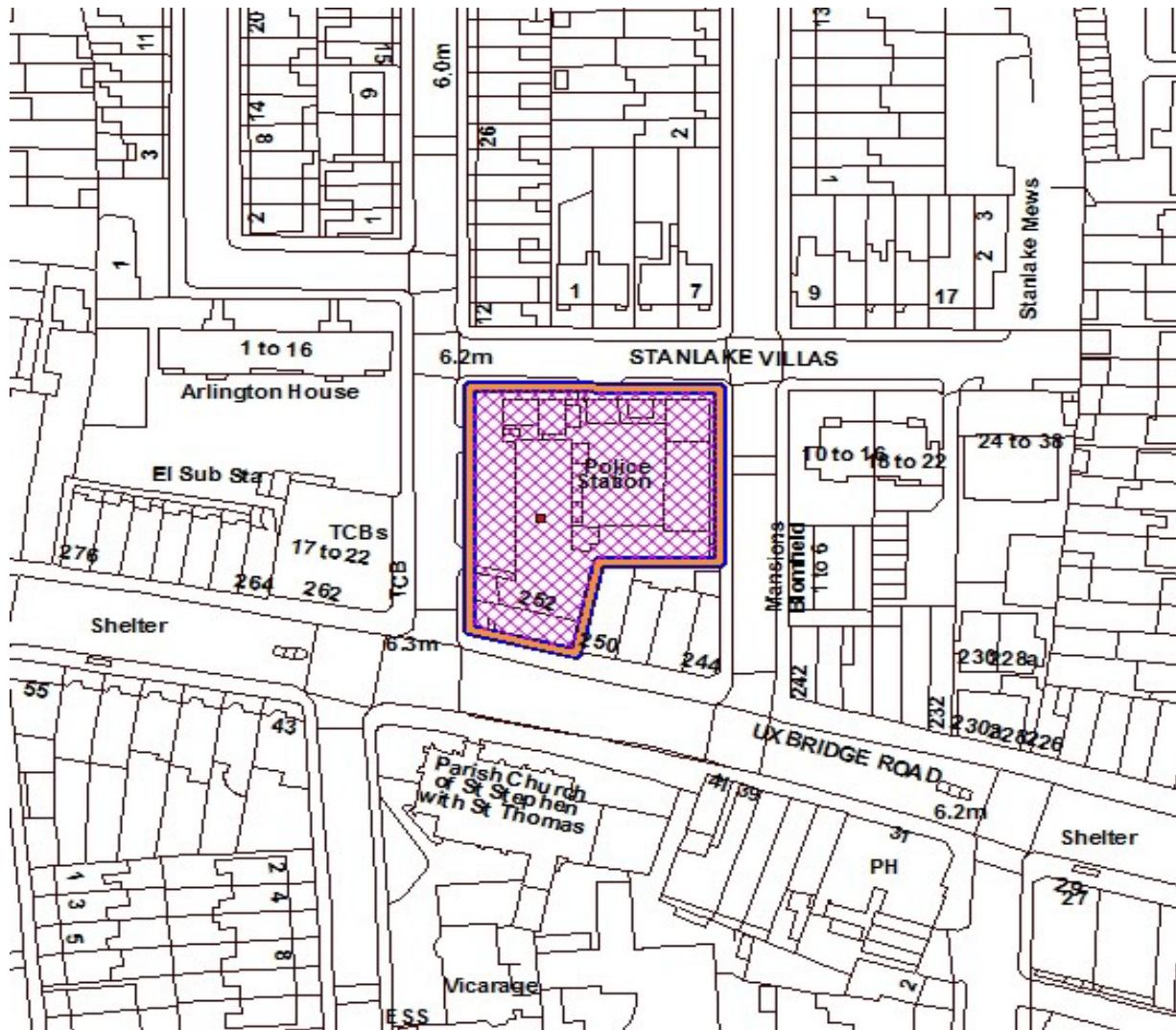


Ward: White City

Site Address:

Shepherds Bush Police Station 252 - 256 Uxbridge Road
London W12 7JA



© Crown Copyright. All Rights Reserved. London Borough Hammersmith and Fulham LA100019223 (2013).

For identification purposes only - do not scale.

Reg. No:
2022/01953/FUL

Case Officer:
Sian Brown

Date Valid:
04.08.2022

Conservation Area:

Committee Date:
18.07.2023

Applicant:

Mr J Bradbury
Suites 6E And 6F 6th Floor Platform New Station Street Leeds
LS14JB

Description:

Demolition of the existing building and construction of a part 1, part 4, part 5 storey building comprising 53 self-contained flats (Class C3) and 275sqm of flexible non-residential uses (Classes E, F.1 and F.2) at ground floor; associated roof top plant and enclosure; private and communal amenity space, landscaping, refuse storage, cycle and car parking.

Drg Nos: Refer to condition 2

Application Type:

Full Detailed Planning Application

Officer Recommendation:

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

2) That the Committee resolve that the Director of Planning and Property, after consultation with the Assistant Director Legal Services and the Chair of the Planning and Development Control Committee be authorised to make any minor changes to the proposed Heads of Terms of the legal agreement or conditions, which may include the variation, addition or deletion of conditions, any such changes shall be within their discretion.

Conditions:

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

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

- 2) The development shall be carried out and completed in accordance with the following approved drawings:

+ Proposed floor plans and roof plans:

- o6898-D2000 Rev 04;
- o6898-D2100 Rev 17;
- o6898-D2101 Rev 19;
- o6898-D2102 Rev 16;
- o6898-D2103 Rev 15;
- o6898-D2104 Rev 15;
- o6898-D2150 Rev 16

+ Proposed elevations and section:

- o6898-D2500 Rev 05;
- o6898-D2501 Rev 00;
- o6898-D2700 Rev 06;
- o6898-D2701 Rev 06;
- o6898-D2702 Rev 06;
- o6898-D2703 Rev 08;
- o6898-D2704 Rev 05;
- o6898-D2705 Rev 05

+ Approved documents:

oDemolition Management Plan Rev 02, dated 10/05/2022, by Southern Demolition Co. Ltd.

oSustainability Statement, Ref.6210-CBC-AM-RP-S-003-P03, Revision 003, dated 07/12/2022 prepared by Cudd Bentley Consulting Ltd.

o12718-30-C03-07 and 12718-30-C04-09.

oArboricultural Method Statement, dated 18th May 2022, prepared by Arbtech and plans 6898-D2100-Rev 12 (Tree Protection Plan, and Arboricultural Impact Assessment) prepared by Arbtech.

oEnergy Statement, Ref.6210-CBC-HM-RP-S-002-P03, Revision 003, dated 27/01/2023 prepared by Cudd Bentley Consulting Ltd.

oFire Safety Planning Statement (Prepared by AM Pyro LTD), dated 29 June 2023.

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

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

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

- 4) The development hereby permitted shall be implemented in accordance with the approved Demolition Management Plan Rev 02, dated 10/05/2022, by Southern Demolition Co. Ltd.

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

- 5) Prior to commencement of the development (excluding Demolition, Ground and Enabling works) hereby approved, a detailed Construction Management Plan shall be submitted to and approved in writing by the Council. Details shall include control measures for dust, noise, vibration, lighting, delivery locations, restriction of hours of work and all associated activities audible beyond the site boundary to 0800-1800hrs Mondays to Fridays and 0800 -1300 hrs on Saturdays with no works permitted on Sundays and Bank Holidays, 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. Approved details shall be implemented throughout the project period.

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

- 6) Prior to commencement of the development hereby permitted (excluding Demolition, Ground and Enabling Works), details including palette and sample panel of all materials to be used on the external faces of the building and boundary treatments, shall be submitted to and approved in writing by the Council. No part of the development shall be used or occupied prior to the completion of the development in accordance with the approved details.

To ensure a satisfactory external appearance of the development, and to preserve the character and appearance of the Conservation Area in accordance with Policies D3 and HC1 of the London Plan (2021), and Policies DC1, DC2 and DC8 of the Local Plan (2018).

- 7) Prior to commencement of the development hereby permitted (excluding Demolition, Ground and Enabling Works), details in plan, section and elevation (at a scale of not less than 1:20) of the following matters shall be submitted to and approved in writing by the Council. No part of the development shall be used or occupied prior to the completion of that part of the development in accordance with the approved details.
 - a) a typical bay of the Uxbridge Road; Tunis Road; Stanlake Villas and Stanlake Road elevations; and
 - b) boundary treatment

To ensure a satisfactory external appearance of the development, and to preserve the character and appearance of the Conservation Area in accordance with Policies D3 and HC1 of the London Plan (2021), and Policies DC1, DC2 and DC8 of the Local Plan (2018).

- 8) Prior to commencement of the relevant part of the development (excluding Demolition, Ground and Enabling Works) hereby permitted, details of the proposed hard and soft landscape works (including the area to the north-west at the junction of Tunis Road and Stanlake Villas) and details of the integrated children's playspace features shall be submitted to and approved in writing by the Local Planning Authority. Details of soft landscaping shall demonstrate the achievement of an Urban Greening Factor (UGF) of a minimum of 0.4, as per the approved Sustainability Statement, Ref.6210-CBC-AM-RP-S-003-P03, Revision 003, dated 07/12/2022 prepared by Cudd Bentley Consulting Ltd, and drawings 12718-30-C03-07 and 12718-30-C04-09, and details shall include confirmation that all tree planting will consist of UK native species and green roof planting will consist of 100% native seed mixes; together with confirmation of the provision of 50% native species associated with all other planting. The landscaping shall be implemented in accordance with the approved details prior to first occupation of the development and any soft landscaping within the first planting season following first occupation and shall be permanently retained in this form. Any trees, shrubs or planting associated with the soft landscape details that is removed, or seriously damaged, dying, or diseased within five years of the date of planting shall be replaced in the next planting season with a similar size and species to that originally required to be planted.

To ensure a satisfactory external appearance of the development, and in the interests of urban greening and biodiversity net gain, in accordance with Policies D3, G5 and G7 of the London Plan (2021), and Policies DC1, DC2, OS1 and OS5 of the Local Plan (2018).

- 9) The development hereby approved shall be implemented only in accordance Arboricultural Method Statement, dated 18th May 2022, prepared by Arbtech; and plans 6898-D2100-Rev 12 (Tree Protection Plan, and Arboricultural Impact Assessment) prepared by Arbtech. These measures should apply to any tree on site, and any trees adjacent to the site whose theoretical Root Protection Areas extend into the site.

To ensure that trees within and around the site to be retained are protected during the building works, in accordance with Policies G5 and G7 of the London Plan (2021), and Policies DC1, DC4, OS1 and OS5 of the Local Plan (2018).

- 10) The residential units hereby approved shall only be used as a single dwellinghouses falling within use Class C3. The residential units shall not be used as housing in multiple occupation falling within Class C4 of the of the Town & Country Planning (Use Classes) Order 1987 (as amended).

The use of the property as residential units in multiple occupation rather than as single residential units would raise materially different planning considerations that the Council would wish to consider under a full planning application, in accordance with Policies DC1, HO1, HO2, HO4, HO5, HO8, HO11, CC11, CC13 and T1 of the Local Plan (2018).

- 11) Prior to occupation of the development hereby approved, Flats A.0.1; A.0.2; B.0.2; B.0.3 and B.0.4 at ground floor level shall meet the Building Regulations requirements for M4(3) for wheelchair users, and the remaining flats shall be

capable of meeting the Buildings Regulations requirements for M4(2) accessible and adaptable dwellings. The dwellings shall thereafter permanently retained in this manner.

To ensure a satisfactory provision for dwellings, meeting the needs of people with disabilities, in accordance with the Policy D7 of the London Plan (2021), and Policy HO6 of the Local Plan (2018).

- 12) The non-residential floorspace at ground floor level hereby permitted shall be used for purposes specified within Use Class E (excluding Eb), F1 and F2 only and for no other purpose (including any other separate purpose in Class E, F1 and F2 of the Schedule to the Town and Country Planning (Use Classes) Order 1987, as amended, (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

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 TLC5, DC1, DC2, HO11, CC11, CC13 and T1 of the Local Plan (2018), and Key Principles of the Planning Guidance SPD (2018).

- 13) The use of the non-residential floorspace at ground floor level hereby permitted shall not be open other than between the hours of 08:00-22:00 Mondays to Saturdays and 09:00-21:00 on Sundays and Bank Holidays.

To ensure that the amenities of the occupiers of surrounding residential properties are not unduly affected as a result of noise and disturbance, in accordance with Policy D14 of the London Plan (2021), and Policies CC11, HO11 and TLC5 of the Local Plan (2018).

- 14) The ground floor entrance doors to the building and integral lift/stair cores shall not be less than 1-metre-wide and the threshold shall be at the same level as the adjoining ground level fronting the entrances to ensure level access.

To ensure the development provides ease of access for all users, in accordance with Policy D5 of the London Plan (2021), and Policies DC1 and HO6 of the Local Plan (2018).

- 15) None of the shopfronts shall be fitted with external roller shutters, and the window glass of the shopfronts shall not be mirrored, painted or otherwise obscured.

To ensure a satisfactory external appearance, in accordance with Policy D3 of the London Plan (2021), and Policies DC1, DC2, DC5 and DC8 of the Local Plan (2018).

- 16) No alterations shall be carried out to the external appearance of the building hereby permitted, including the installation of air-conditioning units, ventilation fans, extraction equipment, flues or other plant equipment and associated external pipework or ducting 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 D3 and D14 of the London Plan (2021), Policies DC1, DC2, DC8, CC11, CC13 and HO11 of the Local Plan (2018), and Key Principles of the Planning Guidance SPD (2018).

- 17) No advertisements shall be installed on the building hereby permitted without the prior written approval of the Council.

To ensure a satisfactory external appearance of the development in accordance with Policy D3 of the London Plan (2021), Policies DC1, DC4, DC8 and DC9 of the Local Plan (2018) and Key Principles of the Planning Guidance SPD (2018).

- 18) 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 external part of the approved building, without planning permission first being obtained.

In order to ensure that the Council can fully consider the effect of telecommunications equipment upon the character and appearance of the building and its setting, in accordance with Policy D3 of the London Plan (2021), and Policies DC1, DC2 and DC8 of the Local Plan (2018).

- 19) No water tanks, water tank enclosures or other structures, other than those set out on the approved drawings, shall be erected upon the roofs of the building hereby permitted.

It is considered that such structures would seriously detract from the appearance of the building, contrary to Policy D3 of the London Plan (2021), and Policies DC1, DC2 and DC8 of the Local Plan (2018).

- 20) The extent of the roof terraces at fourth floor level shall not exceed that indicated on the approved drawings, and the roof terraces shall not be subsequently enlarged prior to the submission and approval in writing of a further planning application. No part of any roof of the remaining building hereby approved shall be used as a roof terrace or other form of open amenity space. No alterations shall be carried out; nor planters or other chattels placed on the roof. No railings or other means of enclosure shall be erected on the roofs, and no alterations shall be carried out to the property to form access onto the roofs.

The use of the roof(s) as a terrace would increase the likelihood of harm to the existing residential amenities of the occupiers of neighbouring properties as a result of overlooking, and noise and disturbance, contrary to Policies HO11 and CC11 of the Local Plan (2018), and Key Principle 8 of the Planning Guidance SPD (2018).

