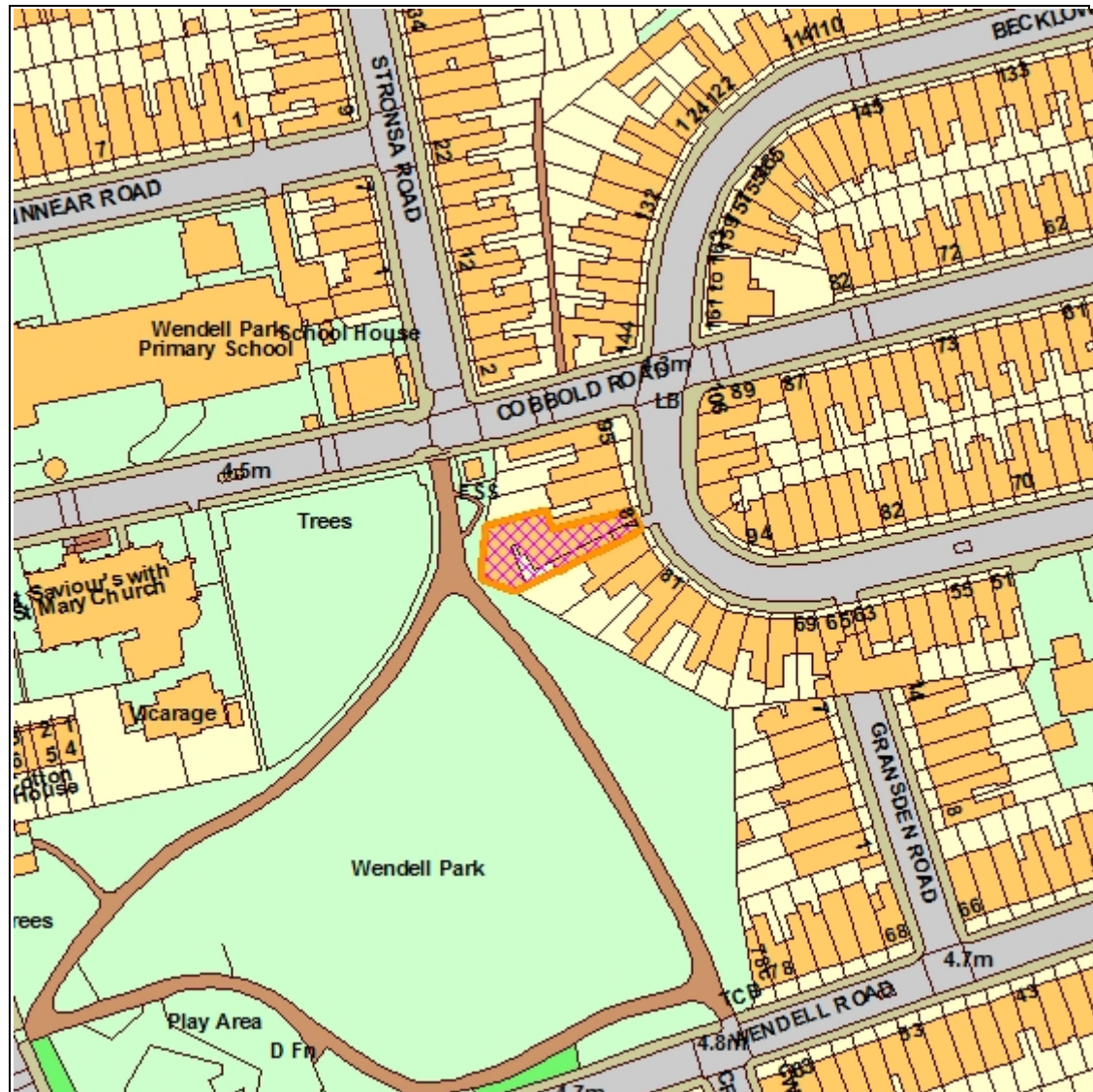

Ward: Wendell Park

Site Address:

87 Gayford Road London W12 9BY



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For identification purposes only - do not scale.

Reg. No:

2025/01583/FUL

Case Officer:

Anisa Aboud

Date Valid:

10.06.2025

Conservation Area:

Committee Date:

14.10.2025

Applicant:

Salte 6 Limited

87 Gayford Road London Hammersmith And Fulham W12 9BY

Description:

Change of use of the existing building from unrestricted storage and distribution unit (Use Class B8) into 6no self-contained flats comprising of 2 x 1 bedroom, 3 x 2 bedroom and 1 x 3 bedroom self-contained flats (Class C3); erection of a rear roof extension involving an increase in the ridge height including 3no rooflights in the front roofslope and formation of a roof terrace at second floor level to the rear elevation; erection of rear extensions at ground and first floor level; partial demolition of the ground and first floor level including the creation of new door and window openings, formation of roof terraces at first floor level, and garden terraces at ground floor level; alterations to the front elevation to include the replacement of existing windows with new windows and existing double entrance gates with a new single entrance gate and railings; installation of sedum green roof and rooflights above the roof of ground and first floor back additions; installation of solar panels above the roof of first floor rear back addition; formation of bin and cycle stores at ground floor level; associated landscaping and external alterations.

Drg Nos: See 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 planning 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 of 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 proposed conditions, which may include the variation, addition or deletion of conditions, any such changes shall be within their discretion.

Conditions:

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

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

- 2) The development hereby permitted shall be carried out in complete accordance with the following approved drawing numbers, other than where those details are altered pursuant to the conditions of this planning permission:

Drawings: 6-300, 6-301, 6-302, 6-303, 6-310, 6-311, 6-312, 6-313, 6-3114, 6-315, 6-316, 6-317, 6-318, (6-330, 6-331, 6-332, 6-333) contained within the Design and Access Statement.

Documents: 03, Flood Risk Assessment prepared by Go Contaminated Land Solutions, SuDS Strategy prepared by GeoSmart, Air Quality Assessment prepared by Waterman, Acoustic Detailing prepared by Francis Philips Architects, Noise Impact Assessment prepared by RBA Acoustics, Transport Impact Study prepared by City Planning, Transport Statement prepared by City Planning, Daylight and Sunlight Study prepared by Model Environments, Design and Access Statement prepared by Francis Philips Architects. Go Contaminated Land Phase 1 Environmental Report, 87 Gayford Road (Ref: 2653-P1E-1-A, Dated May 2025, Rev A), Go Contaminated Land Proposed Scope of Works, 87 Gayford Road (Ref: 2653-P2E-1-Scope-A, Dated May 2025, Rev A), Go Contaminated Land Phase 2 Environmental Investigation, 87 Gayford Road (Ref: 2653-P2E-1-C, Dated May 2025, Rev C).

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

- 3) Prior to commencement of the demolition phase of the development hereby permitted, a scheme for temporary solid timber hoarded fencing (minimum height 2.5 metres) around the perimeter of the site on all site boundaries and/or enclosure of the site shall be submitted to and approved in writing by the Local Planning Authority. The temporary solid timber hoarded fencing and/or enclosure in accordance with BS 5975-2:2024 shall be installed prior to the start of any site clearance works and thereafter be retained for the duration of the building works in accordance with the approved details. No part of the temporary fencing and/or enclosure of the site shall be used for the display of commercial advertisement hoardings unless the relevant advertisement consent is sought from the Local Planning Authority. Approved details shall be fully implemented and permanently retained and maintained during the demolition and construction phases of the development.

Reason: To ensure a satisfactory external appearance of the site, in accordance with Policies DC1, DC2 and DC8 of the Local Plan (2018).

- 4) Prior to commencement of the demolition phase of the development hereby approved, a Demolition Management Plan (DMP) and a Demolition Logistics Plan (DLP) in accordance with the TfL CLOCS requirements 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, and not at any time on Sundays or 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, vehicle loading and unloading, vehicle tracking and measures proposed to ensure impact on highway is mitigated. Approved details shall be implemented throughout the project period.

Reason: To ensure that the amenity of occupiers of surrounding premises is not adversely affected by noise, vibration, dust, lighting or other emissions from the building site, in accordance with Policies CC11 and CC13 of the Local Plan 2018.

- 5) Notwithstanding the submitted details, prior to commencement of the development (save for works of site clearance and demolition of existing building) hereby approved, a final Construction Logistics Plan (CLP) in accordance with the TfL CLOCS requirements shall have been submitted to and approved in writing by the Local Planning Authority. The CLP should 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, vehicle access for loading and unloading, measures to mitigate and reduce impact on highway network, before and after condition surveys of the highway and a commitment to fund the repair of any damage caused, storage of any skips, oil and chemical storage etc.; access and egress points, evidence of advanced communication strategy with local stakeholders used to inform development of Detailed CLP prior to submission; membership of the Considerate Contractors Scheme and is a member of CLOCS, vehicles connected to the works are accredited to FORS Silver or above and any vehicle over 12 tonnes holds a Star Rating 3 or above for Direct Vision Standard. The approved details shall be undertaken in accordance with the terms and throughout the period set out in the CLP.

