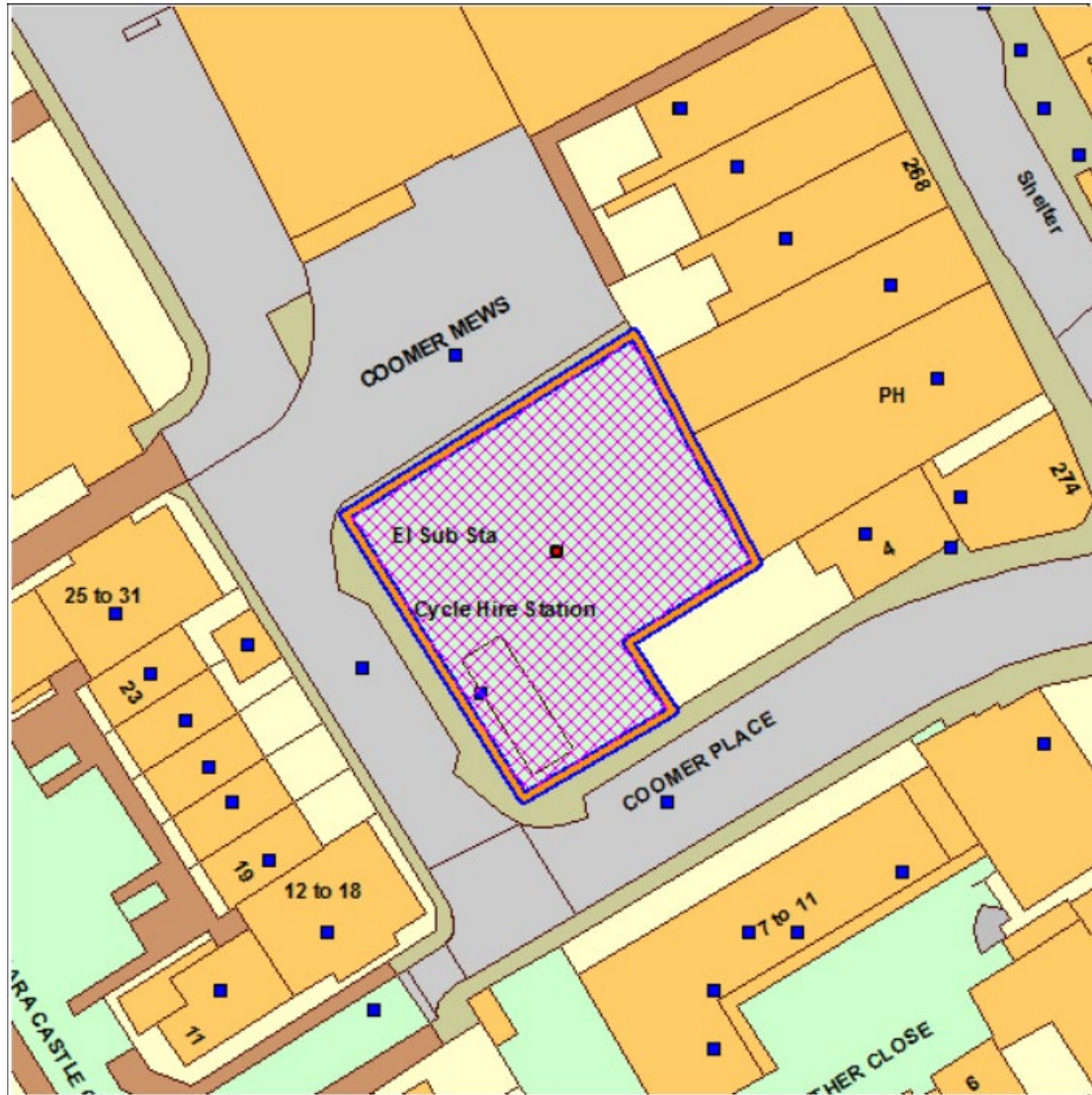

Ward: Lillie

Site Address:
Public Car Park, Coomer Place SW6



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For identification purposes only - do not scale.

Reg. No:
2023/02674/FR3

Case Officer;
Ronny Ferley

Date valid:
12.10.2023

Conservation Area:

Committee Date:
05.12.2023

Applicant:
C/O Agent

Description:

Erection of a multifunctional single storey cycle hub building comprising 20 cycle parking spaces, 4 storage units for market traders on North End Road and an allocated internal space to park cargo bikes to facilitate a last mile delivery hub for the area; formation of rain gardens and parking bays on site; formation of a vehicle crossover to Coomer Road.

Application type:

Full Regulation 3 - LBHF is Developer

Officer Recommendation:

- 1) That the Committee resolve that the Director of Planning and Property be authorised to grant permission subject to the condition(s) 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 conditions, which may include the variation, addition or deletion of conditions, any such changes shall be within their discretion.

1) Time limit

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) Approved Drawings / Plans

The development shall be carried out and completed in accordance with the following approved drawings / plans:

1000009399-2-0500-0; 1000009399-2-0510-01; 1000009399-2-9007-01; 1000009399-2-9008-01; 1000009399-2-9008-02; 8949-PRC-CMR-GA Sheet 1 (Electrical Schematic); 8949-PRC-CMR-GA Sheet 1 (General Arrangement); 8949-PRC-CMR-GA Sheet 2 (Elevations); 8949-PRC-CMR-GA Sheet 3 (Roof plan); Flood Risk Assessment; Arboricultural Impact Assessment.

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 and DC4 of the Local Plan (2018).

3) Materials

Prior to commencement of the development hereby permitted, details (including manufacturer's specifications, photographs and/or brochures) of the external surfaces (including fenestration) and, where applicable, all areas of hard surfacing shall be submitted to, and approved in writing by the Council.

The development shall be carried out and completed in accordance with the approved details. The development shall be permanently retained in accordance with the approved details. Any works of making good to existing elevations shall be carried out in materials to match the elevation to which the works relate.