- 21) Prior to commencement of the relevant part of the development hereby approved, full details of the privacy screening proposed including the material for the relevant balconies/terraces including balustrades, fixings, and samples of glazing, shall be submitted to and approved in writing by the local planning authority. The privacy screens shall have a height of 1.7m above the finished floor level of the

terrace/balcony. The use of the terraces/balconies shall not commence until the screens have been installed in accordance with the details agreed and permanently retained as such thereafter.

To ensure a satisfactory external appearance, and to prevent overlooking of the existing occupiers of neighbouring properties and a subsequent loss of privacy, in accordance with Policies DC1, DC4, and HO11 of the Local Plan (2018), and Key Principle HS8 of the Planning Guidance Supplementary Planning Document (2018).

- 22) Prior to commencement of above ground works, a statement of how 'Secured by Design' requirements are to be adequately achieved shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be carried out prior to occupation or use of the development hereby approved and permanently retained thereafter.

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

- 23) Prior to occupation of the development hereby permitted, a Delivery and Servicing Plan (DSP) for both the residential and non-residential uses of the building shall be 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,
- b) Facilities and measures that will minimise the impact of vehicle emissions from increasing personal deliveries e.g., carrier agnostic parcel locker, concierge, Cargo bike bays etc
- 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) Location and operations of the loading bay (s) as identified on the approved drawings
- g) Emergency access, and vehicle movement at the site entrance and throughout the development
- h) Quiet loading/unloading mitigation including silent reversing measures in accordance with Building Design Guidance for Quieter Deliveries, TFL, June 2018.

The approved details shall be implemented prior to occupation and the DSP hereby permitted shall thereafter operate in accordance with the approved details. The DSP shall be regularly monitored and reviewed and any subsequent modifications or alterations to the DSP should be submitted to and approved in writing by the LPA.

In the interests of air quality and to ensure that servicing and deliveries are carried out without any significant impact on the flow of traffic and the local highway network and to prevent harm to the amenities of surrounding occupiers by reason of noise and disturbance, in accordance with Policies SI1 and T7 of the London Plan (2021) Policies T2, CC10, CC11 and CC13 of the Local Plan (2018) and SPD Key Principle TR28 (2018).

- 24) No part of the development hereby approved shall be occupied until provision has been made for car parking for disabled users in the form of 2 Blue Badge-holder spaces as indicated on the approved drawing no. D2100 Rev 17. Thereafter the provision for Blue Badge parking shall be permanently maintained in this form for the lifetime of the development.

To ensure that the development is accessible, in accordance with Policy T6 of the London Plan (2021), and Policies T4 and T5 of the Local Plan (2018).

- 25) Prior to occupation of the development hereby permitted, details of the installation including location and type of active electric vehicle charging points (22kW) for the two on-site blue badge car parking spaces must be submitted to and approved in writing by the Local Planning Authority. The approved electric vehicle charging points shall be installed and retained in working order for the lifetime of the development.

In the interests of air quality, in accordance with Policies T6 and SI1 of the London Plan (2021) and Policy CC10 of the Local Plan (2018).

- 26) Prior to commencement of the relevant parts of the development hereby permitted details of safe, secure and accessible bicycle storage, for both the residential and non-residential uses, shall be submitted to, and approved in writing by the Council. The cycle parking facilities should be in accordance with London Cycling Design Standards (LCDS), and should also include electric charging facilities. The bicycle storage facilities shall be implemented as approved prior to the occupation of the residential and non-residential uses, and shall thereafter be permanently retained for such use.

To ensure satisfactory provision for the bicycle and thereby promote sustainable and active modes of transport, in accordance with Policy T5 London Plan (2021) and Policy T3 of the Local Plan (2018).

- 27) Prior to commencement of the relevant parts of the development hereby permitted details of the sightlines/visibility splays associated with the proposed off-street blue badge parking layout and access onto Stanlake Road shall be submitted to, and approved in writing by the Council. The sightlines/visibility splays should be provided in accordance with Manual for Streets standards.

In order to maintain pedestrian and highway safety in accordance with Policy T1 of the Local Plan (2018) and Key Principles of the Planning Guidance Supplementary Planning Document (2018).

- 28) No organised delivery of food (i.e. takeaway deliveries to customers) shall take place from the commercial premises hereby approved using motorised and electric powered cycles and motorised and electric powered vehicles at any time.

To ensure that the amenity of occupiers of the development site/ surrounding premises is not adversely affected by noise, or that the development does not impact highway safety in accordance with Policies CC11, CC13, DC1, DC2, HO11, T1, T6 and TLC5 of the Local Plan (2018), and Key Principles of the Planning Guidance SPD (2018).

- 29) The development hereby approved shall not be occupied until the measures set out in the approved Sustainability Statement, Ref.6210-CBC-AM-RP-S-003-P03, Revision 003, dated 07/12/2022 prepared by Cudd Bentley Consulting Ltd, have been fully implemented on site and they shall be permanently retained thereafter.

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

- 30) The development hereby approved shall not be occupied until the measures set out in the approved Energy Statement, Ref.6210-CBC-HM-RP-S-002-P03, Revision 003, dated 27/01/2023 prepared by Cudd Bentley Consulting Ltd, have been fully implemented on site and they shall be permanently retained thereafter.

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

- 31) Prior to commencement (excluding Demolition) of the development hereby permitted, a revised Surface Water Management Strategy, shall be submitted to and approved in writing by the Local Planning Authority. Information shall include details on the design, location and attenuation capabilities of the proposed SuDS measures including rainwater harvesting, green roofs, permeable paving, attenuation tank, landscaping and new trees, together with details of maintenance. Any surface water discharged to the combined sewer network will at a rate no higher than 2l/s. The measures shall be implemented in accordance with the approved details, and thereafter all SuDS measures shall be permanently retained and maintained in accordance with the approved details.

To reduce the impact of flooding for future occupants and the development and to make the development more resilient in the event of flooding in accordance with Policy SI12 of the London Plan (2021), and Policy CC3 of the Local Plan (2018), and to prevent any increased risk of flooding and to ensure the satisfactory storage of/disposal of surface water from the site in accordance with Policy SI13 of the London Plan (2021), and Policies CC2 and CC4 of the Local Plan (2018).

- 32) Prior to commencement of the development hereby permitted (excluding Demolition, Ground and Enabling Works), details shall be submitted to and approved in writing by the Council, of an enhanced sound insulation value $D_{nT,w}$ and $L'_{nT,w}$ of at least 5dB above the Building Regulations value, for the floor/ceiling/wall structures separating different types of rooms/ uses in adjoining dwellings. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

To ensure that the amenity of occupiers of the development site is not adversely affected by household/neighbour noise transmission to adjoining dwellings at unreasonable levels due to unsuitable layout and arrangement of rooms and communal areas, in accordance with Policy D14 of the London Plan (2021), and Policies CC11 and CC13 of the Local Plan (2018).

- 33) Prior to commencement of the development hereby permitted (excluding Demolition, Ground and Enabling Works), details shall be submitted to and approved in writing by the Council, of the sound insulation of the floor/ ceiling/ walls separating the non-residential part(s) of the premises from dwellings. Details shall demonstrate that the sound insulation value $D_{nT,w}$ is enhanced by at least 20dB above the Building Regulations value and, where necessary, additional mitigation measures are implemented to contain commercial noise within the non-residential premises and to achieve the criteria of BS8233:2014 within the dwellings/ noise sensitive premises. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

To ensure that the amenity of occupiers of the development site/ adjacent dwellings/ noise sensitive premises is not adversely affected by noise, in accordance with Policy D14 of the London Plan (2021), and Policies CC11 and CC13 of the Local Plan (2018).

- 34) 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+A1:2019 at the nearest and/or most affected noise sensitive premises, with all machinery operating together at maximum capacity.

To ensure that the amenity of occupiers of the development site/ surrounding premises is not adversely affected by noise from plant/mechanical installations/ equipment, in accordance with Policy D14 of the London Plan (2021), and Policies CC11 and CC13 of the Local Plan (2018).

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

To ensure that the amenity of occupiers of the development site/ surrounding premises is not adversely affected by vibration, in accordance with Policy D14 of the London Plan (2021), and Policies CC11 and CC13 of the Local Plan (2018).

- 36) Prior to commencement of the relevant part of the development hereby permitted (excluding Demolition, Ground and Enabling Works), details of external artificial lighting shall be submitted to and approved in writing by the Council. Lighting contours shall be submitted to demonstrate that the vertical illumination of neighbouring premises is in accordance with the recommendations of the Institution of Lighting Professionals in the "Guidance Note 01/20: Guidance Notes for the Reduction of Obtrusive Light". Details should also be submitted for approval of measures to minimise use of lighting and prevent glare and sky glow by correctly using, locating, aiming and shielding luminaires. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

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).

- 37) Prior to the commencement of the demolition phase of the development hereby permitted, an Air Quality Dust Management Plan (AQDMP) to mitigate air pollution from the demolition phase of the development 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. Demolition 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 NOx 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 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 V NO_x and PM₁₀ emission criteria of The Non-Road Mobile Machinery (Type-Approval and Emission of Gaseous and Particulate Pollutants) Regulations 2018 and its subsequent amendments. This will apply to both variable and constant speed engines for both NO_x and PM. An inventory of all NRMM 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 and Euro VI

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

In the interests of air quality, in accordance with Policy SI1 of the London Plan (2021) and Policy CC10 of the Local Plan (2018).

- 38) Prior to the commencement of the construction phase of the development hereby permitted, an Air Quality Dust Management Plan (AQDMP) to mitigate air pollution from the construction phase of the development 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 NO_x Emission mitigation and control measures including for on-road and off-road construction traffic as required by the overall Medium 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 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 V NOx and PM10 emission criteria of The Non-Road Mobile Machinery (Type-Approval and Emission of Gaseous and Particulate Pollutants) Regulations 2018 and its subsequent amendments. This will apply to both variable and constant speed engines for both NOx and PM. An inventory of all NRMM 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 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.

In the interests of air quality, in accordance with Policy SI1 of the London Plan (2021) and Policy CC10 of the Local Plan (2018).

- 39) 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 Fifty-Three self-contained residential units (Class C3) shall be submitted to and approved in writing by the Local Planning Authority. This is applicable to all locations on all residential floors where the Annual Mean Nitrogen Dioxide (NO₂), and Particulate (PM10, PM2.5) concentrations are equal to 30 $\mu\text{g}/\text{m}^3$, 20 $\mu\text{g}/\text{m}^3$ and 10 $\mu\text{g}/\text{m}^3$ 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 residential floors
 - b) Details and locations of restricted opening windows (maximum 200mm for emergency purge ventilation only) for all habitable rooms (Bedrooms, Living Rooms, Study).

- c) Details and locations of ventilation extracts, to demonstrate that they are located a minimum of 2 metres away from the air ventilation intakes, to minimise the potential for the recirculation of extract air through the supply air ventilation intake in accordance with paragraph 8.9 part 'C' of Building Standards, Supporting Guidance, Domestic Ventilation, 2nd Edition, The Scottish Government, 2017
- d) Details of the independently tested mechanical ventilation system with Nitrogen Oxides (NOx) and Particulate Matter (PM2.5, PM10) filtration with air intakes on the rear elevation to remove airborne pollutants. The filtration system shall have a minimum efficiency of 90% in the removal of Nitrogen Oxides/Dioxides, Particulate Matter (PM2.5, PM10) in accordance with BS EN ISO 10121-1:2014 and BS EN ISO 16890:2016.

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

In the interests of air quality, in accordance with Policy SI1 of the London Plan (2021) and Policy CC10 of the Local Plan (2018).

- 40) Prior to occupation of the development hereby permitted, details of a post installation compliance report of the approved ventilation strategy as required by condition 39 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.

In the interests of air quality, in accordance with Policy SI1 of the London Plan (2021) and Policy CC10 of the Local Plan (2018).

- 41) Prior to occupation of the development, details of the installation of the Zero Emission MCS certified Air/Water Source Heat Pumps or Electric Boilers to be provided for space heating and hot water for each of the fifty-three self-contained residential units (Class C3) use and the non-residential uses (Classes E, F.1 and F.2) shall be submitted to and approved in writing by the Local Planning Authority. Approved details shall be fully implemented prior to the occupation/use of the development and thereafter permanently retained and maintained.

In the interests of air quality, in accordance with Policy SI1 of the London Plan (2021) and Policy CC10 of the Local Plan (2018).

- 42) No development shall commence until a preliminary risk assessment report is submitted to and approved in writing by the Council. This report shall comprise: a desktop study which identifies all current and previous uses at the site and surrounding area as well as the potential contaminants associated with those uses; a site reconnaissance; and a conceptual model indicating potential pollutant linkages between sources, pathways and receptors, including those in the

surrounding area and those planned at the site; and a qualitative risk assessment of any potentially unacceptable risks arising from the identified pollutant linkages to human health, controlled waters and the wider environment including ecological receptors and building materials. All works must be carried out in compliance with and by a competent person who conforms to CLR 11: Model Procedures for the Management of Land Contamination (Defra 2004) or the current UK requirements for sampling and testing.

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

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

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

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

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

- 45) Unless the Council agree in writing that a set extent of development must commence to enable compliance with this condition, no development shall commence until, a remediation method statement is submitted to and approved in writing by the Council. This statement shall detail any required remediation works and shall be designed to mitigate any remaining risks identified in the approved quantitative risk assessment. All works must be carried out in compliance with and by a competent person who conforms to CLR 11: Model Procedures for the Management of Land Contamination (Defra 2004) or the current UK requirements for sampling and testing.

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

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

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

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

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

- 48) The development shall be carried out and completed in full accordance with the details contained within the approved Fire Safety Planning Statement (Prepared by AM Pyro LTD), dated 29 June 2023. No part of the development shall be used or occupied until all mitigation, measures and means within the approved document have been implemented in full and shall thereafter be retained for the lifetime of the building hereby approved.

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

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

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

- 50) No part of the development hereby approved shall be occupied or used until the refuse storage, including provision for the storage of recyclable materials, for both the residential and non-residential uses, have been implemented in accordance with the details provided on drawing no. D2100 Rev 17. Thereafter the provision for cycle storage shall be so maintained for the life of the development.

To ensure satisfactory provision for the storage of refuse and recycling on site, and thereby prevent it being stored on the highway, in accordance with Policy CC7 of the Local Plan (2018).

Justification for Approving the Application:

- 1) 1. Land Use: The redevelopment of surplus public sector brownfield land in this location is acceptable in land use terms. The relocation of the existing social infrastructure on this site to elsewhere within the borough has been established through part of a wider public service transformation plan. The proposed development would contribute towards the quantity of the borough's housing stock, including the provision of affordable housing. The creation of affordable community space, and affordable workspace are important cornerstones in the H&F Industrial Strategy, the Creative Enterprise Zone Action Plan and also the emerging Cultural Strategy. The proposal is judged to accord with London Plan (2021) Policies GG2, S1, E1, E3, D3, H1, H2, H4, H5, H6 and H10, and Local Plan (2018) Policies CF1, CF2, E1, HO1, HO3, HO4 and HO5.

