitive premises.

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

- 29) The use of the extended building hereby permitted shall not commence until all external doors to the premises have been fitted with self-closing devices, which shall be maintained in an operational condition and at no time shall any external door be fixed in an open position.

To ensure that the amenity of occupiers of neighbouring properties are not adversely affected by noise, in accordance with policies CC11 and CC13 of the Local Plan (2018).

- 30) The window glass of the building at ground floor level on the elevations fronting Brook Green shall not be mirrored, tinted or otherwise obscured. The development shall be permanently retained in this form.

To ensure a satisfactory external appearance and to prevent harm to the street scene and to preserve the character and appearance of the conservation area in accordance with Policies DC1, DC4 and DC8 of the Local Plan (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 together at maximum capacity.

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

- 32) Save for works below ground level, no development shall commence until details of any window cleaning equipment including appearance, means of operation and storage have been submitted to, and approved in writing by, the Council. The development shall be carried out in accordance with the details as approved.

To ensure a satisfactory external appearance and to prevent harm to the street scene and to preserve the character and appearance of the area and nearby conservation areas in accordance with Policies DC1, DC4 and DC8 of the Local Plan (2018).

- 33) Prior to occupation of the development hereby permitted, details of the installation/commissioning reports 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 Office and Restaurant/Café use (Class E) shall be submitted to and approved in writing by the Local Planning Authority. Approved details shall be fully implemented prior to the occupation/use of the development and thereafter permanently retained and maintained.

To comply with the requirements of the NPPF (2019), Policy SI1 of the London Plan (2021) and policy CC10 of the Local Plan (2018).

- 34) Prior to relevant works full details of any building signage including artificial lighting levels (candelas/m2 size of sign) shall have been submitted to, and approved in writing by, the Council. Details shall demonstrate that the recommendations of the Institution of Lighting Professionals in the 'Guidance Notes For The Reduction Of Light Pollution 2011' will be met, particularly with regard to the 'PLG05,2015-The Brightness of Illuminated Advertisements'. The development shall be carried out in accordance with the details as approved and thereafter be retained in this form. No advertisements shall be displayed on either the external faces of the development and/or inside any windows, without details of the advertisements having first been submitted to, and agreed in writing by, the Council.

To ensure a satisfactory external appearance and to prevent harm to the street scene, to preserve the character and appearance of the nearby conservation areas and to ensure that the amenities of occupiers of surrounding properties are not unduly affected by artificial lighting in accordance with policies CC12, CC13, DC1, DC4 and DC8 of the Local Plan (2018).

- 35) The development hereby permitted shall not be occupied/used until it has been erected in accordance with the submitted Planning Energy Statement Rev.R004 dated 28/10/22, BREEAM Pre-assessment report Rev.R004 dated 25/3/22 and BREEAM Guidance Note: GN40 signed 28/3/22. A post construction BREEAM assessment shall be submitted to the Council within 6 months of occupation for approval in writing to confirm that the measures have been implemented as required.

To ensure a satisfactory external appearance and the integration of energy generation from renewable sources, consistent with the Mayor's sustainable design objectives in accordance with policies SI1, SI2 and SI3 of the London Plan (2021) and policies DC1, DC2, DC8, CC1, CC2, CC3, CC4 and HO11 of the Local Plan (2018).

- 36) The development hereby permitted shall not be occupied before implementation of the energy efficiency, low/zero carbon and renewable energy measures detailed in the submitted Planning Energy Statement Rev.R004 dated 28/10/22. All details shall be implemented prior to occupation/use of the development hereby permitted, and thereafter be permanently retained.

To ensure a satisfactory external appearance and the integration of energy generation from renewable sources, consistent with the Mayor's sustainable design objectives in accordance with policies SI2, SI3 and SI4 of the London Plan (2021) and policies DC1, DC4, DC8, CC1, CC2, CC3, CC4 and HO11 of the Local Plan (2018).

- 37) Prior to commencement, confirmation of the sustainable drainage measures to be integrated into the development shall be provided in writing for approval by the Council. Proposals should be based on the recommendations of the submitted Drainage Strategy Report. Sufficient SuDS measures shall be included to limit the peak discharge of surface water to no more than 17l/s for the site. The use of preferred SuDS such as blue/green roofs and other landscaped and permeable surfaces shall be maximised and full details and plans provided with details of the attenuation each feature provides and how they connect into the wider drainage network. All measures shall be retained and maintained for the lifetime of the development.

To ensure surface water is managed in accordance with Policy CC4 of the Local Plan (2018).

- 38) The development shall contain at least one fire fighting lift, one evacuation lift and one dual fire fighting/evacuation lift, details of which shall be submitted to the Local Planning Authority and approved in writing prior to the occupation of the building. All lifts within the building shall have enhanced lift repair service running 365 day/24 hour cover to ensure that no occupiers (including wheelchair users) are trapped if the lift breaks down. The fire fighting, evacuation and dual fire fighting/evacuation lifts shall be installed as approved and maintained in full working order for the lifetime of the development.

To ensure that the proposal provides an inclusive and accessible environment in accordance with policy DC4 of the Local Plan (2018) and London Plan (2021) policy D12.

- 39) Prior to first occupation of the development, a Cycle Parking Management Plan shall be submitted to, and approved in writing by, the Council. The plan shall include full cycle parking details including door automation on routes to the cycle parking, cycle lift, cycle gutters, charging facilities for bikes and scooters and the required 5% accessible spaces in accordance with the London Cycle Design Standards (2016). The development shall not be operated otherwise than in accordance with the Cycle Parking Management Plan as approved and shall thereafter be permanently retained in this form.

To ensure the sustainable provision of cycle and car parking within the development to meet the needs of future site occupiers and users, in accordance with policy T5 of the London Plan (2021) and policies T1 and T4 of the Local Plan (2018).

- 40) The development hereby permitted shall not be occupied or used until the shower rooms, changing areas and lockers at basement level shown on the approved plans have been installed, and they shall be permanently retained thereafter for the use of employees.

In order to ensure satisfactory facilities for staff including cyclists, in accordance with policy T3 of the Local Plan (2018).

- 41) No delivery, refuse or service vehicles shall enter or depart the site other than between the hours of 10:00 to 15:00 and 19:00 to 21:00 Monday to Friday, 10:00 to 18:00 on Saturdays and at no time on Sundays and Public/Bank Holidays.

To ensure that the amenities of the surrounding residential occupiers are not unduly affected by noise from vehicles entering, leaving or manoeuvring within the site, in accordance with policies CC11 and CC13 of the Local Plan (2018).

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

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

- 43) The development hereby permitted shall not be occupied before details of measures to mitigate light spillage from all floor levels of the proposed building towards neighbouring residential properties and a scheme for the control of the operation of internal lighting (during periods of limited or non-occupation) have been submitted to, and approved in writing, by the Council. These details could include details of suitable façade glazing, blinds or external membrane, and mitigation measures to minimise light trespass, glare and sky glow from internally transmitted or reflected artificial light. The details as approved shall be implemented prior to first occupation of the building hereby permitted and thereafter be permanently retained.

To ensure that the amenities of surrounding residential properties are not unduly affected by light pollution, in accordance with policies CC12 and CC13 of the Local Plan (2018).

- 44) No part of the development hereby approved shall be occupied until a Delivery and Servicing Plan has been submitted to, and approved in writing by, the Local Planning Authority. Details shall include:

- a) Use of Zero Exhaust Emission Vehicles in accordance with the emissions hierarchy (1) Walking Freight Trolleys (2) Cargo bike (3) Electric Vehicle (4) Alternative Fuel e.g. CNG, Hydrogen, LPG;
- b) On-site freight consolidation facilities to minimise the number of vehicle movements to the site;
- c) Reduction and consolidation of deliveries and collections e.g. waste;
- d) Re-timing of deliveries and collections outside of peak traffic time periods of 07:00-10:00 and 15:00-19:00 hrs;
- e) Times, frequency and management of deliveries and collections including collection of waste and recyclables;

- f) Facilities and measures that will minimise the impact of vehicle emissions from increasing personal deliveries;
- g) Operations, management and enforcement of the loading bay as identified on the approved drawings;
- h) Emergency access and vehicle movement at the site entrance and throughout the development;
- i) Quiet loading/unloading mitigation including silent reversing measures in accordance with Building Design Guidance for Quieter Deliveries, TFL, June 2018.

The measures/scheme shall be implemented in accordance with the approved details prior to occupation of the development hereby permitted, and thereafter be permanently retained and maintained for the lifetime of the development.

To ensure that satisfactory provision is made for refuse storage and collection; to ensure that potential conflicts between servicing vehicles and other road users/pedestrians are adequately mitigated and to ensure that the amenity of occupiers of the development site and surrounding premises is not adversely affected by noise, in accordance with Policy T7 of the London Plan (2021) and Policies T2, CC11 and CC13 of the Local Plan (2018) and Planning Guidance Supplementary Planning Document (2018) Key Principle TR28.

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

To prevent any potential to impact on local underground water and sewerage utility infrastructure, in accordance with Policies CC3 and CC5 of the Local Plan (2018). The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the details of the piling method statement.

- 46) The development shall be carried out and completed in accordance with the submitted Fire Statement. The development shall be implemented in accordance with these details prior to occupation and shall thereafter be permanently retained in this form.

To ensure full compliance with, in accordance with Policy D12 of the London Plan 2021.

- 47) The doors hereby approved providing access to the green roofs shall only be used for the purposes of maintenance.

To ensure a satisfactory external appearance and so that the use of the building does not harm the amenities of the existing neighbouring residential properties because of overlooking, loss of privacy and noise and disturbance, in accordance with Policies DC1, DC2, DC8, CC11 and CC13 of the Local Plan (2018) and Key

Principle HS8 of the Planning Guidance Supplementary Planning Document (2018).

- 48) No part of the development hereby approved shall be occupied or used until an Inclusive Access Management Plan has been submitted to, and approved in writing by, the Local Planning Authority. The plan shall set out how level access is provided to all parts of the building. The development shall not be operated otherwise than in accordance with the Inclusive Access Management Plan as approved and thereafter be permanently retained in this form.

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

- 49) No development shall commence until a preliminary risk assessment report is submitted to and approved in writing by the Local Planning Authority. 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 Policies CC9 and CC13 of the Local Plan (2018) and Planning Guidance Supplementary Planning Document Key Principles LC1 to LC7 (2018).

- 50) No development shall commence within the development until a site investigation scheme is submitted to and approved in writing by the Local Planning Authority. 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 Policies CC9 and CC13 of the Local Plan (2018) and Planning Guidance Supplementary Planning Document

Key Principles LC1 to LC7 (2018).

- 51) Unless the Local Planning Authority agree in writing that a set extent of development must commence to enable compliance with this condition, no development shall commence until, 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 Local Planning Authority. 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 Policies CC9 and CC13 of the Local Plan (2018) and Planning Guidance Supplementary Planning Document Key Principles LC1 to LC7 (2018).

- 52) Unless the Local Planning Authority 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 Local Planning Authority. 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 Policies CC9 and CC13 of the Local Plan (2018) and Planning Guidance Supplementary Planning Document Key Principles LC1 to LC7 (2018).

- 53) Unless the Local Planning Authority agree in writing that a set extent of development must commence to enable compliance with this condition, no development shall commence until the approved 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 Local Planning Authority. 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 Local Planning Authority is to be informed immediately and no further development (unless otherwise agreed in writing by the Local Planning Authority) 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 Local Planning Authority. 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 Policies CC9 and CC13 of the Local Plan (2018) and Planning Guidance Supplementary Planning Document Key Principles LC1 to LC7 (2018).

- 54) Unless the Local Planning Authority agree in writing that a set extent of development must commence to enable compliance with this condition, no development (except Enabling Works) shall commence until an onward long-term monitoring methodology report is submitted to and approved in writing by the Local Planning Authority 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 Local Planning Authority 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 Policies CC9 and CC13 of the Local Plan (2018) and Planning Guidance Supplementary Planning Document Key Principles LC1 to LC7 (2018).

- 55) Prior to the commencement of landscaping and public realm works, details and samples of all materials to be used for any hard landscaping or boundary treatment shall be submitted to and approved in writing by the Council. The development shall be carried out in accordance with the details as approved and thereafter permanently retained in this form.

To ensure a satisfactory external appearance and to prevent harm to the street scene and public realm, in accordance with Policy D4 of the London Plan (2021) and Policies DC1, DC4 and DC8 of the Local Plan (2018)

- 56) Prior to the occupation of the development details including drawings of the appearance, materials and locations of all external lighting luminaires shall be submitted to and approved in writing by the Council. The development shall be implemented in accordance with the approved details and shall thereafter be permanently retained in this form.

To ensure a satisfactory external appearance and to prevent harm to the amenities of the occupiers of neighbouring residential properties, in accordance with Policies DC1, DC4 and DC8 of the Local Plan 2018.

- 57) The terrace at 5th floor level shall not be used prior to the installation of obscure glass screening to a height of 1.7m above finished floor levels. The screening shall thereafter be permanently retained.

In order to protect the amenities of adjoining occupiers in terms of privacy and overlooking in accordance with Policies DC1, DC4, DC8 and H011 of the Local Plan (2018).