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

4) Details to Specified Scale

No development shall commence until detailed drawings in plan, section and elevation at scale of not less than 1:20 of a typical bay of each elevation including the proposed vinyls and the fixing method to the metal panels, as well as of a typical part of the roof of the proposed building have been submitted to, and approved in writing by, the Council.

Thereafter the development shall be built in accordance with the approved details and permanently retained as such.

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

5) External Lighting

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

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

6) Flood Risk Assessment

The development shall be carried out and completed in full accordance with the details of the flood mitigation measures including sustainable drainage measures contained within the hereby approved Flood Risk Assessment Ref: 1000009399 dated October 2023.

No part of the development shall be used or occupied until all flood prevention and mitigation measures have been installed in accordance with the submitted details and the development shall be permanently retained in this form and maintained as necessary thereafter.

To limit the impact on flood risk and mitigate the susceptibility of the development to flooding in accordance with Policies CC2, CC3 and CC4 of the Local Plan (2018).

7) Rainwater Drainage System

Prior to commencement of the development hereby approved, details of the rainwater drainage system from the cycle hub to the proposed rainwater gardens shall be submitted to and approved in writing by the Council. The development shall not be occupied or used until such details as approved has been installed. The installation shall thereafter be permanently retained in this manner.

To ensure a satisfactory external appearance, preserve the character and appearance of the Conservation Area and promote biodiversity in accordance with Policies OS5, DC2 and DC8 of the Local Plan (2018) and in the interest of air quality in accordance with Policy CC10 of the Local Plan (2018).

8) Landscaping

Prior to commencement of the development hereby approved, details of the hard and soft landscaping (including the rain gardens) of all areas external to the building shall be submitted to and approved in writing by the Council. The development shall not be occupied or used until such landscaping as is approved has been carried out. This shall include planting schedules and details of the species, height and maturity of any trees and shrubs and proposed landscape maintenance and management. Any landscaping removed or severely damaged, dying or becoming seriously diseased within 5 years of planting shall be replaced with a tree or shrub of similar size and species to that originally required to be planted.

To ensure a satisfactory external appearance and promote biodiversity in accordance with Policies OS5 and DC8 of the Local Plan (2018) and in the interest of air quality in accordance with Policy CC10 of the Local Plan (2018).

9) Construction Logistics Plan

Prior to commencement of the development hereby permitted a Construction Logistics Plan (CLP) in accordance with Transport for London guidance shall be submitted to and approved in writing by the Local Planning Authority (in consultation with Transport for London). The CLP shall cover the following minimum requirements:

- Site logistics and operations;
- Construction vehicle routing;
- Contact details for site managers and details of management lines of reporting;
- Location of site offices, ancillary buildings, plant, wheel-washing facilities, stacking bays and car parking;
- Membership of the Considerate Contractors Scheme.

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

To ensure that appropriate steps are taken to limit the impact of the proposed construction works on the operation of the public highway, the amenities of residents and the area generally in accordance with Policy T7 of the London Plan and T1, T6 and T7 of the Local Plan (2018).

10) New Crossover Details

Not to commence the use of the development hereby permitted, until details of the proposed new crossover on Coomer Road has been submitted to and approved by the Local Highways Authority and the crossover has been constructed.

To ensure the protection and integrity of highways infrastructure in accordance with Policies T1, T4 and T6 of the Local Plan (2018).

11) Delivery and Servicing Plan (DSP)

Prior to the first use of the development hereby permitted, a Delivery and Servicing Plan (DSP) in line with Transport for London guidance shall be submitted to and approved in writing by the Local Planning Authority. Details shall include:

- Adoption of the latest standards around safety and environmental performance of vehicles to ensure freight is safe, clean and efficient;
- Monitoring and management strategies throughout the operational phases of the development;
- How the proposed dedicated loading bay would be made free when deliveries are scheduled for arrival;
- Security and management of deliveries and servicing;
- Operations of the loading bay;
- Implementation details;
- Avoidance of potential conflict with other road/footway users;
- Information on delivery hours / schedule etc.;

- Times, frequency and management of deliveries and collections including collection of waste and recyclables;
- Re-timing of deliveries and collections outside of peak traffic time periods of 07:00-10:00 and 15:00-19:00 hrs;
- Use of Zero Exhaust Emission Vehicles in accordance with the emissions hierarchy;
- Reduction and consolidation of deliveries and collections e.g., Waste
- Emergency access, and vehicle movement at the site entrance and throughout the development;
- Quiet loading/unloading mitigation including silent reversing measures in accordance with Building Design Guidance for Quieter Deliveries, TFL, June 2018.

The DSP shall demonstrate that all servicing and deliveries shall take place from within the site or in the dedicated loading bay. Approved details shall be fully implemented prior to the occupation/use of the development and thereafter permanently retained and maintained for the lifetime of the development.

To ensure that there would be no adverse impact of pollution and upon residential amenity by reason of noise and disturbance or highway safety by reason of increased traffic generation in accordance with Policies SI 1, T2 and T4 of the London Plan (2021), and Policies CC10, CC11, HO11 and T1 of the Local Plan (2018).

12) Servicing off Public Footway

No servicing of the hub facilities shall occur from the public footway adjacent to, or part of the site.

To avoid vehicles using the public footway for servicing and causing an obstruction on the footway, in accordance with Policies T1 and T6 of the Local Plan (2018) and Key Principle TR25 of the Planning Guidance Supplementary Planning Document (2018).

13) Operational Management Plan

Prior to first use of the hub facility hereby approved, an Operational Management Plan (OMP) shall be submitted to and approved in writing by the Local Planning Authority. The hub shall thereafter be occupied and operated strictly in accordance with the approved OMP.

To protect the amenity and safety of users, staff, nearby residents and the local community and to ensure the safe and acceptable operation of the premises in line policies HO11, DC2, CC11, CC12 and CF1 of the Local Plan (2018).