2. Quality of Accommodation: The proposed development provides an acceptable standard of living accommodation, in accordance with London Plan (2021) Policy D6, the Mayor's Housing Design Standards LPG (2023), the DCLG's Nationally Described Space Standards (2015), Local Plan (2018) Policies HO4, and HO11 and Key Principles of the Planning Guidance SPD (2018) which all require new housing to be of a high-quality design and be designed to have adequate internal and external space.

3. Design and Heritage: The proposed development is acceptable in visual terms. The proposals are considered to be of a good quality of design having regard to the character and appearance of the existing site, area and surrounding heritage assets. The settings of nearby heritage assets would be preserved. The proposal therefore accords with the NPPF (2021), London Plan (2021) Policies HC1 and D3, Local Plan (2018) Policies DC1, DC2 and DC8, and Sections 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

4. Landscaping, Ecology and Biodiversity: Landscaping would be provided by the development, enhancing biodiversity and UGF, which would be of benefit to the area and which complies with London Plan (2021) Policies G5 and G7, and Local Plan (2018) Policies OS1 and OS5.

5. Impact on Neighbouring Residents: The development would respect the principles of good neighbourliness. There would be no significant worsening of outlook, overlooking, and noise/disturbance, and no unacceptable loss of sunlight or daylight to cause undue detriment to the amenities of neighbours. Measures would be secured by condition to minimise noise/odours/light pollution generated by the use/operation of the building; and loss of privacy. A Demolition Management Plan (DMP) and Construction Management Plan (CMP) will be secured by conditions to address disturbance during the building works. The proposed development therefore accords with London Plan (2021) Policies DC14, Local Plan (2018) Policies DC1, DC2, HO11, TLC5, CC11, CC12 and CC13, and Key Principles of the Planning Guidance SPD (2018).

6. Safety and Access: The development would provide a safe and secure environment for all users in accordance with London Plan (2021) Policy D11, and Local Plan (2018) Policies DC1 and DC2. The proposal would provide ease of access for all people, including disabled people, in accordance with London Plan (2021) Policies D5 and D7, and Local Plan (2018) Policies DC1, DC2 and HO6.

7. Highways and Transportation: The application is supported by several documents including; a Transport Statement, framework Travel Plan, Outline Demolition and Construction Logistics Plan, and Outline Delivery and Servicing Plan which provide a comprehensive review of all the potential transport impacts of the proposed development. It is considered that the scheme would not have a significant impact on the highway network or local parking conditions and is thus considered to be acceptable. Subject to a satisfactory legal agreement restricting the right of occupiers to hold parking permits the development would not contribute to on-street parking stress. Satisfactory provision would be made for blue badge car parking, cycle parking and refuse storage. External impacts of the development would be controlled by conditions related to servicing and deliveries, while works to the highway and the submission of relevant Travel Plans, Demolition and Construction Logistics Plans, and a Car Parking Management Plan will be secured by a legal agreement. The proposed development therefore accords with the NPPF (2021), London Plan (2021) Policies T1-T7, Local Plan (2018) Policies T1, T2, T3, T4, T7 and CC7, and relevant Key Principles of the Planning Guidance SPD (2018).

8. Flood Risk and SUDS: 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 SI 13, and Local Plan (2018) Policies CC2, CC3 and CC4.

9. 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. A Sustainability Statement has been submitted outlining the development would be consistent with consistent with the Mayor of London's sustainable design objectives. The details will be secured by condition, together with a carbon dioxide emission offset contribution secured by a legal agreement. The proposal therefore accords with the NPPF (2021), London Plan (2021) Policies SI 1 and SI 4, and Local Plan (2018) Policies CC1, DC1 and DC2.

10. Air Quality: With regards to air quality considerations, the Council's Air Quality Officer has 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.

11. Land Contamination: Conditions would ensure that the site would be remediated to an appropriate level for the proposed uses. The proposed development therefore accords with the London Plan (2021), and Local Plan (2018) Policy CC9.

12. Planning Obligations: Planning obligations to offset the impact of the development and to make the development acceptable in planning terms are secured. This includes, the provision of affordable community use/workspace; provision of affordable housing; a financial contribution towards Local Employment, Training and Skills Development Initiatives; a carbon dioxide emission offset financial contribution; submission of Air Quality Dust Management Plan plus monitoring fees; car permit free restrictions; submission of residential

and non-residential Travel Plans plus monitoring fees; submission of Demolition and Construction Logistics Plans plus monitoring fees; Car Parking Management Plan and s278 highways works. The proposed development would therefore mitigate external impacts and would accord with London Plan (2021) Policy DF1 and Local Plan (2018) Policy CF1.

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

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

Application form received: 6th July 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:

Historic England London Region

Thames Water - Development Control

Crime Prevention Design Advisor - Hammersmith

Hammersmith And Fulham Historical Society

Historic England London Region

Dated:

17.08.22

25.08.22

02.09.22

20.09.22

24.08.22

Neighbour Comments:

Letters from:

Dated:

St Stephen's Church 1 Coverdale Road London W12 8JJ

08.09.22

61 Stanlake Road London W12 7HG

05.09.22

93 Stanlake Rd London W12 7HQ

09.09.22

93 Stanlake Rd London W12 7HQ

09.09.22

Flat 4, 29 Chiswick high road Kew London W4 2ND

15.08.22

93 Stanlake Rd London W12 7HQ

09.09.22

27 Tunis Road Shepherd's Bush W127EZ

23.01.23

27 Tunis Road Shepherd's Bush W127EZ

23.01.23

Tunis Road London W12

07.09.22

6 Blomfield Mansions Stanlake Road London W12 7HR

10.09.22

No Address Given

05.09.22

Hammersmith Town Hall King Street London W6 9JT

11.08.22

4 Abdale Road London W12 7ET

31.08.22

31 Abdale Road London W12 7ER

16.08.22

22 Tunis Road London W12 7EZ

07.09.22

43 Uxbridge Road London W12 8LA

28.08.22

69 Stanlake road London W12 7HH

06.09.22

Flat C Basement flat 11 Stanlake Road W127he	19.09.22
Flat C Basement flat 11 Stanlake Road W127he	19.09.22
LBHF Children's Services 145 King Street London W6 9XY	11.08.22
34 Westville Road London W129BD	27.10.22
47 Stanlake Road Na London W127HG	07.09.22
40 Warbeck Road London W12 8NT	06.09.22
31 Bloemfontein Road London W12	26.04.23

1.0 SITE LOCATION AND DESCRIPTION, AND RELEVANT PLANNING HISTORY

- 1.1 The application relates to the former Shepherds Bush Police Station, located on the northern side of Uxbridge Road, within the middle of a designated satellite parade and close to Shepherd's Bush Town Centre. It occupies the majority of a street block bounded by Tunis Road to the west, Stanlake Villas to the north and Stanlake Road to the east. The south-east corner of the street block is occupied by a Victorian terrace of four properties with commercial units on the ground floor and residential flats above (244-250 Uxbridge Road). These properties do not form part of the development site.
- 1.2 Shepherds Bush Police Station was built in the 1960's. The existing building is three storeys, including a basement plant room, on Uxbridge Road and Tunis Road; and it is U-shaped with a single storey element, incorporating a garage and workshop area, on Stanlake Road. The north side has a vehicle access into a car park occupying the centre of the site.
- 1.3 The building is currently vacant, following the closure of the Police Station in February 2021 as part of a wider strategy by the Mayor's Office for Policing and Crime (MOPAC). A temporary hoarding has subsequently been erected around the perimeter of the site for the purposes of safety and security.
- 1.4 The site is not in a conservation area and the building is not subject to any other heritage designations. However, the southern side of Uxbridge Road opposite the site is within the Coningham and Lime Grove Conservation Area, and the Parish Church of St Stephen with St Thomas, directly opposite, is a Grade II listed building. Further to the west lies the Ingersoll and Armingier Conservation Area. The White City Opportunity Area is situated approximately 140 metres east of the Site's Uxbridge Road extent.
- 1.5 The immediate area is characterised by a mix of commercial and residential properties, ranging between 3 to 4 storeys in height.
- 1.6 The site has a Public Transport accessibility Level (PTAL) of 6a - suggesting that it has excellent access to public transport. The site is in close proximity to both Shepherd's Bush Market Underground station (2 mins walk) and to Wood Lane Underground station (12 mins walk), both served by the Hammersmith and City Line and Circle Line providing direct connections to Central London. Shepherds Bush Central Station is also located approximately 750m from the site and provides direct routes into North and Central London. The site also benefits from frequent bus services, running towards Acton and Central London
- 1.7 The site is located in Environment Agency's Flood Risk Zone 1 (low risk).

1.8 There is no relevant planning history for the Site.

2.0 PROPOSALS

2.1 The current proposals relate to the demolition of the existing buildings and the redevelopment of the site comprising:

- o Construction of two attached blocks (A & B) within a part 1, part 4, part 5 storey building, with associated roof top plant and enclosure;
- o Provision of 53 self-contained flats (Class C3) within Blocks A & B spread over ground to 4th floors comprising 3 x studios; 26 x 1 bed; 21 x 2 bed; and 3 x 3 bed flats;
- o Provision of 275sqm of flexible non-residential uses (Classes E, F.1 and F.2) at ground floor level within Block A (with the potential to be used as 3no. flexible commercial units approximately 70sqm each);
- o Provision of private and communal external amenity space, landscaping, refuse and cycle storage, and 2 off-street accessible Blue Badge parking spaces .

+ Public Engagement

2.2 A Statement of Community Involvement (SOCl) supports the current planning application and summarises the pre-application engagement undertaken.

2.3 Leaflets were delivered to c.336 addresses in the surrounding area, including local businesses, as well as to local community groups and other key stakeholders. The leaflets provided details of a dedicated project website with various contact methods, including a Freephone telephone number and direct email address, and a Frequently Asked Questions (FAQs) section and feedback form to enable comments to be made. The presentation of the proposals was made accessible online, between 18th March - 28th March 2022. This included a live webinar which was held on the 24th March, and involved a presentation to take attendees through the details of the proposals, along with a live Q&A session where members of the technical team responded to questions.

2.4 The SOCl confirms, at the point of the application submission, c.115 unique users have visited the website generating a total of 599 page views. A total of 24 forms of feedback have been received, including 13 digital feedback forms, 10 emails and 1 telephone call. A total of 10 individuals registered for the live webinar, and 7 individuals joined the event. 17 questions were asked during the webinar and were responded to during the Q&A session.

2.5 In summary, the feedback raised the following summarised comments:

- o Design approach - out of keeping with character of area
- o Building density and height is excessive for the site
- o Loss of sunlight to neighbouring properties
- o The proposals should include underground parking, EV charging points; motor cycle and cycle parking
- o There would be increase to on-street parking, and increase in traffic resulting from use of the proposals
- o Limited provision of outdoor green spaces
- o The flexible commercial/community use was questioned
- o The community space should be given to the local police

- o Objection to food takeaway premises at ground floor level
- o The percentage and tenure of affordable housing was questioned
- o Increased pressure on local amenities
- o Traffic and parking impacts during construction phase
- o Increased carbon footprint
- o The consultation process was questioned.

2.6 The consultation website was updated following the event to allow members of the wider community to view responses to questions received during the webinar and to provide further information of relevance to the community.

3.0 PUBLICITY AND CONSULTATION RESPONSES

+ Statutory Consultation

3.1 A site and press notice were published to advertise this application and notification letters were sent to the occupants of 279 surrounding properties.

3.2 To date a total 23 representations have been received comprising 5 in support, 2 neutral, and 16 in objection. A summary of the comments is provided below:

Objection:

- o loss of police station is unacceptable
- o existing building should be reused as offices for government related facilities/NHS
- o will the commercial use be another takeaway or for the sale of fake cigarettes
- o replacing a 3 storey building with a 5 storey building will greatly alter the look and feel of the surroundings
- o area is becoming too built up
- o design looks very cheap and not aligned with the neighbourhood
- o impact on adjoining conservation areas and St Stephens Parish Church.
- o emphasis on 1 bed flats
- o cramming 54 self-contained flats would heavily compromise living conditions for the potential residents
- o unacceptable high density
- o shortage of affordable housing in the area
- o potential to accommodate 300 people in an already overcrowded area
- o loss of light to neighbouring residential properties and to Church stained glass windows
- o noise/pollution/vibration during demolition/construction phase
- o light pollution
- o increased traffic/parking stress in locality
- o insufficient cycle storage
- o pressure on sewers
- o increased pressure on local services such as GPs/schools/refuse/parks
- o not enough green space
- o accessible external areas are at a bare minimum
- o consultation not extensive enough or during inconvenient times

Support:

- o scheme is wonderfully designed and will add vitality and more housing to the neighbourhood
- o commercial space will activate the high street
- o the architectural design is high quality and will start to lift the tone of the high street, which is very run down and in desperate need for investment
- o the provision of additional housing on a derelict, well connected and prominent site
- o provision of a car-free development

The support letters also make the following suggestions:

- o the corner of the building with Tunis Road and Uxbridge Road should be splayed to improve pedestrian visibility and accessibility
- o the flexible use should be restricted from operating as a hot food takeaway
- o a post-completion condition should be included requiring the undertaking of a noise assessment at the flats fronting the busy Uxbridge Road
- o S106 contributions should be made available to local business owners to improve their shopfronts to the benefit of the local area.

Neutral/neither objecting to or supporting:

- o 50 should be affordable
- o 10% should be wheelchair accessible

3.3 Hammersmith Society: reviewed the development with a neutral viewpoint.

3.4 The Hammersmith and Fulham Historical Society, and the Hammersmith and Fulham Historic Buildings Group were also consulted on the planning application and have not made any comments.

+ Technical Consultations

3.5 Historic England (Development Management section) have responded to state they do not wish to offer advice on this application.

3.6 Historic England Greater London Archaeological Advisory Service (GLAAS) have responded to state they do not consider it is necessary to be notified of this application.

3.7 Thames Water recommend a condition requiring a Piling Method Statement; and informatives relating to water pressure and Groundwater Risk Management Permit

3.8 Metropolitan Police Designing Out Crime Officer (DOCO) confirms the applicant consulted the DOCO on the 8th February 2022. It is recommended the applicant completes the SBD accreditation process to achieve a SBD certificate.

3.9 The London Fire and Emergency Planning Authority were consulted on the planning application and have not made any comments.

+ Design Review Panel

- 3.10 The proposal scheme was presented to the Design Review Panel in March 2022, as part of pre-application discussions. The panel were largely supportive of the proposal and recognised the opportunity of the site to reaffirm and complete the varied character and townscape of this section of Uxbridge Road.
- 3.11 However, the panel recommended further review of the approach, particularly to the massing strategy, architecture, and appearance of the scheme; to provide a well-founded approach which positively addresses the prominence of the site along Uxbridge Road and achieves a satisfactory relationship with Stanlake Villas to the north.
- 3.12 Since this time, the scheme has been subject to a series of amendments and revisions to respond to the comments of the panel, and council officers. Further commentary upon these amendments is referenced in the design and heritage section of the report.