Reason: To ensure that appropriate steps are taken to limit the impact of the proposed construction works on the operation of the public highway, in accordance with Policy T7 of the London Plan 2021 and T1, T6 and T7 of the Local Plan 2018.

- 6) Notwithstanding the submitted details, prior to commencement of the development hereby approved (save for works of site clearance and demolition of existing buildings) a final Construction Management Plan that is aligned with the Detailed CLP shall be submitted to and approved in writing by the Local Planning Authority. 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 0800-1300hrs on Saturdays, and not on Sundays or bank holidays, evidence to demonstrate that advanced notification to neighbours and other interested parties has been held in relation to the proposed works and what measures are to put in place for the duration of the works to keep stakeholders informed and the public display of contact details including accessible phone contact to persons responsible for the site works for the duration of the works. The details shall also include any external illumination of the site during construction, contractors' method statements, waste classification and disposal procedures and locations, suitable site hoarding/enclosure, dust and noise monitoring and control. Approved details for each relevant phase, or part thereof shall be implemented throughout the project

period.

Reason: To ensure that appropriate steps are taken to limit the impact of the proposed construction works on the amenities of local residents and the area generally, in accordance with Policy T7 of the London Plan 2021, Policies DC1, DC12, CC6, CC7, CC10, CC11 and CC12 of the Local Plan 2018 and Key Principles of the Planning Guidance SPD (2018).

- 7) Prior to occupation of the development, a Delivery and Servicing Management Plan shall be submitted to and approved in writing by the Council, including sustainable freight measures, times and frequency of deliveries and collections, number of vehicle movements over a typical day and weekly profile, management measures to be put in place relating to all servicing arrival and departures in accordance with kerb-side restrictions including alternative measures to be considered should kerb-side space not be available and quiet loading/unloading mitigation including silent reversing measures in accordance with Building Design Guidance for Quieter Deliveries, TFL, June 2018.

Reason: To ensure that satisfactory provision is made for refuse storage and collection and to ensure that the amenity of occupiers of the surrounding premises and the development are not adversely affected by noise and that servicing activities do not adversely impact on the highway, in accordance with Policy T4 of the London Plan 2021 and Policies T2, T4, T5, CC11 and CC13 of the Local Plan 2018.

- 8) Notwithstanding the details specified on the drawings hereby approved, the development shall not commence (save for works of site clearance and demolition of existing buildings) until particulars and samples (where appropriate) of all the materials to be used in all external faces of the buildings; including details of colour, composition and texture of the brick and painted render, the colour, composition and texture of any metal and stone work; details of all surface windows; roof surfaces; roof top plant and general plant screening; opening and glazing styles and all external hard surfaces including paving, have been submitted and approved in writing by the Local Planning Authority. A sample panel showing the external materials as appropriate shall also be erected onsite for the Council's inspection prior to commencement of the works. The development shall be carried out in accordance with the details as approved and thereafter permanently retained in this form.

Reason: To ensure a satisfactory external appearance and to prevent harm to the street scene and public realm, in accordance with Policy D4 of the London Plan 2021 and Policies DC1, DC2 and DC8 of the Local Plan (2018).

- 9) The development hereby permitted shall not commence (save for works of site clearance and demolition of existing buildings) prior to the submission and approval in writing by the Council of details in plan, section and elevation (at a scale of not less than 1:20) of the following matters, and 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) details of the roof, to include the parapet, mansard, plant screen and all excrescences.
- b) details of the repair and restoration of the retained façade to Gayford Road.

Reason: To ensure a satisfactory external appearance in accordance with Policies DC1, DC2 and DC8 of the Local Plan (2018).

- 10) No plumbing or pipes, other than rainwater pipes, shall be fixed externally on the front elevations of the building hereby approved.

Reason: To ensure a satisfactory external appearance and to prevent harm to the street scene, in accordance with Policies DC1, DC2 and DC8 of the Local Plan (2018).

- 11) No plant, water tanks, water tank enclosures or other structures that are not shown on the approved plans shall be erected on the roofs of the building hereby permitted.

Reason: To ensure a satisfactory external appearance, in accordance with Policies DC1, DC2 and DC8 of the Local Plan (2018).

- 12) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or re-enacting that Order with or without modification), no aerials, antennae, satellite dishes or related telecommunications equipment shall be erected on any part of the development hereby permitted, without having first been submitted to and approved in writing by the council. The development shall only be carried out in accordance with the details hereby approved.

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

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

Reason: To ensure a satisfactory external appearance and to prevent harm to the amenities of the occupiers of neighbouring residential properties, in accordance with Policies DC1, DC2, DC8, CC11 and CC13 of the Local Plan (2018).

- 14) The development shall be carried out in accordance with the details contained

within the Flood Risk Assessment submitted with this application. All flood prevention and mitigation measures should be installed in accordance with the approved details prior to the occupation of the development.

Reason: To prevent flooding by ensuring the satisfactory storage and disposal of surface water from the site, and to reduce the impact of flooding to the proposed development and future occupants, in accordance with Policy CC2 and CC3 of the Local Plan (2018).

- 15) The noise level in rooms at the development hereby approved shall meet the noise standard specified in BS8233:2014 for internal rooms and external amenity areas.

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

- 16) The noise levels in the rooms at the development hereby approved shall meet the enhanced sound insulation value $D_{nT,w} + C_{tr}$ 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.

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

- 17) The residential units at this address shall only be used as residential units falling within Class C3 of the Town & Country Planning (Use Classes) Order 1987 (as amended). The residential units shall not be used as housing in multiple occupation falling within Class C4 of the Town and Country Planning (Use Classes) (Amendment) (England) Order 2015 (as amended).

Reason: 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).

- 18) Prior to the first occupation of the residential units hereby approved, the cycle storage shall be provided in accordance with approved plans to ensure the necessary cycle provision are provided in accordance with the necessary standards and is provided prior to the first occupation of the residential units and shall be so permanently maintained for this designated purpose.

Reason: In order to promote alternative, sustainable forms of transport, in accordance with Policy T3 of the Local Plan (2018).

- 19) No part of the development hereby approved shall be occupied until the approved refuse storage enclosures, as indicated on the approved drawings, have been provided for the storage of refuse and recyclable materials. All the refuse/recycling facilities shall be retained thereafter in accordance with the approved details.

Reason: To ensure the satisfactory provision of refuse storage and recycling and to prevent harm to the street scene arising from the appearance of accumulated rubbish, in accordance with Policies DC2, CC6 and CC7 of the Local Plan 2018 and SPD Key Principle WM1 2018.

- 20) The development hereby approved shall comply fully with the submitted land contamination reports:
- Go Contaminated Land Phase 1 Environmental Report, 87 Gayford Road (Ref: 2653-P1E-1-A, Dated May 2025, Rev A)
 - Go Contaminated Land Proposed Scope of Works, 87 Gayford Road (Ref: 2653-P2E-1-Scope-A, Dated May 2025, Rev A)
 - Go Contaminated Land Phase 2 Environmental Investigation, 87 Gayford Road (Ref: 2653-P2E-1-C, Dated May 2025, Rev C)

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

- 21) Prior to the commencement of the demolition phase (excluding installation of hoarding and Dust Deposition monitors around the perimeter of the site) of the development hereby permitted, details of an Air Quality Dust Management Plan (AQDMP) in accordance with the Councils AQDMP Template 'B' shall be submitted to and approved in writing by the Local Planning Authority. Approved details shall be fully implemented and permanently retained and maintained during the demolition phases of the development.

Reason: The development site is within the borough wide Air Quality Management Area (AQMA). Mitigation measures are required to make the development acceptable in accordance with NPPF, Policies CC10 and CC13 of the Local Plan (2018) and the councils Air Quality Action Plan.

- 22) Prior to the commencement of the construction phase (excluding installation of hoarding and Dust Deposition monitors around the perimeter of the site) of the development hereby permitted, details of an Air Quality Dust Management Plan (AQDMP) in accordance with the Councils AQDMP Template 'D' shall be submitted to and approved in writing by the Local Planning Authority. Approved

details shall be fully implemented and permanently retained and maintained during the construction phases of the development.

Reason: The development site is within the borough wide Air Quality Management Area (AQMA). Mitigation measures are required to make the development acceptable in accordance with NPPF, Policies CC10 and CC13 of the Local Plan (2018) and the councils Air Quality Action Plan.