Justification for Approving the Application:

- 1) 1. Land Use: The principle and land use of the development hereby approved is acceptable and in compliance with national, regional, and local strategic policy context the development would have a positive impact on the local economy and create additional employment, which complies with the economy and employment context set out within NPPF (2021) chapter 6 Building a strong, competitive economy, London Plan (2016) policies 4.1, 4.2 and 4.4 and Local Plan (2018) policies E1, E2 and E4.
2. Design and Conservation: The proposed extensions and alterations are of a high quality of design and materials and would be subservient to and compatible with the scale and character of the existing building and surrounding development. The harm identified to the significance of designated heritage assets would be outweighed by public benefits including heritage benefits, in accordance with s66 and s72 of the Planning (Listed Buildings and Conservation Areas) Act 1990, the NPPF (2021), Local Plan (2018) Policies DC1, DC4 and DC8 and Planning guidance Supplementary Planning Document (2018) Key Principles AH1, AH2, CAG2 and CAG3.
3. Landscaping and Biodiversity: Landscaping would be provided by the development, enhancing biodiversity, which would be of benefit to the area and which complies with the relevant planning policy context set out in the London Plan (2021) policies G1 and G5 and Local Plan (2018) policies OS1, OS2, OS4, and OS5.
4. Impact on Neighbouring Residents: The impact of the proposed development upon neighbouring occupiers is considered to be acceptable with regards to noise and impacts on overlooking, sunlight, daylight and outlook. In this regard the development would respect the principles of good neighbourliness. The development would therefore be acceptable in accordance with policies CC11,

CC13 and DC4 of the Local Plan (2018) and the relevant Key principles of the Planning Guidance Supplementary Planning Document (2018).

5. Safety and Access: The development would provide a safe and secure environment for all users in accordance with policies DC1 and DC2 of the Local Plan (2018). The proposal would provide ease of access for all people, including disabled people, in accordance with London Plan (2021) policy D5, policies DC1, DC2 and DC4 of the Local Plan (2018) and Key principles DA1, DA2, DA3, DA6 and DA7 of the Planning Guidance Supplementary Planning Document (2018).

6. Transport: There would be no adverse impact on traffic generation and the scheme would not result in congestion of the road network. Conditions would secure the provision of cycle and refuse storage. The development would therefore be acceptable in accordance with the NPPF (2021), London Plan (2021) policies T4, T5 and T6, policies CC7, T1, T2, T3, T4 and T7 of the Local Plan (2018), and Key principles TR3, TR12, WM1, WM2, WM5 and WM6 of the Planning Guidance Supplementary Planning Document (2018).

7. Flood Risk: A Flood Risk Assessment (FRA) has been submitted as required. Detailed drainage matters would be secured by condition. In this respect the proposal is therefore in accordance with the NPPF (2021), London Plan (2021) policies SI 12 and 13, policies CC1, CC3, CC4 and CC5 of the Local Plan (2018) and Key principles FR1, FR2 and FR3 of the Planning Guidance Supplementary Planning Document (2018).

8. Energy and Sustainability: An Energy Statement has been submitted outlining the energy efficiency and low/zero carbon measures to be implemented as part of the development with the aim of minimising energy use and associated CO2 emissions. The proposal would be consistent with the Mayor of London's sustainable design objectives in accordance with NPPF (2021) chapter 14 Meeting the challenge of climate change, flooding and coastal change, policies CC1, DC1 and DC2 of the Local Plan (2018).

9. Land Contamination: Conditions would ensure that the site would be remediated to an appropriate level for the sensitive residential and open space uses. The proposed development therefore accords with the London Plan (2021), policies CC9 and CC13 of the Local Plan (2018), and Key principles LC1, LC2, LC4, LC5, LC6 and LC7 of the Planning Guidance Supplementary Planning Document (2018).

10. Air Quality: With regards to air quality considerations, the Council's Environmental Quality Team have reviewed the Air Quality Assessment submitted with the application proposal and consider, subject to additional mitigation, the development would be acceptable and compliant with London Plan (2021) policy SI 1 and Local Plan (2018) policy CC10.

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

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

Application form received: 1st April 2022

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:
Historic England London Region	19.05.22
Thames Water - Development Control	23.05.22
Crime Prevention Design Advisor - Hammersmith	17.05.22

Neighbour Comments:

Letters from:	Dated:
20 Tudor House 47 Windsor Way LONDON W14 0UG	08.06.22
37 Brook Green CHIPPING WARDEN London W6 7BL	06.06.22
No Address Given	07.06.22
38 Brook Green London W6 7BL	07.06.22
35 Brook Green London W6 7BL	06.06.22
33 Brook Green London W6 7BL	06.06.22
34 Brook Green London W6 7BL	07.06.22
27 Brook Green London W6 7BL	07.06.22
Flat 255 Latymer Court London W6 7LB	08.06.22
28 Brook Green London W6 7BL	06.06.22
31 Brook Green London W6 7BL	08.06.22
St Joseph's House 42 Brook Green London W6 7BW	08.06.22
Holy Trinity Presbytery 41 Brook Green London W6 7BL	07.06.22
2A St Josephs House 42 Brook Green London W6 7BN	26.05.22
Hammersmith Town Hall King Street Hammersmith W6 9JT	11.05.22
34 Brook Green London W6 7BL	06.06.22
Flat 205, Latymer Court Hammersmith Road London W6 7JY	22.05.22
32 Brook Green London W6 7BL	09.06.22

1.0 BACKGROUND

- 1.1 The application site is 0.34 hectares in area and lies on the western side of Brook Green. The site contains a 1940s office building formerly known as Elms House and Glacier House and is located within the Brook Green Conservation Area. The site is adjacent to the north of the office building at 44 Brook Green. The site is located adjacent to the south of the Grade II listed St Joseph's Almshouses, the Grade II* listed Holy Trinity RC Church and the curtilage listed Holy Trinity Parish Hall. The Grade II listed Colet Court (offices) is located to the rear of 43 Brook Green to the west and has a substantial rear extension which dates from the 1990s and is not of special architectural or historic interest. To the east is a six storey office building at 80 Hammersmith Road and 5 storey mansion block-style buildings at Windsor Way. The offices are currently vacant but were previously occupied by record company EMI and engineering company CH2M.
- 1.2 The application site currently provides 12,676sqm (GEA) of office (Class E(g)(i)) floor space over its six floors which run along the L shaped southern and eastern wings of the site, with a two storey element to the rear along the northern and western elevations. The office building is accessed from Brook Green. Vehicular access to the site is from the gated side road to the north, where servicing also takes place. There is an existing 46 space ground floor and basement car park accessed from the northern side road.
- 1.3 The wider setting of the site includes many properties on the Council's Local Register of Buildings of Merit, the Grade II listed St Paul's Hotel, 153 Hammersmith Road and the Gunter Estate Conservation Area which lies to the south of Hammersmith Road.
- 1.4 Hammersmith Road to the south is part of the Strategic Road Network. The proposed Cycle Superhighway Route 9 (CS9) will run along Hammersmith Road. There is a 20 space TfL Cycle Hire Docking Station immediately in front of the site. There are six bus routes stopping within 50 metres of the site on Hammersmith Road. Barons Court Underground Station (District and Piccadilly lines) is approximately 450 metres away to the south and Hammersmith Station (District and Piccadilly lines) is approximately 500 metres away to the west. Kensington Olympia Station (Overground and District lines) is 550 metres to the east. The site has an excellent Public Transport Access Level of 6a, on a scale of 1-6a/b where 1 is 'poor' and 6b being rated as 'excellent'.
- 1.5 The site lies within the Environment Agency's Flood Risk Zones 2 and 3.
- 1.6 Relevant Planning History:

1995/00204/FUL - Erection of extension at first floor level over existing roof garden for staff restaurant and office purposes and installation of fume extraction ducting at second floor level - Granted 28/11/96.

1994/02190/FUL - Alterations to the front elevation to provide a new entrance and canopy - Granted 28/4/95.

1991/01055/FUL - Erection of a five storey glazed vertical core at the rear and two plant room structures on the roof the formation of a new entrance and erection of a canopy on the Brook Green elevation, the replacement of all existing windows and the provision of a landscaped garden on the rear roof at first floor level all in connection with the refurbishment of the existing office building - Granted 14/10/91.

1989/00610/FUL - Redevelopment involving the erection of a part seven part six storey building to provide 19,108 square metres of office floorspace (Class B1) with related basement car parking - Refused 29/1/91.

Current proposal

- 1.7 The current application proposes alterations and extensions to the existing office building to provide an additional 4,539sqm (GEA) of high grade Class E(g)(i) office space (16,301sqm (GEA) in total). The proposal includes the erection of a part one/part two storey extension to the main building at roof level and a three-storey tiered extension to the side and rear of the building at second, third and fourth floor levels. It would include the removal of existing car parking on site and the provision 222 cycle parking spaces.
- 1.8 The existing basement would be altered to provide a new cycle storage, showering and changing facilities for cyclists, a new cycle lift, plant and office space. At ground floor level the development proposes a new lobby, expanded lift core, café, event space and co-working area at the front of the building with office floorspace to the rear along with a refuse storage area. On the upper the extended floors would contain enlarged office spaces, the fifth floor having a terrace at the rear of the site. The seventh floor would have a larger terrace at the front of the site accessed from a 'pavilion', with an external plant enclosure extending rearward at this level. Alterations are also proposed to the ground floor frontage and the first-floor northern elevation including some replacement windows.

2.0 PUBLICITY and CONSULTATIONS

- 2.1 A Statement of Community Involvement (SCI) has been submitted with the application.
- 2.2 The Applicants held two public webinars on 11th and 12th June 2022 to present the application proposal. The Applicants state that 843 local residents and neighbouring businesses were invited by letter, and that 8 people attended the webinars. Prior to this the Applicants had sent an introductory flyer to 2,210 local addresses providing them with details of the development's website.
- 2.3 The current planning application was publicised by the Council by way of press and site notices posted in May 2022, and 672 notification letters were sent to individual properties in surrounding buildings or streets.
- 2.4 To date there have been 16 responses, 15 in objection and 1 neutral. The following comments in have been raised in the responses received, in summary:

Neutral

- Increased noise and potential loss of amenity for the almshouses' elderly residents, both during and after the construction phase.
- Conditions should be put on the capacity and access hours of the terraces facing St Joseph's (Monday - Friday 9.00 to 18.00), and the licensed operating hours of the café (daytime only).
- The proposed increase in height of the building's overall envelope will overshadow the lawn at the centre of the almshouses, reducing sunlight particularly during the winter months.

Objection

- Disturbance from construction
- Increased traffic congestion
- Overshadowing
- Detrimental impact upon listed buildings including the Holy Trinity Church and neighbouring elderly residents
- Detrimental to character and appearance of Brook Green Conservation Area
- Height increase is out of character and will set a precedent
- Light pollution
- Noise
- Further office development in the area is not required
- Cumulative impact of other development in the area including Olympia
- Overdevelopment

2.5 All the material planning considerations raised above are considered in the body of this report. Any planning application for a similar proposal on neighbouring sites would be considered on its merits and against development plan policies at the time any such application was received, any planning permission here would therefore not set a precedent.

Responses from other consultees

2.6 Thames Water raised no objection in principle. Conditions and informatives are recommended, including details of impact piling close to underground sewerage and water infrastructure.

2.7 Historic England (Development Management section) have responded to state that they are not offering advice in this case and suggest the views of the Council's specialist conservation advisors are sought.

2.8 The London Fire and Emergency Planning Authority were consulted but have not responded.

2.9 Designing Out Crime Officer, Metropolitan Police Service - As this is an extension for a commercial development it is not applicable for Secure By Design accreditation, but due to the high volume of bike thefts in the area I strongly recommend that the cycle storage should be in a solid block construction building or mesh cage with fob access and dual magnetic locks covered by CCTV.

2.10 The planning issues raised in all the responses to the planning application outlined above will be considered in the body of the report below.

3.0 PLANNING CONSIDERATIONS

3.1 The main issues for consideration in relation to this application are:

- Whether the development would accord with the appropriate policies in the National Planning Policy Framework (NPPF, 2021), the London Plan (2021), the Local Plan (2018) and the Planning Guidance Supplementary Planning Document (2018).
- Whether the proposal is acceptable in land use terms.
- The quantum of the development in terms of its height, scale, massing and alignment.
- The design quality/external appearance including materials of the proposal
- The impact on the character and appearance of nearby heritage assets and the surrounding townscape.
- The potential for traffic generation and the impact on the highway network.
- The impact on the amenities of neighbouring occupiers in terms of outlook, light, privacy and noise/disturbance.
- Energy efficiency and sustainability.

POLICY

3.2 The National Planning Policy Framework (NPPF, 2021) sets out the Government's planning policies for England and how these are expected to be applied in favour of sustainable development. The NPPF is a material consideration in decisions on planning applications.

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

3.4 The adoption of the Council's Local Plan took effect on 28th of February 2018, and the policies within the Local Plan together with the London Plan (2021) make up the statutory development plan for the Borough. The Planning Guidance Supplementary Planning Document (SPD) (2018) is also a material consideration in determining planning applications. This provides supplementary detail to the policies and is organised around Key Principles.