4.0 POLICY FRAMEWORK

- 4.1 The Town and Country Planning Act 1990, the Planning and Compulsory Purchase Act 2004 and the Localism Act 2011 are the principal statutory considerations for town planning in England.
- 4.2 Collectively the three Acts create a plan led system which requires local planning authorities to determine planning applications in accordance with an adopted statutory development plan unless there are material considerations which indicate otherwise (section 38(6) of the 2004 Act as amended by the Localism Act).
- 4.3 In this instance the statutory development plan comprises the London Plan (2021) and the Local Plan (2018). A number of strategic and local supplementary planning guidance and other documents are also material to the determination of the application.

+ National Planning Policy Framework (2021)

- 4.4 The National Planning Policy Framework (NPPF) came into effect on 27 March 2012 and was subsequently revised in 2019 and more recently in 2021 and is a material consideration in planning decisions. The NPPF, as supported by the Planning Practice Guidance (PPG), sets out national planning policies and how these are expected to be applied.
- 4.5 The NPPF does not change the statutory status of the development plan as the starting point for decision making. Proposed development that accords with an up to date Local Plan should be approved and proposed development that conflicts should be refused unless other material considerations indicate otherwise.

+ London Plan

- 4.6 The London Plan was published in March 2021. It forms the Spatial Development Strategy for Greater London and sets out a framework for how London will develop over the next 20-25 years and the Mayor's vision for Good Growth. It forms part of

the development plan for Hammersmith and Fulham.

+ Local Plan

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

5.0 PLANNING ASSESSMENT

The main considerations material to the assessment of this application have been summarised as follows:

- 5.1 Principle of Land Use (loss of the police station; provision of flexible non-residential ground floor use; provision of residential units);
- 5.2 Housing Supply (density/housing mix/affordable Housing provision);
- 5.3 Quality of the Residential Accommodation;
- 5.4 Accessibility; Secure by Design; and Fire Safety
- 5.5 Design and Heritage
- 5.6 Residential Amenity (daylight and sunlight/outlook/privacy/noise)
- 5.7 Highways and Transportation
- 5.8 Flood Risk and SUDS
- 5.9 Energy and Sustainability
- 5.10 Air Quality
- 5.11 Land Contamination
- 5.12 Arboriculture, Ecology and Biodiversity
- 5.13 Economic Development and Skills Training

5.1 LAND USE

+ Loss of the Police Station

- 5.1.1 London Plan Policy GG2 sets out the Mayor's strategic policy with regard to the best use of land and states that planning must enable the development on brownfield land, in particular in Opportunity Areas, on surplus public sector land and sites within and on the edge of town centres as well as utilising small sites of less than 0.25 hectares, prioritising sites with good transport links.
- 5.1.2 London Plan Policy S1 sets out that development proposals that provide high quality, inclusive social infrastructure that addresses a local or strategic need and supports service delivery strategies should be supported. This policy states redundant social infrastructure should be considered for full or partial use as other forms of social infrastructure before alternative developments are considered.
- 5.1.3 Local Plan Policy CF1 (point 6) states that the Council will "[Protect] all existing community facilities and services throughout the borough unless there is clear evidence that there is no longer an identified need for a particular facility or service, or where that facility or service can be appropriately replaced or provided elsewhere in the locality."

5.1.4 Local Plan Policy CF2 refers to the enhancement and retention of community uses. It states: 'In any development proposal, existing community uses should be retained, enhanced or replaced, unless there is clear evidence that there is no longer an identified short or long term need for a particular facility or service, or where the existing facility or service can be appropriately replaced or provided elsewhere in the locality.'

5.1.5 The existing site is vacant. The closure of the Shepherds Bush Police Station in February 2021 and the case for consolidation has already been reviewed and agreed by the Mayor's Office for Policing and Crime (MOPAC) as part of a wider public service transformation plan. In 2017, MOPAC and the Metropolitan Police Service produced a Public Access Strategy setting out the steps to be taken in order to address a reduction in government funding and the need to deliver £400 million of savings. Part of this strategy included the closing of facilities and disposing of buildings where services can be suitably relocated, and which do not offer public access. The application site was one such building which did not house a front counter at the time and was listed as being suitable for disposal. It is understood, prior to its closure, the Shepherds Bush Police Station did house a front counter however this was a temporary facility in response to the refurbishment/upgrade of Hammersmith Police Station on Shepherds Bush Road. The front desk and services previously provided on the site have now been permanently relocated and consolidated to the new Hammersmith Police Station .

5.1.6 In accordance with the above policies there is clear evidence that there is no longer an identified need for a police facility/service at this site; and given the service has since been appropriately re-provided at Hammersmith Police Station there is no overall loss of policing capacity in the borough. In principle the redevelopment of the site for alternative uses is acceptable.

+ Flexible Non-Residential Use

5.1.7 At ground floor level 275 sqm of floorspace would be provided for a flexible non-residential use (Class E, F1 and F2). This would equate to approximately 26% of the existing floorspace.

5.1.8 As stated earlier, London Plan Policy S1 and Local Plan Policy CF2 support the enhancement of community uses, and development which provides inclusive social infrastructure that addresses a local or strategic need and supports service delivery strategies.

5.1.9 Local Plan Policy E1 requires flexible and affordable space suitable for small to medium enterprises. London Plan Policy E3, recognises that planning obligations may be used to secure affordable workspace at rents maintained below the market rate for that space for a specific social, cultural or economic development purpose. This is augmented by the recently adopted Affordable Workspace SPD (October 2022).

5.1.10 Following negotiations with officers the applicant has agreed to offer the space at ground floor level for community uses and affordable workspace uses. This will be secured by a s106 agreement. The space will be offered in perpetuity at a reduced rate (50% market rent) and will be fitted out to an agreed standard. Appropriate

arrangements for managing the space would be 1) the developer leases the space to a provider on the council's approved provider list; or 2) the affordable space is leased directly to an end user on council's approved list. A Workspace Management Plan will be finalised and signed off via the s106 agreement.

5.1.11 Creating both more affordable community space, and affordable workspace will comply with the council's objectives of supporting growth in priority industries such as creative businesses and emphasising social value in the borough which are important cornerstones in the H&F Industrial Strategy, the Creative Enterprise Zone Action Plan and also the emerging Cultural Strategy. The proposed uses would integrate well within the local area given the location of the site, close to Shepherd's Bush Town Centre and with a PTAL level of 6a.

5.1.12 On this basis, the social benefits derived from the use of the ground floor unit represent the delivery of the Council's spatial vision and strategic objectives. Subject to a s106 agreement to secure the benefits identified and agreed, the proposal accords with the above policies.

+ Residential Use

5.1.13 London Plan Policy H1 requires an annual average of 66,000 net additional homes to be delivered with Table 4.1 setting an annual target of 1,609 net additional dwellings for Hammersmith and Fulham. Policy HO1 of the Local Plan, seeks to exceed an annual target of 1031 until 2025 and continue to seek a minimum of 1,031 net additional dwellings per year up until 2035. The proposed scheme would contribute to these targets by providing a net increase of 53 residential units on the Site.

5.2 HOUSING SUPPLY

+ Density

5.2.1 In order to optimise the use of land London Plan Policy D3 and GG2 state development should 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 to jobs, services, infrastructure and amenities by public transport, walking and cycling. Para. 3.3.21 states comparing density between schemes using a single measure can be misleading as it is heavily dependent on the area included in the planning application site boundary as well as the size of residential units.

5.2.2 London Plan Policy H2 (Small sites) sets out that Boroughs should pro-actively support well-designed new homes on small sites (below 0.25 hectares in size) through both planning decisions and plan-making. The site is approximately 0.19 hectares in size and therefore represents a small site for the purpose of this policy.

5.2.3 Local Plan Policy HO4 expects housing in existing residential areas to be predominantly low to medium density and to consist of low to medium rise developments, it recognises that high density development may be appropriate in highly accessible areas, subject to design, compatibility with local contexts and transport impacts and highway capacity. It adds that high density housing with limited car parking can help ensure housing output is optimised and may be

appropriate in locations with high levels of PTAL, provided it is compatible with the local context and principles of good design and is satisfactory in other respects.

5.2.4 The proposed development, (0.19 hectares) would result in a residential density of approximately 279 units per hectare. This reasonably high level of density is compatible with its location in an area with good access to public transport (PTAL 6a) and within close proximity to the town centre. Therefore, whilst the building itself is larger than some surrounding properties the proposed scheme has been designed to take account of its local context in terms of the form and character of surrounding development, impact on neighbours, as well as complying with the Council's standards on the size of residential units. In accordance with the above Policies, the proposed 53-unit scheme on this small site within an urban area would make efficient use of this land and would contribute to the overall housing need in the Borough.

+ Housing Mix

5.2.5 London Plan Policy H10, together with the Mayor's Housing SPG seek to promote housing choice and a balanced mix of unit sizes within new developments.

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

a. for social and affordable rented housing approximately:

1 bedroom: 10% of units;
2 bedrooms: 40% of units;
3 bedrooms: 35% of units;
4+ bedrooms 15% of units;

b. for intermediate housing approximately:

1 bedroom: 50%;
2 bedroom: 35%;
3 or more bedrooms: 15% of units;

c. for market housing, a mix of unit sizes including larger family accommodation.

5.2.7 The proposed mix would include 3 x studios (6%); 26 x 1 bed (48%); 21 x 2 bed (40%); and 3 x 3 bed flats (6%), and would comprise a combination of market and affordable housing. When considering Policy HO5 above the unit mix would be as follows:

a. for social rent housing approximately: 12 units in total (23% of all units)

4 x 1 bedroom (33% of social rent units);
5 x 2 bedroom (42% social rent units);
3 x 3 bedroom (25% social rent units)

b. for intermediate housing approximately: 7 units in total (13% of all units)

7 x 1 bedroom (100% of intermediate housing units)

c. for market housing: 34 in total (64% of all units)

2 x studios (6% of market units);

15 x 1 bedroom (44% of market units);

17 x 2 bedroom (50% of market units)

5.2.8 The proposed housing mix does not fully align with the prescribed targets set out in Policy HO5, primarily due to the emphasis on 1 and 2 bedroom units, and a shortfall of family sized accommodation. However, the policy is clear that schemes will be considered on a site-by-site basis, subject to viability, locational characteristics and site constraints. The justification to Policy HO5 acknowledges that some sites may be more appropriate for families with children, and that town centre housing at higher densities close to public transport facilities is especially suitable for one and two person households. In this case the site is very close to the Town Centre. Furthermore, as discussed in subsequent paragraphs below, the viability of the development has been subject to an analysis both by the Council's and the applicant's advisors, and in this case Officers are satisfied that the quantum and mix of units proposed represent the maximum viable offer. It is however noted the development would provide family sized units on social rented tenures thereby meeting the overarching aim of Policy HO5.

+ Affordable Housing

5.2.9 The Mayor's threshold approach to affordable housing on public land (Policies H4 and H5 of the London Plan 2021) recognises that there is potential for development on surplus public sector land to make a higher contribution to affordable housing delivery than private sector land. In order for the development to qualify for the GLA's fast-track route, 50% affordable housing should be provided, and the scheme should meet the relevant tenure split outlined in London Plan Policy H6 (30% low-cost rented homes, 30% intermediate products and 40% to be determined by the borough). The GLA are also clear the off-site contributions should only be permitted in exceptional circumstances.

5.2.10 Local Plan Policy HO3 sets a borough-wide target of at least 50% of all dwellings built to be affordable. Of this, 60% should be for social or affordable renting, especially for families, and 40% should be for a range of intermediate housing. Planning applications will not be required to provide viability information where they deliver 50% or more affordable housing on site which is consistent with the relevant tenure split outlined under Local Plan Policy HO5 above and meet all of the other relevant Local Plan policy requirements and obligations. A financial contribution to off-site provision will only be considered in exceptional circumstances.

- 5.2.11 The scheme proposes 19 (35%) affordable units which fails to meet both the London Plan's 50% affordable housing target for public sector land (Policies H4 and H5) and the Council's 50% affordable housing target as outlined in Local Plan Policy HO3. The split, 63% social and 37% shared ownership, and the housing mix (as outlined above) also fail to comply with Local Plan Policies HO3 and HO5. The remaining 34 units would be provided for private sale.
- 5.2.12 In line with London Plan Policy H4 and Local Plan Policy HO5, the application is supported by a financial viability appraisal (FVA) to demonstrate 35% is the maximum reasonable level of affordable housing provision. Officers, together with the Council's independent viability consultants (Carter Jonas) scrutinised the initial FVA which proposed an affordable housing offer comprising 32%, including 17:83 (Social Rented: Shared Ownership) split. In response to officer's challenging the alternative land use value (AUV) a revised FVA was submitted which increased the offer to 35% including 63:37 (Social Rented: Shared Ownership) split. Additionally, in recognising the shortfall, officers have also sought to provide additional public benefits in the way of affordable community use/affordable workspace at ground floor level (outlined in detail earlier), which has also been factored into the applicants revised FVA.
- 5.2.13 In respect to the 35% affordable housing and the 50% discount rent for the ground floor unit the applicant's FVA concludes the Residual Land Value (RLV) is below the Benchmark Land Value (BLV) (-£116k and £2.18m respectively) and therefore the scheme would result in a predicted deficit of -£2.28m. Despite this, the applicant is prepared to offer 35% affordable housing, together with 50% discount rent for the community use/affordable workspace.
- 5.2.14 In their assessment, while Carter Jonas agree that the proposal would result in a deficit, they disagree with applicant's BLV and RLV and in turn predict the extent of the deficit would be less than -£2.28m. They note as the predicted deficit is smaller, any positive market movements over the course of the project could reverse the deficits indicated. To illustrate this point Carter Jonas have undertaken sensitivity analysis to showing the impact on land value from stepped changes in both private residential values and base build costs to demonstrate that relatively small positive market movements could result in a project surplus accounting for the sites benchmark land value.
- 5.2.15 London Plan Policy H5 allows for an early and late stage review via the Viability Tested Route. The process is designed to assess the maximum level of affordable housing that a scheme can deliver in cases where the threshold level of affordable housing cannot be met. While it is accepted the scheme at present would provide the maximum reasonable level of affordable housing provision, it is recommended that the Council is adequately protected in the form of a suitable review mechanism should the scheme outperform current market expectations. This will be secured as part of the s106 agreement.
- 5.2.16 Overall, the scheme would deliver an increase in affordable housing units via Social Rent and Shared Ownership. Whilst the provision does not meet the 50% target prescribed by the London Plan and Local Plan, as detailed earlier in the report, officers have negotiated the provision of community use/affordable workspace with discounted rent at ground floor level to help alleviate the shortfall in affordable housing, and maximise the public benefits of the site. The split, 63%

social and 37% shared ownership, and the housing mix has been determined as being acceptable in this location by the council's housing officers. The split represents a small deviation from policy and the family sized units have been provided on social rented tenures thereby meeting the overarching aim of Policy HO5.

5.2.17 In this regard, the proposals would secure an uplift in housing provision, including affordable homes, representing a substantial benefit to the Council where, like most of London, there is a considerable need for new homes particularly affordable homes. Subject, to the securing of the affordable housing by a s106 agreement, together with a suitable review mechanism in order to ensure that affordable housing contributions are increased if viability improves over time, the proposal is judged to comply with the objectives of London Plan Policies H4, H5 and H6 and Local Plan Policies HO3 and HO5.