- 23) 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 six self-contained dwellinghouses (Class C3) shall be submitted to and approved in writing by the Local Planning Authority. This is applicable to all residential floors where Council 2030 World Health Organisation aligned Annual Mean Air Quality Targets for Nitrogen Dioxide (NO₂) - 10ug/m³, Particulate (PM₁₀) -15 ug/m³ and Particulate (PM_{2.5}) - 5 ug/m³ are exceeded 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 ventilation extracts, to demonstrate that they are located a minimum of 2 metres away from the air ventilation intakes on all residential floors, to minimise the potential for the recirculation of extract air through the supply air ventilation intake in accordance with paragraph 8.9 part 'C' of Building Standards, Supporting Guidance, Domestic Ventilation, 2nd Edition, The Scottish Government, 2017.
 - c) Details of the independently tested mechanical ventilation system with Nitrogen Dioxide (NO₂) and Particulate Matter (PM_{2.5}, PM₁₀) filtration with air intakes on the rear elevation to remove airborne pollutants. The filtration system shall have a minimum efficiency of 90% in the removal of Nitrogen Oxides/Dioxides, Particulate Matter (PM_{2.5}, PM₁₀) in accordance with BS EN ISO 10121-1:2014 and BS EN ISO 16890:2016.
 - d) Details and locations of restricted opening windows (maximum 200mm for emergency purge ventilation only) for all habitable rooms (Bedrooms, Living Rooms, Study) on all residential floors.

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.

Reason: The development site is within the borough wide Air Quality Management Area (AQMA). Mitigation measures are required to make the development acceptable in accordance with NPPF, London Plan Policy SI 1, Policy CC10 of the Local Plan (2018) and the councils Air Quality Action Plan.

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

Condition 28 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 Surveyor (MRICS). Approved details shall be fully implemented prior to the occupation/use of the development and thereafter permanently retained and maintained.

Reason: The development site is within the borough wide Air Quality Management Area (AQMA). Mitigation measures are required to make the development acceptable in accordance with NPPF, PolicyCC10 of the Local Plan (2018) and councils Air Quality Action Plan .

- 25) Prior to occupation of the development hereby permitted, details (including manufacturer specification, installation/commissioning certificates, gas supply/meter site clear certificate and photographic confirmation) of the installed Air Source Heat Pumps (ASHP), Heat Battery Boilers, Electric boilers or alternative electrical only heating/cooling systems to be provided for space heating, hot water and cooling for the six self-contained dwellinghouses (Class C3) 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.

Reason: The development site is within the borough wide Air Quality Management Area (AQMA). Mitigation measures are required to make the development acceptable in accordance with NPPF, Policies CC1 and CC10 of the Local Plan (2018) and councils Air Quality Action Plan.

- 26) Within a minimum of seven days prior to commencement of the enabling works, site clearance or demolition works within each phase of the development hereby permitted, details of the Non-Road Mobile Machinery (NRMM) to be used shall be submitted to and approved in writing by the Local Planning Authority. The NRMM shall have CESAR Emissions Compliance Verification (ECV) identification and 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 shall be registered on the London GLA NRMM register GLA-NRMM-Register. Approved details shall be fully implemented and thereafter permanently retained and maintained until occupation of the complete development.

Reason: The development site is within the borough wide Air Quality Management Area (AQMA). Mitigation measures are required to make the development acceptable in accordance with NPPF, Policies CC10 and CC13 of the Local Plan (2018) and the councils Air Quality Action Plan.

- 27) Prior to occupation of the development hereby permitted, details (including manufacturer specification, installation/commissioning certificates, gas supply/meter site clear certificate, and photographic confirmation) of the installed electric induction cooking appliance in the kitchens of the six self-contained

dwellinghouses (Use Class C3) 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.

Reason: The development site is within the borough wide Air Quality Management Area (AQMA). Mitigation measures are required to make the development acceptable in accordance with NPPF, Policies CC1 and CC10 of the Local Plan (2018) and councils Air Quality Action Plan.

Justification for Approving the Application:

- 1) Land Use: The proposed development would make a small positive contribution towards the quantity of the borough's housing stock, helping to achieve the London Plan (2021) and Local Plan (2018) target of 1,609 residential units per year through new build, conversion or change of use. The proposal would provide six additional units of housing and would make efficient use of land by optimising residential use. The proposals are therefore considered to be in accordance with Policy D3, GG2 and SD6 of the London Plan (2021), Policies E1, E2, HO1, HO4, HO5 and TLC2 of the Local Plan (2018). The proposal is considered to be in accordance with Policies HO1, HO4, and HO11 of the Local Plan (2018).
- 2) Residential Amenity: The proposed development would respect the principles of good neighbourliness and maintain an acceptable relationship with the neighbouring residential properties. Subject to conditions, the proposed scheme would not have an unacceptably harmful impact on neighbouring residential amenity in terms of daylight/sunlight, outlook, privacy and noise and disturbance. In this regard, the proposals comply with Policies DC1, DC2, HO11, CC11, CC12 and CC13, and relevant housing and amenity Key Principles of the 'Planning Guidance' SPD (2018).
- 3) Quality of Accommodation: The proposed development provides an acceptable standard of living accommodation, in accordance with Policy D6 of the London Plan (2021) and Policies HO4 and HO11 of the Local Plan (2018) which all require residential development to be of the highest quality internally.
- 4) Highways matters: It is considered that the scheme would not have a significant undue impact on the highway network, road safety and conditions or local on-street car parking demands; the reduction in vehicle trips compared to the existing lawful use of the site (Class B8) is a material consideration which weighs in favour of allowing the four of the homes to benefit from one CPZ permit per property and two homes with parking permit restrictions. On the balance of site-specific factors relevant to the determination of this application, the proposal is deemed to be acceptable in transport terms. Satisfactory provision would be made for cycle

parking. Adequate provision for the storage and collection of refuse and recyclables would be provided. The proposed development therefore accords with the NPPF (2024), London Plan (2021) Policies T1-T7, Local Plan (2018) Policies T1, T2, T3, T4, T7 and CC7, and relevant transport and waste management Key Principles of the 'Planning Guidance' SPD (2018).

- 5) Design and heritage: The proposal would alterations to the existing property which would allow for its optimisation for residential use. Taking a balanced approach, the extent of alterations and extensions to the property would be acceptable and have no harmful impact to the setting of adjacent heritage assets, namely the Ravenscourt and Starch Green conservation area. The proposed scheme therefore accords with the NPPF (2024), London Plan (2021) Policies H1 and HC1 and Local Plan (2018) Policies DC1, DC2 and DC8.
- 6) Environment: The impact of the development with regards to land contamination, flood risk, energy, sustainability and air quality are considered to be acceptable subject to conditions to secure further details of mitigations and appropriate measures, in accordance with London Plan (2021) Policies SI 12 and SI 13 Local Plan (2018) Policies CC1, CC2, CC3, CC4, CC9 and CC10, and relevant Key Principles of the 'Planning Guidance' SPD (2018).

LOCAL GOVERNMENT ACT 2000 LIST OF BACKGROUND PAPERS

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

Application form received: 9th June 2025

Drawing Nos: see above

Policy documents: National Planning Policy Framework (NPPF) 2024
The London Plan 2021
LBHF - Local Plan 2018
LBHF – Planning Guidance Supplementary Planning Document
2018

Consultation Comments:

Comments from:
Crime Prevention Design Advisor - Hammersmith

Dated:
01.07.25

Neighbour Comments:

Letters from:

Dated:

79 Gayford Road London W12 9BY	16.07.25
79 Gayford Road London W12 9BY	06.07.25
83 Gayford Road London W12 9BY	10.07.25
100 Gayford Road London W12 9BW	08.07.25
83 Gayford Road London W12 9BY	10.07.25
102 Gayford Road London W12 9BW	21.06.25
89 Gayford Road London W12 9BY	02.07.25
81 Gayford Road London W12 9BY	11.07.25
81 Gayford Road London W12 9BY	11.07.25
77, Gayford Road London W12 9BY	13.07.25

1.0. SITE AND SURROUNDINGS

- 1.1 The application site is an unusual site, occupying an L-shaped plot within an otherwise typical Victorian residential street and being extensively developed with part single, part two-storey commercial premises that abut the boundary wall to Wendell Park. The application site is not within a Conservation Area however, the rear of the site adjoins the boundary of the Ravenscourt and Starch Green Conservation Area, and Wendell Park. The existing buildings occupying the site have no heritage designations.
- 1.2 The current lawful use is unrestricted storage and distribution (B8 use). This has been established via the certificate of lawlessness for existing use (app ref. 2022/03702/CLE).
- 1.3 The site is within Flood Risk Zone 3. It is also in an area where surface water flooding could occur during a major storm.

2.0. PLANNING HISTORY

1949/00087/HIST - The erection of two storey building at the rear of No.87 Gayford Road. Approved. 18/08/1949.