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

The following policies of these documents are considered to be of particular relevance to this application:

National Planning Policy Framework (2021)

Section 2 - Achieving sustainable development
Section 4 - Decision-making
Section 6 - Building a strong, competitive economy
Section 9 - Promoting sustainable transport
Section 11 - Making effective use of land
Section 12 - Achieving well-designed places
Section 14 - Meeting the challenge of climate change, flooding and coastal change
Section 15 - Conserving and enhancing the natural environment
Section 16 - Conserving and enhancing the historic environment

Planning Practice Guidance

London Plan (2021)

Policy GG2: Making the best use of land
Policy GG3: Creating a healthy city
Policy GG5: Growing a good economy
Policy GG6: Increasing efficiency and resilience
Policy D1: London's form, character, and capacity for growth
Policy D2: Infrastructure requirements for sustainable densities
Policy D3: Optimising site capacity through the design-led approach
Policy D4: Delivering good design
Policy D5: Inclusive design
Policy D8: Public realm
Policy D11: Safety, security and resilience to emergency
Policy D12: Fire safety
Policy D14: Noise
Policy E1: Offices
Policy E11 Skills and opportunities for all
Policy G1: Green Infrastructure
Policy G5: Urban Greening
Policy SI1: Improving air quality
Policy SI2: Minimising greenhouse gas emissions
Policy SI3: Energy infrastructure
Policy SI5: Water infrastructure
Policy SI7: Reducing waste and supporting the circular economy
Policy SI8: Waste capacity and net waste self-sufficiency
Policy SI12: Flood risk management
Policy SI13: Sustainable drainage
Policy T1: Strategic approach to transport
Policy T2: Healthy Streets
Policy T3: Transport capacity, connectivity and safeguarding
Policy T4: Assessing and mitigating transport impacts
Policy T5: Cycling
Policy T6: Car parking
Policy T6.2: Office Parking
Policy T7: Deliveries, servicing, and construction

Local Plan (2018)

Policy	DEL1 - Delivery and implementation
Policy	CC1 - Reducing carbon dioxide emissions
Policy	CC2 - Sustainable design and construction
Policy	CC3 - Minimising flood risk and reducing water use
Policy	CC4 - Minimising surface water run-off with sustainable drainage systems
Policy	CC5 - Water quality
Policy	CC7 - On-site waste management
Policy	CC9 - Contaminated land
Policy	CC10 - Air quality
Policy	CC11 - Noise
Policy	CC12 - Light pollution
Policy	CC13 - Control of potentially polluting uses
Policy	DC1 - Built Environment
Policy	DC2 - Design of new build
Policy	DC4 - Alterations and extensions (including outbuildings)
Policy	DC8 - Heritage and conservation
Policy	DC11 - Basements and lightwells
Policy	E1 - Range of employment uses
Policy	E2 - Retention of employment uses
Policy	E4 - Local employment and training
Policy	INFRA1 - Planning contributions and Infrastructure planning
Policy	OS5 - Greening the borough
Policy	T1 - Transport
Policy	T2 - Transport assessments and travel plans
Policy	T3 - Increasing and promoting opportunities for cycling and walking
Policy	T4 - Vehicle parking standards
Policy	T5 - Blue badge parking
Policy	T6 - Borough road network
Policy	T7 - Construction and demolition logistics

LAND USE

- 3.6 The application proposes the expansion of an existing office building to increase the amount and improve the quality of the office accommodation on site. The amount of Class E(g)(i)) office floor space would increase by 4,539sqm GEA (gross external area), from the existing 12,676sqm (GEA) to 16,301sqm (GEA).
- 3.7 The NPPF (2021) states that 'Significant weight should be placed on the need to support economic growth and productivity' and that planning policies should 'set out a clear economic vision and strategy which positively and proactively encourages sustainable economic growth'.
- 3.8 Presumption in favour of sustainable development is at the heart of the National Planning Policy Framework, which for decision-taking means approving development proposals that accord with the development plan without delay.
- 3.9 London Plan (2021) Policy GG2 'Making the best use of land' encourages developments to proactively explore the potential to intensify the use of land to support additional homes and workspaces, promoting higher density development,

particularly in locations that are well-connected. London Plan (2021) Policy GG5 'Growing a good economy' requires that proposals should 'plan for sufficient employment and industrial space in the right locations to support economic development and regeneration'.

- 3.10 London Plan (2021) Policy E1 'Offices' requires 'Improvements to the quality, flexibility and adaptability of office space of different sizes (for micro, small, medium-sized and larger enterprises) should be supported by new office provision, refurbishment and mixed-use development'. It continues, stating that 'The diverse office markets in outer and inner London...should be consolidated and - where viable - extended, focusing new development in town centres and other existing office clusters supported by improvements to walking, cycling and public transport connectivity and capacity'.
- 3.11 The existing business and employment strengths in the borough are outlined within Policy E1 'Providing a Range of Employment Uses' of the LBHF Local Plan (2018), which supports proposals for new employment uses.
- 3.12 Strategic Policy HRA of the Local Plan (2018) explains that Hammersmith is an office centre of sub-regional significance and that its role as an office centre extends to the east along Hammersmith Road to Olympia (para.5.46).
- 3.13 Policy E11 of the London Plan (2021) 'Skills and opportunities for all' requires development proposals to support employment, skills development, apprenticeships, and other education and training opportunities in both the construction and end-use phases. Policy E4 'Local Employment, Training, and Skills Development' of the Local Plan (2018) echoes this requirement compelling provision for appropriate employment and training initiatives for local people of all abilities in the construction of major developments.
- 3.14 Local Plan (2018) policy E1 goes on to say that new employment floor space above 2,500sqm should be directed to the Borough's three town centres and that the Council will consider:
 - a. the scale, nature and local impact on the surrounding area, and public transport accessibility is acceptable and is assessed in detail in Sections 9 (Design and Heritage), 10 (Amenity), 11 (Landscaping and Biodiversity) and 12 (Transport and Access).
 - b. the impact upon small and medium sized businesses that support the local community would be beneficial specifically because the new buildings would have a physical relationship to the North Campus Masterplan in terms of both the built environment and the academic linkages between the research and translational businesses that will be accommodated within Building C and the I-HUB. The aim is to foster the growth of businesses to enable them to expand into larger premises within the ecosystem on the White City Campus, taking space in the I-HUB, (Imperial's translation and innovation hub) or in future phases of the southern Masterplan.
 - c. the scale and nature of employment opportunities generated in the new development is therefore highly desirable for the Borough and the city.
 - d. there would be no displacement of community facilities or housing associated with the development.

e. regard has been given to the Hammersmith and Fulham Economic Growth Plan and the council economic strategies as outlined in the following paragraphs of this section.

- 3.15 Local Plan (2018) Policy E2 'Land and Premises for Employment Uses' is also relevant and requires land to be retained for providing continued accommodation for employment.
- 3.16 The development is considered to comply with London Plan (2021) policies GG2, E1 and E11, as well as Local Plan (2018) policies E1, E2 and E4.
- 3.17 The application site falls within a location which has a PTAL level of 6a which is classed as excellent using Transport for London's methodology. Most public transport modes in London are currently available which include London Underground, London Overground and buses, which are all within walking distance of the application site.
- 3.18 The site already provides an established office development of significant scale. Strategic Policy HRA of the Local Plan (2018) acknowledges that Hammersmith's role as an office centre extends to the east along Hammersmith Road to Olympia, therefore the proposed extension of this existing office building (located just off Hammersmith Road) would be in line with the aims of this strategic policy which would also accord with regional and national policies which seek to encourage new office development in viable locations.
- 3.19 It is therefore considered that there is no planning policy objection to the scheme which would retain and extend the amount of office floor space on this site. This would also be in line with the aims of Policy E2 of the Local Plan (2018), as the proposal would intensify the employment use by increasing the volume and floorspace of employment space. This is particularly the case as the proposed scheme would renew and expand parts of an outdated office building to modern standards with new high-quality office accommodation, in order to continue to provide significant employment in the local area.
- 3.20 Whilst the acceptability of the proposal is also dependent on other factors such as the design of the building and the impact on neighbouring residents and the surrounding area, there is no conflict between the existing lawful office use and the residential area. Accordingly, officers raise no objection in land use terms.

AFFORDABLE WORKSPACE

- 3.21 Local Plan (2018) Policy E1 requires flexible and affordable space suitable for small to medium enterprises in new large business development. Policy E4 requires the provision of appropriate employment and training initiatives for local people of all abilities in the construction of major developments including visitor accommodation and facilities.
- 3.22 London Plan (2021) policy E3, recognises that planning obligations may be used to secure affordable workspace (in the B Use Class) at rents maintained below the market rate for that space for a specific social, cultural or economic development purpose. Furthermore, Local Plan policy E1 states '...the council will require flexible and affordable space suitable for small and medium enterprises in large

new business developments, unless justified by the type and nature of the proposal and subject to viability'. This is augmented by the recently adopted Affordable Workspace SPD (October 2022). Following negotiations with officers the applicants have offered to provide 20% of uplift floorspace (725sqm) as Affordable Workspace at a 40% discount. This will be located on ground and lower ground floor levels. This offer is considered to be compliant with policy and the recommendations of the SPD. This will form part of the legal agreement for the development.

3.23 The applicant also seeks to work with the borough and local training, employment and education agencies to maximise local take up of positions created as a result of the proposed development. From the proposed outputs of the development the Council will secure 10% of the construction costs which will be offered as local procurement contracts and are secured for the local economy together with delivering by way of a contribution secured by obligation:

- At least 10% to the total number of people employed during the construction of the development are local (H&F) residents.
- 16 apprenticeships are created and H&F residents employed in them.
- 9 paid work experience placements into which H&F residents are employed. Local residents employed into paid work experience placements and apprenticeships count towards the local labour target.
- 9 unpaid work experience placements into which H&F and students of H&F schools are placed.
- Local businesses are procured in the supply chain of the construction of the development to a value of at least 10% of the build cost = at least £3.3m local spend.
- A local procurement financial contribution.

3.24 It is considered that the social and economic benefits derived from the development as detailed above are significant public benefits and represent the delivery of the Council's spatial vision and strategic objectives set out within the Local Plan (2018), as well as representative of the opportunity the development presents. Officers therefore consider that the proposal, subject to a S106 legal agreement to secure the benefits identified and agreed, is in accordance with London Plan (2021) Policy E2 and Local Plan (2018) Policies E1 and E4.

3.25 For the above reasons, Officers support the principle of the extension of the existing use, which is considered to be appropriate within this location, and is consistent with relevant national, regional and local planning policies.

DESIGN, HERITAGE AND TOWNSCAPE

Design

3.26 London Plan (2021) Policy D3 Optimising site capacity through the design led approach advises that all development must make the best use of land by following a design-led approach that optimises the capacity of sites. The design led approach requires consideration of design options to determine the most appropriate form of development that responds to a site's context and capacity for growth, and existing and planned supporting infrastructure capacity, considering form and layout, experience, alongside consideration of quality and character.

- 3.27 Policy D4 Delivering good design advises that where appropriate, visual, environmental and movement modelling/ assessments should be undertaken to analyse potential design options for an area, site or development proposal.
- 3.28 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.
- 3.29 Para 130 of the NPPF states:
Planning policies and decisions should ensure that developments:
- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
 - b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
 - c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
 - d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
 - e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
 - f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.
- 3.30 The Council's Local Plan Policies DC1 and DC4 are particularly relevant to the assessment of design. 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) requires a high standard of design in all alterations and extensions to existing buildings.

Assessment of Design

- 3.31 The proposals seek to optimise the provision of office accommodation on the site and retain the existing street frontage building. The existing plant enclosure at roof level would be removed and replaced by an additional storey of office accommodation set back behind a raised parapet. A further additional floor is proposed, set well back from edge of the new floor below and incorporating a roof terrace fronting Brook Green. The additional massing at roof level would be predominantly glazed, with a mix of clear glass and solid panels. It would have an attractive lightweight appearance and would provide a suitable 'crown' for the building, appropriately proportioned for the substantial scale of the existing building. The proposals would create an appropriate hierarchy to the front elevation of the building especially when viewed in conjunction with the works to

the front elevation at ground floor level to enhance the existing stone plinth. The quality of the detailed design and materials would be secured through appropriate conditions.

- 3.32 The proposed alterations to the front elevation of the building at ground floor level include the replacement of the windows, doors and stone stallrisers with full height glazed windows which would create a better relationship between the building and the street by providing a more active frontage. The existing windows and doors are all modern replacements. The existing granite bases to the pilasters on the front elevation at ground floor level would be removed and replaced by an extension of the stonework down to pavement level, which would result in a more elegant appearance that better expresses the height of the substantial stone plinth to the building formed by the ground floor and emphasises the hierarchy within the façade to compliment the new additions at roof level. The unsympathetic modern intervention to the central two bays of the ground floor frontage would be removed and replaced with a new entrance and projecting canopy, reinstating the full height of the truncated central pilaster.
- 3.33 The proposals seek to optimise the use of the site by extending the existing office accommodation to the rear of the existing six storey frontage building in series of tiered additional floors, set back to varying extents from the service road. The scale and massing of the proposals is consistent with the pattern of development on the north side of Hammersmith Road, which typically consists of commercial buildings of a larger scale and footprint that contrasts with character of the residential hinterland to the north. The proposals would make good use of the airspace to the rear of the relatively shallow frontage building and the extensions would be compatible with and subservient to the existing building. The increased massing at the rear would present its northern elevation to the almshouses and its western elevation to the large modern office extension at the rear of the Grade II listed Colet Court.
- 3.34 The additional floors at the rear have been designed in brick, in keeping with the material palette of the existing building. The relationship across the existing service road to St Joseph's House has been a fundamental consideration in the design process. As a result the northern elevations to the upper floors are set back behind brick balustrades incorporating planters to provide soft landscaping to soften views between opposing windows. The smaller scale of the window openings in the northern elevations has been designed to create an acceptable solid to void ratio when viewed from the opposing windows of St Joseph's House and in the view from in front of the listed almshouses.
- 3.35 The proposals also include an upgrade of the existing hard landscaping to the service road and the retention of the existing gates and gate piers.