14) Tree Protection

The development hereby approved must be implemented in strict accordance with the tree protection plan/measures outlined in the submitted Arboricultural

Impact Assessment by Tim Moya Associates Ref: 231060-PD-11a dated October 2023.

In the interest of sustainability requirements and comply with Policies CC1 and OS5 of the Local Plan (2018).

14) Secured By Design

Prior to first use of the development hereby permitted, details of a Secured By Design Strategy shall be submitted to, and approved in writing by the Council.

Such details to include attack tested external finishes, locking mechanisms and CCTV and lighting schemes.

To ensure the proposed development is safe, secured and includes anti-crime and anti-social behaviours deterrents in line with Policy D11 of the London Plan (2021).

Justification for approving application:

The development is considered to be of an acceptable quality of design and would not result in harm to the setting and significance of the Grade II Listed Building at No.282 North End Road and would also preserve the historic interests of other nearby designated and non-designated heritage assets. The development would make a positive contribution towards the facilitation of cycling within the borough. The market storage units would provide safe and secure facilities in an accessible location that would assist the small local businesses and residents. In addition, the last mile delivery hub would help to reduce vehicular movements and thereby improve air quality in in Fulham Town and the surrounding locality. The development would not result in harm to the amenity of surrounding residential occupiers, impede on highways safety nor would the proposals give rise to further flood risk concerns. In these respects, the proposals accord with policies Policy T5 of the London Plan, Local Plan Policies Strategic Policy FRA DC1, DC2, DC8 HO1 T1, T3, TLC1, TLC2, CC1, CC3, CC4, CC9, CC11 and CC12 and the relevant Key Principles of the 'Planning Guidance' Supplementary Planning Document (2018) and the 'Climate Change' Supplementary Planning Document (2023).

That the applicant be informed as follows:

1. The applicant is advised of the need to obtain separate consent under the Town & Country Planning (Control of Advertisements) Regulations 1992 for any advertisements / signage to be displayed at the site.
2. Potentially contaminative land uses (past or present) have been identified at, and or, near to this site. The applicant is advised to contact the Council should any unexpected staining or malodours be encountered during the redevelopment either on or within floor/ground materials.

3. As set out in Condition 2, compliance is required with the approved plans set out in this decision notice. Nevertheless, particular attention is drawn to:
- The perforations to the external panels of the single-storey structure shall be no greater than 10mm in diameter.

Officer Report

LOCAL GOVERNMENT ACT 2000 LIST OF BACKGROUND PAPERS

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

Application form received: 11th October 2023

Policy Documents: National Planning Policy Framework (NPPF) 2023
The London Plan 2021
LBHF – Local Plan 2018
LBHF – ‘Planning Guidance’ Supplementary Planning Document 2018

Neighbour Comments:

Letters from:

Flat 77 Micheal Stewart house SW6

Dated:

15.11.2023

OFFICER REPORT

1. SITE DESCRIPTION

1.1 The application site consists of an open car park (723sqm) that is currently occupied by 21 pay and display parking bays, a cycle hire station with 27 docks, 2 disused ticketing machines and 1 charity clothes/shoes recycling container. The site is located on the northern side of Coomer Place, which leads into the Coomer Road cul-de-sac.

1.2 The site is surrounded by a mixture of commercial and residential uses. Immediately to the east, are commercial properties with residential/ offices above which front North End Road and a new block of flats (4 Coomer Place); beyond that is the North End Road market which operates on Monday to Saturdays, to the north, is a service yard for deliveries and parking that are associated with a supermarket, British Red Cross and a few other North End Road businesses. To the south, on the opposite side of Coomer Place, is Crowther Close a gated

residential development and No.282, a Grade II Listed Building that is partially in residential use. To the west, on the opposite side of Coomer Road, are blocks of flats at Barbara Castle Close and some residential rear gardens bounded by high boundary walls.

- 1.3 The site falls within the Fulham Town Centre, Fulham Regeneration Area, a noise nuisance zone, Flood Risk Zone 2, a controlled parking area.

2. PLANNING BACKGROUND

2.1 Over the last 4 years, the Council has been investing in public realm in North End Road and improving the facilities for market traders. In response, to the Economic Regeneration Team's collaborative public engagement with residents, street traders and local businesses, there is a recognised need for better cycle parking and storage for market traders in the vicinity of the North End Road market area.

2.2 Pre-application planning discussions were held in September 2023. In 2021, LBHF Regeneration Team successfully secured £1m in GLA funding to deliver a multi-purpose community facility in Coomer Place to benefit the North End Road area; that building was also reliant upon other funding. Unfortunately, no additional funding was available, and the proposal is no longer viable. The Regeneration Team have reached an agreement to repurpose the approved GLA funding to enable an alternative proposal.

2.3 In August 2023, a variation to the original GLA agreement was secured to allow the funding previously secured to be re-directed for a new cycle hub in Coomer Place together with market trader storage and public realm improvements in North End Road.

3. CURRENT APPLICATION

3.1 The application is for the erection of a multifunctional single storey cycle hub building comprising of 20 standard cycle parking spaces, four storage units for market traders on North End Road and an allocated internal space to park cargo bikes to facilitate a last mile delivery hub for the area; formation of rain gardens and parking bays on site; formation of a vehicle crossover to Coomer Road.

4. PUBLICITY AND CONSULTATION

4.1 On 31 March 2023, at a meeting between the market traders and officers from the Council's Economic Regeneration Team and Markets Team, the traders outlined the nature of their business and storage requirements.

4.2 During September and October 2023, pre-application engagement has been held with local ward Councillors, the Fulham BID and North End Road Action Group. In response to feedback a rain garden and additional CCTV coverage have been included in the proposals.

4.3 On 6 October 2023, the Council's Economic Regeneration and Smarter Transport Teams conducted a consultation exercise to help shape the emerging design for the Coomer Place Cycle Hub. In total, 37 surveys were completed which included responses from residents, visitors and businesses. The feedback was broadly positive with the majority of respondents supportive of additional cycle parking and the storage for market traders. There was some concern about the design of the hub and multiple participants raised the need for the cycle parking to be secure. These comments have been taken into account as part of the formal planning application.