5.3 QUALITY OF RESIDENTIAL ACCOMMODATION

5.3.1 London Plan Policy D6 places a significant focus on internal space standards for dwellings. The purpose of the policy is to ensure that all new homes are fit for purpose and offer the potential to be occupied over time by households of all tenures. Together with the recently adopted Mayor's Housing Design Standards LPG, and the DCLG's Nationally Described Space Standards it provides detailed standards which set out the minimum level of quality and design that new homes should meet.

5.3.2 Local Plan Policies HO4 and HO11 requires all housing to provide a high-quality residential environment and be well designed internally and externally. Planning Guidance SPD Key Principles HS1 and HS2 are also relevant with regards to internal space and amenity space provision for new dwellings, and reflects the requirements set out in the abovementioned London and National standards.

+ Internal Space

5.3.3 Unit sizes - Table 1.3 of London Plan Policy D6 and Planning Guidance SPD Key Principle HS2 set out space standards for different residential units. In addition, standard C2.2 of the Mayor's Housing Design Standards LPG sets out best practice space standards which provides additional space, over and above the minimum space standard, to ensure new homes are fit for purpose and of the highest residential quality.

5.3.4 For the units proposed as part of this scheme the standards would be as follows:

1b1p - 39sqm/best practice 43sqm (range 42sqm to 47sqm)
1b2p - 50sqm/best practice 55 (range 50sqm to 61sqm)
2b3p - 61sqm/best practice 67 (range 61sqm to 80 sqm)
2b4p - 70sqm/best practice 77 (range 70sqm to 81sqm)
3b4p - 74sqm/best practice 84sqm (91sqm)
3b5p - 86sqm/best practice 97sqm (90sqm)

5.3.5 All the units would comply with the London Plan, with the majority also complying with the Mayor's best practice standards for their given size. As a result, the units would be of a sufficient size to provide a suitable internal living arrangement.

+ Ceiling Heights

5.3.6 To address the unique heat island effect of London and the distinct density and flatted nature of most of its residential development, London Plan Policy D6, standard C2.3 of the Mayor's Housing Design Standards, and SPD Key Principle HS2 require a minimum floor to ceiling height of 2.5 metres for at least 75% of the gross internal area of each dwelling. The flats have been designed to accord with this standard which indicates a good standard of accommodation.

+ Aspect, light and outlook

5.3.7 The reception of light and outlook is important to the quality of life. The Mayor's Housing Design Standards LPG recognises that dual aspect dwellings, with opening windows on at least two sides, have many inherent benefits including better daylight, greater chance of direct sunlight for longer periods, natural cross ventilation, and greater capacity to address overheating, mitigating pollution, a choice of views and greater flexibility in use of rooms. Standard C4.1 of the Mayor's Housing Design Standards LPG states developments should minimise the number of single aspect dwellings, and single aspect dwellings that are north facing should be avoided. Where it cannot be met, housing schemes should demonstrate the provision of good amenity for its residents. Standard C4.3 states all homes should allow for direct sunlight in conjunction with solar shading. As a minimum, at least one habitable room should receive direct sunlight - preferably the living area and/or the kitchen and dining space.

5.3.8 In terms of outlook the plans demonstrate that the majority of units would benefit from some element of dual aspect. Those units which are single aspect are orientated towards the east and west, and none are exclusively north facing .

+ Sunlight and Daylight

5.3.9 A daylight and sunlight report supports the application which includes an assessment of the new residential units. The report is based on the latest 2022 revision of the BRE guidelines and uses the illuminance (daylight) and sunlight exposure methodologies.

Daylight (Illuminance)

5.3.10 Illuminance methodology uses Climate Based Daylight Modelling (CBDM) to determine the levels of illuminance (lux) achieved from daylight for at least half of the daylight hours in a typical year. The UK National Annex gives illuminance recommendations of 100 lux in bedrooms; 150 lux in living rooms; and 200 lux in kitchens. It is recommended that at least 50% of a room should exceed the recommended lux, for 50% of the total daylight hours in a year, for its use.

5.3.11 In this instance the assessment shows that 107 (81%) of the 132 rooms assessed within the proposed development achieve the target median illuminance for their room use. This represents a good overall level of compliance with the internal daylight targets. Where a small number of rooms fall below the guidance these rooms have their access to daylight restricted by balconies above. The balconies are clearly an asset to the flats they serve, and so the well-lit external

amenity space they provide should be balanced against the reduced daylight to the rooms below. Overall, on balance the overall level of daylight provided to units within the development would be acceptable.

Sunlight Exposure

5.3.12 The BRE no longer recommends the use of the APSH assessment to assess sunlight potential in new dwellings, and instead concludes that a dwelling will appear reasonably sunlit provided at least one main window wall faces within 90 degrees of due south; and a habitable room, preferably a main living room, can achieve a total of at least 1.5 hours of sunlight in 21 March.

5.3.13 There are 67 rooms within the development that are served by windows orientated within 90-degrees of due south and the analysis shows that 54 of these (81%) would receive at least 1.5 hours of sunlight on 21 March. A further 34 rooms would also comply with the guidance, despite being served by windows orientated in a slightly northerly direction. Overall, it is considered that the future occupiers of the development will have access to adequate levels of sunlight amenity.

5.3.14 In summary, the results demonstrate a high level of compliance, particularly given the urban context and constraints of the site. The policy framework clearly supports the flexible application of daylight, sunlight and overshadowing guidance in order to make efficient use of land, and not to inhibit density. Taken together with the generous size of the flats it is considered the proposed units would be afforded sufficient light and outlook.

+ External amenity space

5.3.15 Local Plan Policy HO11 and SPD Key Principle HS1 require all new developments to make provision for open space to meet the needs of occupiers and users. Standard C10.1 of the Mayors Housing Design Standards LPG and Planning Guidance SPD Key Principle HS1 require a minimum of 5sqm. of private outdoor space to be provided for 1-2 person dwellings and an extra 1sqm. for each additional occupant. Key Principle HS1 also states that every new family (3 or more bedrooms) dwelling should have access to amenity or garden space, and for family dwellings on upper floors this space may be provided either as a balcony or terrace and/or communally within the building's curtilage. The Policies do however recognise that in some cases, site constraints may make it impossible to provide private open space for all dwellings.

5.3.16 In terms of communal space Key Principle HS1 states that this should:

- have a well designed area for children's play adequate to meet the needs of the development;
- be overlooked by surrounding development;
- be accessible to wheelchair users and other disabled people;
- be designed to take advantage of direct sunlight;
- have suitable long term management arrangements in place to ensure open space is well managed over the life of the development.

5.3.17 Local Plan Policy OS3 requires new residential development which provides family accommodation to provide accessible and inclusive, safe and secure communal playspace on site. London Plan Policy S4, requires residential developments likely to be used by children and young people to provide at least ten square metres of play space per child. In this case, using the GLA child yield calculator the scheme would generate a benchmark play space of at least 157.3sqm.

5.3.18 In this instance, amenity space would be provided through small garden areas at ground floor level; balconies and roof terrace to a number of upper floor units; and communal amenity space including integrated play space within the centre of the site. The 6 ground floor units would benefit from defensible private amenity space in the form of small garden or patio areas. Across the remainder of the building with the exception of 12 units all would benefit from external balconies or terrace areas in excess of the prescribed standards.

5.3.19 In terms of those flats without private amenity space, this is due to design changes requested by officers including alterations to the front elevation of the building and the inclusion of a set back to the north eastern corner. Notwithstanding this, equivalent area of floorspace has been afforded to each of the 12 flats in lieu of the private outdoor space requirement.

5.3.20 The flats would also have access to the newly landscaped communal courtyard approximately 180sqm (excluding areas of defensible space). The space would comprise a mix of hard and soft landscaping which will provide outdoor seating, dining table and benches, as well as integrated children's playspace features including a wobbly sheep, boulders, stepping stones and log trails through planting. While the courtyard is not exclusively designated as playspace, the focus is on providing doorstep play for under 5's which is sensitively integrated into the courtyard in a multifunctional manner, with seating for parents and so that the amenity space can be enjoyed by all residents. In this case the provision is judged to be acceptable. The open space would be in the centre of the development, overlooked by the new units so that it would be a safe, welcoming space for everyone to use. Final details of landscaping would be secured by a condition.

5.3.21 Separately, Shepherds Bush Common is within a short walking distance away which provides an alternative multi-functional area of amenity space where existing public open space facilities already exist including a children's playground. Given the availability of both on-site and off-site amenity space provisions, it is considered the proposal would provide a suitable residential environment for future occupiers.

+ Noise

5.3.22 Paragraph 10.8 of the Planning Guidance SPD specifies that poor design and layout of rooms often lead to neighbour noise complaints, and accordingly Key Principle NN3 of the Planning Guidance SPD expects all parts of adjoining dwellings to enhance the sound insulation, including where the adjoining room is of a similar use. Standard C5 of the Mayor's Housing Design Standards LPG states where necessary, sound-attenuation measures should be adopted to reduce the external noise experienced within to an acceptable level.

5.3.23 In this case there is potential for noise transmission between the new residential units, and from the new non-residential floorspace at ground floor level and from Uxbridge Road. In order to ensure suitable internal noise levels conditions would be attached in respect sound proofing between different room types/uses and from plant equipment. Subject to these conditions, the proposal would provide an acceptable living environment for occupiers in accordance with Local Plan Policies CC11 and CC13 and Key Principle NN3 of the Planning Guidance SPD.

5.3.24 For the reasons set out above, Officers are satisfied that the development would provide a suitable standard of accommodation in accordance with London Plan Policy D6, Local Plan Policies HO4 and HO11, the Mayor's Housing Design Standards LPG and the DCLG's Nationally Described Space Standards.

5.4 ACCESSIBILITY; SECURE BY DESIGN; AND FIRE SAEFTY

+ Accessibility

5.4.1 In accordance with the London Plan Policy D7 and Local Plan Policy HO6 the standards for access require 90% of the units to be built to building regulations standard M4(2) 'Accessible and adaptable buildings', with the remaining 10% built to standard M4(3) 'Wheelchair accessible dwellings'. In this instance 5 (10%) of the units would be built to M4(3) wheelchair accessible standard whilst the remainder would all be M4(2). The wheelchair accessible dwellings would comprise a mix of units (2 x 1b2p; 2 x 2b3p; 1 x 3b5p), and all would be located at ground floor with level access, and direct access to private external amenity via the main living spaces. In addition, two Blue Badge parking spaces are provided on the Site, accessed via Stanlake Road. In terms of the remaining 90% accessible and adaptable units, both Blocks A and B are served by a lift. The provision of the M4(2) and M4(3) will be secured by a condition. A condition will also ensure level access and appropriate door widths are provided for the ground floor non-residential use. In this respect, the proposal would provide suitable accessibility for all potential occupiers in accordance with London Plan Policies D5 and D7 and Local Plan Policy HO6.

+ Secure by Design

5.4.2 London Plan Policy D11 and Local Plan Policy DC1 require new developments to respect the principles of Secured by Design and to ensure that proposals create a safe, secure, and appropriately accessible environment where crime and disorder and the fear of crime do not undermine quality of life or community cohesion. Full details of how the proposal will incorporate measures for crime prevention will be secured by a condition.

+ Fire Safety

5.4.3 The matter of fire safety compliance is covered by Part B of the Building Regulations. However, London Plan Policy D12 recommends the fire safety of developments to be considered from the outset. London Plan Policy D12 states that 'all development proposals must achieve the highest standards of fire safety' and the requirements are set out in Section A (criteria 1-6).

5.4.4 As required a Fire Safety Statement, prepared by an independent and suitably qualified third party, has been submitted in support of the proposal. The building does not fall under the category of a 'relevant building' as defined in Building Regulation 7(4) and consultation with HSE is not required. The Fire Strategy evaluates the proposal alongside British Standards, demonstrating the fire safety measures to be implemented as part of this development in respect to life safety of the occupants and facilitating adequate fire service access.

5.4.5 In this case Blocks A and B have been treated as separate blocks for fire safety purposes. Both Blocks will be served by a single residential staircase. The development will be provided with active and passive fire safety systems that will reduce the risk in case of emergency, including fire detection and alarm, ventilation systems, and a sprinkler systems. Officers are satisfied that the submitted Fire Safety Statement provides sufficient information for the planning stage. A condition will secure its implementation.

5.5 DESIGN AND HERITAGE

DESIGN

5.5.1 The National Planning Policy Framework (NPPF 2021) recognises that creation of high-quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

5.5.2 London Plan Policy D3 (Optimising site capacity through the design-led approach) states that, in terms of quality and character, development proposals should "respond to the existing character of a place by identifying the special and valued features and characteristics that are unique to the locality and respect, enhance and utilise the heritage assets and architectural features that contribute towards the local character; and be of high quality, with architecture that pays attention to detail, and gives thorough consideration to the practicality of use, flexibility, safety and building lifespan through appropriate construction methods and the use of attractive, robust materials which weather and mature well".

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

5.5.4 Policy DC2 (Design of New Build) states that new build development will be permitted if it is of a high standard of design and compatible with the scale and character of existing development and its setting. All proposals must be designed to respect: a. the historical context and townscape setting of the site, and its sense of place; b. the scale, mass, form and grain of surrounding development and connections to it; c. the relationship of the proposed development to the existing townscape, including the local street pattern, local landmarks and the skyline; d. the local design context, including the prevailing rhythm and articulation of frontages, local building materials and colour, and locally distinctive architectural detailing, and thereby promote and reinforce local distinctiveness; e. good neighbourliness and the principles of residential amenity; f. the local landscape context and where appropriate should provide high quality landscaping and public

realm with good permeability; g. sustainability objectives; including adaptation to, and mitigation of, the effects of climate change; h. the principles of accessible and inclusive design; and i. principles of Secured by Design.

+ Site Context

5.5.5 The existing, former Police station building occupying the application site consists of a 3 storey block occupying the western portion of the site, (fronting back Uxbridge Road and Tunis Road), and a linked single storey block, (fronting Stanlake Road). To the north of the site, (Stanlake Villas) currently features the main vehicular entrance to the site and single storey ancillary buildings.

5.5.6 Completing the block to the east of the application site, features a 3 storey commercial terrace with a part mansard roofscape. This terrace is significantly set-back above ground floor along the prominent Uxbridge Road frontage.

5.5.7 Adjacent to the site boundary, the area due west includes the development of 4 storey mixed-use terrace along Uxbridge Road and the flatted block of Arlington House.

+ Height, Scale, and Massing

5.5.8 The proposal scheme brings forward a part 4-5 storey development to western portion of the site, with a 4 storey block fronting the north-eastern extent of Stanlake Villas.

5.5.9 Along the Uxbridge Road frontage, the scheme seeks to reaffirm the townscape composition of the adjacent terrace, with a single storey commercial frontage. At upper floors the development would be set-back to reflect the established building line of adjacent block; and provide a transitional 3 storey block at the interface with the existing terrace, leading to the predominantly 4 storey block to the western portion of the site. The upper level of this block is designed to be recessive in character significantly set-back from the main parapet of the lower building and designed in contrasting materials. At roof level, this element of the scheme includes provision of an enclosure, (for acoustic reasons), to screen roof-top plant, including provision of air-source heat pumps to serve the development.