1950/00094/HIST - The formation of a covered way on the south side of No. 87 Gayford Road. Approved. 13/12/1950.

1954/00130/HIST - The retention of the single-storey extension, uniting the two single-storey buildings at rear No.87 Gayford Road.. Approved. 27/05/1954

1956/00130/HIST - Workshop for the manufacturing of wooden articles. Approved. 25/01/1956.

1973/00522/HIST - The holding of the public auctions in connection with the existing use as an electrical wholesaler at 87 Gayford Road. Refused. 27/03/1973.

1976/01293/HIST- The use of the premises for the production and assembly of electrical signs. Approved. Temporary consent from 06/12/1976 - 01/12/1979.

1980/00518/RES - Continued use of premises for the production and assembly of electrical signs. DRG. NOS. as original application. Approved. Temporary consent from 23/05/1980 - 31/05/1981.

2022/03702/CLE - Use of 87 Gayford Road for storage and distribution purposes (Use Class B8). Approved. 17.02.2023.

2024/00843/FUL - Change of use of the existing building from unrestricted storage and distribution unit (Use Class B8) into 5no self-contained flats comprising of 1 x 1 bedroom, 3 x 2 bedroom and 1 x 3 bedroom self-contained flats (Class C3); erection of a rear roof extension involving an increase in the ridge height including 3no rooflights in the front roofslope; erection of rear extensions at ground and first floor level; partial demolition of the ground and first floor level including the creation of new door and window openings, formation of roof terraces at first and second floor levels, and garden terraces at ground floor level; alterations to the front elevation to include the replacement of existing windows with new windows and existing double entrance gates with a new single entrance gate and railings; installation of sedum green roof and rooflights above the roof of ground and first floor back additions; installation of solar panels above the roof of first floor rear back addition; formation of bin and cycle stores at ground floor level; associated landscaping and external alterations. Pending Consideration.

2024/00844/FUL- Change of use of the existing building from unrestricted storage and distribution unit (Use Class B8) into 5no self-contained flats comprising of 2 x 1 bedroom, 2 x 2 bedroom and 1 x 3 bedroom self-contained flats (Class C3); erection of rear extensions at ground and first floor level; partial demolition of the ground and first floor level including the creation of new door and window openings, formation of roof terraces at first floor level, and garden terraces at ground floor level; alterations to the front elevation to include the replacement of existing windows with new windows and existing double entrance gates with a new single entrance gate and railings; installation of sedum green roof and rooflights above the roof of ground and first floor back additions; installation of solar panels above the roof of first floor rear back addition; formation of bin and cycle stores at ground floor level; associated landscaping and external alterations. Appeal turned away by Planning Inspectorate.

2025/00720/FUL - Change of use of the existing building from unrestricted storage and distribution unit (Use Class B8) into 5no self-contained flats comprising of 1 x 1 bedroom, 3 x 2 bedroom and 1 x 3 bedroom self-contained flats (Class C3); erection of a rear roof extension involving an increase in the ridge height including 3no rooflights in the front roofslope and formation of a roof terrace at second floor level to the rear elevation; erection of rear extensions at ground and first floor level; partial demolition of the ground and first floor level including the creation of new door and window openings, formation of roof terraces at first floor level, and garden terraces at ground floor level; alterations to the front elevation to include the replacement of existing windows with new windows and existing double entrance gates with a new single entrance gate and railings; installation of sedum green roof and rooflights above the roof of ground and first floor back additions; installation of solar panels above the roof of first floor rear back addition; formation of bin and cycle stores at ground floor level; associated landscaping and external alterations. Appealed under non-determination. Currently under review with the

3.0. Current Application

- 3.1 The proposal seeks planning consent for the 'Change of use of the existing building from unrestricted storage and distribution unit (Use Class B8) into 6no self-contained flats comprising of 2 x 1 bedroom, 3 x 2 bedroom and 1 x 3 bedroom self-contained flats (Class C3); erection of a rear roof extension involving an increase in the ridge height including 3no rooflights in the front roofslope and formation of a roof terrace at second floor level to the rear elevation; erection of rear extensions at ground and first floor level; partial demolition of the ground and first floor level including the creation of new door and window openings, formation of roof terraces at first floor level, and garden terraces at ground floor level; alterations to the front elevation to include the replacement of existing windows with new windows and existing double entrance gates with a new single entrance gate and railings; installation of sedum green roof and rooflights above the roof of ground and first floor back additions; installation of solar panels above the roof of first floor rear back addition; formation of bin and cycle stores at ground floor level; associated landscaping and external alterations'.
- 3.2 The main difference between the current application and the previous applications (refs. 2024/00843/FUL and 2024/00844/FUL) is that the current scheme includes a proposed a rear pod addition over the second-floor addition and mansard rear roof extension which results in the creation of 6 new residential units.

4.0 NOTIFICATION AND CONSULTATION

Neighbouring responses

- 4.1 Notification letters were sent to 41 neighbouring properties. A site notice and a press notice were also displayed/published.
- 4.2 Nine (9) representations were received from 7 separate addresses, which objected to the proposal. The objections can be summarised as follows:
- Overdevelopment, too dense.
 - Additional noise from increased comings and goings.
 - Increase in noise over existing commercial use.
 - Does not meet the policy requirements for local plan policy E2.
 - The present proposed development will attract short-term lets and create a more transient population.
 - Increase in parking pressure and traffic congestion.
 - Poor air quality due to increased car movements.
 - Roof terraces do not form part of the character of the area.
 - Increase in overlooking and loss of privacy.
 - Construction Disruption and Long-Term Impact - will likely cause noise, dust, and access issues for a prolonged period.
 - Design/appearance/impact on conservation area. The rear of the site overlooks Wendell Park, a Conservation Area. We do not consider the rear elevation to be sympathetic with the local vernacular style.

4.3 Officer response:

- Material planning considerations raised will be discussed later in this report.
- Concerns relating to the issue of structural damage to surrounding properties and party walls would fall within the scope of Building Regulations and the 1996 Party Walls Act. Resultantly, they would not be material planning considerations;
- Concerns relating to noise, dust and disturbance related to construction works would fall within the scope of Environmental Health legislation. Resultantly, this would not be a material planning consideration. Officers advise that any breaches of Environmental Health legislation could be referred to the Council's Environmental Health team to investigate; The host building is not situated in a conservation area, but the impact upon the setting of the adjacent Ravenscourt and Starch Green conservation area requires full consideration. Officers consider this impact and the other design related issues in more detail later in this report.

5.0 POLICY FRAMEWORK

- 5.1 The Town and Country Planning Act 1990, the Planning and Compulsory Purchase Act 2004 and the Localism Act 2011 are the principal statutory considerations for town planning in England.
- 5.2 Collectively the three Acts create a plan led system which requires local planning authorities to determine planning applications in accordance with an adopted statutory development plan unless there are material considerations which indicate otherwise (section 38(6) of the 2004 Act as amended by the Localism Act).
- 5.3 In this instance the statutory development plan comprises the London Plan (2021) and the Local Plan (2018). 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 (December 2024)

- 5.4 The National Planning Policy Framework (NPPF) came into effect on 27 March 2012 and was revised in 2024 and is a material consideration in planning decisions. The NPPF, as supported by the Planning Practice Guidance (PPG) sets out national planning policies and how these are expected to be applied.
- 5.5 The NPPF does not change the statutory status of the development plan as the starting point for decision making. Proposed development that accords with an up to date Local Plan should be approved and proposed development that conflicts should be refused unless other material considerations indicate otherwise.

London Plan

- 5.6 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.

Local Plan

- 5.7 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.

6.0 PLANNING CONSIDERATIONS

- 6.1 The proposal is considered to raise the following material planning considerations:

- Land Use (including the impact upon housing supply and non-residential floorspace);
- The quality of the proposed residential accommodation;
- Design and Heritage;
- The impact of the proposal on neighbouring amenity;
- The impact of the proposal on the highway network;
- Refuse and recycling storage;
- Flood risk;
- Land contamination;
- Fire Strategy/Safety.

LAND USE (INCLUDING THE IMPACT UPON HOUSING SUPPLY AND NON-RESIDENTIAL FLOORSPACE)

Industrial / Employment Land Use -

- 6.2 Policy E2 states that the Council will require the retention of land and premises capable of providing continued accommodation for employment or local services. Permission will only be granted for a change where:

1. continued use would adversely impact on residential areas; or
2. an alternative use would give a demonstrably greater benefit that could not be provided on another site; or
3. it can be evidenced that the property is no longer required for employment purposes.

- 6.3 Where the loss of employment use is proposed in line with sub para.3 above, the Council will have regard to:

- the suitability of the site or premises for continued employment use with or without adaptation;
- evidence of unsuccessful marketing over a period of at least 12 months;
- the need to avoid adverse impact on established clusters of employment use; and
- the need to ensure a sufficient stock of premises and sites to meet local need for a range of types of employment uses, including small and medium sized enterprises, in appropriate locations.