Application Consultation –

4.4 The application was advertised by way of 206 individual notification letters to neighbouring properties advising of the planning application.

4.5 In response, 1 objection was received which raised the following concern:

- Proposals constitute an unpleasant view.

4.6 Officer response: The views of proposed development would be acceptable by reason of its modest single-storey scale and massing.

Technical Consultation –

4.7 The Metropolitan Police Crime Prevention: No objection provided Secured by Design principles are incorporated into the development. This will be secured by condition.

5 POLICY FRAMEWORK

5.1 The Town and Country Planning Act 1990, the Planning and Compulsory Purchase Act 2004 and the Localism Act 2011 are the principal statutory considerations for town planning in England. Additionally, for sites in Conservation Areas, the Planning (Listed Buildings and Conservation Areas) Act 1990 is also relevant.

5.2 Collectively these Acts create a plan led system which requires local planning authorities to determine planning applications in accordance with an adopted statutory development plan unless there are material considerations which indicate otherwise (section 38(6) of the 2004 Act as amended by the Localism Act).

5.3 In this instance the statutory development plan comprises of 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 (NPPF)

5.4 The National Planning Policy Framework (NPPF) was first published on 27 March 2012 and updated in July 2018, February 2019, July 2021 and September 2023. The NPPF is a material consideration in planning decisions. The NPPF, as supported by the Planning Practice Guidance (PPG), sets out national planning policies and how these are expected to be applied.

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

London Plan

5.6 The latest 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. As Hammersmith & Fulham is one of the 32 London Boroughs, the London Plan forms part of the development plan for the borough.

Local Plan

5.7 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 role of the development plan is to guide decision making on planning applications and inform investment in social and physical infrastructure.

5.8 The 'Planning Guidance' Supplementary Planning Document (SPD) 2018 is also a material consideration in determining planning applications. It provides supplementary detail to the policies and is organised around key principles.

5.9 The Council's Climate Change Supplementary Planning Document (SPD) was approved in October 2023 and provides supplementary guidance for the planning policies contained in the council's Local Plan that relate to climate change to help implement the actions contained in the council's climate change strategy.

6 PLANNING ASSESSMENT

6.1 The main planning considerations in this assessment include:

- Principle of Development / Land Use;
- Design, Heritage and Character;
- Residential Amenity;
- Transport and Highways;
- Secured by Design;
- Environmental Considerations (flood risk, air quality, sustainability, contamination etc.).

PRINCIPLE OF DEVELOPMENT / LAND USE

Market Storage

- 6.2 Policy E9 (Retail, markets and hot food takeaways) of the London Plan states a successful, competitive and diverse retail sector, which promotes sustainable access to goods and services for all Londoners, should be supported in line with the wider objectives of this Plan, particularly for town centres. The Policy supports London's markets in their full variety, including street markets, covered markets, specialist and farmers' markets, complementing other measures to improve their management, enhance their offer and contribute to local identity and the vitality of town centres. Supporting paragraph 6.9.4 acknowledges that whilst the planning system can help support the range of London's markets, broader actions are often required in terms of management and investment.
- 6.3 Strategic Policy FRA of the Local Plan relates to the Fulham Regeneration Area and states that development proposals should enhance the vitality and viability of Fulham Town Centre, particularly on North End Road and explore opportunities to secure the long-term future of and enhance the North End Road street market.
- 6.4 Local Plan Policy TLC1 seeks to support and protect local markets and clusters of specialist shopping. Local Plan Policy TLC2 mentions that in the designated town centres changes from retail use at street level will be permitted for alternative uses which can be shown to be complementary to the shopping frontage, maintain or increase the vitality and viability of the town centre and do not have an adverse impact on the local area.
- 6.5 The application site falls within the Fulham Town Centre and is some 50m to the west of the North End Road market. The proposed single storey building would include 4 storage units for North End Road market traders. The North End Road street market plays a valuable economic, social and cultural role helping to meet varied dietary requirements, extend choice and access to a range of goods, contributes to the vitality and viability of Fulham Town Centre and the character of the high street, and also provides opportunities for new businesses to start-up. The proposed storage facilities would meet a recognised need identified by the existing market traders.
- 6.6 In line with policies Strategic Policy FRA, TLC1 and TLC2, the proposed market stall storage units would support the retail function of the Town Centre by providing ancillary facilities to support a diverse, viable and vibrant retail sector in the Town Centre.

Cycle Hub

- 6.7 Policy T2 (Healthy Streets) of the London Plan sets out that development proposals and development plans should deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling.

- 6.8 Local Plan Policy T3 states that the Council will encourage and support the increasing use of bicycles by requiring (amongst other things) developer contributions for improvements to cycling infrastructure.
- 6.9 The Climate Change SPD sets out key aims which includes the promotion of pedestrian-friendly and cycle-friendly transport network.
- 6.10 The existing Council-owned car park includes a cycle hire station with 27 docks and these would be retained and the remaining car park would be reconfigured to include less spaces to facilitate the provision of a secure cycle hub for 20 standard bicycles.
- 6.11 In principle, the proposed reconfiguration of the car park to provide a cycle hub in this town centre location with good public transport links (PTAL 4) is acceptable. The proposed use is in line with the aim of promoting sustainable transport options and the Mayor's objective of reducing the use of private cars. The proposals accord with Policies T1 and T3 of the Local Plan (2018) and the Climate Change SPD.