Design Review Panel

- 3.36 The proposals were reviewed by the Council's Design Review Panel (DRP) in June 2022, following the submission of the planning application. The DRP supported the general principles of extensions and the 'groundscraper' approach. However the DRP considered that further work and refinement was required to ensure that the design achieved an appropriate level of internal amenity, sustainability and architectural quality. Further clarification was also requested to

understand and mitigate the impact upon adjacent (sensitive) development, alongside maximising opportunities for landscaping and improvements to the public realm. Since the DRP's comments were published Officers have been working with the Applicants to obtain additional information and detailed drawings to refine the design approach of the scheme in response to the comments of the DRP and Urban Design & Heritage Team Officers.

Heritage

3.37 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.16, s.66 and s.72 duties of the Planning (Listed Buildings and Conservation Areas) Act 1990 and the requirements set out in the NPPF.

3.38 s66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires that:

'In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.'

3.39 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.'

3.40 Para 189 of the NPPF states that:

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

3.41 Para 195 of the NPPF states that:

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

3.42 Para 197 of the NPPF states that: In determining applications, local planning authorities should take account of:

- a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;

- b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- c) the desirability of new development making a positive contribution to local character and distinctiveness.

3.43 Para 199 of the NPPF states that: When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

3.44 Para 200 of the NPPF states that: Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.

Substantial harm to or loss of:

- a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional;
- b) assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.

3.45 Para 201 of the NPPF states that: Where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

- a) the nature of the heritage asset prevents all reasonable uses of the site; and
- b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
- c) conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and
- d) the harm or loss is outweighed by the benefit of bringing the site back into use.

3.46 Para 202 of the NPPF states that: Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

3.47 The NPPF makes a clear distinction between the approach to be taken in decision-making where the proposed development would affect the significance of designated heritage assets (listed buildings, conservation areas, Registered Parks and Gardens) and where it would affect the significance of non designated heritage assets (buildings of local historic and architectural importance).

3.48 The NPPF also makes a clear distinction between the approach to be taken in decision-making where the proposed development would result in 'substantial' harm and where it would result in 'less than substantial' harm.

3.49 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 196, 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.

3.50 The Planning Practice Guidance notes which accompany the NPPF remind us that it is the degree of harm to the asset's significance rather than the scale of the development that is to be assessed.

3.51 The scheme would impact both directly on heritage assets and indirectly, namely through impacts on settings. These impacts are considered separately in the following sections.

3.52 In the first instance, the assessment to be made is whether the development within the setting of a designated heritage asset will cause harm to that designated heritage asset or its setting. If no harm is caused, there is no need to undertake a balancing exercise. If harm would be caused, it is necessary to assess the magnitude of that harm before going to apply the balancing test as set out in paragraphs 201 and 202 of the NPPF as appropriate.

3.53 London Plan (2021) Policy HC1 Heritage conservation and growth advises that development proposals affecting heritage assets, and their settings, should conserve their significance, by being sympathetic to the assets' significance and appreciation within their surroundings. The cumulative impacts of incremental change from development on heritage assets and their settings should also be actively managed. Development proposals should avoid harm and identify enhancement opportunities by integrating heritage considerations early on in the design process.

3.54 Local Plan Policy DC8 (heritage and conservation) states that the council will conserve the significance of the borough's historic environment by protecting, restoring and enhancing its heritage assets. These assets include: listed buildings, conservation areas historic parks and gardens, the scheduled monument of Fulham Palace Moated site, unscheduled archaeological remains and buildings and features of local interest. When determining applications affecting heritage assets, the council will apply the following principles:

- a. the presumption will be in favour of the conservation, restoration and enhancement of heritage assets, and proposals should secure the long term future of heritage assets. The more significant the designated heritage asset, the greater the presumption should be in favour of its conservation;
- b. applications affecting designated heritage assets, including alterations and extensions to buildings will only be permitted if the significance of the heritage asset is conserved or enhanced;
- c. applications should conserve the setting of, make a positive contribution to, or reveal the significance of the heritage asset. The presence of heritage assets should inform high quality design within their setting;
- d. applications affecting non-designated heritage assets (buildings and artefacts of local importance and interest) will be determined having regard to the scale and impact of any harm or loss and the significance of the heritage asset in accordance with paragraph 135 of the National planning Policy Framework;
- e. particular regard will be given to matters of scale, height, massing, alignment, materials and use;
- f. where changes of use are proposed for heritage assets, the proposed use, and any

alterations that are required resulting from the proposed use should be consistent with the aims of conservation of the asset's significance, including securing its optimum viable use;

- g. applications should include a description of the significance of the asset concerned and an assessment of the impact of the proposal upon it or its setting which should be carried out with the assistance of a suitably qualified person. The extent of the requirement should be proportionate to the nature and level of the asset's significance. Where archaeological remains of national significance may be affected applications should also be supported by an archaeological field evaluation;
- h. proposals which involve substantial harm, or less than substantial harm to the significance of a heritage asset will be refused unless it can be demonstrated that they meet the criteria specified in paragraph 133 and 134 of the National Planning Policy Framework;
- i. where a heritage asset cannot be retained in its entirety or when a change of use is proposed, the developer should ensure that a suitably qualified person carries out an analysis (including photographic surveys) of its design and significance, in order to record and advance the understanding of heritage in the borough. The extent of the requirement should be proportionate to the nature and level of the asset's significance;
- j. the proposal respects the principles of accessible and inclusive design;
- k. where measures to mitigate the effects of climate change are proposed, the applicants will be required to demonstrate how they have considered the significance of the heritage asset and tailored their proposals accordingly;
- l. expert advice will be required to address the need to evaluate and conserve archaeological remains, and to advise on the appropriate mitigation measures in cases where excavation is justified; and
- m. securing the future of heritage assets at risk identified on Historic England's national register, as part of a positive strategy for the historic environment.

3.55 The Council's Supplementary Planning Guidance SPD (2018) is relevant, in particular Key Principles AH1 (Information Requirements for applications for consent affecting heritage assets); AH2 (Protection of Heritage Assets); CAG2 (Urban Design in Conservation Areas) and CAG3 (New Development in Conservation Areas). These Key Principles provide guidance which seeks to ensure that heritage assets are conserved in a manner appropriate to their significance in accordance with the NPPF.

Heritage assets

3.56 As summarised above, the NPPF requires local authorities to conserve heritage assets in a manner appropriate to their significance. The more important the asset, the greater the weight that should be given to its conservation. National Policy does not preclude development of heritage assets or development which may affect them or their setting, but aims to put in place the requirement for a considered analysis of when and where this may be acceptable.

3.57 The site is located within the Brook Green Conservation Area.

The adjacent heritage assets include:

- Holy Trinity RC Church, Brook Green (Grade II* listed, dating from 1851) and the curtilage listed Holy Trinity RC Church Hall at the rear
- Nos. 1- 4 St Joseph's Almshouses (Grade II listed, dating from 1851)

- Two K2 telephone kiosks, Brook Green (Grade II listed, dating from 1927)
- Colet Court, 100 Hammersmith Road (Grade II listed dating from 1890)
- St Paul's Hotel, 153 Hammersmith Road (Grade II listed dating from 1881-5) and the circular garden building, walls and railings at St Paul's Open Space (Grade II listed)
- Gunter Estate Conservation Area

Significance of heritage assets

3.58 The proposals relate to an office building with a six storey 'L' shaped main block fronting Brook Green which was originally built in the 1940s and was subsequently extended at the rear. The building was formerly known by various names including Elms House, Glacier House and EMI House. It is physically attached via a glass link block to an office building of a similar period, scale, style and materials fronting Hammersmith Road, known as Vineyard House, 44 Brook Green. It is understood that there is no longer any physical connection between the two buildings internally. The buildings are located in the Brook Green Conservation Area.

3.59 The architectural quality of these buildings are described in the Brook Green Conservation Area Character Profile:

They both have a Portland stone clad ground floor and red brick upper floors with giant Tuscan pilasters from first to fourth floors supporting a Portland stone cornice. The fifth floor has a deep Portland stone coping and the corner of Vineyard House is canted with a full height Portland stone recessed panel. Their classical details and overall bulk complement Lyric House on the south side of Hammersmith Road in the Gunter Estate Conservation Area.

3.60 As noted in the Brook Green Conservation Area Character Profile, the part of the Conservation Area within which Nos. 43 and 44 Brook Green are situated is characterised by buildings of a greater scale and massing to the residential core of the Conservation Area:

The scale and massing of the buildings on Hammersmith Road, which are considerably greater than those on the residential streets leading to Brook Green, acts as a defined edge to the conservation area and a buffer against the heavy flows of traffic and the modern buildings on the southern side of Hammersmith Road and Broadway. They include the Convent and School of the Sacred Heart; the former West London Hospital; the T. A. Centre, King's House, Latymer Court, Colet Court, Vineyard House and EMI House.

3.61 There is a marked transition in character and scale immediately to the north of 43 Brook Green, due to the presence of a historic group of listed almshouses and ecclesiastical buildings, the townscape character of which is described in the Brook Green Conservation Area Character Profile:

The composition of church, parish hall and alms houses gives a 'village green' character to this end of Brook Green where the open space is at its narrowest.

3.62 An analysis of historic maps has revealed the evolution of the relationship between the office building at 43 Brook Green and the adjacent group of almshouses and ecclesiastical buildings. It appears that at some point in the 1950s/1960s the original southern range of almshouses which provided the southern facade to the three greens around which the original almshouses were

arranged, was demolished and replaced by an extension of 43 Brook Green fronting the current service yard. A new residential block providing replacement almshouse accommodation was then built on the southern and eastern greens which has resulted in the current layout.

- 3.63 The site is located adjacent to the Grade II listed Nos. 1-4 St Joseph's Almshouses, the Grade II* listed Holy Trinity RC Church and the curtilage listed Holy Trinity Parish Hall. The church was built in the Decorated Gothic style in 1851 to a design by William Wardell, with a later spire by J.A. Hansom and is of ragstone with ashlar dressings and a steeply pitched slate roof. The surviving block of almshouses is of a similar architectural style and materials to the church and is also likely to have been designed by Wardell.
- 3.64 The Grade II listed Colet Court, Hammersmith Road is located to the rear of 43 Brook Green. This substantial red brick and terracotta building designed by H.W. Spauld of Owestry originally formed the Preparatory School for St Paul's School and was converted to office use after the relocation of St Paul's School to Barnes. Colet Court has a large rear extension which dates from the 1990s and which is not of special architectural or historic interest.
- 3.65 The wider setting of the site includes the St Paul's Hotel, 153 Hammersmith Road as well as the red brick circular garden building, walls and railings at St Paul's Open Space, Hammersmith Road. These buildings and structures form a group and are the surviving elements of the St Paul's School complex which was largely demolished in the 1960s. The Gunter Estate Conservation Area is situated on the south side of Hammersmith Road and includes the office building at Lyric House, 149 Hammersmith Road and St Mary's Church, Hammersmith Road both of which are on the Local Register of Buildings of Merit.

Heritage impacts

- 3.66 It is key to the assessment of the application 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.66 and s.72 duties of the Planning (Listed Buildings and Conservation Areas) Act 1990 and the requirements set out in the NPPF. Officers have given due weight to the statutory duties of the desirability of preserving the special architectural and historic interest of the listed buildings affected and their settings and of preserving or enhancing the character and appearance of the Brook Green Conservation Area.
- 3.67 The NPPF states that great weight should be given to the designated asset's conservation, irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance (para 199). Where a proposal will lead to substantial harm, local authorities should refuse consent unless it can be demonstrated that the harm is necessary to achieve substantial public benefits that outweigh the harm, (paragraph 201). Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including, where appropriate, securing its optimum viable use, (paragraph 202).

- 3.68 In terms of their scale and massing the proposals are considered to be consistent with the established character of the north side of Hammersmith Road or the Hammersmith Road sub area of the Brook Green Conservation Area within which 43 Brook Green is located. The proposals would cause no harm to views into the Conservation Area from the southern side of Hammersmith Road or to the settings of the listed buildings and Buildings of Merit on the south side of Hammersmith Road. The setting of the Gunter Estate Conservation Area would not be harmed.
- 3.69 The existing juxtaposition of taller commercial buildings with a large footprint and deep plan form in the Hammersmith Road sub area of the Conservation Area with buildings of a very domestic scale such as St Joseph's Almshouses in the Brook Green sub area of the Conservation Area makes for a significant transition in height and massing at this point in the streetscene in Brook Green.
- 3.70 The increased massing at roof level and to the rear of 43 Brook Green would cause some slight harm to the setting of the adjacent Grade II listed St Joseph's Almshouses and to the character and appearance of the Conservation Area, particularly in the view from the north and from immediately in front of St Joseph's Almshouses. However, the potential for harm has been minimised through careful design, including an increase in the parapet height of the existing frontage building and the inclusion of setbacks to reduce the impact of the massing of the additional floors at roof level and through the tiered approach to the additional massing at the rear. The high quality of the detailed design has also mitigated the impact of the proposed extensions.
- 3.71 The harm caused to these designated assets would be at the lower end of the spectrum for less than substantial harm, for which the test outlined in paragraph 202 of the NPPF would apply. Officers have given great weight to the conservation of these designated heritage assets and consider that the less than substantial harm to their significance has been fully justified and would be outweighed by public benefits as set out later in the Officer Report. Following careful consideration Officers consider that the proposals would not result in any harm to the significance of any other heritage assets including their settings and as a result their character, appearance and special interest would be preserved. The public benefits of the proposals would also create heritage benefits, particularly through the improvements to the appearance of the ground floor of the main building fronting Brook Green.
- 3.72 It is considered that this is compliant with Section 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990. It is considered that the proposals will deliver good quality architecture which optimises the capacity of the site with good quality office accommodation. The proposed development is therefore considered acceptable in accordance with the NPPF, Policies D3 and D4 of the London Plan (2021), Policies DC1, DC4 and DC8 of the Local Plan (2018) and Key Principles AH1, AH2, CAG2 and CAG3 of the Planning Guidance SPD (2018).