- 6.4 The site is not an allocated site (i.e. sites that have been identified for development as part of the Local Plan) and it is argued by the applicant that the

site is no longer fit for purposes in terms of providing viable industrial use due to the predominantly residential character of the locality and the unrestricted nature of the lawful B8 use of the site. This is not disputed by Officers, and it is therefore acknowledged that a redevelopment of some kind is necessary with due regard to the close proximity of sensitive residential receptors to the site.

- 6.5 Six (6) market value residential units are proposed as part of the redevelopment, the Council would normally encourage that the level of housing meets the threshold for affordable housing requirements. However, given the constraints of the site, it is accepted that the proposed number of units have been maximised. Notwithstanding this, it is noted that development on employment sites without affordable housing, residential use would normally only be acceptable if it is part of a mixed-use set up and if there is satisfactory marketing evidence to show that there is no local interest in carrying on using the site for employment/industrial purposes.
- 6.6 Otherwise, applicants are required to submit viability information to demonstrate that it is not feasible to retain the site in employment use. A fully residential scheme ignores the employment policy set within the Local Plan and the requirements come down to an onus on applicants to demonstrate that the likelihood of a site being redeveloped for employment uses is improbable in line with Local Plan policy E2. The applicant has sought to demonstrate Local Plan policy E2: that "whether the scale and nature of the development is appropriate, having regard in particular to local impact, the nature of the surrounding area, and public transport accessibility.". In terms of nature and scale, the size of the unit (457m²) would house a small to medium sized storage and distribution operation that could effectively operate 24 hours a day. The applicant has sought to demonstrate that the unrestricted nature of the operation is likely to give rise to a detrimental impact in terms of noise and disturbance and poor air quality. It also has the potential to impact the local highway network given the width of the street with on-street parking on both sides of the street and the proximity of the primary school and nursery on the same road that inevitably increase traffic levels during drop off and pick up times.
- 6.7 Furthermore, officers acknowledge that the new Use Class E can allow change of use from commercial use to residential, subject to some strict criteria contained within the GPDO (most of which would not be met by the proposal at this stage). As such, if successfully adapted, at some stage in the future, the loss of the employment site which is not protected could happen and this is the reason why officers consider that flexibility can be exercised in this instance. In this case, the applicant has demonstrated that the continued use of the site would adversely impact on residential areas, as discussed in Policy E2.
- b. Residential Use -
- 6.8 The provision of housing is a significant issue, with paragraph 60 of the National Planning Policy Framework (NPPF, 2024) outlining that local planning authorities should seek to significantly boost the supply of housing. This need for housing is recognised within Policy H1 of the London Plan (2021), with Table 4.1 of this Policy outlining that a minimum of 1,609 new residential dwellings should be provided per year within the Borough of Hammersmith and Fulham up to 2031.

Policy HO1 of the Local Plan (2018) specifies that the Borough of Hammersmith and Fulham will continue to seek at least 1,031 additional dwellings a year in the period up to 2035.

- 6.9 The proposal would result in the net-gain of 6 self-contained residential units. The Officers consider that this would be consistent with the aims of the NPPF (2024), Policy H1, Table 4.1 of the London Plan (2021) and Policy HO1 of the Local Plan (2018).
- 6.10 Policy H2 (Small sites) of the London Plan sets out that Boroughs should pro-actively support well-designed new homes on small sites (below 2500sqm/0.25ha in size) through both planning decisions and plan-making.
- 6.11 In this case, it is considered that the site would be appropriate for residential use in principle, subject to other material planning considerations.

THE QUALITY OF THE PROPOSED RESIDENTIAL ACCOMMODATION

- 6.12 Policy HO4 of the Local Plan (2018) specifies that all new housing should ensure a high-quality residential environment and must be designed in accordance with London Plan internal space policies, unless it can be demonstrated that there is justification to deviate from these standards. Officers note that since the adoption of the Council's Local Plan (2018), the 2021 London Plan has been adopted. The London Plan (2021) is therefore the internal space policies which must be met.

+ Unit size and individual room size

- 6.13 Accordingly, Policy D6 of the London Plan (2021), the Nationally Described Space Standards (NDSS, 2015) and Key Principle HS2 of the Planning Guidance Supplementary Planning Document (SPD, 2018) are relevant considerations.

- 6.14 The submitted drawings indicate that the 6 self-contained residential units would all meet or exceed the gross internal area (GIA) requirements as specified by Policy D6, Table 3.1 of the London Plan (2021). The GIA of the proposed residential units are:

Unit 1 - Ground floor front flat (1b, 2p): 50sqm (50 sqm minimum requirement).

Unit 2 - Ground floor front flat (1b, 1p): 45.8m² (39sqm minimum requirement).

Unit 3 - Ground & First Floor Flat (3b/5p): 102.3sqm (93sqm minimum requirement).

Unit 4 - Ground & First Floor Flat (2b/4p): 100.7sqm (79sqm minimum requirement).

Unit 5 - Ground Floor rear Flat (2b/3p): 65.2sqm (61sqm minimum requirement).

Unit 6 - Second Floor front flat (1b/2p): 52.5sqm (45.3) (50 sqm minimum requirement).

- 6.15 With regard to individual room sizes, Policy D6 of the London Plan (2021) specifies the following requirements:

- A dwelling with two or more bedspaces has at least one double (or twin) bedroom;
- In order to provide two bedspaces, a double (or twin bedroom) has a floor area of at least 11.5sqm;

- One double (or twin bedroom) is at least 2.75m wide and every other double (or twin) bedroom is at least 2.55m wide;
- In order to provide one bedspace, a single bedroom has a floor area of at least 7.5sqm and is at least 2.15m;
- A 1-bed, 1-person dwelling should be provided with 1sqm of built-in storage space.

6.16 The proposed scheme would meet the minimum requirements of the internal space standards.

+ Ceiling height

6.17 Policy D6 of the London Plan (2021) outlines that a minimum finished floor to ceiling height of 2.5m for at least 75% of the GIA is required.

6.18 Annotations specified on the proposed section C-C (drawing 6-313) indicate the ceiling height at first floor is between approx. 2.9 and 3.7m in Flats 3 and 4 of the 5 proposed residential units and would comply with Policy D6 of the London Plan (2021). The ceiling height of the ground floor would be 2.4m which would be marginally short (0.1m) of the threshold. However on balance, given the site is a conversion and the ground floor would contain bedrooms and bathrooms, with the living room/kitchen/dining area on the more spacious first floor, in this instance on balance it is judged that the proposal would be acceptable in this regard.

+ Noise

6.19 Policies CC11 and CC13 of the Local Plan (2018) outline that all proposed development will be required to demonstrate that there will be no undue detriment to the general amenities enjoyed by existing surrounding occupiers as a result of nuisances (including noise).

6.20 Paragraph 10.8 of the Planning Guidance SPD (2018) specifies that poor design and layout of rooms often lead to neighbour noise complaints, and accordingly Key Principle NN3 of the Planning Guidance SPD (2018) expects all parts of adjoining dwellings to enhance the sound insulation, including where the adjoining room is of a similar use. Where a residential dwelling adjoins a commercial premise, substantially enhanced sound insulation will be expected.

6.21 Furthermore, whilst the proposal would involve a uniform 'stacking' arrangement in the sense that the open plan living/dining/sleeping areas of the proposed residential units are directly above/below each other, this stacking arrangement could lead to harmful levels of noise transmission if one occupant was sleeping whilst an adjoining occupant was making use of the open plan space as a living/dining room.

6.22 A noise impact assessment by RBA Acoustics dated 7th May 2025 has been submitted with the application. Officers have reviewed the submitted report and raised no objection, subject to conditions relating to the submission of 1) absolute internal and external noise criteria for noise sensitive premises. 2) details of enhanced sound insulation of at least 5db above Building Regulation values for the floor/ceiling/wall structures between the proposed residential units.

6.23 Officer's therefore consider that the proposal would not expose future occupants of the proposed dwelling to harmful levels of noise, subject to the imposition of the recommended conditions. The proposal is considered to be consistent with Policies CC11 and CC13 of the Local Plan (2018) and Key Principle NN3 of the Planning Guidance SPD (2018).

+ Outlook and light

6.24 The provision of outlook and light for future occupants are key considerations when assessing the quality of proposed residential accommodation for future occupants. The submitted drawings demonstrate that the open plan living/dining/sleeping area of the 6 proposed residential flats would be served by a minimum of two windows/doors. This, together with the upper-level siting of the proposed residential units, would be considered sufficient to provide adequate levels of outlook and light to occupants of these rooms, in accordance with Policies HO4 and HO11 of the Local Plan (2018).