5.5.10 The Stanlake Villas frontage of the scheme, is typically of a 4 storey scale, with the eastern portion of the block featuring a set-back at upper floor level. The development is significantly set-back from the site boundary and includes provision of deck-access accommodation.

5.5.11 The Stanlake Road frontage of the scheme generally includes the provision of a landscaped courtyard, providing external amenity for residents.

5.5.12 The overall scale of development is considered to represent an optimisation of the development capacity of the site and would not appear out of character with the scale of other buildings within close proximity to the site, particularly those located to the west of the site.

+ Architecture and Appearance

- 5.5.13 The architectural composition of the proposal is largely focussed upon creating a contemporary language to the development; using brick as the main interface material of the scheme, coupled with framed precast concrete, recessive balconies and a projecting bay feature to provide character and detailing to the scheme.
- 5.5.14 Considering the prominent Uxbridge Road frontage, the scheme provides a high-quality and animated frontage; this would complement high-quality shopfronts along this stretch of Uxbridge Road. Shopfronts are framed with pre-cast concrete portals. At upper floors the block is designed to incorporate a link-block to transition between the 3 storey adjacent terrace and the 4 storey block to the west. This block is designed to incorporate a contemporary triple-height bay feature; which is designed complement the character of other bay features found along Uxbridge Road.
- 5.5.15 The recessive upper floor is treated in an alternative brickwork detailing. Plant enclosures above this element are required to provide acoustic screening for air source heat pumps to serve the development. This element of the scheme will have additional prominence, (particularly from medium range views along Tunis Road looking south). This element is treated in lightweight materials in an attempt to limit the visual dominance of this element.
- 5.5.16 Other elevations of the scheme include brickwork detailing as the main interface material for the scheme. These elevations are enriched through the provision of framed elements of pre-cast concrete which provide external balconies and deck-access to the development. Recessed balconies are also included in the Tunis Road and internal elevations to break-up the mass of the scheme. Further detail of materials and 1:20 details of elevations would be subject to future consideration, through the provision of suggested conditions.
- 5.5.17 The proposed scheme is considered to represent a good quality of design, with the facades of the building being well articulated and detailed to provide additional character to the development and a positive response to the surrounding townscape.

+ Landscaping and Public Realm

- 5.5.18 Landscaping proposals are considered acceptable and suggested conditions will enable provision of additional detail in relation to hard/soft landscaping across the site. The proposals scheme includes provision of a central landscaped courtyard which as an area of amenity for future occupiers of the development. As outlined elsewhere in this report, within this space, the landscaping plan includes provision of areas of seating, informal areas of play and soft landscaping with 13 new trees proposed (A mix of cherry, maple and rowan trees). The other key area of improvement to the public realm will be to the north of the site along Stanlake Villas. Here, the development will provide additional active frontage and an enlarged forecourt to the entrance to the development. As discussed later in this report, the scheme has been designed to enable the retention of existing trees outside of the site boundary.

5.5.19 It is considered that the proposal would be a good quality development in keeping with the visual appearance of the locality and would make a positive contribution to the urban environment in this part of the Borough. The development would therefore be acceptable in accordance with the NPPF (2021), London Plan (2021) Policies HC1 and D3, Policies DC1, DC4, and DC8 of the Local Plan (2018) and Key Principle CAG3 of the Planning Guidance SPD (2018).

HERITAGE

5.5.20 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 Section 66 duties of the Planning (Listed Buildings and Conservation Areas) Act 1990 and the requirements set out in the NPPF.

5.5.21 Section 66 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.'

5.5.22 Section 72 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.'

5.5.23 The National Planning Policy Framework (NPPF) came into effect on 27 March 2012 and was most recently revised in 2021 and is a material consideration in planning decisions. The NPPF, as supported by the Planning Practice Guidance (PPG), sets out national planning policies and how these are expected to be applied.

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

5.5.25 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.

- 5.5.26 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.
- 5.5.27 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; Page 200 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.
- 5.5.28 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.
- 5.5.29 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.
- 5.5.30 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.
- 5.5.31 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.

- 5.5.32 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).
- 5.5.33 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.
- 5.5.34 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.
- 5.5.35 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.
- 5.5.36 The scheme would impact heritage assets indirectly, namely through impacts on setting. These impacts are considered separately in the report below.
- 5.5.37 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.
- 5.5.38 The London Plan was published in March 2021. It sets out the overall strategic plan for London and a fully integrated economic, environmental, transport and social framework for the development of the Capital over the next 20-25 years. It forms part of the development plan for Hammersmith and Fulham.
- 5.5.39 London Plan 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.
- 5.5.40 The Council adopted the current Local Plan on 28 February 2018. The policies in the Local Plan together with the London Plan make up the statutory development plan for the borough. The Planning Guidance Supplementary Planning Document (SPD) (February 2018) is also a material consideration in determining planning applications. It provides supplementary detail to the policies and is organised around key principles.

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

5.5.42 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.

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

+ Heritage assets

5.5.44 The application site is not located within a Conservation Area and does not contain any designated or undesignated heritage assets.

5.5.45 However, there are a number of heritage assets which are situated to the south of this stretch of Uxbridge Road, there are:

- The Church of St Stephen and St Thomas - Listed at Grade II
- Coningham and Lime Grove Conservation Area
- Groups of locally listed, (buildings of merit); 33 - 41 Uxbridge Road and 43 - 55 Uxbridge Road

5.5.46 The development has the potential to impact on the setting of these heritage assets and they have been considered in the assessment of this proposal.

+ Statutory Listed Buildings: The Church of St Stephen and St Thomas

5.5.47 The significance of the Church of St Stephen and St Thomas, largely relates to its use and architecture. Developed around 1849-1850, the building has been subject to some modification, largely through the removal of the original spire and replacement with a tower occupying the prominent north-west corner to Uxbridge Road. The building includes rubblestone with ashlar dressings and slate roof, with the decorated tower with low copper spire being the more detailed element of the building.

5.5.48 The existing setting is varied and does not contribute to the significance of the Church, nor does it contribute to an understanding of its historic and architectural significance. The different buildings found within this setting, illustrate the evolution of Uxbridge Road as a key route and connection to Shepherds Bush and Central London. Commercial/residential buildings to the north of Uxbridge Road, are far more varied than the terraces occupying the south eastern/western plots adjoining the church. The existing Police Station building occupying the site, makes a neutral contribution within this setting.

5.5.49 The proposal scheme is not considered to result in any harm to the character or significance of the heritage asset. Although at ground floor, the development would project closer to the church, the scale of this development would be consistent with the established building lines created by other commercial frontages in this location; the extent of active frontage provided by the scheme is considered acceptable in this regard. The recessive upper floors to the block fronting Uxbridge Road would also reaffirm the building line of the existing terrace adjoining the application. As such, the scale, massing and appearance of the proposal scheme is not considered to result in any harmful impacts to the heritage asset, with the character and significance of the asset remaining clearly capable of appreciation within this setting.

+ Coningham and Lime Grove Conservation area

5.5.50 The significance of the Coningham and Lime Grove Conservation Area is largely focussed upon the development of the area between Uxbridge Road and Goldhawk Road during as part of the Victorian expansion of West London. The majority of the Conservation Area to the west focussed upon the residential terraced development, with the eastern portion of the site featuring a number of education and religious buildings.

5.5.51 The proposal site is clearly separated from the Conservation Area by Uxbridge Road and given the detachment in the alignment of Coverdale Road and Tunis Road, the extent of intervisibility of the proposed development from views/vistas within the Conservation Area would be extremely limited. Furthermore, the conservation area has a clearly distinct character from the application site and as such, it does not contribute to the understanding or appreciation of its significance. Because of this lack of architectural or historical connection and as the proposed development would not be experienced from within the conservation area, it is considered that no impact to the setting of the conservation area would arise.

+ Locally Listed Buildings of Merit

5.5.52 London Borough of Hammersmith and Fulham maintain a local list of buildings and structures of local historic and or architectural interest. The Local List for can be found on the council's website.

5.5.53 Two groups of locally listed buildings are situated within close proximity of the proposal site, 33 - 41 Uxbridge Road and 43 - 55 Uxbridge Road. The site has no links historically or architecturally with these buildings and makes no contribution to the understanding and/or appreciation of their local significance as part of a wider evolved diverse townscape setting. As such, the site does not contribute to the significance of the locally listed buildings. It is considered that the proposal would not cause harm to the setting of the aforementioned locally listed structures.

5.5.54 Following careful consideration, officers consider that the proposals would not result in any harm to the significance of any heritage assets including their settings and as a result their character, appearance and special interest would be preserved. As such, it is considered that the proposed development is compliant with Sections 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 residential accommodation.

5.5.55 The proposed development is therefore considered acceptable in accordance with the NPPF (2021), Policies D3 and HC1 of the London Plan (2021), Policies DC1, DC4 and DC8 of the Local Plan (2018) and Key Principles AH1, AH2, BM2, CAG2 and CAG3 of the Planning Guidance SPD (2018).

5.6 RESIDENTIAL AMENITY

5.6.1 Local Plan Policy HO11 states that proposals will be considered acceptable where it can be demonstrated that there is no detrimental impact on:

- Privacy enjoyed by neighbours in adjoining properties;
- Daylight and sunlight to rooms in adjoining properties;
- Outlook from windows in adjoining properties; and
- Openness between properties.

5.6.2 Policies DC1 and DC2 require all proposals for new builds to be formulated to respect the principles of good neighbourliness. Planning Guidance SPD Housing Key Principles 6, 7 and 8 support Local Plan Policy HO11 and set out a more detailed means of assessment.

5.6.3 The area surrounding the site is predominantly residential, with a mix of terrace homes and apartment buildings to the east, west and north elevations. Heights surrounding the site range from 3 to 4 storeys. Along Uxbridge Road uses are mixed with a range of convenience and hot food takeaway uses located at the ground floor of terraced buildings on the north side of the road. The immediately adjacent terrace along Uxbridge Road has a protruding ground floor in retail use and set back upper floors in residential use which is a pattern repeated along the wider street scene.

+ Outlook

5.6.4 Key Principle HS6, stipulates that extensions should not result in infringing an angle of 45 degrees to the rear boundary. Whilst not strictly applicable in the case of no.244-250 Uxbridge Road, which has a substantial commercial ground floor rear addition extending the full depth of the plot, the proposed building would not infringe a 45 degree notional angle taken from the first floor residential windows in the rear elevation of those properties. The proposals would result in a noticeable increase in the height of the development when viewed from the opposing properties to the north, east and west, however the separation distance between the buildings would not be an unusual one within the neighbouring residential streets. It is considered there is sufficient distance from the proposed building to the opposing flats so that the occupiers would not suffer a loss of outlook. In view of the above it would be difficult to sustain an argument that the new building would be unacceptable due to loss of outlook and increased sense of enclosure.

+ Privacy

5.6.5 In relation to the neighbouring properties, the building has been set back to ensure window to window separation distances are a minimum of 18m along Stanlake Villas and Stanlake Road, as well as between the south facing windows of Block B and the rear widows of no.244-250 Uxbridge Road, across the central courtyard. There is a slight shortfall between the new flats facing Tunis Road and the balconies of the upper floor flats of 17-22 Arlington House on the adjacent corner, however, this relationship is not unusual for corner sites leading off Uxbridge Road. As stated earlier, the distances between the proposed building and opposing properties reflects the separation distance between properties within neighbouring residential streets. In view of the above it would be difficult to sustain an argument that the new building would result in unacceptable overlooking. In accordance with Key Principle HS8, where balconies/terraces would be located which have the potential to overlook into neighbouring properties, privacy screening is proposed which would protect the privacy of neighbours.

+ Daylight/Sunlight

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

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

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

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

5.6.10 The applicant's Daylight and Sunlight report which has been carried out in line with BRE considers the potential impacts of the proposed development on daylight, sunlight and overshadowing on the following residential properties:

The full list of assessed properties is as follows;

- o 12 Tunis Road;
- o 1 to 9 Stanlake Villas (odd numbers);
- o 10-16 Stanlake Villas;
- o Blomfield Mansions, Stanlake Road;
- o 238-242 Uxbridge Road;
- o Church of St Stephens, Uxbridge Road;
- o 43 Uxbridge Road;
- o 244 to 250 Uxbridge Road (even numbers);
- o 1-22 Arlington House, Tunis Road.

Daylight

5.6.11 In terms of daylight amenity, the majority of neighbours will not experience a noticeable change in the daylight amenity within their properties. 92% of the windows assessed on the neighbouring buildings would comply with the BRE Report using the VSC test and 95% of the rooms would comply with the guidelines using the NSL test.

5.6.12 Where failings do occur these are either marginal or the result of existing obstructions. At 1 and 3 Stanlake Villas, the ground floor window to each property and the basement window to 1 Stanlake Villas (understood to be living/dining rooms) would retain 0.78 times the VSC in the existing conditions, only marginally below the 0.80 recommended in the BRE Report. The basement windows of nos 1, 3 and 5 Stanlake Villas (understood to be living/dining rooms) would retain direct skylight (NSL) between 66% and 74% of the room area, again only marginally below the 80% recommendation.

5.6.13 At 1-16 Arlington House, 1 ground floor bedroom would retain 0.79 times the existing VSC, only marginally below the 0.80 recommendation. The room would comply with the guidelines using the NSL test. There would also be reductions to 3 kitchens in 17-22 Arlington House, with all 3 windows retaining between 0.51 and 0.78 times the VSC in the existing conditions, below the 0.80 recommendation, and the first floor kitchen retaining direct skylight (NSL) to 69% of its area, compared to the 80% recommendation. However, these rooms are served by windows located beneath projecting balconies which provide an obstruction to daylight amenity in the existing conditions. In such situations, the BRE Report recommends a supplementary assessment is undertaken removing the overhangs from the calculation. The results omitting the balconies in the existing and proposed conditions show that, without balconies, at least one window serving each kitchen would comply with the BRE Report guidelines and all three kitchens would comply with the guidelines using the NSL test. This assessment demonstrates that the overhangs are the main factor in the relative loss of light rather than the proposed development.

5.6.14 Finally, 2 windows at first and second floor levels of 250 Uxbridge Road (understood to serve bedrooms) nearest to the new development, would retain 0.75 and 0.79 times the existing VSC, only marginally below the BRE Report recommendation of 0.80. The NSL results show these rooms would comply with the BRE Report guidelines.

5.6.15 In summary, the majority of neighbours will not experience a noticeable change in the daylight amenity within their properties. Overall, it is considered that the retained levels of daylight amenity to the neighbouring properties would be acceptable in the context of this urban setting.

Sunlight

5.6.16 Turning to sunlight amenity, the majority of neighbours will not experience a noticeable change within their properties. During the winter months, the basement windows at 1 and 3 Stanlake Villas would retain 4% APSH, only marginally below the 5% recommendation, however in terms of the APSH as a whole the windows would comply. The BRE guidance does states "if the overall annual loss of APSH is 4% or less, the loss of sunlight is small."

5.6.17 The only other exceptions would be the kitchen windows on 17-22 Arlington House, referenced above, and one bedroom window at 1-16 Arlington House. The supplementary analysis demonstrates that at least one window to each kitchen would meet the guidance if the balconies were not there.