Overall planning balance

- 3.73 The NPPF requires that any harm to the significance of designated heritage assets, including their settings needs to be fully justified. In this instance the harm identified to the significance of the Brook Green Conservation Area and to the

setting of the Grade II* listed St Joseph's Almshouses is considered to be at the lower end of less than substantial harm and needs to be weighed against the public benefits of the proposal.

- 3.74 There would be urban design benefits from the proposals arising from the alterations to the ground floor front elevation to create a more active frontage to Brook Green and heritage benefits from the proposals arising from the removal of the unsympathetic alterations to the main entrance at ground floor level facing Brook Green and the reinstatement of the stone pilasters. Other benefits from the proposal include the provision of affordable workspace, increased employment opportunities, the improved environmental efficiency of the building and improvements to air quality due to the removal of on-site parking.
- 3.75 It is therefore considered that the identified less than substantial harm to the significance of the heritage assets would be outweighed by the public benefits of the proposal and is therefore acceptable in this regard.

S106 contributions

The proposals would facilitate a significant uplift in the number of employees on the site and is likely to result in increased usage of the nearby open spaces particularly at lunchtimes. Therefore the significant S106 contribution towards environmental improvements and heritage projects at local open spaces is welcomed.

Trees and landscaping

- 3.76 Policy OS5 (Greening the Borough) states that the Council will seek to enhance biodiversity and green infrastructure in the borough by maximising the provision of gardens, garden space and soft landscaping, seeking green or brown roofs and other planting as part of new development; seeking retention of existing trees and provision of new trees on development sites; and adding to the greening of streets and the public realm.
- 3.77 The proposed development would include long stretches of planters along the proposed parapets on the northern side of the extended building. These would soften the appearance of the building from the residential properties located opposite to the north which would be beneficial to amenity. The proposal also includes large areas of green roof. Conditions (3 and 4) are suggested to help to ensure that the proposed planters and green roofs would be secured and well maintained.
- 3.78 There are three street trees in front of the site which lie within the application site's red line boundary. Conditions (22 and 23) are suggested to ensure that these trees are retained and protected during the proposed works.
- 3.79 On this basis the proposal is considered to be in accordance with Policy OS5 of the Local Plan (2018) and is therefore acceptable in this regard.

Accessibility

- 3.80 Policy GG1 of the London Plan (2021) requires all new development to achieve inclusive design. London Plan (2021) Policy D3 seeks to ensure that new developments are accessible and inclusive for a range of users, including disabled people, by adopting an inclusive design approach. London Plan (2021) Policy D5 seeks to ensure developments achieve the highest standards of accessible inclusive design and be designed to incorporate safe and dignified emergency evacuation for all building users. Policies DC1, DC3, DC4 and DC8 of the Local Plan (2018) require new development to be designed to be accessible and inclusive to all who may use or visit the proposed buildings.
- 3.81 Key Principle DA1 of the Planning Guidance SPD (2018) states that buildings should be accessible and inclusive to all. It states that drawings submitted for planning approval should show external access features for detailed approval, showing how internal facilities will cater for different users and how barriers to access will be overcome, as well as showing circulation routes and explaining how accessibility will be managed when the development has come into use. Key Principle DA6 refers to entrances into a building and states that any entrances to a building which are above or below street level, or positioned to be level should be level or the slope should not exceed a gradient of 1 in 20 from the street.
- 3.82 The proposed development would have lift access to all floors of the building. In the main core there would be dedicated fire fighting and evacuation lifts, and on the southern side of the building there would be a lift used jointly for fire fighting and evacuation as required. The provision of these lifts along with an enhanced lift repair service for all lifts to ensure that no occupiers (including wheelchair users) are trapped if lifts break down is secured by the suggested condition (38).
- 3.83 A condition is proposed requiring an Inclusive Access Management Plan be provided (Condition 48). This would set out a strategy for ongoing consultation with specific interests' groups regarding the accessibility of site.
- 3.84 It is considered that, subject to the suggested conditions, the proposal would provide a high-quality environment for disabled and impaired members of the community. As such the proposal will comply with Policies D5 and D7 of the London Plan (2021) and Policies DC1 and HO6 of the Local Plan (2018).

Fire Safety

- 3.85 Policy D12 in the London Plan requires the applicant to prepare a detailed draft Fire Safety Statement by a suitably qualified third-party assessor, to demonstrate that the proposed development has been designed to offer a safe environment for residents. Policy D5 further seeks to ensure that developments incorporate safe and dignified emergency evacuation for all building users. In all developments where lifts are installed, as a minimum, at least one lift per core (or more subject to capacity assessments) should be a suitably sized fire evacuation lift suitable to be used to evacuate people who require level access from the building.
- 3.86 The application is supported by a Fire Statement as required by London Plan Policy D12. The building does not fall under the category of a 'relevant building' as defined in Building Regulation 7(4), and therefore does not fall within the scope

of Regulation 7(2) relating to external wall materials and consultation with HSE is not required.

- 3.87 The submitted design and fire strategy has used BS 9999:2017 as a guidance document to inform the basis of the design. The design team and fire engineers have also considered the London Plan (2021) guidance and specifically policies D5 and D12 and their provisions for mobility impaired escape and the need for evacuation lifts. The basement of the building would also be sprinkler protected.
- 3.88 The proposal would be subject to a final assessment of compliance, which would be completed when the Building Regulations application is submitted. Officers are satisfied that the submitted Fire Statement provides sufficient information for the planning stage and recommends that a condition (46) is imposed to ensure that the strategy is implemented, and the development is carried out in accordance with this document. As such the proposal will comply with London Plan (2021) Policies D5 and D12.

Crime Prevention

- 3.89 Policy D11 of the London Plan (2021) advises that new development should include measures to design out crime. Local Plan (2018) policy DC1 advises that developments throughout the borough should be designed to minimise opportunities for crime and anti-social behaviour.
- 3.90 Full details of how the proposed development would incorporate crime prevention measures to provide a safe and secure environment are required by condition (No.16) including details of CCTV coverage.

HIGHWAYS AND TRANSPORT

- 3.91 The NPPF requires that developments which generate significant movement are located where the need to travel would be minimised, and the use of sustainable transport modes can be maximised; and that development should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.
- 3.92 In determining this application, consideration has been given to the requirements of Policies GG2, GG3, T1, T2, T4, T5, T6, T6.2, T6.5 and T7 of the London Plan, as well as TfL's Healthy Streets for London strategy, in assessing the effects on the local highway network along with the proposed car parking, cycling parking and servicing requirements. London Plan Policy T6 sets out the intention to encourage consideration of transport implications as a fundamental element of sustainable transport, supporting development patterns that reduce the need to travel or that locate development with high trip generation in proximity of public transport services. The policies also provide guidance for the establishment of maximum car parking standards in relation to blue badge parking at Policies T6.4 and T6.5. London Plan Policy T5 sets out the requirements for cycle parking in accordance with the proposed use.

- 3.93 Relevant Local Plan (2018) transport policies are T1 'Transport', T2 'Transport Assessments and Travel Plans', T3 'Increasing and Promoting Opportunities for Cycling and Walking', T4 'Vehicle Parking Standards', T5 'Parking for Blue Badge Holders' and T7 'Construction and Demolition Logistics'.
- 3.94 Policy T1 requires work to be carried out with strategic partners to improve transportation provision, accessibility, and air quality by increasing the opportunities for cycling and walking through support of continued development of initiatives designed to encourage modal shift away from private vehicles, creating safer environments for cyclists and pedestrians and improving access for people with disabilities. Providing adequate levels of electric vehicle charging points; ensuring that traffic generated by new development is minimised so that it does not add to parking pressures on local streets or congestion; and relating the intensity of development to public transport accessibility and highway capacity are also relevant requirements of this policy.
- 3.95 Policy T2 requires all developments to be assessed for their contribution to traffic generation. Transport Assessments, Travel Plans and Delivery and Servicing Plans are required to be secured.
- 3.96 Policy T3 (Increasing and promoting Opportunities for Cycling and Walking) states that the Council will encourage and support the increasing use of bicycles by requiring new developments to include the provision of convenient accessible and safe secure cycle parking within the boundary of the site; the provision of suitable changing and showering facilities and developer contributions for improvements to cycling infrastructure, including contributions to the extension of TfL's Cycle Hire Scheme TfL or other Cycle Hire schemes to mitigate their impact on the existing network. The Council will facilitate walking by requiring larger developments to provide: accessible, inclusive and safe pedestrian routes within and through the larger developments and contributing to improvements in the local highway infrastructure and walking environment.
- 3.97 Policy T4 states that the Council will require development to conform with car parking standards. Policy T5 requires new developments to include provision for accessible, off-street car parking for Blue Badge holders.
- 3.98 Policy T7 requires all construction and major logistics activities to work with the Council in developing the scope and impact of their operations, in order to mitigate the impact of additional traffic or potential disruption to the network.
- 3.99 The development site is surrounded by Hammersmith Road (30mph limit) and Brook Green (20mph limit to the north of the site). The site is very well served by public transport and has a Public Transport Accessibility level (PTAL) of 6a, which is excellent in terms of its location to public transport network, service availability and walking time to public transport. There are a variety of shops and services locally, with easy access to central London and links to major transport nodes.
- 3.100 Hammersmith and Fulham Council are the Traffic and Highway Authority for Brook Green, classified as a Local Access Road, responsible for the maintenance and management of the public highway. The A315 Hammersmith Road to the south is classified as a Borough Distributor Road. The nearest on-street parking to the site is in front of the site on Brook Green where there are two electric

vehicle spaces and a dedicated motorcycle bay. The remainder of the front the highway in front of the site is single yellow lined. To the north there is permit/pay and display (max stay 4 hours) parking on both sides of Brook Green, restrictions operating 8:30am-6:30pm. There is no controlled parking on Hammersmith Road.

Car Parking

3.101 There is an existing 46 space ground floor and basement car park serving the existing office building. All car parking would be removed from the site as part of the proposal. The proposed development is therefore proposed to be car-free, with blue badge parking proposed to take place on the public highway. It is noted that blue badge holders are permitted to park within any parking bay within the borough. The Applicant has submitted a parking stress survey, undertaken in the immediate vicinity of the application site at the requests of Officers. The parking stress survey was undertaken between 08:30-10:00 and 16:30-18:30 every 15 minutes with a snapshot survey at 12:00. The parking survey results indicate that the highest parking stress recorded in the study area during the AM peak was 49%, 56% during the PM peak and 49% during the 12:00 snapshot. Officers are satisfied with the submitted information and consider that existing parking stress in the vicinity of the site is adequate to accommodate the likely demand of on-street parking for blue badge holders and servicing activity associated with the development. The removal of parking provision as a result of this proposal is considered to be acceptable in this instance and compliant with the aims of policy T1 of the Local Plan (2018).

Cycle Parking

3.102 The London Plan (2021) cycle parking standards state that the provision of cycle parking should be no less than 1 long stay space per 75sqm of office floorspace, and short stay cycle parking should be provided at a rate of 1 space per 500sqm (GEA) for the first 5,000sqm and 1 space per 5,000sqm thereafter. The Applicants have stated that the total amount of office floorspace following the extension of the building will be 16,301sqm (GEA), and on this basis the minimum level of long stay secure cycle parking the development should achieve is 217, with 12 short stay spaces.

3.103 222 long stay spaces would be provided for the extended building, the majority within a 'high quality cycle hub' at basement level. The cycle parking store would be in excess of London Plan requirements for long stay cycle parking and would provide a mix of Sheffield stands, e-bike charging stands, vertical stands, floor hoop stands and Brompton cycle lockers. The proposed cycle store would be accessed via the side service road by a dedicated internal cycle lift capable of accommodating adaptive cycles and via an internal staircase which will be fitted with cycle gutters. A condition is suggested which would require details of automation of the internal doors on the route to the cycle storage to be provided and secured. There are 4 DDA spaces marked at basement level which will be capable of accommodating adaptable cycles and a further 3 parking spaces at ground floor level for mobility scooters. The 16 e-bike charging stands at basement level would also provide accessible spaces as required, and therefore the proposal would meet the requirement for 5% of the spaces provided to be accessible. The cycle hub would also have a bike repair facility, dry room,

accessible WCs, 22 showers and 222 lockers.

- 3.104 12 Short stay cycle parking spaces are currently available in front of the site on Brook Green, in the form of six Sheffield Stands. Whilst these existing short-stay cycle parking spaces could be used by visitors to the proposed development, the Applicant is also required to make a S106 contribution to provide an additional 12 spaces in the form of a further six Sheffield Stands in the vicinity of the application site to accord with the London Plan's (2021) short stay cycle parking requirements.
- 3.105 On the basis of the above and subject to the suggested conditions and contribution secured, the development's cycle parking is considered to be in line with policy T5 of the London Plan (2021) and policy T3 of the Local Plan (2018).