+ Amenity space

6.25 Policy D6 of the London Plan (2021) specifies that where there are no higher local standards in the borough development plan documents, a minimum of 5sqm of private outdoor space should be provided for 1-2 person dwellings, and it must achieve a minimum width and depth of 1.5m.

6.26 Key Principle HS1 of the Planning Guidance SPD (2018) specifies that where balconies and/or terraces are provided, they must be designed to respect the amenity of neighbours and be designed so as not to detract from the character of the surroundings.

6.27 As depicted on the submitted drawings 5 of the 6 proposed flats would be provided with private amenity space.

Unit 1 - Ground floor front flat (1b, 2p): 8 sqm private amenity space

Unit 2 - First Floor Flat (1b/1p): No private amenity space

Unit 3 - Ground & First Floor Flat (3b/5p): 18.8sqm private amenity space

Unit 4 - Ground & First Floor Flat (2b/4p): 16.6 sqm private amenity space

Unit 5 - Ground Floor rear Flat (2b/3p): 7 sqm private amenity space

Unit 6 -Second Floor front flat (1b/2p): 10.7 sqm private amenity space

6.28 Unit 2 (1b1p) would have no private amenity space. However, the site is adjacent to Wendell Park, which would be available for recreation needs of the residential occupants. As such, it is considered that the levels of amenity provided (as set out above) for the development, are satisfactory given the existing site constraints and no objections are raised to this element of the proposed development. It is considered that the proposal would provide an adequate provision of amenity space, with regard to Policy D6 of the London Plan (2021) and Key Principle HS1 of the Planning Guidance SPD (2018).

+ Air quality

6.29 NPPF (2024) Paragraph 199 relates to air quality, and states planning decisions should ensure that any new development in Air Quality Management Areas

(AQMA) is consistent with the local air quality action plan. The councils Air Quality Action Plan 2025-2030 was approved and adopted by the council on the 16th of December 2024.

- 6.30 Policy CC10 of the Local Plan (2018) specifies that the council will seek to reduce the potential adverse air quality impacts of new development. Notably, where a proposal has potential to result in occupants being affected by poor air quality, mitigation measures will be required to mitigate against this.
- 6.31 The development site is located within the councils Air Quality Management Area (AQMA) for the air pollutants - Nitrogen Dioxide (NO₂) and Particulate Matter (PM₁₀, PM_{2.5}), and an area of existing poor air quality due to the road traffic emissions from Gayford Road and Cobbold Road. The development proposal will introduce new residential sensitive receptors into an area of poor air quality.
- 6.32 The application submissions have been reviewed by the Council's Air Quality Team. Further details are required which can be secured by conditions, including the submission of Air Quality Dust Management Plans (Demolition & Construction), Ventilation Strategy and post installation compliance report, Indoor Air Quality, and Zero Emission Heating Systems compliance.
- 6.33 Subject to the conditions recommended above, no objection would be raised under NPPF (2025), London Plan Policy SI 1 and Local Plan Policies CC1 and CC10 and Councils Air Quality Action Plan on air quality grounds.

7.0 DESIGN AND HERITAGE

- 7.1 Paragraph 130 of the NPPF (2024) specifies that development should be visually attractive as a result of good architecture and be sympathetic to local character and history. Paragraph 134 of the NPPF (2024) states that development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design. Paragraph 199 of the NPPF (2024) specifies that great weight should be given to a heritage asset's conservation. This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.
- 7.2 London Plan Policy H1 (Increasing housing supply) notes that boroughs should attempt to optimise the potential for housing delivery on all suitable and available brownfield sites, including housing intensification on other appropriate low-density sites in commercial, leisure and infrastructure uses. Policy HC1 (Heritage Conservation and Growth) notes that development affecting heritage assets and their setting should conserve their significance, by being sympathetic to the asset's significance and appreciation within their surroundings.
- 7.3 Policies DC1 and DC2 of the Local Plan (2018) specify that new development should be of a high standard of design to create a high-quality urban environment that respects and enhances the scale and character of existing development and its setting. Specifically, this will be tested by taking into account the following:
- The historical context and townscape of the site, and its sense of place;
 - The scale, mass, form and grain of surrounding development and connections to it;

- The relationship of the proposed development to the existing townscape;
- The local design context;
- Good neighbourliness and the principles of residential amenity;
- The local landscape context;
- Sustainability objectives;
- The principles of accessible design;
- Principles of secured by design.

- 7.4 Policy DC8 (Heritage and Conservation) seeks to protect, restore or enhance the quality, character, appearance and setting of the borough's historic environment including its conservation areas and is supported by Key Principle CGA2 and CAG3 of the Planning Guidance SPD (2018). When considering the impact of a proposed development on the significance of a designated heritage asset, para. 205 of the NPPF (2024) states that "...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."
- 7.5 The Site is an extended two storey terraced property with a small area of outdoor space to the rear. It is located on the western side of Gayford Road, as it bends towards Cobbold Road. The rear of the Site backs onto Wendell Park. The application site is not situated in a conservation area, and the buildings currently occupying the site have no heritage designations. Wendell Park to the rear of the site, is situated in the Ravenscourt and Starch Green conservation area and therefore the impact of the proposals upon the setting of this conservation area requires due consideration. No other heritage assets or their setting would be impacted by the proposed development.
- 7.6 The application relates to a two-storey terraced property, situated on the western side of Gayford Road. The property contains a garage door that leads to a covered walkway which runs along to the rear of the site. Lettering stating 'Shogun' is written on the front elevation. The property has historically been extended to the rear in the form of an offshoot two-storey extension which drops to a single storey flat roof which covers the remaining curtilage of nos. 87 and 89. There is a gap between the single storey flat roof extension and the rear of 87 Gayford Road where there is an external staircase that provides access to the first floor of Gayford Road and the flat roof of the single storey extension. These extensions, owing to the current use of the building generally present elevations of a solid monolithic form, with painted render providing their key visual appearance when viewed from Wendell Park. These elements are considered to detract from the quality of the local area.
- 7.7 Internally, the front of the ground floor nearest to the entrance is taken up by a reception area with staff toilets. The remainder of the ground floor is laid out as a series of storage and packaging rooms as well as a small kitchen and workshop area. There is also a covered accessway with storage. There are two internal staircases that link the ground and first floors. The first staircase contained within the ground floor reception area leads to a small reception/waiting room/landing space on the first floor which is adjacent to the front office room. The remainder of the first floor is taken up by storage and packing rooms. The second staircase is contained within one of the ground floor storage rooms leads straight into the storage/packing area to the rear of the site.

- 7.8 The proposal involves the change of use of the existing building from unrestricted storage and distribution unit (Use Class B8) into 6no self-contained flats comprising of 2 x 1 bedroom, 3 x 2 bedroom and 1 x 3 bedroom self-contained flats (Class C3). To facilitate the change of use, the proposals require some partial demolition and alterations to the existing rear offshoots to introduce external areas of amenity, (including lightwells), introduction of new fenestration and green roofs/installation of solar panels. The main façade of the building would also be amended to provide a new entrance to the flatted block. The main form of the building would be extended through erection of a roof extension involving an increase in the ridge height including 3no rooflights in the front roofslope and formation a mansard roof extension, including a rear 'pod' dormer to the rear of site and an external amenity terrace.
- 7.9 This is an unusual site, occupying an L-shaped plot, and within a curved streetscene of a Victorian terraced residential street. As mentioned above, the existing part one/two storey rear offshoot extensions which have a relatively monolithic and solid appearance, which detract from wider views of the site. Considering neighbouring properties, whilst many of these properties are in use as single dwellings, several of this benefit from extant consents or implemented schemes to introduce rear mansard type extensions, with the immediate adjoining neighbour at 85 Gayford Road, gaining consent in February 2025, (Application reference: 2024/02078/FUL). The provision of the rear 'pod' dormer although not prevalent in the immediate context, is a situation which is found in the wider area particularly to the north of Gayford Road where larger box 'pod' dormers are clear features of these properties.
- 7.10 In this instance, officers consider that the pitched appearance of the pod, coupled with the mansard style roofscape would on balance have an acceptable design and appearance not to cause harm to the character of the local area, Furthermore, when coupled with the other changes to the rear offshoot of the existing building would cumulatively result in a positive change to the character of the host property, particularly in views from Wendell Park, These revisions to the scheme, would optimise the development potential of the site, resulting in the provision of 6 residential properties, all benefiting from external amenity areas having views of the park. Should the application be granted permission, suggested conditions would require submission of additional details in the form of 1:20 drawings of the alterations to key features of the building, alongside a detailed schedule of materials.