Overshadowing

5.6.18 Assessment of the external amenity areas shows that the communal area at Arlington House and private gardens to 10-16 Stanlake Villas and 12 and 14 Tunis Road would continue to receive high levels of sunlight on 21st March. Analysis on 21st June demonstrates that all the neighbouring external amenity areas would receive high levels of sunlight in the summer months when they are likely to be used more frequently.

Conclusion

5.6.19 Overall, it is considered that the development would not have an unacceptable effect on the daylight and sunlight amenity to the neighbouring properties. Where reductions do occur, these are either marginal or the result of existing obstructions, and all of the affected properties would retain sufficient access to daylight and sunlight complying with London Plan Policies DC1, DC4 and HO11.

+ Environmental Nuisance

5.6.20 London Plan Policy D14 states in order to reduce, manage and mitigate noise to improve health and quality of life, development proposals should manage noise by avoiding significant adverse noise impacts on health and quality of life.

5.6.21 Local Plan Policy CC11 states that noise-generating development will not be permitted if it would be liable to materially increase the noise experienced by the occupants of existing noise-sensitive uses in the vicinity. Policy CC13 states that the Council will, where appropriate require mitigation measures if a nuisance (such as smoke, smell, or noise) would be likely to occur. Local Plan Policy CC12 seeks to control the adverse impacts of lighting arrangements including that from signage and other sources of illumination.

5.6.22 It is not expected a non-residential use at ground floor level would result in undue noise and disturbance given the location of the site in the middle of a designated satellite parade comprising a mix of uses and close to Shepherd's Bush Town Centre. However, given the flexible use hours will be restricted to 08:00-22:00 Mondays to Saturdays and 09:00-21:00 on Sundays and Bank Holidays.

5.6.23 Conditions relating to enhanced sound insulation, plant noise levels and plant anti-vibration measures would also be required in respect to both the residential and non-residential uses. In terms of lighting, a condition would ensure that all external artificial lighting associated with the building shall be in accordance with the recommendations of the Institution of Lighting Professionals in the 'Guidance Note 01/21 for the reduction of obtrusive light 2021'.

5.6.24 Finally, the use of the proposed balconies/terraces is not considered likely to cause significant noise disturbance to neighbouring residents due to the relatively modest sizes (less than 15sqm), which would limit the number of people which could use them at any one time, in accordance with SPD Key Principle HS8.

+ Demolition and construction phases

5.6.25 In accordance with SPD Key Principle NN7 a Demolition Management Plan (DMP) and Construction Management Plan (CMP) support the application to address disturbance during the building works. The DMP identifies the process for the licensed Asbestos Removal, Rubbish Removal, Soft Strip and Demolition of the Site. The Environmental Protection Officer has considered the document and is satisfied the amenity of neighbouring properties would not be adversely affected during the demolition works. The implementation of the measures outlined in the DMP will be secured by a condition. With respect to the construction phase, given that the level of detail required will not be available until such a time that the specialist contractors are on board, an Outline Construction Management Plan has been prepared. A final CMP is recommended by a condition.

5.7 HIGHWAYS AND TRANSPORTATION

5.7.1 The NPPF requires that developments should ensure that appropriate opportunities to promote sustainable transport modes are taken and that safe and suitable access to sites can be achieved; and development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual impacts on the road network would be severe. All developments that will generate significant amounts of movement should be required to provide a travel plan, and should also be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

5.7.2 London Plan Policies T1, T2, T3, T4, T5, T6.4 and T7 set 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.

5.7.3 Local Plan Policy T1 sets out the Council's intention to 'work with strategic partners to improve transport provision, accessibility and air quality in the borough, by improving and increasing the opportunities for cycling and walking, and by improving connections for bus services, underground, national and regional rail'.

5.7.4 Local Plan Policy T2 relates to transport assessments and travel plans and states "All development proposals would be assessed for their contribution to traffic generation and their impact on congestion, particularly on bus routes and on the primary route network".

5.7.5 Local Plan Policies T3, T4, T5 and T7 relate to opportunities for cycling and walking, vehicle parking standards, blue badge holders parking and construction logistics. These are supported by Key Principles TR1-TR4, TR6-TR7, TR17 and TR21 and TR27 of the Planning Guidance SPD.

5.7.6 Local Plan Policy CC7 sets out the requirements for all new developments to provide suitable facilities for the management of waste. Planning Guidance SPD Key Principles WM1, WM2, WM7 and WM11 are also applicable which seek off-street servicing for all new developments.

5.7.7 In accordance with the above policies a Transport Statement, Draft Travel Plan, draft Delivery and Servicing Plan, and draft Demolition and Construction Logistics Plan have been prepared to support the planning application.

5.7.8 The site has a PTAL of 6a - suggesting that it has excellent access to public transport. The site is in close proximity to Shepherd's Bush Market Underground station (2 mins walk) and to Wood Lane Underground station (12 mins walk), both served by the Hammersmith and City Line and Circle Line providing direct connections to Central London. Shepherds Bush Central Station is located approximately 750m from the Site and provides direct routes into North and Central London. The Site also benefits from frequent bus services, running towards Acton and Central London.

+ Transport Assessment

5.7.9 The Transport Statement submitted with the application undertook a Healthy Streets style review / assessment of the pedestrian and cycle environment between the application site and nearby amenities/facilities, including public transport facilities. The assessment undertook an Active Travel Zone (ATZ) assessment of the routes that would be used to access key facilities including education, leisure/sports, health/medical facilities in the vicinity of the site. The findings of the assessment concluded the routes are of good quality with good footways and street lighting, but also highlighted a number of issues along the routes which could be improved.

5.7.10 In response, the applicant has agreed to several S278 Highways Works obligations to address some of the issues identified in the ATZ route assessment. These include, improvements to the footways on Uxbridge Road, Tunis Road, Stanlake Road and Stanlake Villas; tree planting on Uxbridge Road to improve air quality; improvements to the Cycling facilities along Uxbridge Road to address the road safety issues identified in the assessment of Personal Injury Collision data covering the two ATZ routes; and improvements to the informal pedestrian crossing facilities on Uxbridge Road, including the provision of dropped kerbs/tactile paving and improving the alignment of the obstructed crossings.

+ Car Parking

5.7.11 The application site has a Public Transport Accessibility Level (PTAL) of 6a. Local Plan Policy T4 and Key Principle TR3 of the Planning Guidance SPD sets out vehicle parking standards and states that the council will require car parking permit free measures on all new developments, particularly those in Public Transport Accessibility Level (PTAL) areas of 3 and above, unless evidence is provided to show that there is a significant lack of public transport available. London Plan Policy T6 specifies that car-free development should be the starting point for all development proposals in places that are well connected by public transport. London Plan Policy T6.1 requires the provision of blue badge parking for 3% of the total number of dwellings and also requires proposals to demonstrate as part of a Parking Design and Management Plan, how an additional 7% of dwellings could be provided if required.

5.7.12 The proposed development would be car-free, except for the provision of 2 off-street blue badge parking spaces, which is in accordance with the London Plan parking standards. The proposed off-street spaces would be located on the Stanlake Road frontage, and both spaces are proposed with electric vehicle charging.

5.7.13 A condition will secure the implementation of the 2 blue badge spaces, and their retention for the lifetime of the development. In line with London Plan Policy T6.1 a Car Parking Management Plan including details of how the 2 off-street blue badge spaces are allocated, how access to the off-street spaces is controlled, a periodic monitoring/review system of blue badge parking and EVCP demand, together with an obligation to meet the cost of any additional blue badge and EVCP demand generated on-street (up to London Plan policy requirement of 7%) if spaces are required will be secured under the s106 agreement. Prohibition of future residents to obtain parking permits is to be secured through section 16 of the Greater London (General Powers) Act 1974.

5.7.14 The off-street parking spaces would be accessed via a new vehicle crossover, which would require an amendment to the existing adjacent parking bays on Stanlake Road. The vehicle crossover works and associated amendments to parking on Stanlake Road will be secured by a S278 Highways Works obligation.

5.7.15 Separately, the existing parking areas off Tunis Road frontage and those within the site leading from Stanlake Villas would also be removed as part of the proposed redevelopment of the site, and the associated vehicle crossovers would be reinstated as footway. These works are also be secured through a S278 Highways Works obligation within the s106 agreement.

+ Cycle parking

5.7.16 London Borough of Hammersmith and Fulham is a borough where higher minimum cycle parking standards apply.

5.7.17 London Plan Policy T5 and Local Plan Policy T3 seeks to increase and promote opportunities for cycling and walking, including by requiring new developments to include the provision of convenient, accessible and safe cycle parking.

5.7.18 The proposed scheme will include cycle parking in accordance with the requirements of London Plan Policy T5. A total of 94 long stay residential cycle parking spaces will be provided using a combination of two-tier racks and Sheffield stands and 2 non-residential long stay spaces in dedicated secure and covered blocks on the ground floor of the building. This will include an allowance for adapted and cargo cycles as per the London Cycle Design Guide. The scheme will also provide 4 short stay spaces (2 residential and 2 non-residential spaces). Full details of the proposed cycle parking, together with the inclusion of electric charging facilities will be secured by a condition.

+ Servicing and Deliveries

5.7.19 The majority of the vehicle trips to the proposed development would be associated with delivery and servicing activities. Given the use class / end user for the non-residential space is unknown at this stage a draft Delivery and Servicing Plan (DPS) has been submitted as part of the application. The deliveries to the residential element of the development would mainly be undertaken by vans or small 8 tonne lorries making internet shopping or supermarket food deliveries. These deliveries could be undertaken via Tunis Road or Stanlake Villas, utilising the existing single yellow lines or parking bays. The deliveries associated with the proposed non-residential space could make use of the existing loading facilities on Uxbridge Road or on the existing single yellow line restriction as in the existing situation. A final DSP will be secured by a condition.

+ Travel Plan

5.7.20 A framework travel plan supports the application which includes mode share targets, and initiatives and measures to encourage sustainable travel at the site. To promote sustainable travel to and from the site, a Residential Travel Plan and a Non-Residential Travel Plan are secured under the s106 agreement, together with associated monitoring fees. The Residential Travel Plan could include measures such as car club membership, cycle training and bike maintenance events to support sustainable modes of travel at the site.

+Building Works

5.7.21 To manage the construction phase of the development and the associated impacts of construction traffic accessing the site, an outline Demolition and Construction Logistics Plan (DLP/CLP) was submitted with the application. The submission includes details of the anticipated number of construction vehicles associated with the development of the site, the duration of the works, how the site will be managed and how construction traffic will be managed in terms of arrivals and routeing. A final DLP/CLP will be secured by a s106 agreement including associated monitoring fees, and will remain live a document with ongoing consultation with the Council's Highways Officers.

5.7.22 In summary, there are no objections to the proposal based on highways, traffic or parking. Subject to the outlined conditions and legal obligations the proposal accords with the above policies.

5.8 FLOOD RISK AND SUDS

5.8.1 London Plan Policy SI 12 states that development proposals should ensure that flood risk is minimised and mitigated, and that residual risk is addressed. Policy SI 13 sets out the same requirement and additionally states that proposals for impermeable paving should be refused and that drainage should be designed and implemented to address water efficiency, water quality, biodiversity and recreation.

- 5.8.2 Local Plan Policy CC2 requires major developments to implement sustainable design and construction measures, including making the most efficient use of water. Local Plan Policy CC3 requires that new development is required to reduce the use of water and to minimise current and future flood risk. This is supported by Policy CC4 which seeks that developments manage surface water run-off and requires all major developments to implement SuDS and to provide a sustainable drainage strategy.
- 5.8.3 A Flood Risk Assessment and Drainage Strategy have been provided with the application. The site is in the Environment Agency's Flood Zone 1, indicating a low risk to flooding from the River Thames. The site is not in a surface water flooding hotspot, although part of the current site is considered to be more susceptible to surface water ponding. No basement is proposed, so sewer surcharge flooding internally and groundwater flood risks are considered to be low. The main potential flood risk to mitigate is surface water, through the inclusion of sustainable drainage measures. The existing site is 100% impermeable which will be reduced as part of the redevelopment by adding the proposed permeable and landscaped areas.
- 5.8.4 The feasibility of integrating certain SuDS measures has been carried out. Rainwater harvesting and re-use is proposed via provision of water butts to collect rainwater near landscaped areas so the water can be used for irrigation. Green roofs are proposed to various flat roof sections, and at ground level landscaped areas including new tree planting are proposed. Permeable paving is planned for the courtyard area and there will be an attenuation tank (providing 165m³ of storage) where run-off can be stored for gradual release into the sewer network. The greenfield run-off rate for the site has been calculated which is just under 1 l/s for the 1 in 100 year storm event. Concerns are expressed in the FRA about restricting flows to this level for the site due to potential blockages in the pipe network, so the proposal is to set the discharge rate at 2l/s, which is above greenfield rate but would still represent over a 90% reduction in flow rate to the sewer for the 1 in 100 year storm event. Maintenance information for the various SuDS features has also been provided.
- 5.8.5 Full details of the proposed SuDS measures are subject to further detailed design work. As such a revised Surface Water Management Strategy, based on the principles outlined in the submitted FRA/Surface Water Strategy to confirm the details of the proposed SuDS measures including rainwater harvesting, green roofs, permeable paving, attenuation tank, landscaping and new trees, together with maintenance information, is secured by a condition.
- 5.8.6 Thames Water has no objections to the proposal subject to a condition relating to a piling method statement to be agreed with Thames Water in order to prevent and minimise potential damage to local underground sewerage utility infrastructure, and informatives relating to water pressure and Groundwater Risk Management Permit.
- 5.8.7 Subject to the conditions recommended above, no objection would be raised under London Plan Policies SI 12 and SI 13 or Local Plan Policies CC3 and CC4 on sustainable drainage and flooding grounds.

5.9 ENERGY AND SUSTAINABILITY

5.9.1 London Plan 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 to be met on site (10% or 15% of which should be achieved through energy efficiency for residential development, and non-residential development). Where it is clearly demonstrated that the zero-carbon target cannot be met on site, the shortfall should be provided through a cash in lieu contribution to the borough's carbon offset fund, or off-site provided an alternative proposal has been identified and delivery is certain.

5.9.2 London Plan Policy SI 4 seeks to minimise internal heat gain and the impacts of urban heat island effect through design, layout, orientation and materials. An energy strategy should demonstrate how development proposals will reduce potential for overheating and reliance on air conditioning systems in accordance with a hierarchy that prioritises the minimisation of internal heat generation through energy efficient design and reductions to the amount of heat entering a building.

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

+ Energy

5.9.4 As required, an Energy Assessment has been provided with the application. This shows that the regulated energy use from the site for a Building Regulations compliant scheme would generate 52 tonnes of CO₂ a year. Through the use of passive design and energy efficiency measures and the inclusion of on-site renewable energy generation in the form of Air Source Heat Pumps (ASHPs) and solar PV Panels on the roof, the CO₂ emissions are reduced to 14 tonnes a year. This is equivalent to a CO₂ reduction of 72% which easily meets the London Plan minimum target of 35% and the recently introduced additional benchmark figure of 50% improvement.