Deliveries, servicing and refuse collection

- 3.106 The Applicant has provided a Delivery and Service Plan (DSP) with details of the proposed delivery and servicing arrangements for the application site in accordance with policy T2 of the Local Plan (2018) and policy T7 of the London Plan (2021). The DSP states that larger vehicles would service the site off-street in the side road and smaller vehicles would service the site on single yellow lines on Brook Green. The DSP states that the proposed delivery and servicing trips were derived from the submitted TRICS outputs and cross checked with first-principles calculations.
- 3.107 The existing office use at the site generates 6 deliveries and servicing movements per day and it is anticipated that the proposed redevelopment would result in the site receiving 10 deliveries and servicing movements per day. This is a slight increase in trips, however this increase is unlikely to have a significant impact on the local highway network.
- 3.108 The DSP states that waste requirements for the proposed development would result in the provision of 14 x 1,100lr Eurobins. The refuse store would be located close to the entrance of the side access road and would be directly accessible from Brook Green. A Refuse Management Plan will be required by condition (No.18).
- 3.109 After reviewing the servicing and delivery plan, Highways Officers are satisfied that the delivery and servicing operations on the site demonstrate that these activities can be accommodated without detriment to the local highway network. A condition (No.44) requires the submission of an updated Delivery and Servicing Management Plan that includes details of the management of the use of the side access road and servicing area prior to occupation of the development.

Trip Generation

- 3.110 In order to assess the relative traffic impact of the development proposals, the Applicant has estimated the number of trips that would be generated by the proposed development and compared this with that generated by the existing building. This analysis shows the net change of total person trips during AM and PM peak periods for both the existing office building and the extended building. The TRICS database analysis confirms that total two-way person trips by all

modes of transport will increase by 109 for the AM period versus the existing, with an increase of 172 two-way person trips for the PM period.

- 3.111 The submitted Trip Generation information presents the net difference between the existing office use class and the proposed mixed-use development. The information indicates that the proposed development would result in a net increase of up to 1523 total daily trips, comprised of increases of 1004 trips by public transportation and 697 trips by active travel, a reduction of 391 car driver trips and an increase of 188 car passenger trips.
- 3.112 Trip generation information was included in the Transport Assessment (TA) for the proposed office which is considered satisfactory and concludes that the development proposals will have the greatest impact on public transportation and active travel infrastructure.
- 3.113 As the vast majority of person trips to the site would be on foot or by public transport (estimated to be over 90% of the total trips), and all car parking spaces would be removed as part of the proposed development, the net change in two-way trips would be less significant. Particularly as trips by private car to the site will be significantly less as a result of the redevelopment.

Impact on Public Transport

- 3.114 The TA predicts there would be a net increase of 22 two-way bus trips for the AM peak and 42 two-way bus trips PM peak periods as result of the proposed development. Bus stops are located along the A315 Hammersmith Road and are served by routes 9, 23, 27 and 306, and a proportion of users will travel to bus stops located at Hammersmith Bus Station due to the greater number of bus services available there. Given the availability of bus services in the vicinity of the development site, the additional bus trips would have a negligible impact on bus services, facilities and infrastructure.
- 3.115 In the case of the Underground the TA estimates that there would be a net increase of 90 two-way trips in the AM peak and 83 in the PM peak periods. Taking into account the frequency of services operating from Hammersmith Station, the additional underground trips generated by this development are considered to result in a negligible impact on the operation of the services.

Pedestrian and cycle impact

- 3.116 An additional 27 pedestrian two-way trips are anticipated in the AM peak period and an additional 56 two-way trips in the PM peak periods. In addition, public transport users would also walk from the stations/bus stops to the site. The proposal would also result in an increase in cycling trips from the development. It is anticipated that an additional 17 cycling trips in the AM peak hour and 9 in the PM peak hour would be generated by the proposal.
- 3.117 The Applicant submitted a Healthy Streets Transport Assessment in accordance with policy T2 of the Local Plan (2018) and policy T4 of the London Plan (2021). The Healthy Streets Transport Assessment included an Active Travel Zone (ATZ) assessment in accordance with TfL's latest guidance. The ATZ routes were agreed with the Highway Authority and included destinations such as

Hammersmith Underground Station, Hammersmith Bus Station, Kensington Olympia station, and Barons Court stations and Brook Green Park.

- 3.118 Each of the routes from the site was assessed against TfL's Healthy Streets Indicators as outlined within TfL's ATZ guidance document and Guide to Healthy Streets Indicators. A night-time ATZ assessment was also included, which was requested by Officers to ensure the personal safety of pedestrians travelling to/from the development in the hours of darkness.
- 3.119 The ATZ assessment identified a number of locations where improvements are required to support the walking and cycle trips generated by the proposal. The Applicant has therefore agreed to enter into a S278 legal agreement to deliver the following improvements identified within the ATZ document:
1. Enhancements to the existing pedestrian island on the southern crossing of Blythe Road to improve pedestrian facilities which will include and not be limited to the realignment of tactile paving and the radius of the junction as large vehicles exit onto A315 Hammersmith Road;
 2. Provision of wayfinding to promote the use and improve access to the proposed cycle route on Hammersmith Road;
 3. Improvements to the public realm on Brook Green, works to include but not limited to the removal of street furniture, provision of street greening and provision of tactile paving and footway improvements.
- 3.120 Additionally, the S106 legal agreement would include provision for a highway condition survey of Brook Green in the vicinity of the site prior to the commencement of works on site and a further survey following the completion of construction but prior to occupation of the building, and the S278 legal agreement would include repairing any damage to the public highway on Brook Green identified as a result of the construction of the proposed development.

Travel Plan

- 3.121 A framework BREEAM Travel Plan for the site has been submitted alongside the Transport Assessment in accordance with policy T2 of the Local Plan (2018) and policy T4 of the London Plan (2021). The application site is located in a highly accessible part of Hammersmith with a PTAL score of 6a, and opportunities to promote active travel which allows for a robust and sustainable travel plan. It is considered that there is capacity within the existing public transport network to accommodate the additional trips proposed from this development. Officers welcome the provision of a Travel Plan in support of the proposal to promote sustainable travel for occupiers of the development.
- 3.122 A Travel Plan Coordinator is to be appointed for the application site, whose responsibilities include liaising with the Council, promoting sustainable modes of travel and monitoring the use of the proposed cycle parking and ensuring success of the travel plan against agreed targets. A package of measures is also included in the travel plan to discourage car use. Highways Officers are satisfied with the contents of the submitted draft Travel Plan. The Applicants will be required by the accompanying S106 agreement to produce a final Workplace Travel Plan which

would be subject to ongoing monitoring and review at years 1, 3 and 5 to encourage users of the site to travel by modes other than the car.

- 3.123 The Applicants will be required to produce a Construction Workers Travel Plan which will also subject to monitoring, secured through the S106 agreement.

Demolition and Construction Logistics Plan

- 3.124 The Applicant has completed and submitted the Council's Construction Logistics Proforma in accordance with policy T7 of the Local Plan (2018) and policy T7 of the London Plan (2021). The information submitted indicates the proposed works would be completed over an eight month period. It is proposed that the loading and unloading of vehicles would largely take place away from the public highway, however in the event that this is not possible single yellow lines to the frontage of the site on Brook Green would be utilised. It is estimated that up to 20 daily vehicle two-way trips would be generated during the demolition and construction phases, with vehicle numbers fluctuating throughout the project. More accurate vehicle trip figures will be submitted within the detailed Construction Logistics Plan (CLP) which will be required by condition.

- 3.125 Primary vehicle routeing is proposed to arrive from the A4 via the Hammersmith Gyratory, onto Hammersmith Road and concluding on Brook Green. A secondary route is proposed from the A3220 via Hammersmith Road and concluding on Brook Green. A pedestrian gantry is proposed on Brook Green, in order to protect pedestrians on the public highway during the proposed works.

- 3.126 It is considered that the information within the submitted Construction Logistics Proforma is acceptable in principle and further information is required within the detailed CLP, which should consider the cumulative impact associated with the construction activity of the London Olympia site, once a contractor has been appointed in accordance with policy T7 of the Local Plan (2018). The plans would need to be developed to be in accordance with TfL requirements, which seek to minimise the impact of construction traffic on nearby roads and restrict construction trips to off peak hours only. The submission of a Demolition and Construction Logistics Plan is secured by condition (No.5(ii) and 13 (ii)).

- 3.127 The Applicant is also required to participate in the Council's Construction Vehicle Monitoring Scheme, to ensure compliance with the approved CLP documents. The Applicant is required to fund any associated camera monitoring scheme for the duration of the construction works, secured through the S106 agreement.

Conclusion on highways matters

- 3.128 There are no objections to the proposal based on highways, traffic or parking. The scheme has been developed in compliance with relevant London Plan and local transport policies. It is considered that the capacity of the existing highway network could sufficiently support the development without further detriment, and that public transport capacity is sufficient to serve the additional trips generated. The proposal is considered not to lead to any detrimental impact on on-street parking given the excellent public transport facilities.

IMPACT ON RESIDENTIAL AMENITY

3.129 There are no specific policies about daylight, sunlight or overshadowing in the Local Plan (2018). Policy HO11 of the Local Plan (2018) includes requirements for developments to avoid detrimental impacts on the amenities of residents in the surrounding area. The policy states the protection of existing residential amenities, including such issues such as loss of daylight, sunlight, privacy, and outlook. Policies DC1 (Built Environment) and DC4 (Alterations and Extensions) require development to be well designed and compatible with neighbouring properties and their setting, and should respect the amenities of the neighbouring properties, and other properties most directly affected by the proposal. Key Principles HS6 and HS7 of the Planning Guidance SPD seek to protect the existing amenities of neighbouring residential properties, in terms of outlook, light, and privacy.

3.130 The site's surrounding neighbours to the immediate south, opposite to the southeast and to the rear southwest are in office use. To the northeast at the rear is Larmenier & Sacred Heart Catholic Primary School. To the immediate north are the two and three storey St Joseph's Almshouses and opposite to the northeast is a 5 storey mansion block-style buildings at the entrance to Windsor Way.

3.131 The nearest residential dwellings, the Almshouses to the north, are a minimum of 7.5m away from the existing building at their closest point (excluding the blank flank elevation of the property at the southwestern end of the side road). The closest properties at Tudor House within Windsor Way to the east are a minimum of 25m away from the existing building.

Daylight and sunlight

3.132 The Applicants have submitted a daylight and sunlight assessment, in line with the guidance provided in the Building Research Establishment (BRE) document entitled 'Site Layout Planning for Daylight and Sunlight' (2022).

3.133 The impact of the proposed development on the nearest properties has been considered. The properties considered in the assessment are:

- Tudor House, 47 Windsor Way
- Larmenier and Sacred Heart Catholic Primary School
- St Joseph's House, 42 Brook Green
- Warwick House
- Holy Trinity Church

3.134 The BRE guide recommends that only windows and rooms within residential properties need to be assessed for daylight/sunlight impacts, and does not require any assessment on commercial or business properties, although it states that they may also be applied to non-domestic buildings where the occupants have a reasonable expectation of daylight. In this instance the impacts on part of the adjacent school and the nearby church have been submitted. Officers generally consider it unnecessary to assess the non-residential buildings within the vicinity of the site, particularly as offices are routinely lit with electric lights in the daytime given their deep floorplates. Rights to light to the existing neighbouring

commercial development would need to be protected in the scheme, but this would be through a process separate from planning.

Daylight (assessment methodology)

- 3.135 For all properties assessed an analysis of the daylight (vertical sky component (VSC) and no-sky line (NSL)) that would reach an affected window has been submitted with the application. Figures showing the existing situation compared with the effect of the proposed development have been presented.
- 3.136 The BRE Guidance sets out three different methods of assessing daylight to or within a room, the Vertical Sky Component (VSC) method, the plotting of the no-sky-line (NSL) method and the Average Daylight Factor (ADF) method.
- 3.137 The VSC method measures the amount of sky that can be seen from the centre of an existing window and compares it to the amount of sky that would still be capable of being seen from that same position following the erection of a new building. The measurements assess the amount of sky that can be seen converting it into a percentage. An unobstructed window will achieve a maximum level of 40% VSC. The BRE guide advises that a good level of daylight is considered to be 27% VSC. Daylight will be noticeably reduced if after a development the VSC is both less than 27% and less than 80% of its former value.
- 3.138 The plotting of the NSL measures the distribution of daylight within a room. It indicates the point in a room from where the sky cannot be seen through the window due to the presence of an obstructing building. The NSL method is a measure of the distribution of daylight at the 'working plane' within a room. In houses, the 'working plane' means a horizontal 'desktop' plane 0.85 metres above floor level. This is approximately the height of a kitchen work surface.
- 3.139 The NSL divides those areas of the working plane in a room which receive direct sky light through the windows from those areas of the working plane which do not. If a significant area of the working plane lies beyond the NSL (i.e. it receives no direct sky light), then the distribution of daylight in the room will be poor and supplementary lighting may be required.
- 3.140 The impact of the distribution of daylight in an existing building can be found by plotting the NSL in each of the main rooms. For dwellings this would include living rooms, dining rooms and kitchens. Bedrooms should also be analysed, although they are considered less significant in terms of receiving direct sky light. Development will affect daylight if the area within a room receiving direct daylight is less than 80% of its former value.
- 3.141 The ADF method uses a mathematical formula which involves values for the transparency of the glass, the net glazed area of the window, the total area of room surfaces, their colour reflectance and the angle of visible sky measured from the centre of the window. This is a method that measures the general illumination from skylight and takes into account the size and number of windows, room size, room qualities and room use. The BRE test recommends an ADF of 5% for a well daylit space or 2% for a partly daylit space. The minimum standards for ADF recommended by the BRE for individual rooms 2% for kitchens, 1.5% for living rooms and 1% for bedrooms.