Ravenscourt and Starch Green conservation area

- 7.11 The application site boundary abuts the Ravenscourt and Starch Green conservation area to the west edge of the site. As such, officers have considered the impact of the proposals upon the setting of this heritage asset. The conservation area covers a large area, and its significance is largely focussed upon the Victorian development around Ravenscourt Park, including significant terraces and later development of the Ravenscourt Park Hospital campus. The northern extent of the conservation area is focussed on Wendell Park, St Saviours church and Wendell Primary school, which all served to support the initial development of the area, providing community functions to benefit local residents.

- 7.12 The proposed development is not considered to have a detrimental impact upon the setting of the conservation area, in fact the changes to the rear-offshoot extensions to the rear of the site, namely through the introduction of new fenestration and green roofs, would serve to enhance the views of site in this setting. As such, officers conclude that there would be no harm to the setting of the conservation area, considering the tests of the NPPF.
- 7.13 All proposed dwellings comply with minimum internal space standards but the 3 bed dwelling's private amenity space provision is significantly less than the 36m² required by LBHF's Housing Design SPD. Living rooms at first floor level are served by new window openings with access to screened private terraces overlooking the park. These alterations are essential to allow conversion of the existing building to residential use. They also change the relationship between the existing building and the park, bringing inhabited internal and external space significantly closer to the park boundary than neighbouring housing.
- 7.14 Officers have carefully considered the design of the proposals alongside the existing baseline condition of this unique site, and taking a balanced view consider that the alterations/extensions proposed as part of the change of use of the site, would optimise the residential use of the site, and bring forward positive changes to the views of the site particularly from the prominent aspect of Wendell Park. There would be no harmful impact the setting of adjacent heritage assets as a result of the development. The proposed scheme therefore accords with the NPPF (2024), London Plan (2021) Policies H1 and HC1 and Local Plan (2018) Policies DC1, DC2 and DC8.

8.0 IMPACT UPON NEIGHBOURING AMENITY

- 8.1 Policies DC2, HO4 and HO11 of the Local Plan (2018) specify that any proposal should ensure an acceptable impact upon the amenity of neighbouring residential occupants, especially with regard to outlook, privacy, daylight/sunlight and a sense of enclosure.
- 8.2 In terms of the immediate surrounding area, to the east of the Site is 85 Gayford Road, which shares a party wall with 87 Gayford Road. The eastern side of the rear extension on the Site shares a wall with the side infill extension of no. 85. There is an obscure glazed window in the western elevation of no. 85 at first floor level. To the west of the Site is 89 Gayford Road, which also shares a party wall with 87 Gayford Road. 89 Gayford Road is directly adjacent to the western elevation of the rear extension on the Site. The extension also covers the rear of the curtilage of the property at no. 89 Gayford Road. To the rear of the Site is an open public space, Wendell Park, which is contained within the Ravenscourt and Starch Green Conservation Area

+ Daylight and Sunlight

- 8.3 In support of the subject application, the applicant provided a daylight and sunlight study (rev F dated 21st May 2025) prepared by Model Environments. The report concludes that the proposal would comply with the criteria set out in 'Site layout planning for daylight and sunlight - a guide to good practice' by PJ Littlefair, published by the Building Research Establishment (BRE, 2022). The BRE guidelines propose several methods to assess daylight. Firstly, the 25-degree rule

is used as a screening method to select windows requiring full investigation. If a construction subtends an angle greater than 25 degrees from the horizontal when viewed from a neighbouring window, that window requires further investigation. The 25 degree test was performed for windows in the neighbouring buildings. As a result, it was found that three windows at the rear of 85, 89 and 91 Gayford Road would require further testing.

- 8.4 Subsequently, these three windows underwent further daylight testing and the results showed that they would meet the BRE criteria for Vertical Sky Component (VSC). VSC is calculated for the selected windows and compared for the situations with and without the proposed building. The VSC is a general measure of the potential daylight available to a window and depends on the amount of unobstructed sky visible from the window's centre. The BRE guide recommends that a window achieve a VSC of at least 27%, or not be reduced to less than 0.80 times its former value. All the windows tested pass BRE daylight impact guidance.
- 8.5 With regards to sunlight, the BRE guide states that main windows facing within 90 degrees of south which serve living rooms should be tested for their access to sunlight. A proposed 1st floor plan-drawing available on LBHF planning portal (application number: 2012/03650/FUL) showed window B serves a bedroom; therefore, window B did not qualify for BRE sunlight testing. Windows A and C on the rear façades of 91 and 85 Gayford Road face within 90 degrees of south and serve unknown rooms. These windows were tested for impacts to sunlight access.
- 8.6 The BRE guidelines recommends that windows qualifying for sunlight tests receive a minimum of 25% of available Annual Probable Sunlight Hours (APSH), and at least 5% of available Winter Probable Sunlight Hours (WPSH). Both the windows tested exceed these limits for both APSH and WPSH in the proposed condition; this indicates that these windows are predicted to receive good access to sunlight throughout the year.
- 8.7 Overall, the proposed development would comply with the BRE guidelines and no adverse harm to daylight and sunlight to neighbouring properties is identified.

+ Outlook and a sense of enclosure

- 8.8 The proposal does not include any side facing windows bar an obscure glazed secondary window set at an oblique angle serving unit 3. The plans show a glazed privacy screen proposed between the site and no. 85 Gayford Road. This privacy screen would protect the infringement of the 45 degree line taken from no. 85's first floor window. Moreover, given the siting of no. 85 slightly angled away from no. 87 officers consider the impact to this neighbour to be more or less in line with the existing arrangement. The front facing windows would be within approximately 14m from the opposing street facing windows. However, this would be in line with the existing arrangement on the street and on balance, is considered to be acceptable.
- 8.9 The proposed balconies/terraces would be orientated away from the surrounding upper floor residential windows and would have adequate screening to avoid loss of privacy and harmful overlooking. The size of the balconies/terraces are also be fairly small and would be incapable of holding large amount of people at any one time, which would limit the impacts of noise and disturbance on adjoining

residential properties in line with Key Principle HS8.

+ Privacy

- 8.10 With regard to the rear elevation windows of the proposed dwelling, Key Principle HS7 of the Planning Guidance SPD (2018) specifies that any new windows should be positioned at least 18m from the existing habitable room windows of neighbouring properties. If this standard cannot be met, then the proposed windows should be designed to ensure that no loss of privacy occurs.
- 8.11 To the rear lies Wendell Park, as such no sensitive receptors to the rear. For these reasons, Officers are satisfied that there would be no adverse impacts on privacy as a result of the development.
- 8.12 Overall, for the reasons outlined above, Officers consider that the proposal would not result in detrimental harm to the amenity of adjoining residents. This would be comply with Policies DC2, HO4 and HO11 of the Local Plan (2018).

9.0 HIGHWAYS/PARKING AND REFUSE/RECYCLING

+ Highways/parking

- 9.1 Policy T1 of the Local Plan (2018) seeks to encourage the provision and use of public transport and bicycles, to improve congestion and air quality within the Borough. Policy T5 of the London Plan (2021) specifies that cycle parking should be fit for purpose, secure and well-located, with the following standards for residential accommodation:
- 1 space per studio unit or 1-person, 1-bedroom dwelling
 - 1.5 spaces per 2-person, 1-bedroom dwelling
 - 2 spaces per all other dwellings
- 9.2 Policy T4 of the Local Plan (2018) specifies that car parking permit free measures will be required on all new development unless evidence is provided to show that there is a significant lack of public transport available.
- 9.3 Policy T7 of the Local Plan (2018) outlines that construction and demolition works within the borough will be required to mitigate against the impact of any additional traffic or potential disruption to the highway network. This may typically be ensured by way of a construction and/or demolition logistics plan.
- 9.4 The application site achieves a Public Transport Accessibility Level score of 1b which indicates poor access to frequent public transport options, using Transport for London's WebCAT planning tool. However, the site is located within walking distance of PTAL 2 and 3 and the designated Key Local Centre (Askew Road). The H&F Local Plan defines Key Local Centre as those diversified larger centres with a range of local shops and services which sit below the three town centres of Hammersmith, Shepherd's Bush and Fulham. They often include a choice of small supermarkets and food/drink units, possibly with an ethnic goods and evening economy element.

- 9.5 The Council's Highway team initially requested that conditions or a legal agreement restricting the issuing of car parking permits for the future residents of the proposed residential units be attached. However, the applicant has sought to pursue car parking permits and provided car parking stress survey details to demonstrate there is sufficient capacity in the local road network to accommodate the proposed development. London Plan Policy T6.1 states a maximum standard of 0.75 space per unit for Inner London (PTAL 0-1). The maximum permitted car parking would therefore equate to four spaces. As such, 2 of the proposed units would have a car parking permit restriction.
- 9.6 Accordingly, in order to secure the 2 units as car parking permit free a legal agreement will be required. The legal agreement would ensure the proposal adheres to both the Local Plan and London Plan policies regarding car parking for car-free residential development and is also beneficial to help reduce air pollution from vehicle emissions.
- 9.7 The applicant has agreed to enter into a S106 agreement. This would ensure the two car parking permit restrictions can be secured and a limit of 1 parking permit for each of the remaining four approved units. The proposal is therefore considered to be in accordance with Policies CC10 and T4 of the Local Plan (2018) and Policies SI 1, T2 and T6 of the London Plan (2021).