Last Mile Delivery Hub

- 6.12 The London Plan recognises on this basis that cycling is fundamental to delivering the Healthy Streets Approach and it is suitable for all types of travel, including for delivery and servicing. The Climate Change SPD Key Principle KPC12 prioritises the reduction in the need to travel and takes on board Healthy Streets Approach 'Access for All', walking and cycling in line with the London Plan.
- 6.13 One of the key aims of the Climate Change SPD is to take action on air quality issues, especially those caused by vehicle emissions, and encourage sustainable travel throughout the borough and beyond. Climate Change KPC13 - Key principles encourages existing and new uses to switch to 'last mile' delivery.
- 6.14 Last mile delivery is the movement of goods from out-of-town warehouses or suppliers to the final delivery address, such as homes or businesses. Last mile delivery/servicing is traditionally undertaken by small petrol or diesel vans has numerous negative impacts, including Switching to electric last mile delivery vehicles (commercial electric vehicles -EVs) can help avoid negative impacts on climate change, and poor air quality.
- 6.15 The proposed last-mile delivery hub, would enable fresh goods to be transferred from vans to cargo-bikes. While standard e-bikes are used to deliver food, groceries and other small package items, cargo bikes can handle larger items. This makes them an attractive solution for servicing and last-mile deliveries. This element of the proposal would support cleaner delivery operations, reduce motor traffic and improve air quality. The proposals are in line with the Mayor's Cargo Bike Action Plan and Transport Strategy's objectives.

- 6.16 Cycling can be appealing for private and commercial trips. The proposals would provide a service for local residents, commuters and visitors, as well as economic benefits and opportunities for the market stall traders.
- 6.17 The proposed last mile delivery hub is acceptable in principle and would accord with the London Plan, Local Plan and Climate Change SPD.

DESIGN, HERITAGE AND CHARACTER

- 6.18 The National Planning Policy Framework 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.
- 6.19 London Plan Policy E9(C) states that development proposals should manage clusters of retail and associated uses having regard to their positive and negative impacts on the objectives, policies and priorities of the London Plan including on place-making or local identity.
- 6.20 London Plan Policy GG1 (Building strong and inclusive communities) requires boroughs to, amongst other things, seek to ensure changes to the physical environment to achieve an overall positive contribution to London and provide access to good quality community spaces, services, amenities and infrastructure that accommodate, encourage and strengthen communities, increasing active participation and social integration, and addressing social isolation.
- 6.21 London Plan Policy GG2 (Making the best use of land) states at Point (B) that in order to create successful sustainable mixed-use places that make the best use of land, those involved in planning and development must prioritise sites which are well-connected by existing or planned public transport. It goes further to state at Point (F) that proposals should maximise opportunities to use infrastructure assets for more than one purpose, to make the best use of land and support efficient maintenance.
- 6.22 London Plan Policy D4 requires boroughs to ensure that every development proposals deliver good design in line with available mechanisms at the disposal of local authorities to secure this. This is reiterated in Local Plan Policy DC1 which states that all development within the borough should create a high-quality urban environment that respects and enhances its townscape context and heritage assets.
- 6.23 The Council's Supplementary Planning Guidance SPD (2018) is relevant, in particular its key principles establish more detailed guidance on the application of policies within the Local Plan, as well as any neighbourhood plans that may come into effect that are concerned with managing development proposals within the borough. 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.

- 6.24 The proposal for the main structure would be located at the northwestern corner of the site (car park) and include a modular flat roof single storey Cycle Hub structure with an overall height of 3.24m, a depth of 13m and a width of 10.3m. It would sit directly off the public pavement on part of the northern and western points of the car park and be well set back from the southern and eastern edges. The proposed footprint would cover an area of approx. 130sqm against some 660sqm for the total area of the car park; hence, covering roughly 20% of the area.
- 6.25 The proposed structure would be finished in solid panels, galvanised steel posts, perforated metal panels and set at 35mm max gap from ground to base of panels. It is described in the submitted Design & Access Statement as a strong steel beam structure and fitted with aluminium panels.
- 6.26 It would include a palette of colours with artwork and logos. The structure and panels would be powder coated in RAL 7021 Black Grey. The fascia includes cycle hub name and symbol and be covered of a vinyl of RAL 3028 Pure Red colour to enhance the hub visibility. The plain panels and doors would be covered with vinyl displaying people cycling to help to activate the area and increase sense of safety.
- 6.27 The part solid, part perforated finish would create an acceptable balance of visual permeability and allowing for views into the hub from the street, creating the opportunity for passive surveillance of activity within. The roof would consist of plastisol roof covering with rooflights to provide natural light internally. The erection of the hub would result in the loss of 7Nos. car parking space and it would sit immediately north of an existing uncovered Santander Cycle Hub.
- 6.28 Given its moderate height, scale, massing and extent, as well as vibrant colour scheme and ultimate function as a hub for cycle hire and market stall storage, the proposed hub would adequately blend in within the established urban setting and integrate well with other on-site and nearby street furniture. Within the context of the site, the existing surrounding built environment would remain prominent in the background and the scheme would appear as quiet, low-key and subtly set against the wider townscape.
- 6.29 Some landscaping works are also proposed which would see the introduction of small pockets of soft landscaping which is welcomed as it would provide a certain level of balance between soft and hard landscaping on site. This is beneficial for visual amenity and also in providing areas of permeability for natural drainage in response to sustainable drainage (SuDS) requirements. A new vehicular crossover is also proposed at the northwestern corner of the car park, this would be a fairly low-profile addition to the streetscene which would have only marginal and neutral impacts its setting and visual quality. There are other crossovers observed within the immediate surrounds and therefore it would constitute of a subservient and congruent addition.
- 6.30 The Council's Urban Design and Conservation Team raise no objections to the proposed design.

Heritage

- 6.31 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.
- 6.32 S.66(1) of the Listed Buildings Act 1990 states that in considering whether to grant planning permission for development which affects a listed building or its setting, the Council is required to have special regard to the desirability of preserving the listed building or its setting or any features of special architectural or historic interest which it possesses.
- 6.33 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.
- 6.34 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.
- 6.35 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.
- 6.36 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).
- 6.37 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.