- 3.142 When reviewing the daylight results for each property, the methods would normally be considered sequentially; VSC, NSL and then ADF. In the first instance, therefore, the VSC results should be considered.
- 3.143 If all the windows in a building meet the VSC criteria, it can be concluded that there will be adequate daylight. If the windows in a building do not meet the VSC criteria, the NSL analysis for the room served by that window needs to be considered. If neither the VSC nor NSL criteria are met, the ADF results could then be considered.
- 3.144 The Applicants have submitted VSC and NSL assessments for all of the properties mentioned above. The ADF test has not been carried out in this instance.

Daylight Impact - results

- 3.145 The results demonstrate that of the properties analysed, those in Warwick House, Holy Trinity Church, Tudor House (47 Windsor Way) and the part of Larmenier and Sacred Heart Catholic Primary School tested would all maintain good levels of daylight following the proposed redevelopment. No windows within these properties would experience reductions in VSC below the levels identified in the BRE Guidance, i.e. all windows maintain at least 80% of their former VSC value, and therefore any reduction in daylight will not be perceptible.

St Joseph's House, 42 Brook Green

- 3.146 83 windows within this development were considered relevant for assessment. Of the 83 windows assessed, 54 show full compliance with VSC methodology. 29 windows therefore show losses in VSC above 20%. However, the impact to windows here is in part due to the impact of the overhanging access deck which runs above a number of the ground floor windows and therefore they also currently have constrained daylight. At first floor three bedroom windows would retain between 0.70 and 0.72 of their VSC, a limited reduction below the BRE target. Significantly, however, the rooms identified as living rooms in the submitted report would retain compliant levels of VSC, bedrooms and kitchens primarily being located opposite the proposed development.
- 3.147 Whilst Officers recognise that there would be a limited impact on daylight as a result of the proposed development, this is in the context of the existing large office buildings in this area and their relationship in close proximity to neighbouring residential buildings.
- 3.148 As such it is considered that, on balance, the scheme complies with the aims of Local Plan policy DC4.

Sunlight

- 3.149 To assess loss of sunlight to an existing building, the BRE guidance suggests that all main windows to dwellings should be checked if they have a window facing within 90 degrees of due south. The guidance states that kitchens and bedrooms are less important, although care should be taken not to block too much sun.

- 3.150 The Annual Probable Sunlight Hours (APSH) predicts the sunlight availability during the summer and winter for the main windows of each habitable room that faces 90 degrees of due south. The summer analysis covers the period 21 March to 21 September, the winter analysis 21 September to 21 March. The BRE Guidance states a window may be adversely affected if the APSH received at a point on the window is less than 25% of the annual probable sunlight hours including at least a 5% of the annual probable sunlight hours during the winter months and the percentage reduction of APSH is 20% or more.
- 3.151 Where a window does not meet the first criteria, retaining at least 25% total APSH with 5% in the winter months but the percentage reduction is less than 20% it will experience a negligible impact, as the area receiving reduced levels of sunlight is comparatively small when considering the baseline sunlight levels.
- 3.152 All south-facing windows in the identified neighbouring properties have been analysed. None of the habitable rooms in Warwick House, Holy Trinity Church, Tudor House (47 Windsor Way) and the part of Larmenier and Sacred Heart Catholic Primary School tested would experience more than a 20% loss in APSH and all properties would therefore be fully compliant with the relevant guidance.

St Joseph's House, 42 Brook Green

- 3.153 As discussed in relation to daylight, the living rooms in this development do not face the application site, and it is these which are of primary importance in terms of BRE targets for sunlight. There is, however, one ground floor living room window situated to the eastern end of the façade closest to Brook Green with a 5% reduction in APSH which marginally exceeds the 4% considered nonmaterial under the guidance.
- 3.154 Whilst Officers recognise that there would be a small impact on sunlight to one living room as a result of the proposed development, this is in the context of the existing large office buildings and their relationship in close proximity to the residential buildings to the north.
- 3.155 The submitted report also considers the impact of any potential overshadowing on the lawn to the north of St Joseph's House. BRE guidelines suggest that, for a space to be well sunlit throughout the year, it should achieve at least 2 or more hours of sunlight across at least half the area on 21st March. The results submitted show that the lawn is not significantly shaded by the proposed development and would retain excellent sunlight availability. 97% of the area would achieve 2 or more hours of sunlight on 21st March in compliance with BRE targets.
- 3.156 As such it is considered that, on balance, the scheme complies with the aims of Local Plan (2018) policy DC4.

Outlook

3.157 The proposed extension would not project beyond the footprint of the existing building and notably the upper floor extensions would be set away from the edge of the existing building and on the northern side would step away from the nearest residential neighbours.

3.158 It is considered that the proposed extensions would be suitably set away from the residential properties to the north, the existing properties already looking onto the large buildings on site. Whilst the proposed extensions would bring the building closer at upper levels, the stepped design of the extensions mean that the proposal would not be detrimentally overbearing. The proposed use of planters along the parapets of the extensions on this side of the building would also beneficially soften its appearance, and the mixture of parapets, glazing and planting mean that the outlook from the properties opposite will be provided with some relief from the existing roofscape of plant and large windows opposite. In this urban context it is considered that the impact of the proposed development would not be overbearing on neighbouring residential properties and would therefore have an acceptable impact with regards to outlook.

Privacy

3.159 Key Principle HS7 of the Planning Guidance SPD states that new windows should normally be positioned so that they are a minimum of 18 metres away from existing residential windows as measured by an arc of 60 degrees taken from the centre of the proposed window. There are existing first floor windows on the northern side of the building and none of the proposed windows in the development would be closer than these existing windows. Nonetheless, the stepped design of the extensions in this location and the introduction of parapets (which also include planters) will all help to reduce the perception of overlooking from the new extensions to the Almshouses to the north. The primarily offset floor levels between the two buildings will also minimise the impact in this regard, with direct views across the side road at the same floor level being very limited. Also, as the proposed windows in the extension would serve an office use rather than another residential use, they are considered to be potentially less intrusive in terms of privacy/overlooking.

3.160 The terraces originally proposed on the northern side of the development at lower levels have been removed since the submission of the application, and although these would have been screened this still removes the perception of further overlooking as a result of the proposed development. Terraces are proposed at fifth floor at the rear and at seventh floor over the main frontage building, both of which are sited over 18m from neighbouring residential properties. The rear terrace would also be fully screened. Due to the height and siting of these terraces it is considered that they would not have an unacceptable impact on the amenities of neighbouring occupiers.

3.161 In this respect it is considered that the windows and terraces at the proposed development would not have an unreasonable impact on privacy to neighbouring residential occupiers.

Noise and disturbance

- 3.162 Policy CC11 of the Local Plan (2018) relates to noise and policy CC13 relates to the control of potentially polluting uses.
- 3.163 The site is in an area of mixed commercial and residential activity, and is thus in an area with a high level of background noise. The site itself already provides a significant office building, however the extension would provide significant additional office space with the resulting increase in staff, as well as new plant. Areas of roof would also become external amenity space for office workers.
- 3.164 A Noise Impact Assessment has been submitted with the application, including a noise assessment of the existing background noise. The report concludes that noise from new mechanical plant is capable of achieving compliance with the Council's noise standards (i.e. ensuring that the noise is at least 10dB below background noise). Conditions are suggested to ensure that all mechanical plant is adequately sound insulated and fitted with anti-vibration devices, to ensure that plant complies with these noise standards in the daytime and at night (condition Nos.31 and 20).
- 3.165 In terms of other sources of noise, servicing and deliveries would take place from the side road as existing. As outlined in the Highways section above, the development is expected to involve an increase of 4 delivery and servicing vehicle trips in and out of the site a day. A Delivery and Servicing Plan (condition No.44) would ensure that the times for servicing and deliveries are restricted to reasonable daytime hours. Due to the proposed level of servicing and the suggested condition it is expected that there would not be significant further noise disturbance associated with servicing and deliveries to the extended building.
- 3.166 A large roof terrace is proposed at seventh floor level at the front of the opposite residential properties at Windsor Way (approximately 25m at the closest points). There would also be a smaller screened terrace at fifth floor level at the rear of the building. If the building was in residential use, Officers would have concerns about the potential for noise from these outside areas. As an office building, however, it is considered that the terraces would be used predominantly in the daytime, and would be likely to attract individual office workers or small groups instead of large gatherings of people causing significant noise. A condition (No.12) will ensure that the use of the terraces is restricted to certain hours, and that no loudspeaker announcements or amplified music are played outside. For these reasons, no objection is raised to the presence of the roof terraces in this proposal.

Construction works

- 3.167 The disruption of construction works and the noise and disturbance to nearby residents and businesses is acknowledged to be a key local concern. Whilst it would be unreasonable to refuse planning permission for a development scheme based on the temporary impact of construction works, the Council will take steps to ensure that disruption and noise/disturbance are minimised as far as possible. A demolition and construction logistics plan, a demolition and construction management plan, and an Air Quality Dust Management Plan are required to be submitted and agreed as part of planning conditions (5, 6, 9 and 10)

for planning approval.

Light pollution

3.168 The redevelopment would result in a greater number of windows in closer proximity to the residential properties to the north and east. As the proposed building would be in office use it is considered that measures should be put in place to mitigate against any unacceptable increase in light pollution, which can include switching off lights at night. The Applicant has also indicated that they would be willing to install blinds along the elevations of the extensions facing residential properties. A scheme addressing the mitigation of light pollution is subject to a condition (No.43) in order to mitigate light spillage from all floor levels of the proposed building towards neighbouring residential properties, including a scheme for the control of the operation of internal lighting (during periods of limited or non-occupation). As such it is recommended that no objections are raised in this regard and in relation to policy CC12 of the Local Plan (2018).

ENERGY AND SUSTAINABILITY

3.169 London Plan Policies SI 2 (Minimising greenhouse gas emissions), SI 3 (Energy infrastructure) and SI 4 (Managing heat risk) require that development proposals should minimise carbon dioxide emissions and exhibit the highest standards of sustainable design and construction, they should provide on-site renewable energy generation and boroughs should seek to create decentralised energy networks.

3.170 Policies SI 2 and SI 3 set out how new development should be sustainable and energy saving. Policy SI 2 seeks to extend the extant requirement on residential development to non-residential development to meet zero carbon targets. It maintains the expectation that a minimum reduction of 35% beyond Building Regulations is to be met on site (15% of which should be achieved through energy efficiency for non-residential development). Where it is clearly demonstrated that the zero-carbon target cannot be met on site, the shortfall should be provided through a cash in lieu contribution to the borough's carbon offset fund, or off-site provided an alternative proposal has been identified and delivery is certain.

3.171 Policy SI 3 states that within Heat Network Priority Areas, which includes the site, major development proposals should have communal low-temperature heating systems in accordance with the following hierarchy:

- a). Connect to local existing or planned heat networks
- b). Use zero-emission or local secondary heat sources (in conjunction with heat pump, if required)
- c). Use low-emission combined heat and power (CHP) (only where there is a case for CHP to enable the delivery of an area-wide heat network, meet the development's electricity demand and provide demand response to the local electricity network)
- d). Use ultra-low NOx gas boilers.

3.172 Policy SI 4 requires development proposals to minimise adverse impacts on the urban heat island through design, layout, orientation, materials, and the incorporation of green infrastructure. This should be demonstrated by following the cooling hierarchy along with an assessment using The Chartered Institution of

Building Services Engineers (CIBSE) guidance on assessing and mitigating overheating risk in new developments, using TM59 and TM52 for domestic and non-domestic developments, respectively.

- 3.173 Local Plan Policy CC1 (Reducing Carbon Dioxide Emissions) requires all major developments to implement energy conservation measures with a view to reducing carbon dioxide emissions. The policy, however, refers to the previous version of the London Plan and as such has been partly superseded by the more up to date requirements contained in the new London Plan (2021).

Carbon reduction

- 3.174 An energy strategy has been submitted with the application. This outlines the energy efficiency and low/zero carbon measures to be implemented as part of the development in order to reduce energy use and minimise CO2 emissions. As recommended in the GLA guidance on energy assessments, the energy use and associated CO2 emissions have been calculated separately for the existing and retained building and for the new build extensions. The new extension includes energy efficiency measures such as high levels of insulation, heat recovery on the ventilation system, LED lighting and local controls on lighting to minimise use when not required. Air Source Heat Pumps and solar PVs are also proposed. Overall, the measures are calculated to reduce annual CO2 emissions by 35% which is the minimum target set in the London Plan. In order to achieve the required net zero carbon target it is stated that a carbon offset payment would be used. This has been calculated to be £68,581. The overall proposal achieves the 'Be Lean' target and the CO2 reduction target, providing a cumulative CO2 saving of 51%.
- 3.175 Consideration has been given to connecting into any nearby heat networks. This is currently not a feasible option as there are no networks near the site. Instead heating and cooling will rely solely on Air Source Heat Pumps (ASHPs), as a renewable low carbon technology.
- 3.176 Overall the proposed measures are calculated to reduce associated CO2 emissions by 51% compared to the 2013 Building Regulations. The proposed sustainable energy measures would therefore meet the London Plan target of a 35% reduction in CO2 emissions. A condition (No.35) requires the implementation of the carbon reduction measures as outlined in the Planning Energy Statement.