+ Cycle Parking

- 9.8 Policy T3 of the Local Plan (2018) seeks to increase the use of bicycles within the borough, consequently new development (including change of use) is required to provide accessible and secure cycle parking within the boundary of the application. Flats 2, 3, 4, 5 & 6 will have private lockable timber cycle stores. They will be located in the shared walkway against the boundary treatment shared with no.89 Gayford Road. They will be accessible and will be lockable. These have been designed in accordance with the London Cycle Design Standards (2016) / West London Cycle Parking guidance (2017). There will be a designated area within the private amenity space of Flat 1 to accommodate for no.2 cycle parking spaces. In terms of short stay cycle parking, there will be a Sheffield stand which can accommodate for no.2 cycles which will be located on the shared walkway.

+ Refuse and recycling

- 9.9 Policy CC7 of the Local Plan (2018) specifies that all developments should aim to minimise waste and should provide convenient refuse and recycling storage facilities. Drawing No. Proposed Ground Floor Plan depicts the provision of ground-floor refuse and recycling storage for future occupants of the proposed residential units. The storage would be secure and accessible via a dedicated rear elevation door (the same door which would also provide access to the cycle storage). Annotations indicate that the bins would provide two 660l refuse and recycling storage.
- 9.10 The provision of greater than 530 litres of refuse and recycling storage would be consistent with the recommended capacities for 4 - 6 residential units served by kerbside collections, as specified within Key Principle WM4 of the Planning Guidance SPD (2018). The proposal therefore is in accordance with Policy CC7

of the Local Plan (2018) and Key Principle WM4 of the Planning Guidance SPD (2018).

10.0 FLOOD RISK

- 10.1 Previous applications were submitted under references 2024/00843/FUL, 2024/00844 and more recently 2025/00720/FUL. The key change involved in this application is the addition of a 6th flat on the second floor. There are no changes from previous applications relevant to flood risk at ground floor, but it is noted that there is an increase in the total attenuation provided.
- 10.2 This site is in the Environment Agency's Flood Zone 3. It is also in an area where surface water flooding could occur during a major storm. The proposals are for a change of use, extensions and alterations to create residential units, introducing a more vulnerable use to the site.
- 10.3 The flood risk assessment (FRA) assesses flood risk from the relevant sources and concludes the overall flood risk to be low. Although the overall risk of surface water is concluded to be low in the FRA, the SWMP identifies Gayford Road to be an area of elevated surface water flooding risk and the site is located close to 2 flooding hotspots. A number of measures have been included to provide mitigation against flood water damage in any event, including water resilient materials in structural elements, sealing of cracks and joints, tiled finishes, lime plaster and higher placement of electrical fittings.
- 10.4 The FRA also confirms that non return valves will be installed within pipes connecting to the combined sewer, to prevent backflow. The proposed floor levels will be 300mm above pavement level. Considering the nature of the proposals and overall flood risk, these measures are suitable.
- 10.5 A separate SuDS strategy has been submitted which outlines the proposed SuDS measures:
- Ground floor outdoor amenity areas contain permeable paving
 - Specification details for the green roof have been provided, showing an 80mm substrate in line with the Planning Guidance SPD recommendations compared to the previous application (2025/00720/FUL), the area of green roof has been expanded, now covering a total area of 76.8m².
 - The proposed driveway contains a 30m² area of permeable paving underlain with geo-cellular storage crates.
 - 4 no. water butts are proposed
 - Planters indicated on the drawing will provide additional permeability
- 10.6 Overall, the SuDS features are proposed to attenuate a minimum of 15.75m³ of surface water runoff, an increase of 0.5m³. A drainage diagram has been provided, showing SuDS measures at ground floor level and indicating flow routes and sewer connections. The discharge rate for the proposed scheme is 2 l/s which is outlined to be as close to greenfield runoff rates as possible.
- 10.7 Given the nature of the site, we consider the proposals to be acceptable, subject to suitable conditions. The implementation of all flood mitigation measures and SuDS

measures in the FRA and SuDS strategies should be secured by way of condition, including for the retention and maintenance of the green roof and attenuation tank. The SuDS measures should limit the peak discharge rate of surface water from the site to the public sewer network at no more than 2l/s. Since new dwellings are being created, internal water use should be limited to no more than 105 litres per person per day and therefore an informative should be included requiring water efficiency measures on all fittings.

- 10.8 The Council's Environmental Policy (Flood Risk) team reviewed this revised FRA and confirmed that they raised no objection to the proposal, subject to the details specified being adhered to. Subject to a compliance condition to this effect, the proposal would accord with Policies CC2 and CC3 of the Local Plan (2018).

11. LAND CONTAMINATION

- 11.1 Policy CC9 of the Local Plan (2018) outlines that when development is proposed on or near a site that is known to be, or there is good reason to believe may be, contaminated, or where a sensitive use is proposed, an applicant should carry out a site assessment and submit a report of the findings in order to establish the nature and extent of the contamination.
- 11.2 The Council's Land Contamination team have reviewed this planning application, and have reviewed the submitted land contamination reports. These are considered to be acceptable and meet the requirements of the NPPF and relevant Council policy. Accordingly, a compliance condition is included to ensure the works are completed in accordance with the details contained within the approved reports. As such, the proposal would accord with Policy CC9 of the Local Plan (2018).

12.0 Fire Strategy / Safety

- 12.1 The London Plan (2021) includes Policy D12 which is concerned with Fire Safety and states that all development proposals must achieve the highest standards of fire safety by providing details such as location of fire appliances, evacuation assembly points and suitable means of escape. The Policy therefore encourages the submission of a Fire Safety Statement with all planning applications.
- 12.2 A Fire Strategy report has been submitted in support of the application and it provides a response to the relevant points of Policy D12 (A) of the London. Given the nature of the proposal, officers are satisfied that the proposed development would satisfy London Plan Policy D12, Part A.

13.0 COMMUNITY INFRASTRUCTURE LEVY

- 13.1 Mayoral CIL (Community Infrastructure Levy) came into effect in April 2012 and is a material consideration to which regard must be had when determining this planning application. Under the London wide Mayoral CIL the development according to the figures provided in the applicant's mayor CIL form will be nil as there is no new floorspace created.
- 13.2 The borough's own community infrastructure levy came into effect on 1st

September 2015. According to the submitted CIL form, the CIL liability will be nil as there is no new floorspace created.

LEGAL AGREEMENT (S106)

- 13.3 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'.
- 13.4 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.
- 13.5 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 which are the Community Infrastructure Levy (CIL) and Section 106 Agreements (s106).
- 13.6 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 reasonably commensurate the scale and type of development proposed. 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 and impacts of the proposed development.
- 13.7 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 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.
- 13.8 The applicant is expected to agree to enter into a legal agreement with the Council to which would include the following site-specific items:

HEADS OF TERMS

- 1) Financial Contribution of £70,000 that will contribute to Public realm, environmental improvements, and economic development to support delivery of the Council's Industrial Strategy (or any successor to it), including to support employment, skills and local procurement activities;
- 2) A limit of 1 car parking permit per approved unit for 4 of the approved units and the other 2 approved units would have a parking permit restriction under Section

16 of the Greater London Council (General Powers) Act 1974.

- 3) Enter into a S278 Agreement to fund any necessary highway works arising from the development to the footway and including the removal of the crossover on Gayford Road;
- 4) A commitment to meet the costs of the Council's associated legal fees.

14.0 CONCLUSIONS

- 14.1 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.
- 14.2 In summary, Officers consider that the proposed development would be appropriate in terms of land use, design and scale, and that it would not cause demonstrable harm to the amenities of neighbouring residents.
- 14.3 The proposals would contribute towards an identified housing need and local housing target and would have a neutral impact on the character and appearance of the street scene and the surrounding area. Highways, transportation and environmental matters including energy and sustainability, flood risk, air quality, land contamination and ecology have also been satisfactorily addressed and will be subject to conditions/planning obligations. In these respects, the proposals comply with the relevant policies of the NPPF (2024), the London Plan (2021), the Local Plan (2018) and the relevant Key Principles within the 'Planning Guidance' (2018) and 'Climate Change' (2023) Supplementary Planning Documents.
- 14.4 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 legal agreement.
- 14.5 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.

15.0 RECOMMENDATION

- 15.1 The application is therefore recommended for approval, subject to conditions and the completion of a legal agreement.