5.9.5 Heating and hot water demand will be supplied via the communal network of ASHPs. Natural ventilation with heat recovery is planned in the new flats although it is noted that for any residential units identified as high risk for overheating where opening windows is less desirable due to high levels of traffic noise, then active cooling is proposed. The non-residential use will have mechanical ventilation and cooling provided via the ASHPs.

5.9.6 The London Plan energy efficiency targets for the residential units and the non-residential element of the proposals are also met. In order to achieve the required net zero carbon target, a payment in lieu of £39,900 will be required, which will be secured via the s106 agreement. The implementation of the carbon reduction measures as outlined in the Energy Strategy will be secured by a condition.

+ Sustainable Design and Construction

5.9.7 A Sustainability Statement has been provided with the application as required. In addition to the abovementioned carbon reduction measures, water efficiency measures are proposed to limit water use to 105 litres per day per person for the residential units and re-use of rainwater for irrigation is planned, waste minimisation measures and recycling facilities will be incorporated to reduce waste generation, and, as discussed in the ecology and biodiversity section, landscaping areas will be included to provide higher levels of urban greening and biodiversity improvements. It is also expected that the Considerate Constructors Scheme will be implemented to help reduce impacts of the construction of the development. The Sustainability Statement also includes information on promoting sustainable transport, noise and air quality issues etc which are supplemented by stand-alone assessments, and which have been considered by other specialist officers and commented on under the relevant sections of this report.

5.9.8 The approach is acceptable in broad sustainability terms and the implementation of the proposed measures as outlined in the Sustainability Statement is required by a condition.

5.9.9 Subject to the conditions and payment in lieu recommended above, no objection would be raised under London Plan Policies SI 2 and SI 4 or Local Plan Policies CC1 and CC2 on energy and sustainability grounds.

5.10 AIR QUALITY

5.10.1 London Plan Policy SI 1 states that development proposals should not lead to deterioration of existing poor air quality, create any new areas that exceed air quality limits or create unacceptable risk of high levels of exposure to poor air quality.

5.10.2 Local Plan Policies CC1 and CC10 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. These are supported by Planning Guidance SPD Key Principles AQ1 to AQ5.

5.10.3 The development site is located within the councils Air Quality Management Area (AQMA) and within the GLA Air Quality Focus Area 71, and an area of existing poor air quality due to the road traffic emissions from Uxbridge Road. The development proposal will introduce new residential receptors into an area of very poor air quality.

5.10.4 The demolition/construction activities and the operational phase of the development have the potential to contribute to a worsening of local air quality, unless appropriate steps are taken to prevent it. Accordingly, an Air Quality Assessment has been submitted with the application to assesses the development's potential impacts on local air quality taking into 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 assessment has been reviewed by the Council's Air Quality Officer. Further details are required by conditions, including the submission of Air Quality Dust Management Plans (Demolition and Construction phases); a Ventilation Strategy and post installation compliance report; details of the installation of Zero Emission MCS Certified Air/Water Source Heat Pumps and Electric Boilers for residential and non-residential uses; the submission of a Delivery and Servicing Plan; and the provision of active electric vehicle charging points (22kW) for the two on-site blue badge car parking spaces. A payment of £10,000 per year of the demolition and construction phases of the development for the council's compliance monitoring of the AQDMP and to maintain the councils Construction Site Monitoring Register Website will be secured by a s.106 agreement.

5.10.5 Subject to the conditions and obligations recommended above, no objection would be raised under London Plan Policy SI 1 and Local Plan Policies CC1 and CC10 on air quality grounds.

5.11 LAND CONTAMINATION

5.11.1 Local Plan Policy CC9 states that the Council will support the remediation of contaminated land and that it will take measures to minimise the potential harm of contaminated sites and ensure that mitigation measures are put in place. The Policy 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.

5.11.2 Potentially contaminative land uses (past or present) have been identified at, and or, near to this site, and the proposal would introduce uses that are vulnerable to potential contamination. A Preliminary Risk Assessment Report and a Geo-Environmental and Geotechnical report have been submitted as part of this application and have been reviewed by the Land Contamination Officer. It is considered further investigation is required. Therefore, to ensure that no unacceptable risks are caused to humans, controlled waters, or the wider environment during and following the development works conditions are attached covering the assessment and remediation of contaminated land.

5.11.3 Subject to the conditions recommended above, no objection would be raised under Local Plan Policy CC9 on land contamination grounds.

5.12 ARBORICULTURE, ECOLOGY AND BIODIVERSITY

5.12.1 London Plan Policy G5 states that major development proposals should 'contribute to the greening of London by including urban greening as a fundamental element of site and building design, and by incorporating measures such as high-quality landscaping (including trees), green roofs, green walls and nature-based sustainable drainage'. Boroughs should develop an Urban Greening Factor (UGF) to identify the appropriate amount of urban greening required in new developments, based on Urban Greening Factors set out in Table 8.2 of the London Plan. Where Local Plans do not have UGF scores, the London Plan UGF identifies scores of 0.4 for predominately residential developments and 0.3 for predominately commercial developments should be applied.

5.12.2 London Policy G7 states that existing trees of quality should be retained wherever possible or replaced where necessary. New trees are generally expected in new development, particularly large-canopied species.

5.12.3 Local Plan Policies OS1 and OS5 seek to enhance biodiversity and green infrastructure in LBHF by (inter alia) maximising the provision of gardens, garden space and soft landscaping, and seeking green and brown roofs and planting as part of new development; seeking retention of existing trees and provision of new trees on development sites; and adding to the greening of streets and the public realm.

5.12.4 The proposal seeks to protect and retain existing trees on site while providing an overall improvement in Urban Greening Factor (UGF) and biodiversity net gain.

+ Arboriculture

5.12.5 There are no trees within the existing site, however there are 5 trees located on footways immediately surrounding the site. An Arboricultural Method Statement and Tree Protection Plan support the application, which demonstrate measures to be implemented to retain the existing trees. The works outlined in the supporting documents will be secured by a condition. In addition, 13 new trees are proposed within the communal courtyard.

+ Ecology and Biodiversity

5.12.6 The provision of the amenity courtyard and green roofs provide a significant contribution to the overall greening of the site, in contrast to the existing hardscaped site with no planting.

5.12.7 The site is divided into two areas for the purposes of calculating Urban Greening Factor (UGF), the ground floor and the roof spaces. The proposal takes opportunities across each level of the site to improve the biodiversity and greening of the site. This multilevel approach sees the integration of intensive green roof or vegetation over structure, flower rich perennial planting, rain gardens, hedges and shrubs, tree planting, amenity grassland and a green wall. Where hardstanding is required, permeable paving has been integrated into the scheme improving the water filtration across the site. During the course of the application additional vertical greening has been proposed to achieve an Urban Greening Factor (UGF) of 4.43, which exceeds the Mayor's recommended UGF target of 0.4 for predominantly residential developments.

5.12.8 A supporting Landscape Strategy, through the specification of suitable target plantings on the Site, seeks to improve biodiversity. This includes the use of wildlife-friendly shrubs, climbers and grasses. Ecology Officers are broadly satisfied with this approach. Final details of species will be secured by a condition.

5.12.9 Subject to the inclusion of conditions officers consider that the proposed development accords with Policies G5 and G7 of the London Plan and Policies OS1 and OS5 of the Local Plan in terms of arboriculture, ecological and urban greening.

5.13 ECONOMIC DEVELOPMENT AND SKILLS TRAINING

5.13.1 Policy E11 of the London Plan 'Skills and opportunities for all' requires development proposals to support employment, skills development, apprenticeships, and other education and training opportunities in both the construction and end-use phases. Local Plan Policy E4 'Local Employment, Training, and Skills Development' echoes this requirement compelling provision for appropriate employment and training initiatives for local people of all abilities in the construction of major developments.

5.13.2 In accordance with the above policies, contributions would be required towards the provision of appropriate employment and training initiatives for local people of all abilities during the construction phase of the development (i.e. apprenticeships and paid and unpaid work placements) as well as contributions to support the procurement of local labour. The applicant has agreed to enter into a s106 agreement to secure support for employment, training and local business, including a contribution of £31,500 that towards employment and skills within the borough; a commitment towards at least 10% construction labour from within the borough; securing 3 apprenticeship, 2 paid work experience placements and 2 unpaid work experience placements; 10% of the build cost to be spent on businesses based in the borough in the supply chain of the development; and a Local Procurement Contribution of £6,375.

6.0 PLANNING OBLIGATIONS / COMMUNITY INFRASTRUCTURE LEVY (CIL)

+ Mayoral and Local CIL

6.1 The Mayor's CIL (Community Infrastructure Levy) came into effect in April 2012 and new fee rates came into effect in April 2019. This would contribute towards the funding of Crossrail. The GLA expect the Council, as the Collecting Authority, to secure the levy in accordance with London Plan Policy DF1. This development would be subject to a London wide community infrastructure levy. This development is liable for an estimated Mayoral CIL of £370,560.00 (plus indexation).

6.2 The Council's Community Infrastructure Levy (CIL) is also a charge levied on the net increase in floorspace arising from development in order to fund infrastructure that is needed to support development in the area. The CIL Charging Schedule was presented to Council and approved 20 May and has formally taken effect since the 1st September 2015. This development is liable for an estimated local CIL of £457,700.00 (plus indexation).

+ S106 Heads of Terms

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

6.4 London Plan Policy DF1 (Delivery of the Plan and Planning Obligations) states that: "Development proposals should provide the infrastructure and meet the other relevant policy requirements necessary to ensure that they are sustainable and to support delivery of the Plan."

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

6.6 The planning obligations set out in the heads of terms below are considered necessary to make the development acceptable in planning terms, they are related to the development and 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.

- 6.7 In view of the fact the Section 106 agreement will be the subject of extended negotiations, officers consider that circumstances may arise which may result in the need to make minor modifications to the conditions and obligations (which may include the variation, addition, or deletion). Accordingly, the second recommendation has been drafted to authorise the Director of Planning and Property, after consultation with the Assistant Director Legal Services and the Chair of the Planning and Development Control Committee, to authorise the changes they consider necessary and appropriate, within the scope of such delegated authority.
- 6.8 The Applicant is expected to agree to enter into a legal agreement with the Council to which would include the following site-specific items (i.e. items which are not on the CIL r123 list):
- 1) Provision of 275sqm of Community Use/Affordable Workspace (supporting creative businesses) at ground floor level in perpetuity, or until any subsequent Local Plan review no longer identifies this need, including:
 - a) 50% market rent;
 - b) fit out to an agreed level;
 - c) submission of an affordable work place management plan.
 - 2) Affordable Housing - to secure the delivery of 35% affordable homes (19 units) comprising:
 - a) 63% Social Rent (12 units); and
 - b) 37% Shared Ownership (7 units); and
 - c) with an appropriate review mechanism .
 - 3) Employment and skills/ local procurement comprising:
 - o At least 10% to the total number of people employed on the construction of the development are local (H&F) residents, including
 - 3 apprenticeships,
 - 2 paid work experience placements,
 - 2 unpaid work experience placements,
 - o Employment & Skills financial contribution of £31,500,
 - o 10% of the build cost to be spent on businesses based in H&F in the supply chain of the development,
 - o A Local Procurement Contribution of £6,375.
 - 4) Energy and Sustainability - carbon dioxide emission offset contribution of £39,900
 - 5) Air Quality - £10,000 per annum for the demolition and construction phases of the development will be required for the Council's compliance monitoring of the AQDMP and to maintain the councils Construction Site Monitoring Register Website.
 - 6) Demolition and Construction Logistics Plans - submission; and a contribution of £5,000 per year until completion of construction towards monitoring.

7) Car Permit Free - To prohibit any occupiers of the 53 residential units, other than Blue Badge Holders, from obtaining a parking permit, under Section 16 of the Greater London Council (General Powers) Act 1974.

8) Residents Travel Plan - submission and implementation of an approved Residents Travel Plan. A contribution of £3,000 at yr 1, 3 and 5 towards Travel Plan monitoring.

9) Non Residential Travel Plan - submission and implementation of an approved Non Residential Travel Plan. A contribution of £3,000 at yr 1, 3 and 5 towards Travel Plan monitoring.

10) Car Parking Management Plan including:

- o details of how the 2 off-street blue badge spaces are allocated, how access to the off-street spaces is controlled, a periodic monitoring/review system of blue badge parking and EVCP demand); and
- o obligation to meet the cost of any additional blue badge and EVCP demand generated on-street (up to London Plan policy requirement) if spaces are required.

11) S278 Works:

- o Removal of redundant dropped kerbs and footway reinstatement works and associated amendments to parking on Tunis Road and Stanlake Villas;
 - o Vehicle crossover works and associated amendments to parking on Stanlake Road;
 - o Improvements to the footways on Uxbridge Road, Tunis Road, Stanlake Road and Stanlake Villas;
 - o Tree planting along Uxbridge Road in proximity to the Site, to improve air quality;
- Identified ATZ Improvements:
- o Improvements to Cycling facilities along Uxbridge road to address the road safety issues identified in the assessment of Personal Injury Collision data covering the two ATZ routes; and
 - o Improvements to informal pedestrian crossing facilities on Uxbridge Road, including the provision of dropped kerbs/tactile paving and improving alignment of the obstructed crossings.

7.0 CONCLUSION

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

7.2 In the assessment of the application regard has been given to the NPPF, London Plan, Publication London Plan, and Local Plan policies as well as guidance.

- 7.3 In summary, the redevelopment of surplus public sector brownfield land in this location is acceptable in land use terms. The relocation of the existing social infrastructure on this site to elsewhere within the borough has been established through part of a wider public service transformation plan. The proposed development would contribute towards the quantity of the borough's housing stock, including the provision of affordable housing; as well as providing affordable community space, and affordable workspace which would help support the council's objectives of supporting growth in priority industries such as creative businesses, and emphasising social value. The proposal is acceptable in visual terms and is considered to be of a good quality of design which would not adversely impact upon the setting of the nearby Conservation Areas or the nearby historic buildings. Subject to conditions the proposal would not result in unacceptable impacts upon the amenities of neighbouring residential properties. The new residential units comply the relevant standards and provide a good quality of accommodation for the new occupants. Highways, transportation and environmental matters including energy and sustainability, flood risk, air quality, land contamination, and ecology and biodiversity have also been satisfactorily addressed and will be subject to conditions and a legal agreement. In these respects, the proposals comply with the relevant policies of the NPPF (2021), the London Plan (2021), the Local Plan (2018) and the relevant Key Principles within the Planning Guidance Supplementary Planning Document (2018).
- 7.4 Officers have taken account of all the representations received and in overall conclusion for the reasons detailed in this report it is considered, having regard to the development plan as a whole and all other material considerations, that planning permission should be granted subject to the conditions listed, and the completion of a s106 agreement.
- 7.5 In line with the Town and Country Planning Act 1990 and the Town and Country Planning (Pre-commencement Conditions) Regulations 2018, Officers have consulted the Applicant on the pre-commencement conditions included in the agenda and the Applicant has raised no objections.
- 8.0 RECOMMENDATION
- 8.1 The application is therefore recommended for approval, subject to conditions and the completion of a legal agreement.