6.38 The scheme would impact a heritage asset indirectly, namely through impacts on its setting. These impacts are considered separately in the assessment below.

6.39 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 on to apply the balancing test as set out in paragraphs 201 and 202 of the NPPF as appropriate.

6.40 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.

6.41 Policy HC1 of the London Plan (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.

6.42 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.

6.43 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.

6.44 The site does not fall within a designated Conservation Area but there is a Grade II Listed Building immediately across the road to the south at No.282 North End Road and a locally listed Building of Merit next to it further to the south at No.284.

6.45 As such, the impact of the proposals upon the special historic interest, setting, character and significance of the Listed Building require due consideration. The Council has a statutory duty under section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990, to 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.

- 6.46 The designated heritage asset that stands to be affected by the proposals is the Grade II Listed Building at No.282 North End Road. The Historic England listing entry describes the listed building as a GV II House, mid-19th century. Two storeys and basement. Stuccoed and painted. Originally a plain house, but much decorated in recent years. Four windows wide with architrave surrounds, decorative sphinxes above the ground floor windows small paned sashes. The main front has three pilasters and a projecting cornice, the parapet is decorated with vases and a stone lion. Cast iron railings to the front steps. Doorcase to 2nd bay from left, 18th century, imported.
- 6.47 It is the setting of the listed building which is more at risk from potential surrounding inappropriate development and its sensitivity must be acknowledged. In this case, given the proximity of the application site from the listed building and the absence of any substantial intervening development, it is necessary to assess impact of the proposals on the setting and to some extent on the significance of the neighbouring listed building.
- 6.48 The grounds around the listed building form part of its setting. They contribute primarily to the significance of the principal building through their historic association with its use and occupation, and their layout. That association has changed over time as a result of truncation of the original grounds and some development within the remaining spaces, as well as those adjoining. Hence, the significance of the heritage asset has been eroded to some extent, mainly in relation to the historic landscape and integrity of the original building within its surroundings. Still any further harm and undue encroachment on the setting of the listed building require clear and convincing justification.
- 6.49 Whilst the setting is not itself a heritage asset, nor a heritage designation, the land comprising the setting around the heritage asset is of significant historical value to the area. Therefore, an accurate understanding of the relationship between the surrounding built environment and the historic setting is required. In this case, the separation distance from the external elevations of the listed building to the nearest point of the proposed structure would be in excess of 25m which is sufficient to ensure that it does not compete or detract from the setting of this heritage asset. Furthermore, the massing, scale and form of the proposed structure are considered to be modest and in proportion with the open space at the site, therefore, the structure would have only neutral impacts on the setting and significance and historic interests of the listed building.
- 6.50 Again, no immediate concerns have been raised by the Council's Conservation and Urban Design Team, it is argued that the proposals are respectful and sensitive of the nearby heritage assets, including the listed building.

Design and Heritage Conclusion

- 6.51 The proposal would be well designed, compatible with the character and scale of the surrounding development and would not cause harm to the setting of the adjacent listed building in accordance with Local Plan Policies DC1, DC2 and

DC8 and s.66 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

RESIDENTIAL AMENITY

6.52 Local Plan Policy DC2 states that all proposals must be designed to respect good neighbourliness and the principles of residential amenity. Policy HO11 requires developments to achieve a high standard of design by protecting existing residential amenities, including issues such as loss of daylight, sunlight, privacy and outlook. Key Principles HS6 and HS7, of the Planning Guidance SPD seeks to protect the existing amenities of neighbouring residential properties in terms of outlook; daylight, sunlight, and overshadowing, privacy, and noise and disturbance.

6.53 Policies CC11, CC12 and CC13 of the Local Plan (2018) relate to environmental nuisance and require all developments to ensure that there is no undue detriment to the general amenities enjoyed by neighbouring occupiers.

Outlook

6.54 'Planning Guidance' SPD Key Principle HS6 notes that the proximity of a development can have an overbearing and dominating effect detrimental to the amenities of adjoining residential occupiers. Although it is dependent upon the proximity and scale of the proposed development, a general standard can be adopted by reference to a line produced at an angle of 45 degrees from a point at ground level or at 2m on the rear curtilage. On-site judgement will be a determining factor if any part of the proposed building extends beyond these lines.

6.55 There are no windows serving residential properties within 18m of the site, to the east (rear of North End Road), to the north (Michael Stewart House is some 20m away) or to the south (opposing properties in Commer Place). The nearest residential properties to the application site are No.4 Coomer Place which is a new residential development adjoining to the immediate southeast and those at Barbara Castle Close to the west.

6.56 No.4 is currently subject to building works in connection with the implementation of a 2021 planning permission (Ref: 2021/02110/FUL) for the erection of a new building to provide 7 self-contained flats. The rear elevation of that approved building includes a flat at ground floor level with a bedroom that will be adjacent to the boundary with the car park. That bedroom includes a high-level window in its rear elevation which is 1.8m above the finished floor level. The proposed single storey building would be situated at an oblique angle on the opposing north-east corner of the site, some 10m away. Therefore, it is not considered that the proposed development would result in any loss of outlook or increased sense of enclosure to any windows at No.4 or any other nearby residential properties on the south side of Coomer Place which are more than 20m away.

6.57 To the east, on the opposite side of Coomer Road, the four/two- storey block of flats at Barbara Castle Close includes windows and rear gardens which face the application site. However, those ground floor windows, and rear gardens are set behind a 2.1m high boundary wall, some 15m from the application site which is itself is partially screened by street trees. The proposed development would not result any loss of outlook to the flats at Barbara Castle Close.

6.58 Overall, the proposals would have no adverse impact on outlook and would accord with Policies HO11 and DC2, and SPD Policy H6.

Daylight / Sunlight

6.59 The British Research Establishment (BRE) guide on 'Site layout planning for daylight and sunlight', set out good practice for assessing daylight and sunlight impacts for new development.