Sustainable Design and Construction

- 3.177 Policy CC2 of the Local Plan (2018) requires the implementation of sustainable design and construction in all major developments by: a) implementing the London Plan sustainable design and construction policies to ensure developments incorporate sustainability measures, including: minimising energy use; making the most effective use of resources such as water and aggregates; sourcing building materials sustainably; reducing pollution and waste; promoting recycling and conserving and promoting biodiversity and the natural environment; ensuring developments are comfortable and secure for users and avoiding impacts from natural hazards (including flooding); and b) Requiring Sustainability Statements (or equivalent assessments such as BREEAM) for all major developments to ensure the full range of sustainability issues has been taken into

account during the design stage. The integration of sustainable design and construction measures will be encouraged in all other (i.e. non-major) developments, where feasible.

- 3.178 A Sustainability Statement has been submitted with the planning application in the form of a Pre-assessment BREEAM report which outlines the sustainable design and construction measures to be integrated on the site. This shows that the proposed sustainable design and construction measures will achieve the 'Excellent' BREEAM rating. This is adequate to meet the requirements of Local Plan (2018) policy CC2 on sustainable design and construction. Measures planned for the site include measures to reduce energy use and CO2 emissions, reduce use of other resources such as water, make use of building materials with low environmental impacts, minimise waste and promote recycling, enhancing the ecology of the site and implementing sustainable transport measures.
- 3.179 The approach is acceptable in broad sustainability terms and the implementation of the proposed measures in the BREEAM assessment is required by a suggested condition, which also requires the submission of a post construction BREEAM assessment to confirm that the measures have been implemented as required.

Flood Risk

- 3.180 The NPPF states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future), but where development is necessary in such areas, making it safe for its lifetime without increasing flood risk elsewhere.
- 3.181 London Plan (2021) Policies SI 12 (Flood risk management) and SI 13 (Sustainable drainage) outline strategic objectives in relation to flood risk management and sustainable drainage. Local Plan (2018) Policy CC2 requires major developments to implement sustainable design and construction measures, including making the most efficient use of water. Local Plan Policies CC3 (Minimising Flood Risk and Reducing Water Use) and CC4 Minimising Surface Water Run-Off with Sustainable Drainage Systems) contain similar requirements designed to assess and mitigate against the risk of flooding and integrate surface water drainage measures into development proposals.
- 3.182 A Flood Risk Assessment (FRA) has been submitted with the application. This site is in the Environment Agency's Flood Zones 2 and 3. Most of the proposed works are at first floor level and above, although there are some works proposed at ground floor level and some external alterations. The building will remain in use as an office so there is no change in vulnerability to flood risk. Although in Flood Zone 3, the site is well protected from flooding from the River Thames by defences such as the Thames Barrier and local river walls. If these were breached or over-topped, the site would not be impacted by flood water. Surface water flood risk maps show neighbouring sites are more at risk of ponding of water during a major storm event than the site itself although access roads to the site could be affected. The FRA identified some historic problems with water seeping into the basement and recommends water-proofing if improvements are required; it is also mentioned that sewer surcharge could have impacted the basement area in the past and mitigation to prevent this happening is

recommended. The application includes provision of some new office space at basement level. The inclusion of suitable flood risk mitigation measures is discussed in the FRA. The nature of the works means that inclusion of a full range of measures is not necessarily required, but confirmation is required of the details of the flood risk mitigation measures which are to be included. Condition 37 requires the submission of these details, including information on structural water-proofing and sewer surcharge protection for the basement.

- 3.183 A Drainage Strategy has also been submitted. The nature of the proposals limits the scope for a full range of sustainable drainage systems (SuDS) to be implemented compared to a 100% new build scheme, but they should still be incorporated where possible.
- 3.184 It is noted that it is proposed to limit the peak discharge to 17 l/s. This not the greenfield rate for the site (achievement of which is required by Local Plan Policy CC4) but this does represent a 70% betterment for the 30yr storm and 90% improvement for the 100yr storm. Given the nature of the scheme and the site, on balance the proposed discharge rate is considered to be acceptable.
- 3.185 The main SuDS measures proposed for the scheme are combinations of green and blue roofs at different roof levels and an area of permeable paving at ground floor level. In total, 1,517sqm of green/blue roofs and 113sqm of permeable paving are proposed. Plans have been provided to show the locations of where the green/blue roofs and the permeable paving will be integrated. There is also a small amount of tree planting and soft landscaping included in the proposals. The final arrangements for the SuDS measures are subject to final detailed designs being submitted for approval which is secured by Condition 37.
- 3.186 Thames Water has no objections to the proposal subject to a condition (No.45) relating to a piling method statement to be agreed with Thames Water in order to prevent and minimise potential damage to subsurface water and sewerage infrastructure.
- 3.187 Subject to the conditions recommended above, no objection would be raised under Local Plan (2018) policies CC3 and CC4, or London Plan (2021) policies SI 12 and SI 13 on sustainable drainage and flooding grounds.

Contamination

- 3.188 Policy 5.21 of the London Plan and policy CC9 of the Local Plan state that the Council will support the remediation of contaminated land and that it will take measures to minimise the potential harm of contaminated sites and ensure that mitigation measures are put in place. Policy CC9 of the Local Plan requires applicants to carry out site assessment and submit a report of findings on sites where contamination is known to be present, to establish the nature and extent of contamination.
- 3.189 The site is not scheduled for further inspection as per the Council's contaminated land strategy, however until the detailed design for the development has taken place the Applicant is unable to confirm if excavation will be required and therefore

- 3.190 If excavation was to take place, a detailed site investigation scheme together with a risk assessment, remediation and long-term monitoring would all need to be carried out during and following any development works to ensure that no unacceptable risks would be caused to humans, controlled waters or the wider environment. Conditions (Nos.49-54) to this effect are proposed, in accordance with policy CC9 of the Local Plan (2018).

Air Quality

- 3.191 The entire borough was designated as an Air Quality Management Area (AQMA) in 2000 for two pollutants, Nitrogen Dioxide (NO₂) and Particulate Matter (PM₁₀). The main local sources of these pollutants are road traffic and buildings (gas boiler emissions).
- 3.192 London Plan Policy SI 1 (Improving air quality), supported by the Mayor's Control of Dust and Emissions during Construction and Demolition SPG (July 2014), provides strategic policy guidance on avoiding a further deterioration of existing poor air quality. All developments will be expected to achieve Air Quality Neutral status with larger scale development proposals subject to EIA encouraged to achieve an air quality positive approach.
- 3.193 Local Plan Policy CC10 'Air Quality' states that the Council will seek to reduce levels of local air pollution and improve air quality in line with the national air quality objectives by reducing the potential adverse air quality impacts of new developments, requiring the submission of an air quality assessment and mitigation measures where appropriate.
- 3.194 An Air Quality Assessment has been submitted with the application. This assesses the development's potential impacts on local air quality and also considers the issue of exposure to pollution for businesses and residents. The assessment takes account of the potential temporary impacts during the demolition and construction phase and the operational impacts caused by increase in traffic flows and emissions from the plant on the site. The air quality assessment indicates that the general sources of air pollution (construction activities, road traffic and space heating) emission arising from the proposed development would be during the construction phases and on completion of the development the assessment predicts the development would be 'air quality neutral'. Overall in terms of air quality, Officers consider that the development would meet policy requirements subject to additional mitigation. Further details are required by condition to ensure acceptable implementation of the development in this regard, including an Air Quality Dust Management Plan for demolition and construction (condition Nos.9 and 10), a ventilation strategy and subsequent compliance (14 and 15) details of zero emission heating (condition No.33) and delivery and servicing (condition 44).

Community Infrastructure Levy

- 3.195 This development would be subject to a London wide community infrastructure levy. The Mayor's CIL (Community Infrastructure Levy) came into effect in April 2012 and is a material consideration to which regard must be had when determining this planning application. This contributes towards the funding of Crossrail. The GLA expect the Council, as the Collecting Authority, to secure

the levy in accordance with London Plan Policy 8.3.

3.196 It is estimated that the proposed development would generate a Mayoral CIL contribution of approximately £289,120 (plus indexation).

3.197 Additionally, the Council collects its own CIL, and this development would be liable, however there is a nil charged for new office space in this location.

Planning obligations

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

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

3.200 Local Plan Policy INFRA1 (Planning Contributions and Infrastructure Planning) advises that the Council will seek planning contributions to ensure the necessary infrastructure to support the Local Plan is delivered using two main mechanisms 'Community Infrastructure Levy (CIL) and Section 106 Agreements (s106).

3.201 The planning obligations set out in the heads of terms below are considered necessary to make the development acceptable in planning terms, they are related to the development and fairly and reasonable in scale and kind to the development. A Section 106 agreement is therefore required to ensure the proposal is in accordance with the statutory development plan and to secure the necessary infrastructure to mitigate the needs of the Proposed Development.

3.202 In view of the fact the Section 106 agreement will be the subject of extended negotiations, officers consider that circumstances may arise which may result in the need to make minor modifications to the conditions and obligations (which may include the variation, addition, or deletion). Accordingly, the second recommendation has been drafted to authorise the Chief Planning Officer after consultation with the Director of Law and the Chair of the Planning and Development Control Committee, to authorise the changes he/she considers necessary and appropriate, within the scope of such delegated authority.

3.203 The Applicant is expected to agree to enter into a legal agreement with the Council to which would include the following site-specific items (i.e. items which are not on the CIL r123 list):

- Provision of Affordable Workspace in perpetuity (20% of uplift Affordable Workspace at 40% discount), including a management plan.
- A contribution of £136,550 to fund improvements to local open spaces.
- Support for employment, training and local business including a contribution of £185,375 that will contribute to: Economic development, adult learning and skills in

the borough including commitment towards at least 10% construction labour from within the borough, securing apprenticeships and work experience placements, supply chain procurement plan for 10% of the total build cost to be spent in borough on the construction of the development.

- A commitment to meet the costs of the Council's associated legal fees.
- A s278 agreement to deliver the following highways improvements:
 - Enhancements to the existing pedestrian island on the southern crossing of Blythe Road to improve pedestrians facilities which will include and not be limited to the realignment of tactile paving and the radius of the junction as large vehicles exit onto A315 Hammersmith Road.
 - Provision of wayfinding to promote the use and improve access to the proposed cycle route on Hammersmith Road.
 - Improvements to the public realm on Brook Green, works to include but not limited to the removal of street furniture, provision of street greening and provision of tactile paving and footway improvements.
 - A highway condition survey of Brook Green in the vicinity of the site prior to the commencement of works on site and a further survey following the completion of construction but prior to occupation of the building to secure the costs of repairing any damage to the public highway on Brook Green as a result of the construction of the proposed development.
- A contribution of £3000 to fund the provision of six Sheffield Stands on-street in the vicinity of the site.
- Travel Plan (construction) monitoring fee of £5,000.
- Travel Plan (commercial) monitoring fee of £3,000 at years 1, 3 and 5.
- Commitment to ensure the proposed development is car-permit free except blue badge holders (business parking permits).
- A payment of £5,000 to participate in the Council's Construction Vehicle Monitoring Scheme, to ensure compliance with the approved CLP documents.
- Carbon dioxide emission offset contribution estimated at £68,581.
- Delivery and Servicing Plan monitoring fee of £3,000 at years 1, 3 and 5.
- Construction Site AQDMP compliance monitoring fee of £6,000 (and annually until completion of the construction phase of the development).

4.0 CONCLUSION and RECOMMENDATION

- 4.1 Officers consider that the proposed extension of the existing office building on this site would bring benefits and provide high quality office space which would significantly increase the employment capacity of this site. The provision of additional high-grade office space and the improvement of facilities for the existing office space will support the employment opportunities within this established employment cluster.
- 4.2 The proposed development would achieve a sustainable development, optimising the use of previously developed land.
- 4.3 The proposed extensions and alterations are of a high quality of design and materials and would be subservient to and compatible with the scale and character of the existing building and surrounding development. The harm identified to the significance of designated heritage assets would be outweighed by public benefits including heritage benefits.

- 4.4 There would be no adverse impact on traffic generation and the scheme would not result in congestion of the primary road network. The development is considered not to have the potential for contributing significantly towards pressure on on-street parking due to the high accessibility to public transport, subject to satisfactory measures to discourage the use of the private car which would be contained in a Travel Plan. Adequate provision for servicing and the storage and collection of refuse and recyclables would be provided.
- 4.5 The development would provide lift access to all levels, including evacuation and fire fighting lifts.
- 4.6 The application proposes a number of measures to reduce CO2. The proposal would seek to achieve an 'Excellent' BREEAM rating and the implementation of sustainable design and construction measures would be a condition of the approval. A revised sustainable drainage strategy would be required by condition.
- 4.7 The impact of the proposed development upon neighbouring occupiers is considered to be acceptable. There would be planting introduced to the northern elevation to soften the appearance of the proposed extensions from adjacent residential properties to the north. Measures would be secured by condition to minimise light pollution and noise and disturbance to nearby occupiers from the operation of the extended development.
- 4.8 In line with the Town and Country Planning Act 1990 and the Town and Country Planning (Pre-commencement Conditions) Regulations 2018, Officers have consulted the Applicant on the pre-commencement conditions included in the agenda and the Applicant has raised no objections.
- 4.9 The application is therefore recommended for approval, subject to conditions and the completion of a legal agreement.