6.60 Given the single storey nature of the building and the distances (of between 10m – 15m) which separate the proposed structure from the nearest habitable residential windows, it is considered that there would be no daylight, sunlight or overshadowing impacts. The proposals would accord with Key Principle HS6 of the SPD and Policies HO11 and DC2.

Privacy

6.61 SPD Key Principle HS7 states that any new windows should be positioned at least 18m from existing habitable room windows. This will be measured by an arc of 60 degrees taken from the centre of the proposed new window to ensure there is no loss of privacy.

6.62 The proposed single storey building on the northeastern part of the site, would not result in any overlooking to any nearby residential buildings. The proposals would accord with the requirements of SPD guidance HS7 and Local Plan policies HO11 and DC2.

Noise and Disturbance

6.63 Local Plan Policy CC11 states that noise and vibration sensitive development should be located in the most appropriate locations and protected against existing and proposed sources of noise and vibration through careful design, layout and use of materials, and by ensuring adequate insulation of the building.

6.64 With regard to noise levels, Officers draw attention to the application site's Fulham Town Centre designation, the mixed commercial and residential usage of the surrounding locality, and the site's existing use as a car park. Moreover, part of the site is already used as a cycle hire hub and in this context, Officers do not consider that provision and operation of the single-storey cycle storage structure would result in significantly different noise levels that would out of keeping with the existing high background/ambient noise levels within the locality of the

application site. The Council's Noise Team have considered the proposals and raised no objections.

- 6.65 The development would not result in undue noise nuisance and disturbance and would accord with Policy CC11.

Lighting

- 6.66 The development would make use of the existing external lighting in the location and some internal lighting. However, all illuminations are proposed to be of low energy LED soft light which limits spillage and glaring. It is mentioned in the submitted Design & Access Statement that current street lighting can be changed to use this technology. Given this, it is not considered that the proposals would cause unacceptable levels of light overspill and glaring towards the surrounding residential units. The proposals would accord with HO11.

Conclusion – Residential Amenity

- 6.67 Overall, the proposals would have an acceptable impact on the residential amenities of existing neighbouring occupiers. This would accord with Local Plan Policy DC2, HO11, CC11, CC12 and CC13 and SPD Key Principles HS6 and HS7.

TRANSPORT AND HIGHWAYS

Loss of Car Parking Spaces

- 6.68 London Plan Policy T6(A) states that car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity.
- 6.69 London Plan Policy T6.3 states that to make the most efficient use of land, the starting point for assessing the need for parking provision at all new retail development should be the use of existing public provision, such as town centre parking.
- 6.70 The proposals include the loss of some car parking spaces in the car park and 2. on-street car parking bays. The applicant's car parking stress survey of the surrounding roads concludes that there is adequate capacity on the nearby streets to accommodate the overspill from the loss. The Council's Transport officers have reviewed the survey and agree with its conclusions.
- 6.71 The surrounding streets can absorb car parking displacement caused by the proposals as there are other Pay and Display bays in the immediate surroundings. This would evenly distribute the 54 daily displaced vehicle trips with spare capacity still available based on the results of the parking survey. No disabled car parking space would be lost on-site. The proposals accord with Local Plan and London Plan policy objectives to promote sustainable modes of transportation. The site has good public transport accessibility (PTAL 4) and this is adequate compensation any loss of car parking.

Cycle Parking

- 6.72 London Plan Policies T2 Healthy Streets and T5 Cycling (Table 10.2 and Figure 10.3) set out the need to provide suitable on-site cycle storage for a development. Local Plan Policy T3 seeks to increase and promote opportunities for cycling and walking and states that new development to include provision of accessible and safe secure parking within the boundary of the site.
- 6.73 Whilst the proposals do not include a specific on-site end user, the Cycle Hub would still be providing cycling opportunities to the residents and visitors of the immediate surrounding area and the borough as a whole. This is in line with the Council's and Mayor's strategy of promoting cycling in the borough (and in London) to reduce pollution from motor vehicle emissions, improve road safety, tackle the adverse impacts of climate change and encourage exercise for healthy living. In view of this, the proposals would have tangible benefits for residents of the borough and Londoners in general.
- 6.74 The cycle storage facilities would be in line with the London Plan requirements by being secured, safe and easily accessible as a minimum. The proposals would increase the number of cycle spaces in the area alongside the existing cycle hire hub and provide an alternative choice to the existing cycle hire/parking provision.
- 6.75 The Council's Transport Team require more details regarding the management and maintenance of the hub. A condition has been attached to secure these details an Operational Management Plan.

New Crossover, Sightlines and Turning Space

- 6.76 The proposed building would not affect the safety of pedestrians within the existing car parking. The inclusion of a new crossover would not significantly disrupt the setting, safety and useability of the existing footway.
- 6.77 The submitted Transport Statement includes swept path analysis which shows that despite the reduction in the space currently used for car parking, there would be sufficient space left in the car park to ensure that vehicles can enter, turn around and leave in forward gear and adequate sightlines have also been demonstrated to ensure road/pedestrian safety. The submitted Transport Statement include an adequate Road Safety Assessment which shall be implemented accordingly. Transport Officers have reviewed these submissions and raise no objection.

Delivery, Servicing, Refuse and Recycling

- 6.78 Local Plan Policy CC7 states that all new developments must include suitable facilities for the management of waste generated by the development, including the collection and storage of separated waste and where feasible on-site energy recovery.

6.79 The Council's Transport Team have stated in relation to a Delivery and Servicing Plan (DSP), that this should be in line with Policy T7 of London Plan 2021 and include:

- A Delivery and Servicing Plan with details of delivery hours / schedule etc. (DSP);
- monitoring of the DSP;
- details of how the proposed loading bay secured/ managed when deliveries are scheduled for arrival.

6.80 A condition will be attached to secure these details.

Refuse, Waste and Recycling

6.81 The submitted Transport Statement confirms that no waste will be generated or stored on site. Waste associated with the market trader storage will be disposed of via dedicated waste facilities associated with North End Road Market. Last mile delivery hub will transfer parcels but will not generate any waste. The cycle parking facilities are considered a destination area for people to park or collect the bike and not a place where people will spend time. It is considered that the implementation of cycle parking will not generate any waste.

Construction Impacts

6.82 The main impact of the development in highway terms would be during the construction stage. In accordance with Local Plan Policy T7 and Planning Guidance SPD Key Principle a detailed Construction Logistics Plan will be secured by a condition.

6.83 Given the busy location in terms of traffic including pedestrians, a Construction Logistic Plan in line with the Transport for London standards is required and this can be secured via condition.

Conclusion – Transport and Highways

6.84 Overall, in terms of highways and transport implications, subject to appropriate conditions, the proposed scheme would comply with Policies CC7, T1, T3, T5 and T7 of the Local Plan and relevant Transport Key Principles of the 'Planning Guidance' SPD.

SECURED BY DESIGN

6.85 Policy D11 of the London Plan specifies that boroughs, working alongside local Metropolitan Police Service 'Design Out Crime' Officers, should support the provision of necessary infrastructure to maintain a safe and secure environment and reduce the fear of crime. Para. 3.11.3 of the London Plan further outlines that measures to design out crime should be integral to development proposals, and should be considered early in the design process, taking into account the

principles contained within guidance such as the Secured by Design scheme published by the Police.

6.86 The safety and security of users of the facility and the measures required to tackle anti-social activities and crime (including theft) are key considerations in this scheme. In these types of proposals, it is required to provide details of crime prevention concerns and proposed security measures.

6.87 The Metropolitan Police (Design Out Crime) team have been consulted and responded by making the following recommendations:

- The Cycle Hub structure: the shell of the building including, the roof lights and doors should be attack tested with a range of different tools commonly used by thieves;
- The last mile delivery hub space: if parcels are left overnight, a lockable storage facility should be attack tested to a suitable standard. The cargo bikes should be adequately secured whilst not being used and overnight;
- Market trader storage units: these stores should be secured by lock and key as opposed to mechanical digital pads, as codes can be easily shared;
- CCTV and lighting: it is noted that the existing lighting will be enhanced and CCTV is proposed.

6.88 A condition has been attached to secure these details.

ENVIRONMENTAL CONSIDERATIONS

Trees

6.89 Policy OS5 of the Local Plan (2018) specifies that the Council will seek to enhance biodiversity and green infrastructure within the borough by seeking to prevent the removal or mutilation of protected trees, amongst other measures.

6.90 Immediately adjacent to the car park to its west are 3Nos. Category B Turkish Hazel Trees. The proposals would retain all of these trees, subject only to a low impact on the basis of the details included in the submitted Arboricultural Impact Assessment. It is required to prune the three trees as part of the proposals, though the extent of pruning required is considered to carry only a low impact (in visual amenity and condition terms).

6.91 The Council's Arboricultural Team have reviewed the proposals and raise no objections, as long as all works are in accordance with the submitted Arboricultural Impact Assessment and Tree Protection Plan, and BS5837:2012. Any necessary pruning works can be subsequently arranged for the three street trees. This is secured by condition.

Flood Risk

6.92 The NPPF states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere. This is echoed within London Plan Policy SI 12.

6.93 Local Plan Policy CC3 requires that new development reduce the use of water and be designed to take account of increasing risks of flooding. Policy CC4 states that new development would be expected to manage surface water run off by implementing a range of measures, such as sustainable drainage systems (SuDS) where feasible and the use of water efficient fittings and appliances.

6.94 The site is within the Environment Agency's Flood Zone 2 and a Flood Risk Assessment (FRA) is submitted in support of the application. Given the scheme is for a less sensitive (non-residential) use, the FRA including SuDS details are considered acceptable and a condition is attached to ensure the recommended measures are implemented.

Air Quality

6.95 The London Plan Policy SI 1 and Local Plan Policy CC10 seeks to reduce the potential adverse air quality impacts of new developments. Mitigation measures to reduce emissions and exposure to poor air quality must be taken. The application site is located within the borough wide Air Quality Management Area (AQMA), and in an area of very poor air quality due to the road traffic vehicle emissions from North End Road. The impact of transport emissions during the demolition, construction, and energy plant emissions during the operational phase will have an impact on local air quality.

6.96 The modular development encourages a no or low-emission mode of transportation. The proposals accord with Policy CC10.

Land Contamination

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

6.98 Potentially contaminative land uses (past or present) are understood to occur at, or near to, this site. No groundbreaking or excavation works are proposed and therefore, the risk of coming into contact with contaminated land is low. However, it is prudent to place an informative on the decision informing the applicants to contact the Council should any unexpected staining or malodours be encountered during the redevelopment either on or within floor/ground materials. The proposals accord with Policy CC9.

Sustainability

6.99 The London Plan Policy SI 2 and Local Plan Policy CC1 both require proposals to including carbon curbing measures where appropriate. This is

applicable for all major applications and highly encouraged in all other types of development.

6.100 The scheme complies with policies advocating for a low or a zero carbon future in the borough and London as a whole. Based on the submitted details, the proposals would achieve high standards of sustainable development principles and they incorporate measures of renewable and low carbon energy generation. The proposals accord with Policy CC1.

7 CONCLUSION

7.1 The proposed cycle hub and market storage units meet a recognised local need for better cycle parking and storage for market traders. The last-mile delivery hub accords with wider climate change objectives in support of cleaner delivery operations, reduce motor traffic and improve air quality.

7.2 The additional infrastructure would support sustainable means of transport in an accessible town centre location in close proximity to an established street market. This will contribute to the role the North End Road street market plays in allowing a valuable economic, social and cultural function which helps to meet varied dietary requirements, extend the choice and access to a range of goods, contributing to the vitality and viability of Fulham Town Centre and the wider Regeneration Area.

8 RECOMMENDATION

8.1 Grant permission subject to the recommendations above.